Council Meeting of
November 6, 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 Traffic Signal Left Turn Phasing Upgrades for the proposed intersections of Sepulveda Boulevard and Cabrillo Avenue; Sepulveda Boulevard and Arlington Avenue; Sepulveda Boulevard and Hickory Avenue; and 182nd Street and Prairie Avenue, Project T-128. Expenditure: $115,570.

RECOMMENDATION

Recommendation of the Public Works Director that City Council award a consulting services agreement to Albert Grover & Associates Inc. of Fullerton, CA in the amount of $115,570 to perform design services for the Traffic Signal Left Turn Phasing Upgrades Project, T-128 (B2012-22).

Funding

Funding is available through the Infrastructure Action Plan, Project T-128 for Traffic Signal Left Turn Phasing Upgrades.

BACKGROUND

On November 7, 2011, the City of Torrance Traffic Commission received, reviewed and finalized an item pertaining to the "Traffic Commission Work Plan-Second Priority, Development of a Guideline for Protected Permissive Left-Turn Signal. At this meeting the Traffic Commission prioritized the criteria for intersections that may utilize protective permissive left turn (PPLT) signals and identified the Flashing Yellow Arrow Permissive Only Left Turn Indication (FYA) as the preferred implementation method. This action set the stage for the solicitation of design services through the Request for Proposals (RFP) process.

The RFP (B2012-22) was finalized and advertized for this project with a due date of August 23, 2012. Eight proposals from consulting firms were received. Each firm's package was individually and independently evaluated by staff. From eight firms, six were interviewed and evaluated.

Albert Grover & Associates Inc. (94) was selected as the most qualified firm followed, in order of ranking, by: DKS Associates (92), KOA Consulting (90); Iteris (88), RBF Consulting (88), and DPA Consulting (80).

ANALYSIS

On October 4, 2012, staff met with the Consultant, Albert Grover & Associates Inc., to discuss and finalize the detailed scope of work, which is attached to the consulting services agreement.

Albert Grover & Associates Inc. have successfully designed similar type signal phasing for other local public agencies including the cities of Fullerton, La Habra, Indio, and Pasadena. They have also conducted many public outreaches in an effort to educate the public. Their references have been vetted and found to be in order. Albert Grover & Associates Inc. proposes to perform design services in the amount of $115,570 for this project. The proposed consulting services agreement will provide the required professional design services as outlined in the RFP.

With Your Honorable Body's approval tonight, Albert Grover & Associates Inc. will begin the feasibility analysis for the proposed intersections of: 1) Sepulveda Boulevard and Cabrillo Avenue; 2) Sepulveda Boulevard and Arlington Avenue; 3) Sepulveda Boulevard and Hickory Avenue; and 4) 182nd Street and Prairie Avenue. These locations were also concurred to by the Traffic Commission at their November 7, 2011 meeting. Staff will provide alternative location(s) if any of the four initial locations prove to be not feasible for the upgrade.

Public Education is an important aspect of this project. Under guidance from staff and the Cable TV Division of the City Manager's office, the consultant shall prepare and provide content and copy for press release, brochures, e-news letter, website (various pages), social media, cable television, product demo at public meetings, presentation materials for Traffic Commission and City Council.

Respectfully submitted,

ROBERT J. BESTE
Public Works Director

By: Ted Semaan
Engineering Manager

CONCUR:

FOR
Robert J. Beste
Public Works Director

LeRoy J. Jackson
City Manager

Attachments A. Consulting Services Agreement
B. Traffic Commission Item of November 7, 2011

ATTACHMENT A

CONSULTING SERVICES AGREEMENT

This CONSULTING SERVICES AGREEMENT ("Agreement") is made and entered into as of November 6, 2012 (the "Effective Date"), by and between the CITY OF TORRANCE, a municipal corporation ("CITY"), and Albert Grover & Associates, a California Corporation ("CONSULTANT").

Inc.

RECITALS:

A. The CITY wishes to retain the services of an experienced and qualified CONSULTANT to perform design services, and provide public education for T-128 – Traffic Signal Left Turn Phasing Upgrades Project, (B2012-22).

B. In order to obtain the desired services, the CITY has circulated its Request for Proposal for Traffic Signal Left Turn Phasing Upgrades , RFP No. B 2012-22 (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 November 6, 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 $115,570 ("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 Beste, Public Work 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:

Rob Kuehn
Director of Project Development

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 cots including but not limited to attorney's fees, expert fees and costs of litigation reflecting the CITY's proportionate share of such expenses.

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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: Albert Grover & Associates, Inc.
211 East Imperial Highway, Suite 208
Fullerton, california 92835
(714) 992-2990
Fax: (714) 992-2883

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

_____
Frank Scotto, Mayor

Albert Grover & Associates, Inc
A California Corporation

By: _____
Rob Kuehn, Director of Project Development

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. B 2012-22	**Request For Proposals for Traffic Signal left Turn Phasing Upgrades**

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, August 23, 2012**
Time Deadline: **2:00 P.M.**

Submittal Requirements

The following items must be submitted in a sealed envelope, which shall be clearly marked:
***"RFP for Traffic Signal Left turn Phasing Upgrades, RFP No.* B 2012-22**

- Four (4) 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, July 26, 2012**
Time: **2:00 P.M.**

Questions Regarding this RFP Should be Directed to:

Sepideh Sedadi, Engineering Associate
Phone: (310) 781-6900 or Email: ssedadi@TorranceCA.gov

RFP NO. B 2012-22	Request For Proposals for Traffic Signal left Turn Phasing Upgrades
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, August 23, 2012**.

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 four (4) separately bound copies of their proposal. Proposals shall include the following information in the ordered format outlined below:

- Cover Letter
    1. Proposal Submittal Form
    2. Proposer's Affidavit
    3. 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:

  The consultant shall 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.

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. B 2012-22	Request For Proposals for Traffic Signal left Turn Phasing Upgrades

SECTION II TECHNICAL REQUIREMENTS

OBJECTIVE:

The City of Torrance is requesting proposals from qualified Consultants to perform Traffic Engineering Services for Traffic Signal Left Turn Phasing Upgrades throughout the City of Torrance. Objective for the signal upgrade is to increase the operational capacity of left-turn movements and the intersection as a whole. The combination of a protected phase and a permissive phase with the use of Flashing Yellow Arrow Permissive Only Left-Turn Signals provides an opportunity for additional vehicles to make a left turn without reducing the green time of opposing through traffic, while reducing delay of the left turning vehicles.

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 RPF. In the event of a dispute over installation or performance, the needs of the City of Torrance will govern.

PROJECT BACKGROUND & DESCRIPTION:

The initial project is the design of Protected Permissive Left-Turn Signals using the Flashing Yellow Arrow Permissive-Only Left-Turn Indication for the following five locations:

1. Sepulveda Blvd and Hickory Avenue;
2. Sepulveda Blvd and Arlington Avenue;
3. Sepulveda Blvd and Cabrillo Avenue;
4. Pacific Coast Highway (State Route 1) and Madison Street (Caltrans); and
5. Prairie Avenue and 182nd Street.

City of Torrance may set the timeline of this Consultant Contract for up to three (3) years, to analyze and design traffic signal left turn phasing upgrades for additional locations. The additional work will require a scope and cost to be agreed upon by the City of Torrance.

Educating the public will be an important aspect of this project. The consultant shall prepare and provide content and copy for Brochures, Press Release, E-News Letter, Website (various pages), Social Media, Cable Television, presentation materials and product demo at Traffic Commission, City Council and if required at Neighborhood meetings.

SCOPE OF WORK:

See page 6, the attached "Scope of Work for Traffic Signal left Turn Phasing Upgrades".

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 traffic engineering analysis and design. The consultant

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 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. The City will conduct a two-part selection process.

PART I – EVALUATION OF PROPOSALS:

The City will 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 on page 13. 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.***

Th

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	25
Qualifications of proposed project team members (meets minimum requirements and amount of desired qualifications)	15
Relevant projects of firm and proposed project team members	20
References	10
Time schedule (will provide final plans and specifications within the scheduled time frame)	10
Maximum Total Score =	**100**

CITY OF TORRANCE, CALIFORNIA

PUBLIC WORKS DEPARTMENT

SCOPE OF WORK
FOR
Traffic Signal Left Turn Phasing Upgrades
Infrastructure Action Plan T-128

RFP No. B 2012-22
July 9, 2012

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ATTACHMENTS: SCHEDULE OF FEE ESTIMATE (SAMPLE)

1. INTRODUCTION

The City has prepared a Scope of Work, included herein, for the design of Traffic Signal left Turn Phasing Upgrades.

2. PROJECT BACKGROUND

The City of Torrance is requesting proposals from qualified consultants to perform Traffic Engineering Services for Traffic Signal Left Turn Phasing Upgrades throughout the City of Torrance. The initial project is to analyze each of the proposed intersections for the feasibility of these types of upgrade per California MUTCD 2012 guidelines, and ultimately design the intersections that have met the criteria for the installation of the protected permissive left-turn signals using the Flashing Yellow Arrow Permissive-Only Left -Turn indication.

City of Torrance may set the timeline of this Consultant Contract for up to three (3) years, to analyze and design traffic signal left turn phasing upgrades for additional locations. The additional work will require a scope and cost to be agreed upon by the City of Torrance.

Objective for the left turn phasing upgrades are to increase the operational capacity of left-turn movements and the intersection as a whole. The combination of a protected phase and a permissive phase with the use of Flashing Yellow Arrow Permissive Only Left-Turn Signals provides an opportunity for additional vehicles to make a left turn without reducing the green time of opposing through traffic, while reducing delay of the left turning vehicles.

3. PROJECT DESCRIPTION

This project includes feasibility analysis of the following intersections for the installation of protected permissive left-turn signals using the Flashing Yellow Arrow Permissive-Only Left-Turn Indication. The five locations within the City of Torrance are:

1. Sepulveda Blvd and Hickory Avenue;
2. Sepulveda Blvd and Arlington Avenue;
3. Sepulveda Blvd and Cabrillo Avenue;
4. Pacific Coast Highway (State Route 1) and Madison Street (Caltrans); and
5. Prairie Avenue and 182nd Street.

Upon the completion of the feasibility analysis, and prior to design, the consultant shall review the results with the City. If one or more of the above intersections have not meet the criteria for the protected permissive left-turn signals using the Flashing Yellow Arrow Permissive-Only Left-Turn Indication, City will provide alternative location(s) based on the City's preliminary guideline.

Educating the public will be an important aspect of this project. The consultant shall prepare and provide content and copy for Press Release, E-News Letter, Website (various pages), Social Media, Cable Television, product demo at public meetings, presentation materials for Traffic Commission and City Council, and brochures.

4. PROJECT BUDGET

City of Torrance has appropriated funding through the Capital Improvements Project (CIP), Infrastructure Action Plan project T-128 for "Traffic Signal Left Turn Phasing Upgrades" project over a five year period. The total five year budget for design, administration, construction and inspection is $650,000 ($130,000 per year).

5. IMPORTANT DATES

Selection of Consultant	August 2012
Award of Contract	September 2012
Kick –off meeting	October 2012
Contract Deliverable	February 2013
PS&E	May 2013

6. SCOPE OF WORK

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

TASK I – Project kick off meeting

TASK II – Feasibility Analysis

TASK III – Project Coordination

TASK IV – Educational Materials

TASK V – Contract Deliverable

TASK VI – PS&E

TASK I – Project Kick- Off Meeting

- A kick-off 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.

- The City of Torrance is requesting five meetings and/or presentations, excluding the kick-off meeting, on an as needed basis, at no extra charge.

TASK II – Feasibility Analysis

- The Consultant shall research, obtain and review all available data as a reference to prepare the preliminary and final Plans Specifications & Engineering Estimate (PS&E). Data shall includes, 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). Consultant shall review this information with the City prior to beginning any preliminary design;

- The Consultant shall perform field inspection of the recommended intersections, and verify all record drawings and other data related to the signal upgrade; 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;

- The Consultant shall perform all necessary Traffic Volume and Turning Volume counts; unless instructed otherwise by City of Torrance to utilize the 2005 counts;

- The Consultant shall analyze each of the proposed intersections based on the existing records, field observation, data collected and the California MUTCD 2012 guidelines to determine for the feasibility of these types of upgrade, and ultimately design the intersections that have met the criteria for the installation of the protected permissive left-turn signals using the Flashing Yellow Arrow Permissive-Only Left -Turn indication. If one or more of the above intersections has not meet the criteria, City will provide alternative location(s) based on the City's preliminary guideline;

- The Consultant shall provide Level of Service (LOS) of the proposed upgraded intersections in Highway Capacity Manual (HCM) methodology.

- For the Caltrans owned and maintained intersections, the 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.

TASK III– 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 Sub-consultant Management).

- 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 on a Time and Material. If required, Consultant shall obtain necessary permits that are required for construction of the project, from any agency or utility company, at no additional cost to the City of Torrance.
- 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.

- 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.

TASK IV– Educational Materials

Educating the public will be an important aspect of this project. The consultant shall prepare and provide content and copy for Press Release, E-News Letter, Website (various pages), Social Media, Cable Television, product demo at public meetings, presentation materials for Traffic Commission and City Council, and brochures.

TASK V– Contract Deliverables

- 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.

- Upon City of Torrance concurrence with the proposed intersections, the Consultant shall provide traffic signal plans. The signal plans shall include all existing conditions (i.e. traffic signal poles, hardware, mast arm and pole-mounted signage, interconnect cable and control equipment). The signal plans may also 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;

- For the Caltrans owned and maintained intersections, the consultant shall prepare the plans in the format required by Caltrans and shall include a signature line for Caltrans District 7 and the project Number;

- Sign and Pavement Delineation Plans shall be prepared for those intersections that require more than changing the signal head. 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, if applicable, 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.

- Separate traffic control plans sheet(s) will be required for the Caltrans Standard Encroachment permit application. 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.

- Plans shall be on 24" x 36" black lined bond paper sheets. Consultant shall submit two (2) printed sets of plans and a PDF copy to the City for each submittal.

- 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.

- 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.

TASK V– PS&E

- Prepare PS&E for this project;

- 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. Consultant shall submit two (2) printed sets of plans and a PDF copy to the City for each 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.

- 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.

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.

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 KICK-OFF MEETING					
Subtotal - Project Kick-Off					
FEASIBILITY ANALYSIS					
Subtotal – Feasibility Analysis					
PROJECT COORDINATION					
Meetings					
Permits					
Subtotal – Project Coordination					
EDUCATIONAL MATERIALS					
CONTRACT DELIVERABLES					
Subtotal – Contract Deliverables					
PS&E					
100% PS&E Submittal					
Reimbursable Expenses					
Subtotal – PS&E					
				TOTAL FEE =	

RFP NO. B 2012-22	Request For Proposals for Traffic Signal left Turn Phasing Upgrades

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: _____
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.

Name of Company/Agency	Address	Person to contact/Telephone No.
Name of Company/Agency	Address	Person to contact/Telephone No.
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 describing in detail the service you are proposing. Please reference the page number of your attachment in the space below.
Submittal includes two (4) 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 Kick Off Meeting			
TASK II– Feasibility Analysis			
TASK III– Project Coordination			
TASK IV – Educational Materials			
TASK V – Contract Deliverables			
TASK VI– PS&E			

ATTACHMENT 1

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)

ATTACHMENT 2

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 cots 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

_____
Frank Scotto, Mayor

ATTEST:

_____
Sue Herbers, City Clerk

APPROVED AS TO FORM:

JOHN L. FELLOWS III
City Attorney

By: _____

Insert name of business
Insert type of entity

By:

_____
Insert Name and Title

Attachments:	Exhibit A:	RFP
	Exhibit B:	Proposal

Revised..: 10/29/2008

EXHIBIT B

PROPOSAL

[To be attached]

TECHNICAL PROPOSAL

TO PROVIDE

PROFESSIONAL TRAFFIC ENGINEERING SERVICES

FOR A

TRAFFIC SIGNAL LEFT TURN PHASING UPGRADE PROJECT

SUBMITTED TO

CITY OF TORRANCE

AUGUST 23, 2012

SUBMITTED BY

ALBERT GROVER & ASSOCIATES

ALBERT
GROVER &
ASSOCIATES

August 23, 2012

Office of the City Clerk
3031 Torrance Boulevard
Torrance, California 90503

Attention: Sepideh Sedadi, Engineering Associate

RE: Proposal for Traffic Signal Left Turn Phasing Upgrades

Dear Ms. Sedadi:

Albert Grover & Associates (AGA) is pleased to respond to your Request for Proposal (RFP) to provide traffic engineering services to the City of Torrance relative to traffic signal left turn phasing upgrades at various locations, as discussed in your RFP No. B-2012-22.

Enclosed please find four separately bound copies of our proposal presenting our project understanding and approach; our firm profile; our project team; a listing of relevant experience and references; and a project schedule. We have also included all required forms, affidavits, etc.

AGA is uniquely qualified to provide the requested services to the City of Torrance for a wide variety of reasons:

- AGA has been providing consultant traffic engineering services to the City for nearly two decades. This is in addition to the many years of service provided by several key staff members as employees of AGA's predecessor company – Mohle, Grover & Associates (MGA). These services have covered a wide range of disciplines, including signal design, signal modifications, signal preemption, warrant analyses, speed surveys, traffic impact studies, median beautifications, construction inspection, oversize vehicle permit studies, street lighting, signing, and various neighborhood traffic calming studies. Our extensive experience with Torrance traffic issues over the years has enabled AGA to become extremely knowledgeable of City personnel, policies and procedures, and "tuned in" to both City Council and residents' preferences and concerns.

- AGA's proposed Project Manager – Mr. Mark Miller, P.E., T.E., P.T.O.E. – is extremely familiar both with City staff personnel, and with traffic conditions and concerns throughout the City. Mr. Miller, AGA's Executive Vice President, has

TRANSPORTATION CONSULTING ENGINEERS
211 E. Imperial Hwy., Suite 208, Fullerton, CA 92835
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com

served as Project Manager on nearly all of the above noted projects, and has worked with current City staff members for many years. Mr. Miller has also been a leading advocate in the utilization of Flashing Yellow Arrow (FYA) Protected/Permissive Left Turn (PPLT) phasing installations in Southern California.

- AGA has extensive expertise and experience in the evaluation and design of not only PPLT signal phasing in general, but specifically FYA PPLT signal phasing. We have been a leading advocate in the utilization of PPLT phasing since the 1980s, when we converted nearly all of the signalized intersections in Downtown San Bernardino to PPLT operations. More recently, we were responsible for introducing the concept of FYA PPLT phasing to the Greater Los Angeles area in 2005 via our installation in the City of Fullerton, where a total of eleven intersections have been converted to FYA operation. We have also designed and installed FYA installation in the Cities of La Habra, Indio, and Pasadena. The Pasadena installation was at a Caltrans controlled intersection (SR-110 at Glenarm Street), the first Caltrans intersection in the State to utilize FYA PPLT phasing. We worked extensively with Caltrans, the California Traffic Control Devices Committee, and the Federal Highway Administration relative to addressing FYA in the California Manual of Uniform Traffic Control Devices, and provided input to the Department of Motor Vehicles on inclusion of a new section describing FYA in the Driver's Handbook.

- As important as experience in evaluation/design of FYA installations is experience in the operation of such installations. Our field technicians have been responsible for operating the Fullerton FYA installations for more than seven years, including locations operating in lead/lag modes, and locations operating in different modes at different times of day.

AGA looks forward to working with City staff to improve intersection operations and travel times, and reduce delay, fuel consumption and mobile source emissions, in the City of Torrance. If you have any questions regarding this proposal, please contact me or Mark Miller.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

Rob Kuehn
Director of Project Development

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A	Photographs of Project Intersections
B	Resumes of Key Personnel

RFP NO. B 2012-22	Request For Proposals for Traffic Signal left Turn Phasing Upgrades

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:

Albert Grover & Associates
Name of Company

211 East Imperial Highway, Suite 208
Address

Fullerton, California 92835
City/State/Zip Code

(714) 992-2990 / (714) 992-2883
Telephone Number/Fax Number

Rob Kuehn / Director of Project Development
Printed Name/Title

Rob Kuehn — August 23, 2012
Signature — Date

Contact for Additional Information:

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

Rob Kuehn
Name

Director of Project Development
Title

(714) 992-2990 / (714) 992-2883
Telephone Number/Fax Number

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

Corporation X Partnership _____ Sole Proprietorship _____ Other: _____

Consultant Name: Albert Grover & Associates

Business History:

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

19 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: _____
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 Fullerton, 303 W Commonwealth Ave, Fullerton, CA 92832, Don Hoppe, (714) 738-6864

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

City of La Habra, 201 E La Habra Blvd, La Habra, CA 90633, Nelson Wong, (562) 905-9622

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

City of Indio, 100 Civic Center Mall, Indio, CA 92201, Tom Brohard, (760) 391-4017

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

Consultant Name: Albert Grover & 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 describing in detail the service you are proposing. Please reference the page number of your attachment in the space below.
Submittal includes two (4) 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 Kick Off Meeting	✓		
TASK II– Feasibility Analysis	✓		
TASK III– Project Coordination	✓		
TASK IV – Educational Materials	✓		
TASK V – Contract Deliverables	✓		
TASK VI– PS&E	✓		

ATTACHMENT 1

STATE OF CALIFORNIA

PROPOSER'S AFFIDAVIT

COUNTY OF LOS ANGELES

Rob Kuehn being first duly sworn deposes and says:

1. That he/she is the Director of Project Management (Title of Office) of Albert Grover & Associates (Name of Company)

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

RFP No. B 2012-22 Traffic Signal Left Turn Phasing Upgrades
(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 23 day of August, 2012.

Rob Kuehn
(Proposer Signature)

Director of Project Management
(Title)

SECTION I: PROJECT UNDERSTANDING AND APPROACH

The City of Torrance has requested proposals from qualified consultants to provide Traffic Engineering Services relative to traffic signal left turn phasing upgrades at various locations throughout the City. Specifically, the project consists of conducting feasibility analyses, preparing construction documents, and developing public educational materials, all in close coordination with City staff, for the installation of Flashing Yellow Arrow Permissive Only Left Turn Signals, hereinafter referred to as FYA Protected Permissive Left Turn (PPLT) phasing at selected locations. The intersections initially selected for evaluation include:

- Sepulveda Boulevard/Hickory Avenue
- Sepulveda Boulevard/Arlington Avenue
- Sepulveda Boulevard/Cabrillo Avenue
- Prairie Avenue/182nd Street

A fifth intersection – Pacific Coast Highway (State Route 1)/Madison Street – was initially included, but has subsequently been deleted by the City, as directed at the mandatory pre-proposal meeting.

The overall objectives of the proposed left turn phasing upgrades are to increase the operational capacities of left turn movements, and the intersections as a whole, while maintaining safe operation and actually reducing left turn delay. The primary advantage of providing both a protected and a permissive left turn phase via the utilization of FYA indications is that it provides an opportunity for additional vehicles to make a left turn without reducing the green time of opposing through traffic, while reducing delay of the left turning vehicles. Another key advantage of utilizing the FYA PPLT methodology is that, if appropriate, intersections can be set up to operate under the fully protected mode at certain times of the day (for example, the AM and PM peak hours) and the PPLT mode the rest of the day, as well as lead/lag operation as needed for coordinated systems.

The City has provided a thorough Scope of Work description of the project, organized into six distinct tasks. Rather than simply repeating/rewording the task descriptions, the following discussion emphasizes the critical components of each task and presents our approach to addressing these components. However, it is important to note that all aspects of each task as presented by the City in the RFP Scope of Work will be conducted by AGA.

Task 1: Project Kick-Off Meeting

The Project Kick-Off Meeting, and all subsequent progress meetings and/or presentations, will be led by Mr. Mark Miller, our Project Manager. Meeting agendas will be prepared and distributed to attendees prior to each meeting. Before the Kick-Off Meeting, AGA will present a listing of documentation requested from the City – plans, utility company contact information, accident reports, etc. – for each of the four initial

study intersections. Having as much detailed background information as possible provided at this meeting will serve to expedite the overall project schedule.

Task 2: Feasibility Analysis

One of the critical components of the project is conducting the Feasibility Analysis; that is, conducting an engineering operations and safety evaluation to determine if FYA PPLT phasing is appropriate and meets the criteria for implementation. However, before expending significant time (and budget) conducting a detailed evaluation of any particular intersection, AGA will conduct a cursory analysis to determine if there are any obvious factors that would eliminate the intersection from further consideration. If there are such factors, we will discuss with City staff the elimination of that particular intersection and the replacement with another potential candidate intersection.

Key components of the feasibility analysis to be conducted at each intersection selected for detailed evaluation include:

- Conducting a thorough sight distance evaluation. Vehicles approaching the left turning vehicle must be visible for an adequate interval to allow for safe turns.

- Carefully analyzing accident records. Because SWITRS and Crossroads accident data often do not provide adequate detail, we will review the actual Police Department reports (when available) for the most recent three years to obtain a better understanding of the nature of all reported accidents at the study intersections.

- Observing traffic operations at various times of the day including AM, Midday, and PM peak periods, and off-peak hours. Operational concerns are not always consistent throughout the day, especially at locations impacted by school traffic, truck traffic, commuter traffic, etc. It may be appropriate to operate certain PPLT movements in a fully protected mode during certain time periods.

- Collecting intersection turning movement count data (and, as appropriate, delay data) during peak traffic times. This will be done for all four directions to allow evaluation of all approaches at each location.

- Considering other operational modifications that could improve the intersection Level of Service and/or reduce left turn and overall intersection delay. One example of this would be the utilization of "pedestrian sharing" relative to "walk" phases.

- Optimizing overall operational improvements by focusing on heavily travelled corridors early in the intersection selection process. A prime example of this is the Sepulveda Corridor, one of the most heavily travelled routes in the City.

- Ensuring that all criteria and guidelines are met.

- Developing an Order of Magnitude cost estimate for intersections that would require significant modifications. For example, if one intersection would require longer mast arms and larger signal poles to support the mast arms on one or more corners, the City may elect to forgo the conversion at that intersection, and replace it with an intersection requiring less costly improvements to institute FYA PPLT phasing.

- Wherever arterial coordination exists, lead/lag FYA usage will be evaluated. Lead/lag phasing allowed with the FYA can be beneficial to progression of both the through traffic and left turns, plus it can significantly reduce queues and help avoid pocket spillover.

We have conducted preliminary observations and evaluations at the four study intersections. Photographs of each intersection are included in **Appendix A**. Preliminary observations and concerns on an intersection-by-intersection basis are as follow:

- **Sepulveda Boulevard/Hickory Avenue:** Four lanes on Sepulveda Boulevard in each direction; Sepulveda Boulevard is a bicycle route; Hickory Avenue currently operates split phase; there may be a need for a longer mast arm on the northwest corner; left turns on Sepulveda Boulevard are currently permissive; there may be an issue with the number of load bays available (FYA PPLT phasing requires an additional load bay/load switch in the controller cabinet for each leg utilizing this new phasing. While newer cabinets have 16 load bays, older cabinets may have only 12, meaning that modifications may be required inside the controller cabinets. This is an item that needs to be evaluated at all study intersections).

- **Sepulveda Boulevard/Arlington Avenue:** Left turns are currently protected in all four directions; Sepulveda Boulevard is a bicycle route, and there are bicycle lanes on Arlington Avenue (this means that bicycle detection and timing needs to be provided on all four approaches); there is existing queue detection in all left turn lanes. Sight distance for northbound left turning drivers during permissive operation may be an issue, but will be fully evaluated during the feasibility analysis.

- **Sepulveda Boulevard/Cabrillo Avenue:** Left turns are currently protected in all four directions; Sepulveda Boulevard is a bicycle route; queuing detectors are currently in place; given the alignment of Cabrillo Avenue, sight distance may be an issue here also.

- **Prairie Avenue/182nd Street:** Left turns are currently protected in all four directions; school crosswalks are located at this intersection; there is a raised median on Prairie Avenue on the south side of the intersection, which could result in sight distance issues during permissive FYA operation. This will be fully investigated during the feasibility analysis. Given the proximity to area schools, bicycle timing will be especially important here.

Level of Service analyses will be conducted for all study intersections for both existing conditions and "with FYA PPLT" conditions. When all evaluations have been completed, AGA will present the feasibility study to City staff. If one or more of the proposed intersections does not meet the criteria, or would require extensive (and expensive) modification to institute FYA PPLT phasing, AGA will suggest alternative locations to the City. Because of our extensive experience with, and knowledge of, traffic operational conditions throughout the City, we have already identified several potential alternative intersections to evaluate more thoroughly, if required.

Our experience has shown that even though some directions should not be converted, it is still possible to properly reallocate green time to needed moves, even if PPLT is possible only on a movement that is on the lower volume cross street. For example, we were able to increase the arterial capacity of Bear Valley Road in the City of Victorville (at intersections shared with Hesperia) by converting the crossing movements to PPLT at several intersections (Cottonwood Avenue, Balsam Road, and Seventh Avenue). This is possible because capacity is a function of the number of lanes, plus the available green time. Therefore, our feasibility will evaluate LOS/capacity to determine where more green time is needed, which movements can be converted to free up some green time, whether or not the conversion will be safe, and if the conversion is affordable.

Task 3: Project Coordination

AGA proposes to conduct this project entirely with our in-house staff, as more fully detailed in **Section III** of this proposal. This includes actually collecting turning movement counts at the study intersections so that queuing, pedestrians, bicycles, and other issues can be observed and quantified. Therefore, coordination with subcontractors is not an issue, nor is coordination with Caltrans because the Pacific Coast Highway/Madison Street intersection has been deleted from the project.

Coordination with City staff is the key component of this task. While progress meetings will be conducted on a regular basis, we will notify City staff if our data collection, utility research, site observations, or feasibility analyses indicate any significant concerns that need to be brought to the attention of City staff on an expedited basis.

Task 4: Educational Materials

While FYA PPLT phasing has been utilized in various areas of the country (including several cities in Southern California) for many years, it has basically not been implemented anywhere in the Torrance/South Bay area. Consequently, a thorough, wide-reaching, multi-media approach to informing and educating the public regarding this "new" traffic operational control methodology is critical to ensure project success.

Based on our previous experience, we feel that the more ways you inform citizens of any change (such as the proposed project), the better. Therefore, we feel that mail-outs (potentially with existing City mailings, such as utility bills), Press Releases, City Website articles (potentially including video presentations), local cable channel presentations, demonstrations and videos at public workshops, Traffic Commission and

City Council meetings, and brochures distributed at various locations throughout the City are all good ways to present FYA PPLT phasing to the public. Area schools can also serve as information dissemination centers via the schools' websites and email capabilities. We would also propose meeting with the City's local Automobile Association of America (AAA) club and DMV facility managers to explain the proposed new signal operation.

Another key aspect of the development of education materials is the potential need for multilingual presentations. Given changing demographics in California in general, as well as in Torrance, it may be appropriate to also present such materials in language(s) other than English. Torrance's Hispanic population has increased from 8.3% in 1980 to 12.8% in 2000 (the latest year for which US Census data is currently available), while the Asian population has increased from 10.5% to 28.7%. While the vast majority of Torrance residents are fluent in English, the relatively small number who are not fluent are often the most confused by changes such as FYA PPLT conversions. This will be discussed with City staff at the Kick-Off Meeting. We also propose to meet with the City Police Department's traffic officers and explain, with diagrams, the proposed operation and answer any questions or concerns they may have.

Feedback from the public educational component of the project is likewise very important. While most cities throughout the nation have readily accepted FYA PPLT phasing, there are some locales where it has been tried and subsequently removed, or where City decision makers have decided not to implement it even on a trial basis. Consequently, we propose that after the Feasibility Analysis has been completed and the list of intersections to be converted has been finalized, AGA will develop conceptual improvement plans with only the detail required to succinctly display to the public the FYA PPLT operations at each intersection as part of the educational process. Then, if public reaction to the proposed project is extremely negative and the Traffic Commission/City Council decides not to proceed with the project at this time, funds will not have been spent on detailed design plans/construction documents for improvements that may not be constructed. One reason for negative reaction can be attributed to improper design, thus the importance of selecting a design firm with extensive PPLT experience.

Tasks 5 & 6: Contract Deliverables/PS&E

AGA will comply with all requirements detailed in the City's RFP relative to plan preparation and review. All plans, specifications, and cost estimates will be developed in full conformance with City, Caltrans, MUTCD, and ADA standards and guidelines. In addition to developing new traffic signal modification plans, separate signing/striping plans will be provided as required (e.g., instances where turn pockets are relocated to provide FYA PPLT phasing). AGA will meet with City staff to discuss their comments on PS&E submittals; however, given AGA's long history of preparing construction plans for the City of Torrance, we anticipate that comments will be minimal. Additionally, AGA is one of the few firms with FYA design/conversion experience. Besides designing

and implementing FYA in several cities, we were also responsible for the first installation in California in the City of Fullerton.

It is important to reiterate that all requirements, meetings, deliverables, etc., as identified in the RFP will be complied with/provided by AGA.

SECTION II: FIRM PROFILE

Albert Grover & Associates (AGA) is a multidiscipline engineering firm specializing in municipal and transportation engineering. Through the utilization of today's most sophisticated computer-aided equipment by highly skilled and tenured professional engineers, AGA is able to provide its clients with quality, cost effective professional services in a timely manner. AGA's success can be attributed to the firm's commitment to provide clients with personalized, quality service. AGA's services are not just routine, but rather the application of experience and knowledge to first properly identify a problem and then to provide the most appropriate and cost-effective solution. Each project is carried out with the highest degree of pride and professionalism and a dedication to satisfy the client's need. AGA offers professional services that range from the planning and conceptual design stage through the construction supervision and "as-built" stage, placing us among the forerunners in the total service concept.

AGA personnel, many of whom are former governmental employees, have provided services to clients ranging from design and construction management of full freeway interchanges, at costs exceeding a million dollars, to minor traffic impact studies, at costs of only a few thousand dollars. Whatever the project, our management approach is to complete the project to the satisfaction of the client in as quick a time frame as possible while still producing quality work products.

AGA is a privately owned corporation. Mr. Albert Grover, President and Chief Executive Officer, is the sole owner of the firm. AGA is financially sound and, to our knowledge, is the only Southern California Traffic Engineering company that has not laid off any full-time employees during the recent recession.

AGA is not a company that provides only labor service for client designated tasks; rather, AGA provides a high level of intellectual support to accomplish client objectives. AGA's unique blend of Civil Engineers, Traffic Engineers, and skilled technical field maintenance/monitoring personnel provides a synergy that typically results in project success beyond expectations.

AGA's wide range of services offered can be divided into six primary areas of expertise: traffic engineering, day to day traffic signal operations, transportation planning, civil engineering/construction management, communication and control of traffic signals systems, and actual onsite City Traffic Engineer staffing.

Traffic Engineering

AGA's designers have both public and private experience and have been part of the AGA team for nearly 20 years. AGA personnel have designed hundreds of new and modified traffic signals (including modifications to provide FYA PPLT phasing) and traffic signal interconnect projects (including fiberoptic, twisted pair, and wireless technologies) for a large number of cities and counties throughout California. Other traffic engineering

services provided by AGA include various Intelligent Transportation System (ITS) component designs (including changeable message signs, closed circuit television, etc.), traffic safety studies, speed zone surveys, "red light" camera investigations, parking studies, demonstration projects, bicycle studies and facilities design, transit studies, truck studies, traffic studies for new development, traffic signal coordination timing development, pedestrian facilities studies, and expert witness testimony.

In addition to signal system component design, AGA also provides striping plans for intersections and extended length arterials. AGA is up-to-date on meeting ADA requirements and can provide various alternative solutions. Design activities also include determining all aspects of right-of-way requirements for street improvements and providing raised median configurations, left and right turn pocket lengths, and all speed controlled transitions, lane drops, etc.

Street lighting design is another specialty, wherein AGA does complete field inventory, designs for desired lighting levels, and documents lighting system details using ArcView GIS mapping, which provides extensive querying and reporting capabilities. Such GIS mapping has been set up for the Cities of Beverly Hills, Orange, and Baldwin Park. The GIS mapping capability has also been used by AGA to provide large scale traffic signal monitoring for Coachella Valley Association of Governments (CVAG) and San Bernardino Associated Governments (SANBAG), as well as various cities.

For private developers and contractors, AGA's experience in "design/manage" operations is invaluable. AGA's staff of design experts manage all aspects of the project for the developer, from concept to completion.

AGA has developed various custom-designed software packages to assist traffic engineers in analyzing data such as traffic flow, accident statistics and signal operating characteristics. The software is also used on an on-going basis by AGA staff to efficiently provide engineering services for clients.

One example is HCM (Highway Capacity Manual) software developed by AGA staff to provide an interactive simulation and analysis of traffic signals based on state-of-the-art HCM delay methodology. The program, WEBSTER, is a direct application of the 2010 Highway Capacity Manual. It provides for signal timing development, capacity analysis and Level of Service determination. The signal timing feature, which is not typical of most HCM software, allows for very efficient signal operation, and is critical for determining proper system cycle lengths for coordinated signals.

WEBSTER is available free to anyone who registers on AGA's Web site. In addition to typical capacity analysis by other software, WEBSTER actually "optimizes" signal timing by minimizing delay, considering timing both with and without crosswalk time restraints, and includes local agency minimum green times (for both vehicles and bicycles).

Traffic Signal Operations

AGA operates traffic signal systems for various governmental agencies and does so remotely from our Fullerton office, which includes a TMC (Traffic Management Center). Existing systems operated include 39 signals on an Eagle Actra System in La Habra; 40 signals on a QuicNet system in Montclair; 70 signals on a QuicNet system in Fountain Valley; 30 signals on a QuicNet system in Highland; 13 signals on a QuicNet system in Loma Linda; and 147 signals on an Actra system in Fullerton. We have also controlled Model 170 systems for the Cities of Santa Clarita, Palm Springs, and Huntington Beach from our TMC. Additionally, AGA staff have implemented and fine-tuned coordinated timing on several other City systems including QuicNet, Multisonics VMS, Econolite Aries, Icons and Centracs, and Siemens Tactics in addition to Caltrans CTNet systems. Several of these systems are also being periodically monitored remotely from our office. The most recent signal timing monitoring service involves approximately 650 intersections spread throughout 17 agencies in the San Bernardino Valley under a multi-year contract to SANBAG.

This unique "hands-on" signal experience, combined with our senior staff's previous experience as City Traffic Engineers, allows AGA staff to possess a very realistic understanding of what it takes to adequately serve the public while maintaining political harmony. Our TMC staff also includes signal system specialists with previous field maintenance experience with a local Signal Maintenance Contractor. Our unique staffing often allows us to correct problems before the public starts making complaint phone calls to City staff.

Specific operational experience with FYA PPLT includes operating in the lead/lag mode and operating PPLT intersections in the fully protected mode during peak hours. These special modes of operation require technical field familiarity to implement and operate.

Transportation Planning

AGA offers local and regional area transportation planning capabilities to develop specific circulation plans, general circulation plans and coordination of these plans with those developed by metropolitan planning organizations. Microcomputer based transportation planning models developed in-house, in conjunction with regional socio-economic and transportation models, are utilized for these planning activities.

One of the key areas of AGA's modeling expertise involves combining transportation planning with traffic operations. Short term traffic operational analysis can thus be combined with long term (10 to 20 years) transportation planning data to evaluate and monitor the impact of the urban growth in a dynamic way. Such analyses are critical for conducting various feasibility studies and traffic impact studies/analyses, and for developing traffic and transportation impact sections of EIRs and EISs.

An example of AGA's application of operational expertise with long term planning is that we have developed and maintained on an on-going basis a City-Wide Traffic Model for the City of Fullerton. As part of this task, we have identified Build-Out Year mitigation needs and can determine when any given improvement should be implemented to maintain an acceptable Level of Service.

Civil Engineering/Construction Management

AGA has developed a highly skilled professional staff of civil and traffic engineers, designers and field technicians to offer complete service in virtually all aspects of civil engineering affecting governmental agencies.

Projects managed include traffic signal upgrading, roadway improvements, landscaping, street lighting and traffic signal interconnect. This aspect of AGA's expertise involves the actual field inspection as well as administration of all federal requirements, including responsibility on federally funded projects for the voluminous amount of paper work that was previously handled by Caltrans but is now the responsibility of the local agency.

AGA's principals, as well as many senior staff members, have years of experience in municipal engineering affecting government agencies and are well versed in addressing the special requirements of municipal engineering. Utilizing our extensive tenured experience, AGA can offer government agencies detailed plans, specifications and estimates in an extremely efficient time frame and in accordance with specific requirements of various funding sources.

Communication and Control of Traffic Signal Systems

In addition to operating a variety of signal control systems, AGA designs, integrates, and monitors/troubleshoots the communication aspect of traffic signal control. This is a highly specialized niche and involves a controlled amount of differing types of media (e.g., hardwire, fiberoptic, Ethernet – both hardwire and wireless, telephone, radio spread spectrum, etc.). Just about every system that AGA monitors utilizes more than one type of media, resulting in the need for experienced intellectual oversight. In order to accomplish on-street uninterrupted traffic flow, which often appears to be a seamless achievement, there are an almost undocumentable number of unique communication media interfaces. AGA experts "make it all work."

Onsite Contract Traffic Engineer/Expert Witness

For nearly 20 years various AGA traffic engineers have served in the capacity of an official City Traffic Engineer. AGA currently provides professional staff onsite at the Cities of Fullerton and Victorville, with service provided one or more days per week. Additionally, but not onsite, we provide professional on-call Traffic Engineering support for the Cities of Montclair, Highland, Loma Linda, Cerritos, Seal Beach, Long Beach, Torrance, La Habra, Buena Park, and Lancaster. Our onsite Contract Traffic Engineer is typically a registered Traffic Engineer with many years of experience as a prior City-employed Traffic Engineer. Services include all typical traffic engineering duties such as

response to citizen concerns, presentations to Commissions and Councils, construction plan checking, review of traffic studies, review/approval of General Plan circulation elements, determination of projects for a Capital Improvement Program (CIP) required to maintain acceptable Level of Service citywide, and general professional traffic engineering guidance on any and all daily traffic flow/circulation issues.

The same professional staff also provide expert witness services for both public and private sector clients.

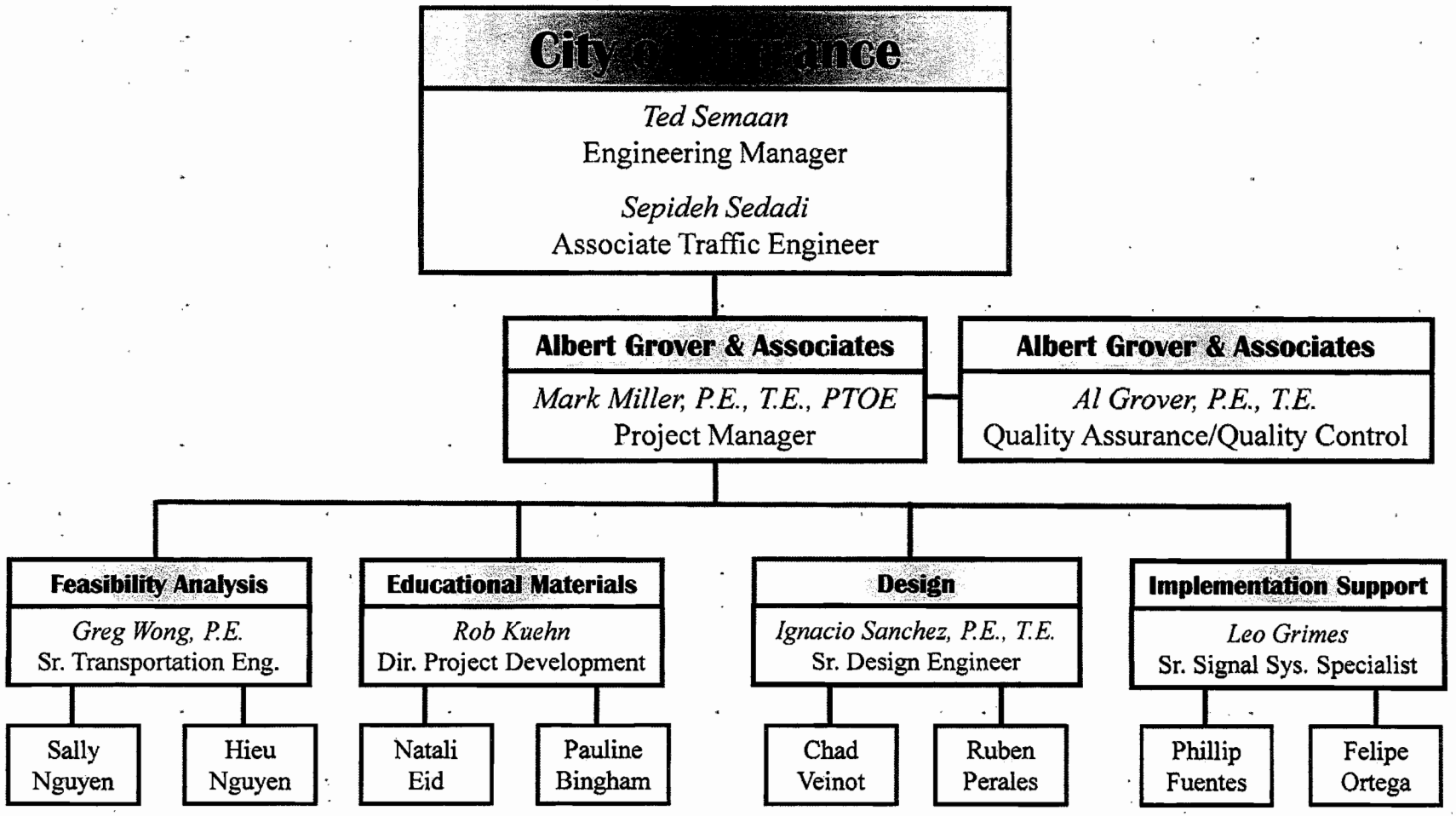
SECTION III: PROJECT TEAM

AGA proposes to utilize experienced staff members to complete all phases of the proposal project, not only for project management but for conducting all required engineering and educational efforts as well. Our proposed project organization chart is displayed on **Figure 1**.

Mr. Albert L. Grover, P.E., T.E., President/CEO, will be the Principal-in-Charge for the project. Mr. Grover is a registered Civil Engineer and a registered Traffic Engineer in the State of California, and has extensive experience conducting and managing both civil and traffic engineering projects. He has worked in both the public and private sector, the former with Caltrans and as the City Traffic Engineer for the City of Inglewood and the Director of Traffic and Parking for the City of Beverly Hills, and the latter in the consulting field as a Principal of Mohle, Grover & Associates from 1980-1993 and currently as President and Chief Executive Officer of AGA. Mr. Grover will be responsible for reviewing all project methodologies, work plans and work products, and will also be responsible for quality control. Mr. Grover has been providing consultant services to the City of Torrance since the early 1980s. He has extensive experience with design and operation of FYA PPLT phasing installations.

Mr. Mark Miller, P.E., T.E., PTOE, Executive Vice President, will be the overall Project Manager for the project and, as such, will be responsible for coordination with the City appointed Project Manager. All of AGA's Task Managers will report directly to Mr. Miller, who will be responsible for chairing all meetings and making all public presentations. Mr. Miller is a registered Civil Engineer, a registered Traffic Engineer and a Certified Professional Traffic Operations Engineer (PTOE) in the State of California, and likewise has extensive experience in both the public and private sector. Mr. Miller previously was the Assistant Traffic Engineer for the City of Pasadena and the City Traffic Engineer for the City of Pomona, and for the past fourteen years has served part time as the Traffic Engineer for the City of Fullerton. He has extensive experience in the evaluation, design, and operation of FYA PPLT phasing, having served as Project Manager for all of AGA's FYA projects, both in Fullerton and elsewhere in Southern California. Prior to the use of FYA PPLT, Mr. Miller designed, implemented, and made presentations on both the older "dog house" style PPLT and the "Texas" style PPLT.

Mr. Greg Wong, P.E., Senior Transportation Engineer, will be Task Manager for the Feasibility Analysis to be conducted at the project study intersections. Mr. Wong will be responsible for the collection of field data, including extensive field observations at various times of the day; review of accident data; conducting LOS analyses; and determination of adherence to criteria for FYA PPLT phasing installations. Mr. Wong has prior experience working for both the City of Los Angeles and the LA County DPW Traffic & Lighting Division, specifically including experience on TSSP projects, signal design projects, signing/striping projects, etc.



* Registered as C.E., T.E., & P.T.O.E.

ALBERT GROVER & ASSOCIATES

Traffic Signal Left Turn Phasing Upgrade Project
Organization Chart

Figure 1

Mr. Rob Kuehn, Director of Project Development, will be Task Manager for the development and dissemination of all required Educational Materials, and will assist Mr. Miller in all presentations of such materials such as public demonstrations, presentations to the Traffic Commission, presentations to the City Council, etc. Mr. Kuehn has developed various brochures, handouts, informational flyers, etc. for various projects requiring public information, specifically for FYA PPLT projects in several jurisdictions. Mr. Kuehn provides quality control services for all of AGA's proposals, reports, etc.

Mr. Ignacio Sanchez, P.E., T.E., Senior Design Engineer, will be responsible for preparation of PS&E for all selected intersections; for submittal of plans to the City for comment; and for revisions to the PS&E in response to those comments. Mr. Sanchez has designed and/or modified hundreds of traffic signal plans and has prepared hundreds of signing/striping plans and interconnect plans for installations throughout Southern California, including AGA's FYA PPLT plans in Fullerton, Indio, and La Habra. His duties at AGA include coordination timing plan development, CAD design, field topo and preparation of engineers cost estimates on projects relative to traffic signals, signing & striping, street lighting and conceptual improvement plans. Mr. Sanchez has prepared plans for both Caltrans and other government agencies such as the County of Riverside, County of Los Angeles, City of Riverside, City of Santa Clarita and City of Victorville, and for private developers such as Home Depot, Rite Aid, Sav-On, etc.

Mr. Leo Grimes, Senior Signal System Specialist, will serve as Task Manager for Implementation Support. This task consists of providing additional services to the City during the construction and operation phases of the project to ensure that both construction and operation proceed as designed. He has been responsible for AGA's Signal Monitoring and Maintenance technicians since 2000. Mr. Grimes' previous experience was at Signal Maintenance Inc. (SMI) for ten years, which gave him an excellent background in signal operations.

Resumes for key AGA employees are contained in Appendix B.

SECTION IV: RELEVANT PROJECTS AND REFERENCES

While AGA has designed many hundreds of new traffic signal installations, and an equal number of traffic signal modifications to provide PPLT phasing, we feel that the most important projects to list as references are those wherein we converted existing signalized intersections to FYA PPLT phasing. Listed below are the project descriptions and contact information for references most familiar with AGA's services, personnel and procedures on such projects. We strongly urge the City of Torrance to contact any/all of our listed references.

Project: FYA PPLT Conversion at Eleven Locations
Client: City of Fullerton
Contact: Don Hoppe, Director of Engineering
(714) 738-6864; dhoppe@cityoffullerton.com

Project: FYA PPLT Conversions at Two Locations
Client: City of La Habra
Contact: Nelson Wong, Traffic Manager
(562) 905-9620; nelsonw@lahabracity.com

Project: FYA PPLT Conversions at Two Locations
Client: City of Indio
Contact: Tom Brohard, City Traffic Engineer
(760) 391-4017; tbrohard@indio.org

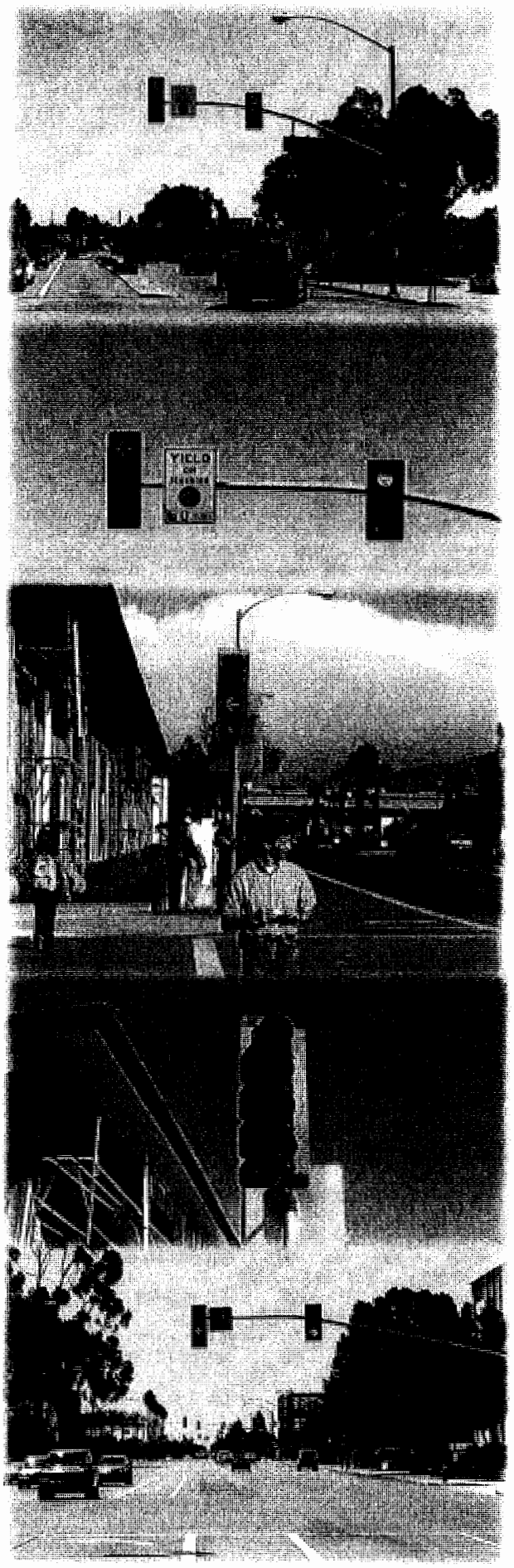
SECTION V: PROJECT SCHEDULE

Based on our overall knowledge of traffic conditions and concerns throughout the City of Torrance; on our extensive experience in assessing, designing and operating FYA PPLT phasing installations at various locations throughout Southern California; and on our preliminary evaluation of the four locations proposed by the City for evaluation, we are confident that we can expedite the proposed project schedule as presented in the City's RFP.

Our preliminary project schedule is presented below. This schedule is based upon the "notice to proceed" date, which is unknown at this time. However, if the "notice to proceed date" is assumed to be September 15, 2012, final PS&E documents can be provided to the City not later than March 2, 2013.

A more detailed and definitive project schedule based on the actual project start date will be provided at the Kick-Off Meeting.

Task	Time from Notice to Proceed
Kick-Off Meeting	1 week
Feasibility Analysis Completed	4 weeks
Educational Materials Completed (including public presentations/meetings)	12 weeks
Initial PS&E Submittal	18 weeks
City Review	21 weeks
Final PS&E Submittal	24 weeks
Implementation Support	Ongoing



FEE ESTIMATE

TO PROVIDE

PROFESSIONAL TRAFFIC ENGINEERING SERVICES

FOR A

TRAFFIC SIGNAL LEFT TURN PHASING UPGRADE PROJECT

SUBMITTED TO

CITY OF TORRANCE

SEPTEMBER 18, 2012

SUBMITTED BY

ALBERT GROVER & ASSOCIATES

ALBERT GROVER & ASSOCIATES

September 18, 2012

Office of the City Clerk
3031 Torrance Boulevard
Torrance, California 90503

Attention: Sepideh Sedadi, Engineering Associate

RE: Fee Estimate for Traffic Signal Left Turn Phasing Upgrades

Dear Ms. Sedadi:

Albert Grover & Associates (AGA) is pleased to provide the City of Torrance this Fee Estimate to provide traffic engineering services relative to traffic signal left turn phasing upgrades at various locations, as discussed in your RFP No. B-2012-22.

The following items are included:

- Schedule of Hourly Rates
- Schedule of Fee Estimate
- Fee Estimate Manpower Hourly Breakdown Per Task

Should you have any questions regarding our proposal, please contact me or Mark Miller. AGA looks forward to working with City staff on this project.

Respectfully submitted,

ALBERT GROVER & ASSOCIATES

for Albert L. Grover, P.E.
President & CEO

TRANSPORTATION CONSULTING ENGINEERS
211 E. Imperial Hwy., Suite 208, Fullerton, CA 92835
(714) 992-2990 FAX (714) 992-2883 E-Mail: aga@albertgrover.com

Albert Grover & Associates
Schedule of Fee Estimate

City of Torrance
Traffic Signal Left Turn Phasing Upgrades RFP No. B-2012-22

Consultant's Services	Project Managers	Engineers	Engineering Support	Admin	Consultant	Total
Project Kick-Off Meeting						
Subtotal - Project Kick-Off	*$1,000*	*$2,540*	*$0*	*$150*	*$0*	*$3,690*
Feasibility Analysis						
Counts	$0	$800	$660	$150	$2,000	$3,610
Field Review	$1,500	$1,100	$780	$0		$3,380
Analysis	$3,875	$3,400	$4,340	$0		$11,615
Report	$1,550	$4,000	$780	$450		$6,780
Meet with City/Presentation	$2,000	$2,000	$0	$0		$4,000
Subtotal - Feasibility Analysis	*$8,925*	*$11,300*	*$6,560*	*$600*	*$2,000*	*$29,385*
Project Coordination						
QA/QC	$4,700	$0	$0	$0		$4,700
Utility Coordination	$500	$2,480	$2,630	$150		$5,760
Meet with City	$2,000	$2,000	$0	$0		$4,000
Subtotal - Project Coordination	*$7,200*	*$4,480*	*$2,630*	*$150*	*$0*	*$14,460*
Educational Materials						
Preparation	$3,750	$6,750	$7,000	$750		$18,250
Meet with City	$2,000	$2,800	$1,360	$0		$6,160
Revise/Finalize Presentation	$4,850	$5,000	$2,550	$600		$13,000
Subtotal - Educational Materials	*$10,600*	*$14,550*	*$10,910*	*$1,350*	*$0*	*$37,410*
PS&E						
Signal Plan	$2,600	$6,025	$6,200	$0		$14,825
Striping Plan	$1,550	$2,775	$4,125	$0		$8,450
100% Submittal	$1,550	$2,350	$3,450	$0		$7,350
Subtotal - PS&E	*$5,700*	*$11,150*	*$13,775*	*$0*	*$0*	*$30,625*
					TOTAL FEE =	**$115,570**

Additional Services Proposed by AGA:

1. Analyze additional intersections — $5,500 per intersection
2. Implement signal timing and support — $1,500 per intersection
3. Create PPLT guidelines and design criteria — $4,000
4. Provide As-Builts — $1,500 per plan sheet

ALBERT GROVER & ASSOCIATES

SCHEDULE OF HOURLY RATES
EFFECTIVE SEPTEMBER 1, 2011

Principal/President	$ 275
Vice President	$ 250
Director of Project Development	$ 250
Senior Transportation Engineer	$ 200
Senior Design Engineer	$ 185
Senior Associate	$ 170
Transportation Engineer	$ 165
Design Engineer/Senior Signal Systems Specialist	$ 150
Associate Transportation Engineer/Civil Engineering Associate	$ 140
Transportation Engineering Associate	$ 135
Signal Systems Specialist	$ 135
Designer/Construction Inspector/Signal Systems Technician	$ 125
Senior CADD Operator	$ 125
Project Coordinator/Engineer	$ 110
CADD Operator	$ 110
Assistant Transportation Engineer/Assistant Engineer	$ 90
Traffic Enumerator, Engineering Aide	$ 75
Engineering Aide II	$ 50
Council/Commission Meetings, Hearings, etc. (Billing Rate + $50 Surcharge)	$ 1,000 Minimum
Expert Witness (Billing Rate + $50 Surcharge)	$ 1,000 Minimum
Expert Witness - Deposition/Court (Billing Rate + $100 Surcharge)	$ 1,000 Minimum

Subconsultants will be billed at cost plus 20%

Conditions of Usage: The above rates are typically effective for a 12-month period, but AGA maintains the right to change the billing rates at any time for convenience of record keeping. Therefore, all billings will always be at the then current billing rates. This will not affect any agreed upon total or not-to-exceed fees.

INVOICES WILL BE SUBMITTED MONTHLY AND SHALL BE DUE AND PAYABLE WITHIN 30 DAYS. FINANCE CHARGES MAY BE ACCRUED DAILY ON UNPAID BALANCES BASED ON A 10% ANNUAL PERCENTAGE RATE.

TRANSPORTATION CONSULTING ENGINEERS
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City of Torrance
Traffic Signal Left Turn Phasing Upgrades RFP No. B-2012-22

FEE ESTIMATE MANPOWER HOURLY BREAKDOWN PER TASK
Albert Grover & Associates

Task/Classification	Al Grover $275	Mark Miller $250	Rob Kuehn $250	Greg Wong $200	Ignacio Sanchez $185	Natali Eid $170	Leo Grimes $150	Ruben Perales $140	Chad Veinot, Philip Fuentes & Felipe Ortega $135	Sally Nguyen & Hieu Nguyen $110	Pauline Bingham $75	Sub - TSI Counts	GRAND TOTAL
Kick-Off Meeting	*0/$0*	*4/$1,000*	*4/$1,000*	*4/$800*	*4/$740*	*0/$0*	*0/$0*	*0/$0*	*0/$0*	*0/$0*	*2/$150*		*18 / $3,690*
Feasibility Analysis													
Counts				4						6	2	$2,000	12 / $3,610
Field Review		6		4		2	2			4			18 / $3,380
Analysis	5	10		14		10	4			24			67 / $11,615
Report	2	4	8	10		2				4	6		36 / $6,780
Meet with City/Presentation		8	8										16 / $4,000
Feasibility Analysis Total:	*7/$1,925*	*28/$7,000*	*16/$4,000*	*32/$6,400*	*0/$0*	*14/$2,380*	*6/$900*	*0/$0*	*0/$0*	*38/$4,180*	*8/$600*	*$2,000*	*149 / $29,385*
Project Coordination													
QA/QC	8	10											18 / $4,700
Utility Coordination		2		2	8		4	6	10	4	2		38 / $5,760
Meet with City		8	8										16 / $4,000
Project Coordination Total:	*8/$2,200*	*20/$5,000*	*8/$2,000*	*2/$400*	*8/$1,480*	*0/$0*	*4/$600*	*6/$840*	*10/$1,350*	*4/$440*	*2/$150*		*72 / $14,460*
Educational Materials													
Preparation		15	15	15		20		10		20	10		105 / $18,250
Meet with City		8	8	4		8							28 / $6,160
Revise/Finalize/Presentation	4	15	8	15		15					8		65 / $13,000
Educational Materials Total:	*4/$1,100*	*38/$9,500*	*31/$7,750*	*34/$6,800*	*0/$0*	*43/$7,310*	*0/$0*	*10/$1,400*	*0/$0*	*20/$2,200*	*18/$1,350*		*198 / $37,410*
PS&E (includes Field Review)													
Signal Plan	4	6		4	25		4	25	20				88 / $14,825
Striping Plan	2	4			15			15	15				51 / $8,450
100% Submittal	2	4	2		10			15	10				43 / $7,350
PS&E Total:	*8/$2,200*	*14/$3,500*	*2/$500*	*4/$800*	*50/$9,250*	*0/$0*	*4/$600*	*55/$7,700*	*45/$6,075*	*0/$0*	*0/$0*		*182 / $30,625*
TOTALS (Hours/Cost)	**27/$7,425**	**104/$26,000**	**61/$15,250**	**76/$15,200**	**62/$11,470**	**57/$9,690**	**14/$2,100**	**71/$9,940**	**55/$7,425**	**62/$6,820**	**30/$2,250**	**$2,000**	**619 / $115,570**

Traffic Commission Meeting
November 7, 2011

Agenda Item No. 7b

TO: Traffic Commission

FROM: Ted Semaan, Engineering Manager

SUBJECT: Traffic Commission Work Plan-Second Priority
Develop a Guideline for Protected Permissive Left-Turn Signals

RECOMMENDATION

The Public Works Director recommends that the Traffic Commission concur with the criteria listed below as the guideline for the second priority of the approved Traffic Commission Work Plan, *"Develop a Guideline for Protected Permissive Left-Turn Signals"* utilizing the Flashing Yellow Arrow Permissive Only Left-Turn Indication technology, as directed by the Commission at their October 3, 2011 meeting.

BACKGROUND/ANALYSIS

This item is a continuation of the Traffic Commission meetings of October 3, 2011 Agenda Item 7a, *Traffic Commission Work Plan-Second Priority – Develop a Guideline for Protected Permissive Left-Turn Signals.* At the October meeting, the Traffic Commission finalized and prioritized the criteria for intersections that may utilize protective permissive left-turn signals and identified the Flashing Yellow Arrow Permissive Only Left-Turn Indication as the preferred implementation method.

As stated previously, protected permissive left-turn signals using the Flashing Yellow Arrow Permissive-Only Left-Turn Indication may be implemented to increase the operational capacity of left-turn movements and the intersection as a whole.

The combination of a protected phase and a permissive phase with the use of Flashing Yellow Arrow Permissive Only Left-Turn Signals provides an opportunity for additional vehicles to make a left turn without reducing the green time of opposing through traffic, while reducing delay of the left turning vehicles.

The list below represents the Traffic Commission's modified and prioritized list of the criteria used on when NOT to consider Flashing Yellow Arrow Permissive-Only left-turn phasing:

1. Non-Torrance Primary Agency Intersection;
2. More than one left-turn lane in one direction;
3. Left-turn movement crosses more than three opposing through lanes;

4. Critical speed limit is over 45 mph;
5. A left-turn accident problem exists; and
6. A line of sight issue exists.

Attachment A is the spreadsheet of signalized intersections populated with criteria identified by the Traffic Commission for further consideration of the Flashing Yellow Arrow Permissive-Only Left-Turn Indication. The highlighted locations are intersections deemed inappropriate under the Commission's criteria for consideration at this time.

Based on direction from the Commission, this represents the final qualifying criteria and qualifying intersections in the use of Flashing Yellow Arrow Permissive-Only left-turn signal operations.

Prior to implementation of the first installation, staff will return to the Commission to outline a public awareness and education campaign. This may include Traffic Commission presentations, neighborhood and Home Owner Association presentations, local media sources such as the Daily Breeze, CitiCABLE 3, etc…

Respectfully submitted,

ROBERT J. BESTE
PUBLIC WORKS DIRECTOR

By _____
Ted Semaan,
Engineering Manager

Attachment:
A) Spreadsheet of Signalized Intersections with Consideration Criteria for Protected Permissive and Flashing Yellow Arrow Left-Turn Signals

Torrance Signalized Intersections

That May be Considered for

Flashing Yellow Arrow Permissive-Only Left-Turn Signal Operations

No.	Primary Street	Crossing Street	Primary Agency	Protected Left-Turn	Approach Direction(s)	Number of Approach Lanes								Critical Speed (mph) 85th %tile			
						N		S		E		W		Approach Intersection From			
				(Y/N)	(E/W/N/S)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	N	S	E	W
1	182nd St.	Doty	Torrance	N	N/A	0	0	0	1	0	2	0	2			38	36
2	182nd St.	Van Ness Av	Torrance	N	N/A	1	2	1	2	1	2	1	2	38	37	36	36
3	182nd St.	Yukon Av	Torrance	N	N/A	0	1	1	1	1	1	1	1	29	31	36	38
4	190th St	Anza Av	Redondo Beach			1.5					2	1	2	38		40	39
5	190th St	Entradero Av/Meyer Ln	Redondo Beach			0	1	0	1	1	2	1	2			39	
6	190th St	ExxonMobil Entrance	Torrance	Y	W/B	0	1			0	3	1	2			48	
7	190th St	Gramercy Pl	Torrance	Y	E/W	1	1	1	1	1	3	1	3			45	
8	190th St	Honeywell	Torrance	Y	E/B			2	0	1	3	0	3				
9	190th St	I-405 Ramp	Caltrans			0	2	1	0							45	
10	190th St	Inglewood Av	Redondo Beach			0	1	1	1	1	2	2	2			43	40
11	190th St	Pedestrian Crossing/Mary Ann Dr.	Redondo Beach							0	3	1	3	n/a			
12	190th St	Prairie Av	Torrance	Y	E/W N/S	1	3	1	2	1	3	2	3	38	43	48	43
13	190th St	Rindge Ln	Redondo Beach					1	1	1	2		2	n/a			
14	190th St	Van Ness Av	Torrance	Y	E/W N/S	2	2	1	2	1	3	1	3			45	45
15	235th St	Arlington Av	Torrance	N	N/A	1	2	1	2	0	2	0	2	38			
16	Anza Av	226th St	Torrance	N	N/A	1	2	1	2	0	2	0	1	n/a			
17	Anza Av	Calle Mayor	Torrance	N	N/A	1	1	1	2	2	1	1	1				44
18	Anza Av	Emerald St	Torrance	N	N/A	1	2	1	2	0	1	0	1	37		32	32
19	Anza Av	Halison	Torrance	N	N/A	1	2	1	2	0	2	0	2	38			
20	Anza Av	Lenore Av	Torrance	N	N/A	1	2	1	2	0	1	0	1	37	38		
21	Anza Av	Spencer Av	Torrance	N	N/A	1	2	1	2	0	1	0	1	37			
22	Arlington Av	Plaza Del Amo/Washington	Torrance	N	N/A	1	1	1	1	0	1	0	1	39		34	
23	Artesia Bl	Casmir Av	Torrance	Y	E/W	0	1	0	1	1	2	1	2			45	
24	Artesia Bl	Crenshaw Bl	Torrance	Y	E/W N/S	1	2	1	2	1	2	2	2	43	45	45	41
25	Artesia Bl	Prairie Av	Torrance	Y	E/W N/S	1	3	1	2	1	2	2	2	38	40	40	44
26	Artesia Bl	Van Ness Av	Torrance	Y	E/W N/S	1	2	1	2	1	3	1	3	38	38	45	45
27	Artesia Bl	Western Av	Torrance	Y	E/W N/S	1	2	2	2	1	3	1	3		45		45
28	Artesia Bl	Yukon Av	Torrance	Y	E/W	1	1	1	1	1	2	1	2	28	29	41	40
29	Carson St	Abalone	Torrance	N	N/A	1		1	1	1	2	1	2			35	
30	Carson St	Anza Av	Torrance	Y	E/W N/S	1	2	1	2	1	1	2	1	38	39	40	39
31	Carson St	Arlington Av	Torrance	N	N/A	0	2	0	2	1	2	1	2	30	35	33	33
32	Carson St	Cabrillo Av	Torrance	Y	N/S	1	2	1	2	1	2	1	2	30	29	35	33
33	Carson St	Del Amo Circle East	Torrance	N	N/A	1	2	1	2	1	3	1	3			36	
34	Carson St	El Prado Av	Torrance	N	N/A	0	0	0.5	0.5	1	2	1	2			33	
35	Carson St	Madrona Av	Torrance	Y	E/W N/S	2	3	2	3	2	3	1	3	43	37	39	36
36	Carson St	Mall/Del Amo Circle East	Torrance	Y	E/W N/S	1	2	1	2	2	3	1	3			36	
37	Carson St	Maple Av	Torrance	N	N/A	1	2	1	1	1	2	1	2	30	30	39	39
38	Carson St	Plaza Del Amo	Torrance	N	N/A	0	0			0	2	1	2			33	
39	Crenshaw Bl	166th St	Torrance	N	N/A	1	2	1	2	0	1	0	1	43			
40	Crenshaw Bl	182nd St	Torrance	N	N/A	1	2	1	3	1	2	1.5	1.5	45	40	36	36
41	Crenshaw Bl	190th St	Torrance	Y	E/W N/S	1	3	1	3	2	3	2	2	40	50	45	47
42	Crenshaw Bl	208th St	Torrance	N	N/A	0	3	1	3			2	0	46			
43	Crenshaw Bl	235th St	Torrance	Y	N/S	1	3	1	3	1	1	1	1	49	49		40
44	Crenshaw Bl	237th St	Torrance	N	N/a	1	3	1	3	1	1	0	1	49			
45	Crenshaw Bl	Airport Dr	Torrance	Y	N/S	1	3	1	3	2	1	1	1	47			
46	Crenshaw Bl	Carson St	Torrance	Y	E/W N/S	2	3	2	3	2	3	2	2	38	45	33	39
47	Crenshaw Bl	Del Amo Bl	Torrance	Y	E/W N/S	1	3	1	3	1	2	1	2	50	46	39	
48	Crenshaw Bl	El Dorado St	Torrance	N	N/A	1	3	1	3	0	1	0	1	38			
49	Crenshaw Bl	I-405 SB	Caltrans			1	3	0	3	0.5	0	0	0	40			
50	Crenshaw Bl	Jefferson/Plaza del Amo	Torrance	Y	N/S	1	3		3	1.5	0	1	0	45			

Torrance Signalized Intersections

That May be Considered for

Flashing Yellow Arrow Permissive-Only Left-Turn Signal Operations

No.	Primary Street	Crossing Street	Primary Agency	Protected Left-Turn	Approach Direction(s)	Number of Approach Lanes								Critical Speed (mph) 85th %tile			
						N		S		E		W		Approach Intersection From			
				(Y/N)	(E/W/N/S)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	N	S	E	W
51	Crenshaw Bl	Lomita Bl	Torrance	Y	E/W N/S	1	3	1	3	2	2	2	2	49	40		45
52	Crenshaw Bl	Maricopa St	Torrance	Y	N/S	1	3	1	3	1.5	0.5	0	1	38			
53	Crenshaw Bl	Redondo Beach Bl	Torrance			1	2	1	2	1	3	1	2	43			
54	Crenshaw Bl	Rolling Hills Rd	Torrance	Y	N/S	1	3	1	3	1	1	1	1	48			
55	Crenshaw Bl	SCROC	Torrance	N	N/A	1	3	1	3	1	1	0	1	45	45		
56	Crenshaw Bl	Sepulveda Bl	Torrance	Y	E/W N/S	2	3	2	3	2	4	2	4	45	49	44	44
57	Crenshaw Bl	Skypark Dr	Torrance	Y	N/S	2	3	1	3	2	1	2	1	40	46		44
58	Crenshaw Bl	Torrance Bl	Torrance	Y	E/W N/S	2	3	2	3	2	3	2	3	38	38	38	37
59	Crenshaw Bl	Torrance Crossroads Center	Torrance	N	N/A	1	3	1	3	2	1			40			
60	Del Amo Bl	Anza Av	Torrance	Y	E/W N/S	1	3	1	3	1	3	1	2	38	37	42	42
61	Del Amo Bl	Entradero	Torrance	N	N/A	0	0	0	1	1	2	0	2			42	
62	Del Amo Bl	Henrietta	Torrance	N	N/A	0	1	0	0	0	2	1	2	40		42	42
63	Del Amo Bl	Van Ness Av	Torrance	Y	E/W	1	2	1	2	1	2	1	1	48	38	40	39
64	Del Amo Bl	Victor	Torrance	N	N/A	1	0	0	0	0	2	1	2		32	42	
65	Del Amo Bl	Wayne Av	Torrance	Y	E/W	0	1	0	1	1	2	1	2			42	
66	Hawthorne Bl	177th St	Caltrans			2	4	1	4	0	1	0	1	n/a			
67	Hawthorne Bl	182nd St	Caltrans			1	4	1	4	1	2	1	2	34	40		
68	Hawthorne Bl	186th St	Caltrans			1	4	1	4	0	1	0	1	n/a			
69	Hawthorne Bl	190th St	Caltrans			2	4	2	4	2	2	2	2			43	43
70	Hawthorne Bl	230th St	Caltrans			1	4	1	4	1	1	1	1	n/a			
71	Hawthorne Bl	244th St	Torrance			1	3	1	3	0	1	0	1	n/a			
72	Hawthorne Bl	Artesia Bl	Caltrans			2	4	1	4		3	2	2			44	
73	Hawthorne Bl	Carson St	Caltrans			1	4	2	3	1	2	2	3			36	
74	Hawthorne Bl	Center Wy	Caltrans			2	4	2	4	0	2	0	2	n/a			
75	Hawthorne Bl	Del Amo Bl	Caltrans			1	4	2	4	1	2	1	2			42	
76	Hawthorne Bl	Del Amo Circle	Caltrans			1	4	2	4	1	2	2	1	31			
77	Hawthorne Bl	Emerald St	Caltrans			1	4	1	4	1	1	1	1			31	32
78	Hawthorne Bl	Fashion Wy / Village Ln	Caltrans			2	4	2	4	0	1	2	1	n/a			
79	Hawthorne Bl	Halison St / Old Town	Caltrans			1	4	2	4	0	1	1	1	n/a			
80	Hawthorne Bl	Lomita Bl	Caltrans			1	4	2	2	1	2	1	2			46	39
81	Hawthorne Bl	Newton Av	Torrance	Y	N/S	1	3	1	3	0	1	1	1				33
82	Hawthorne Bl	Redondo Beach Bl	Caltrans			1	3	2	4	1	2	1	2				43
83	Hawthorne Bl	Rolling Hills Rd	Torrance	Y	N/S	1	2	2	2			1	1	36			
84	Hawthorne Bl	Sepulveda Bl	Caltrans			2	4	2	4	2	3	2	3			40	43
85	Hawthorne Bl	Skypark Dr	Caltrans			1	3	1	3	1	1	1	1			44	
86	Hawthorne Bl	Spencer St	Caltrans			1	4	2	4	1	1	1	1			33	32
87	Hawthorne Bl	Talisman St / Old Town	Caltrans			1	4	2	4	0	1	0	2	n/a			
88	Hawthorne Bl	Torrance Bl	Caltrans			2	4	2	3	2	3	2	3			43	42
89	Hawthorne Bl	Via Valmonte	Torrance	N	N/A	1	3	1	3	0	1	1	2			29	
90	Lomita Bl	Anza Av	Torrance	Y	S	0	2	1	2	0	0	1.5	0			39	
91	Lomita Bl	Early Av	Torrance	Y	E/W	1	1	1	1	1	3	1	3			45	
92	Lomita Bl	New Hospital Signal	Torrance							1	3	1	3			45	
93	Lomita Bl	Garnier St.	Torrance	N	N/A	1.5	0.5	0	1	1	2	1	2			45	
94	Lomita Bl	Ocean Av	Torrance	N	N/A	0	1	0	1	1	2	1	2			39	
95	Madrona Av	Fashion Wy	Torrance	Y	N/S	2	3	1	3	1				43			
96	Madrona Av	Plaza Del Amo	Torrance	Y	N/S	1	2	2	1	1	2	1	2	37			
97	Madrona Av	Sepulveda Bl	Torrance	Y	E/W			1		2	3		3	37			
98	Maple Av	Maricopa St	Torrance	N	N/A	0	1	0	2	1	1	1	1	33	30		37
99	Maple Av	Nadine Circle	Torrance	N	N/A	1	1	1	1	0	1	0	2	39			
100	Maple Av	Nadine Circle/226th St	Torrance	N	N/A	1	2	1	2	0	1	0	1	39			

Torrance Signalized Intersections

That May be Considered for

Flashing Yellow Arrow Permissive-Only Left-Turn Signal Operations

No.	Primary Street	Crossing Street	Primary Agency	Protected Left-Turn	Approach Direction(s)	Number of Approach Lanes								Critical Speed (mph) 85th %tile			
						N		S		E		W		Approach Intersection From			
				(Y/N)	(E/W/N/S)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	N	S	E	W
101	Maple Av	Plaza Del Amo	Torrance	N	N/A	1	2	1	2	1	2	1	2	30			
102	Pacific Coast Hwy.	Aero/Zamperini Wy	Caltrans					2		1	3		3	n/a			
103	Pacific Coast Hwy.	Airport Dr / Plaza Dr	Caltrans			1	1	1	1	1	3	1	3	n/a			
104	Pacific Coast Hwy.	Anza Av	Caltrans			0	2	1	2	1	3	1	3	43			
105	Pacific Coast Hwy.	Calle Mayor	Caltrans			1	1	1	1	1	3	1	3			44	36
106	Pacific Coast Hwy.	Crenshaw Bl	Caltrans			1	3	1	3	2	2	2	3	47	48		
107	Pacific Coast Hwy.	Hawthorne Bl	Caltrans			2	3	2	3	1	3	1	3	46			
108	Pacific Coast Hwy.	Madison St	Caltrans			0	1	0	2	1	3	1	3	39			
109	Pacific Coast Hwy.	Palos Verdes Bl.	Caltrans			1	2	1	2	1	2	1	2			31	
110	Pacific Coast Hwy.	Prospect Av / Vista del Parque	Caltrans			0	1	1		1	2	1	2	n/a			
111	Pacific Coast Hwy.	Robinson Wy / Newton St / Denny Rd	Caltrans			0	1	1	1	1	3	1	3	n/a			
112	Pacific Coast Hwy.	Rolling Hills Wy	Caltrans			1	1	1	1	1	3	2	3	n/a			
113	Palos Verdes Bl	Calle Miramar	Torrance	N	N/A	1	2	1	2	1	1	0	2	n/a			
114	Prairie Av	182nd St	Torrance	Y	E/W N/S	1	2	1	2	1	2	1	2	40	40	38	40
115	Prairie Av / Madrona Av	Del Amo Bl	Torrance	Y	E/W N/S	2	2	2	2	2	2	2	2	43	38	37	42
116	Redondo Beach Bl	Ainsworth Av	County			0	1				2	1	2	n/a			
117	Redondo Beach Bl	Freeman Av / Amie Av	County			0	1	0	1	1	2	1	2			43	
118	Redondo Beach Bl	Gramercy Pl	Gardena			0	1				2	1	2	n/a			
119	Redondo Beach Bl	Osage Av / I-405 Frwy	Caltrans			0	1	1			2	0	2			43	
120	Redondo Beach Bl	Prairie Av	County			1	2	1	2	1	2	1	2	43			
121	Redondo Beach Bl	Van Ness Av	Gardena			1	2	1	2	1	2	1	2	36			
122	Redondo Beach Bl	Yukon Av	County			0	1	0	1	1	2	1	2	28			
123	Rolling Hills Road	Fallenleaf Drive	Torrance			0	1	0	1	1	2	1	2	36		*25	
124	Rolling Hills Road	Whiffletree Lane	Torrance			0	1	0	1	0	2	0	2	36			
125	Sepulveda Bl	Anza Av	Torrance	Y	E/W N/S	1	2	1	2	2	2	2	2	39		43	47
126	Sepulveda Bl	Arlington Av	Torrance	Y	E/W N/S	1	1	1	1	1	3	1	3	35	38	43	44
127	Sepulveda Bl	Cabrillo Av	Torrance	Y	E/W N/S	1	1	1	1	1	3	1	3	35	32	41	43
128	Sepulveda Bl	Del Amo Circle	Torrance	Y	E/W			2	1	1	3		3			40	
129	Sepulveda Bl	Hickory Av	Torrance	N	N/A	0	2			1	3	1	4			44	
130	Sepulveda Bl	Madison St	Torrance	Y	E/W	0	1			1	3	1	3			40	
131	Sepulveda Bl	Maple Av	Torrance	Y	E/W N/S	1	2	1	2	2	2	2	4	30	39	44	41
132	Sepulveda Bl	Ocean Av	Torrance	Y	E/W	1	1	1	0.5	2	3	1	3			43	
133	Sepulveda Bl	Palos Verdes Bl.	Torrance	Y	E/W	1	1	1	2	1	2	2	2			47	42
134	Skypark Dr.	Madison St.	Torrance	N	N/A	1	2	1	2	1	2	1	2			44	
135	Skypark Dr.	Hospital Signal @ Helipad	Torrance					1	1	1	2	1	2			44	
136	Torrance Bl	Amie Av	Torrance	Y	E/W	0	3	0	2	1	2	1	2			43	
137	Torrance Bl	Anza Av	Torrance	Y	E/W N/S	1	2	1	2	1	2	1	2	37	37	42	42
138	Torrance Bl	Arlington Av	Torrance	N	N/A	0	2	0	2	1	3	1	3	35	30	39	
139	Torrance Bl	Cota Av	Torrance	N	N/A	0	1	0	1	1	3	1	3			38	
140	Torrance Bl	Earl St	Torrance	N	N/A			1		1	3		3			42	
141	Torrance Bl	Fern Av	Torrance	N	N/A	0	1				3	1	2			37	
142	Torrance Bl	Hernietta St	Torrance	N	N/A			1		1	3		2	40		37	38
143	Torrance Bl	Hickory Av	Torrance	N	N/A	0	2	0	1	1	3	1	3			37	
144	Torrance Bl	Madrona Av	Torrance	Y	E/W N/S	2	2	2	3	2	2	1	3	38	43	37	43
145	Torrance Bl	Maple Av	Torrance	Y	E/W	1	1	1	1	1	2	1	2	30	30	37	37
146	Torrance Bl	Palos Verdes Bl	Torrance	Y	E/W	1		0	1	1	3	1	3	31		37	
147	Torrance Bl	Satori Av	Torrance	N	N/A	1	2	1	1	1	2	1	2			39	
148	Torrance Bl	Van Ness Av	Torrance	Y	E/W	1	2	1	2	1	2	1	2	38		39	38
149	Torrance Bl	Victor	Torrance	N	N/A	0	0	1	0	1	3	0	3	32		42	37
150	Torrance Bl	Village Ln.	Torrance	Y	E/W	1	1	1.5	0.5	1	3	2	3			42	

Torrance Signalized Intersections

That May be Considered for

Flashing Yellow Arrow Permissive-Only Left-Turn Signal Operations

No.	Primary Street	Crossing Street	Primary Agency	Protected Left-Turn	Approach Direction(s)	Number of Approach Lanes								Critical Speed (mph) 85th %tile			
						N		S		E		W		Approach Intersection From			
				(Y/N)	(E/W/N/S)	Left	Thru	Left	Thru	Left	Thru	Left	Thru	N	S	E	W
151	Van Ness Av	195th St	Torrance	N	N/A	0	2	1	2	0	0	1	0	48			
152	Van Ness Av	Dominguez	Torrance	N	N/A	1	2	1	2	1	1	1	2	38			
153	Van Ness Av	Pro Logis Way	Torrance	Y	S		2	1	2			1		48			
154	Western Av	182nd St	Los Angeles			1	3	1	2	1	2	1	2	45			36
155	Western Av	190th St	Caltrans			2	3	2	3	2	3	2	3				45
156	Western Av	195th St	Caltrans			1	2	1	2	1	1	0	1	n/a			
157	Western Av	213th St	Los Angeles			1	2	1	3	1	1	0	1	n/a			
158	Western Av	220th St	Los Angeles			1	2	1	2	0	1	0	1	n/a			
159	Western Av	223rd St	Los Angeles			1	2	1	2	1	3	1	2				34
160	Western Av	238th St	Los Angeles			1	2	1	2	0	1			n/a			
161	Western Av	Carson St	Los Angeles			1	2	1	2	1	2	1	3				35
162	Western Av	Del Amo	Caltrans			1	3	1	3	1	2	0	1				40
163	Western Av	I-405 NB Ramp	Caltrans				3	1	3			1.5		n/a			
164	Western Av	Sepulveda Bl	Los Angeles			1	3	1	3	1	3	1	3				41
165	Western Av	Torrance Bl	Los Angeles			1	2	1	3	1	3	1	3				39
166	Western Av	Western Way/Francisco	Caltrans			1	3	1	3	1	2	1	2	n/a			

All Shaded/Hatched Locations May NOT be Considered

Non Torrance Primary Agencey

More than One Left-Turn Lane | One - Direction (N/S or E/W) | All Directions

Left Turn Movement Crosses mort than three opposing lanes

Critical Speed Exceeds 45 MPH