

Council Meeting of  
August 16, 2011

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

Members of the Council:

**SUBJECT: Appropriation of funds and award agreement to perform design services for Hawthorne Boulevard Rehabilitation, T-45.  
Expenditure: \$259,798**

### **RECOMMENDATION**

Recommendation of the Public Works Director that City Council:

1. Accept a check in the amount of \$9,900 from "3720 PCH LLC" and appropriate said funds to the Hawthorne Boulevard Rehabilitation, T-45 (P.C.H. to south city boundary); and
2. Award a Consulting Services Agreement in the amount of \$259,798 to Psomas of Los Angeles, California to perform design services for the Hawthorne Boulevard Rehabilitation, T-45 (P.C.H. to south city boundary).

### **Funding**

Funding is available from Prop C funds appropriated to CIP #T-45 and the recommended appropriation.

### **BACKGROUND**

The Hawthorne Boulevard Rehabilitation (P.C.H. to south city boundary), T-45 ("T-45 Project") is included in the adopted Capital Budget. The T-45 Project will provide for the repair of damaged curbs, gutters, sidewalks; installation of ADA-compliant curb ramps; pavement reconstruction and overlay, traffic signal upgrades, and landscape enhancements to the medians.

### **ANALYSIS**

Due to the size of the project and amount of staff hours needed to design the T-45 Project, contract design services are required. Engineering staff will perform project and construction management and administration.

Staff issued a Request for Proposals in November 2010 to three engineering firms. Psomas ranked number one based on an evaluation of their project team, similar past experience, project understanding, schedule and a successful negotiation with staff for the overall cost. Psomas has successfully performed design services for Torrance and other public agencies. Staff investigated their references and found them to be in order. Psomas proposes to perform design services in the amount of \$259,798 for this project, following a successful negotiation with staff. The proposed Consulting Services Agreement will provide the required design services.

### **Relevance to Strategic Plan**

The T-45 Project is included in the May 2010 Strategic Plan as part of Strategic Priority 5 – Infrastructure and Goal #2 (pg 55). Initiating the design of this project will be consistent with meeting one of our goals for this Strategic Priority.

### **Appropriation of Funds**

Recently, staff from the Community Development and Public Works departments discussed forthcoming developer improvements to be constructed at the northeast corner of Hawthorne Boulevard at 242<sup>nd</sup> Street. Conditions of City Council Resolution No. 2011-68 for MOD11-00002, related to the forthcoming improvements, require the applicant to:

- Design and construct a median along Hawthorne Boulevard at 242<sup>nd</sup> Street to connect the existing berm (north side) with the existing median south of 242<sup>nd</sup> Street; and
- Remove the south crosswalk on Hawthorne Boulevard at 242<sup>nd</sup> Street and modify and remove any conflicting striping.

The intersection of Hawthorne Boulevard at 242<sup>nd</sup> Street is within the limits of the T-45 Project. Based on the applicant's construction schedule, they would be constructing their conditioned improvements prior to the City constructing the T-45 Project. Subsequently, construction of the T-45 Project would require the City to remove and replace the applicant's construction improvements.

To avoid both the construction and financial impacts of initial construction (by applicant) and subsequent removal/replacement (by City), Public Works proposed to the applicant that it: i) allow the City, as part of Psomas' contract, to perform the design for the applicant's conditioned improvements; ii) review the City's cost estimate for the design and construction; and iii) provide payment to the City for the design and construction to be completed as part of the T-45 Project. Furthermore, receipt of the applicant's payment would result in the City determining certain conditions for the applicant's project to be considered "met".

The applicant accepted the City's proposal and terms and has provided a check in the amount of \$9,900 for both the design and construction to be included in the T-45 Project; \$2,000 will be used for the design and the balance for construction and construction inspection costs.

It is anticipated that design services for the T-45 Project will be completed by fall 2012.

Respectfully submitted,

ROBERT J. BESTE  
Public Works Director

By: Craig Bilezerian  
Engineering Manager

CONCUR:

Robert J. Beste  
Public Works Director

*Mary Guidano*  
for LeRoy J. Jackson  
City Manager

**City Manager's Note:**

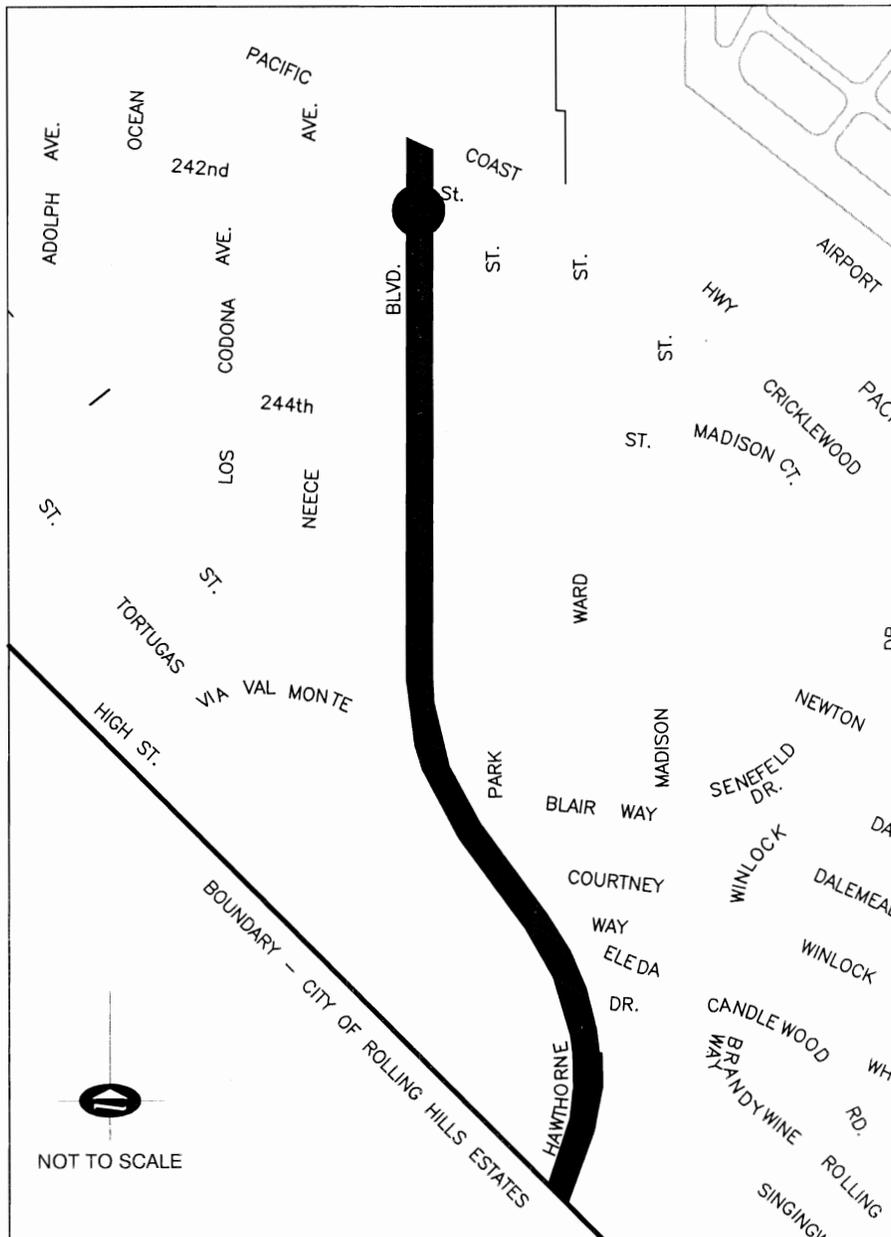
The project currently has a \$1,184,103 appropriation: with the additional \$9,900, the new balance will be \$1,194,003. Additionally, the City has federal funds of \$1.2 million in reserve which can be claimed by City for construction costs to assist in total cost of the project.

Attachments    A. Project Location Map  
                      B. Consulting Services Agreement - Pscmas

# CITY OF TORRANCE



## HAWTHORNE BOULEVARD REHABILITATION, T-45 (PACIFIC COAST HWY TO SOUTH CITY LIMITS) PROJECT LOCATION MAP



### LEGEND



PROJECT LIMITS



DEVELOPER'S IMPROVEMENTS  
TO BE BUILT BY THE CITY

PUBLIC WORKS DEPARTMENT  
ROBERT J. BESTE  
PUBLIC WORKS DIRECTOR

## 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 PSOMAS, a California corporation (“CONSULTANT”).

### RECITALS:

- A. The CITY wishes to retain the services of an experienced and qualified CONSULTANT to perform engineering design services for the Hawthorne Boulevard Rehabilitation, T-45 (Pacific Coast Highway to the south City limit).
- B. In order to obtain the desired services, the CITY has circulated its Request for Proposal for Hawthorne Boulevard Rehabilitation, T-45 (Pacific Coast Highway to the south City limit) , RFP No. N/A (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 June 30, 2013.

#### 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 \$259,798 (“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 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**

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

**8. CONSULTANT REPRESENTATIVE(S)**

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

Blake Murillo, PE - Chief Executive Officer  
Anissa Voyiatzes, PE - Vice President

**9. INDEPENDENT CONTRACTOR**

The CONSULTANT is, and at all times will remain as to the CITY, a wholly independent contractor. Neither the CITY nor any of its agents will have control over the conduct of the CONSULTANT or any of the CONSULTANT's employees, except as otherwise set forth in this Agreement. The CONSULTANT may not, at any time or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of the CITY.

**10. BUSINESS LICENSE**

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

**11. OTHER LICENSES AND PERMITS**

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

**12. FAMILIARITY WITH WORK**

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

**13. CARE OF WORK**

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

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

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

**15. INDEMNIFICATION**

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

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

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

**17. INSURANCE**

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

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

- (4) Workers' Compensation with limits as required by the State of California and Employers Liability with limits of at least \$1,000,000.
- B. The insurance provided by CONSULTANT will be primary and non-contributory.
- C. CITY ("City of Torrance"), the Redevelopment Agency of the City of Torrance, the City Council and each member thereof, members of boards and commissions, every officer, agent, official, employee and volunteer must be named as additional insured under the automobile and general liability policies.
- D. CONSULTANT must provide certificates of insurance and/or endorsements to the City Clerk of the City of Torrance before the commencement of work.
- E. Each insurance policy required by this Paragraph must contain a provision that no termination, cancellation or change of coverage can be made without thirty days notice to CITY.

**18. SUFFICIENCY OF INSURERS**

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

**19. CONFLICT OF INTEREST**

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

**20. NOTICE**

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

Addresses for purpose of giving notice are as follows:

CONSULTANT: PSOMAS  
555 South Flower Street  
Suite 4400  
Los Angeles, CA 90071  
Fax: (213) 223-1444

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

PSOMAS  
a California corporation

\_\_\_\_\_  
Frank Scotto, Mayor

By: \_\_\_\_\_  
Blake Murillo, PE - CEO

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**

## HAWTHORNE BOULEVARD REHABILITATION, T-45

### Pacific Coast Highway to the south City limit

**Project Description:** Hawthorne Blvd is a principal north-south arterial for Torrance and the south bay region. The segment south of Pacific Coast Highway to the south City limit is owned/maintained by Torrance and carries 43,000 vehicles/day. It is a 6-lane roadway with a raised center median. The curb lanes primarily serve as parking lanes; however, during peak directional hours, parking is restricted to provide 3 travel lanes in each direction. The pavement in the project area is severely deteriorated and requires rehabilitation and/or overlay. Due to curb/gutter along the median and both sides of the roadway, an edge mill and overlay is not possible. Also, the City is not intending to remove the existing median curb or to raise its elevation. This project will provide for pavement rehabilitation, curb/gutter/sidewalk repairs and upgrades to curb ramps for ADA compliance. It also is desired to replace all faded signs, illuminated street name signs and upgrade some traffic signal equipment.

**Design Schedule:** January 2011 through June 2011

**Construction Budget:** \$1.17M, excludes management and inspection

**Submittal Requirements:** The City has prepared this scope of work and is requesting from your firm a proposal of services and a detailed fee estimate for the work. The proposal of services should include the methodology or process for completing each task. The detailed fee estimate should provide a cost for each element of the project using the format below.

The City will evaluate and choose the best qualified consultant on the basis of project understanding, qualifications of proposed team; ability to meet the project schedule and cost effectiveness. A submittal must include resumes/qualifications of proposed staff and subconsultants, proposal of services, fee estimate, firm's fee schedule and excluded services. You also may separately list services and associated firm costs that are not in the city's scope of work and might be needed to complete the design work. However, do not include them in the fee estimate.

	<b>Project Manager</b>	<b>Engineer</b>	<b>Admin.</b>	<b>Consultant</b>	<b>Total</b>
	<b>\$105</b>	<b>\$80</b>	<b>\$45</b>		
<b>Task</b>					
<b>A</b>	1	1	1		<b>\$230</b>
<b>B</b>	2	2	2		<b>\$460</b>
<b>C</b>				<b>\$500</b>	<b>\$500</b>
<b>Total</b>					<b>\$1190</b>

**Sample Fee Estimate**

Please submit two (2) copies of your proposal and fee estimate in a three ring binder to:

**City of Torrance Public Works Dept., 20500 Madrona Ave, Torrance, CA 90503; ATTN: Mr. Craig Bilezerian.** You may contact Mr. Bilezerian for questions either by telephone at (310) 618-3054 or via email at [cbilezerian@torranceca.gov](mailto:cbilezerian@torranceca.gov). Submittals must be received by 5:00 p.m. on Wednesday, November 17, 2010.

## PROJECT SCOPE

### I. Preliminary Design

#### A. Project Kick-Off Meeting

Consultant (Project Manager and relevant staff or subcontractors) will attend a kick-off meeting at the Public Works Department. Assume a maximum of 4 people for a meeting of approximately 1.5 hours in length. Consultant shall prepare a meeting agenda that would include:

- Lines of communication between the City and consultant
- Discuss the project requirements, scope of work and schedule
- Consultant's responsibilities for notifying and communicating with utility companies and other agencies involved in the project.
- Other related items

Within 2 working days following the meeting, Consultant shall prepare and distribute meeting minutes with any action items.

#### B. Research/Review of Available Data

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

#### C. Site Evaluation

Perform a field inspection of Hawthorne Boulevard to:

- Verify record drawings and other data
- Identify areas of damage to existing AC pavement potentially needing localized repair.
- Identify damaged curb and gutter, cross-gutters, sidewalk/curb ramps and driveways to be replaced.
- Inventory all existing parkway signs and signs on traffic signal poles, including illuminated signs.
- Inventory all colored curb (RED, green, etc.) and pavement markings/stripping
- Create a photo log of key project areas.

Consultant should schedule a City representative to be present during the inspection(s) of the existing pavement and damaged curb and gutter, cross-gutters, sidewalk/curb ramps and driveways.

## II. Preliminary Surveys, Studies & Coordination

### A. Design Topographic Survey

Consultant or its subcontractor will perform the Design Topographic survey. The survey shall be in conformance with the State Land Surveyors Act and be performed under the direct supervision of a CA Registered Land Surveyor. Consultant shall use California State Plane Zone 5 (NAD 83) feet. Tasks include:

- 1 Establish horizontal and vertical survey and construction control for entire length of project.
- 2 Perform topographic survey, as required, and may include, but not be limited to:
  - 2.1 Cross section elevations taken at 50 ft. intervals. The sections will follow this format: property line/right-of-way, back of walk, top of curb, flow line, edge of gutter/pavement, grade breaks and/or quarter points, pavement delineation and legends (striping, STOP bars, etc.), finish surface at the centerline.
  - 2.2 Locate all existing improvements within the street right-of-way (i.e. above ground utilities, manholes, valve covers, utility vaults and covers, sign posts, signs and sign copy, trees, utility poles, traffic signal poles, cross gutters, local depressions, catch basins, driveway openings, sidewalks, corner access ramps, parkway drains, etc).
  - 2.3 Reduce data to a form showing centerline stationing, offset from centerline, and elevation.
  - 2.4 Provide 0.5 ft contours.
  - 2.5 Approximately 5 centerline monuments are within the construction area. Consultant shall "tie out" all existing centerline monuments and all centerline ties and identify each in the design survey.
  - 2.6 Identify in the survey any other monuments, including those on tops of curbs, sidewalk or in the parkway.
- 3 Consultant will sign, date and submit all survey notes to the City within 15 working days after the completion of the survey. A pdf version is acceptable. The consultant shall include this information in the appendices of the project specifications as reference for the contractor.

Consultant shall provide traffic control as required during survey operations. Lane closures shall be in accordance with City of Torrance Standards, available at <http://www.torranceca.gov/13023.htm>

### B. Utility Research and Notification

Research and obtain available existing utility records within the project limits. Compile a Utility Notification and Response Log in a table format and include dates of notification, persons/utility notified and responses from utility. Copies of this information will be provided to the City. Notifications will include:

- Initial Utility Information Request; All follow-up notifications for various plan submittals
- Prepare to Relocate Notice (if applicable)
- Notice to Relocate (if applicable)

Utilities to be notified will include, but are not limited to: Southern California Edison, Pacific Bell Telephone, Verizon, GTE, Southern California Gas, Time Warner Cable, Water, Sewer and Storm Drain districts.

Should no relocations be required, consultant shall obtain from each utility company a written confirmation as such prior to completing the design.

### **C. Utility Potholing**

Consultant will provide a fixed \$25,000 allowance for utility potholing. Locations will be based on information received from utility investigations. Consultant will arrange for utilities to be marked prior to the design topographical survey. Pothole locations and depths will be marked on the pavement surface and will show both horizontal location and depth from surface to the utility. Compensation will be based on actual cost plus 7% markup, but may not exceed \$25,000. From the utility research and utility potholing, Consultant will compile and incorporate utility information on the roadway Base Sheets. Conflicts with existing utilities will be identified for resolution with the conflicting utility.

### **D. Utility Coordination**

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

### **E. Base Sheets**

Consultant will prepare Base Sheets utilizing the design topographic survey, utility research data and existing street, storm drain, sewer and water main improvement plans. The Base Sheets will be utilized for the design of the street rehabilitation, signing and striping plans and traffic control. The base plans will be prepared at a 1"=40' scale.

Consultant shall data process all topography in AutoCAD (latest version). Line styles will be conventional. Text annotation will be stored in layers separate from the graphic elements. An AutoCAD file, layering, linestyle and color specification will be provided by the Consultant to the City, if requested. Locations of any property lines, centerlines or rights of ways shown on the topography shall be shown graphically from specified Datum.

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

### **F. Pavement Evaluation Review/Design**

The City has a pavement evaluation/analysis report prepared using pavement corings. Consultant will review the report and discuss the recommended pavement rehabilitation alternatives with the City. This will include the following:

- Assess data and evaluate methods for rehabilitation.
- Prepare value engineering spreadsheet with cost breakdowns for up to 3 alternatives, including comparisons based on projected life.
- Discuss recommendations with City.
- After concurrence by the City, the final structural section(s) will be determined.

Optional Task: Provide supplemental ground-penetrating radar testing. This would assist in determining if there is an option to perform a full-width roadway grind (both directions) at a specified depth.

### G. Traffic Index Calculation

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

## III Plans & Profiles

### A. 60% & 90% Plan Submittal

All plan types will be in conformance with City of Torrance format, the latest applicable design/drafting standards and shall incorporate the City of Torrance Title blocks. The Public Works Department Title Block shall be used on all plan sheets.

Consultant will prepare and submit plans to the City and utility agencies at 60% and 90% completion. Plans shall be on 24" x 36" blacklined bond paper sheets, unless otherwise required for utility agencies. Consultant shall submit one (1) set of plans to the City for each submittal.

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
Traffic Control & Staging Plans	1" = 40' H
Sign and Pavement Delineation Plans	1" = 40' H
Traffic Signal Modification Plans	1" = 20' H

**Title Sheet** will 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** will include a construction note index, and construction details. Multiple sheets may be required.

**Typical Cross Sections** will show right-of-way lines, dimensions between curbs, existing pavement surface and curb/gutter, existing roadbed, proposed improvements and grading/crossfall slope. Pavement cross falls should be kept at 2% optimal; however, cross falls may vary from 1% to 5% as needed for grade and to minimize reconstruction.

Construction notes related to proposed improvements shall be included on this sheet. Cross sections will be discussed with the City at the 30% and 60% submittal to identify potential problems.

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

**Intersection Grid Details** will be prepared at the following signalized intersections:

1. 242<sup>nd</sup> St
2. 244<sup>th</sup> St
3. Newton St
4. Via Valmonte
5. Rolling Hills Rd

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

**Traffic Control & Staging Plans** for Hawthorne Blvd and intersecting side streets should be designed in accordance with MUTCD 2003 California Supplement and Torrance Traffic Control Standard plans posted at <http://www.torranceca.gov/13023.htm>

Construction may require traffic control on Hawthorne Blvd, north of Pacific Coast Highway. Sheets with traffic control devices within the Caltrans right-of-way shall include a signature block for Caltrans District 7 and its permit number and include metric units for dimensions.

Note: Prior to beginning any work on traffic control plans, consultant shall meet with the City to discuss construction staging, minimum lane requirements, side street and driveway access and plan notes and legend. It is anticipated that the project will be constructed in stages and each stage will require traffic control plans. The work within each stage will may be partially restricted in the vicinity of the intersections to minimize the potential of traffic capacity reductions.

For the purposes of this proposal, the Consultant shall expect to prepare a total of 12 sheets for traffic control. One sheet for notes and typical sections; One for construction phasing and ten sheets for traffic control layouts. If fewer or more sheets are required, the compensation for this item will be adjusted accordingly.

**Sign and Pavement Delineation Plans** will be prepared for Hawthorne Blvd and intersecting streets within the proposed street improvement limits. The plans shall be segmented to minimize the number of plan sheets and prepared in accordance with City standards and design criteria and Caltrans "Traffic Manual" and Standard Plans and Specifications (latest edition). Plans will provide for at least 150 feet of transition for each leg of the intersecting streets.

Plans will show: all existing/proposed 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. Consultant shall include those areas on intersecting side streets that are within the project limits. Centerline stationing shall be shown on the plans

**Traffic Signal Modification Plans. This will be an optional item with a fixed allowance of \$25,000. If added to the contract, plans will be prepared as discussed below.**

Plans will be prepared by referencing City record drawings (Consultant to obtain from Community Development Department) of the 4 traffic signals within the project limits. Consultant will field verify existing conditions (i.e. traffic signal poles, hardware, mast arm and pole-mounted signage, interconnect cable and control equipment). The 2 locations are:

- Hawthorne Blvd @ 244<sup>th</sup> St
- Hawthorne Blvd @ Newton St
- Hawthorne Blvd @ Via Valmonte
- Hawthorne Blvd @ Rolling Hills Rd

Anticipated improvements include: conversion from loop detection to video detection (either Econolite or Iteris); replacement of illuminated streetname signs; replace some signal poles; upgrade traffic signal equipment; change to pedestrian countdown displays

Consultant shall prepare a traffic signal modification plan for each signalized intersection according to the anticipated improvements. Each plan shall include a conductor schedule, pole schedule, phase diagram with detection speed, legend and notes and pole placement details for new poles.

## **B. Quantity Calculations and Cost Estimate**

Consultant shall submit preliminary quantities and construction cost estimate at the 60% and 90% submittal. Unit prices will be based upon the most current cost information for a recent, similar project. The final quantity/cost estimate will be based on the final construction plans and submitted with the 100% submittal. Cost estimates shall not include contingency.

Note: The construction budget for this project is \$1.17M. The consultant shall compare its estimated construction costs for the 60% and 90% submittal to the available budget. If the consultant's estimated costs exceed the available budget, the consultant shall inform the City and provide recommendations for costs reduction.

## **C. Project Specifications**

Consultant shall use the city's standard "boiler plate" Specifications and Special Provisions (Word 2003) to prepare the complete job-specific Construction Specifications and Appendices document and Bid schedule suitable for bidding.

#### **D. 100% Submittal of Plans & Profiles, Specifications/Special Provisions, Quantities and Cost Estimate**

The 100% submittal will include one (1) complete hardcopy set of all plans; MS Word document of the specifications/special provisions document; unbound hardcopy of Appendices and Standard plans; and MS Excel file of quantities/cost estimate. Minimal corrections may not be needed, but should be expected. Plans shall be on 24" x 36" blacklined bond paper sheets.

#### **E. Final Submittal**

Upon City approval of the 100% plans/profile submittal, consultant will submit a complete set of stamped/signed (CA Registered Civil Engineer) original plans on mylar and an unbound set of appendices/standard plans. The consultant also will submit an electronic copy of all final AutoCAD drawings (with x-refs and plot configuration files) on a CD-ROM and the specifications/special provisions and quantities/cost estimate via email in their corresponding MS Word or Excel format.

#### **F. Caltrans Encroachment Permit Application for Hawthorne Blvd**

Following the city's meeting on Traffic Control & Staging Plans, Consultant will 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. The City should be exempt from a permit application fee.

#### **G. Project Management & Meetings**

Consultant will 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, Subconsultant Management).

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

At the 60% and 90% meetings, consultant will bring one copy of any completed plans and estimate and an updated project schedule for submittal.

#### **H. Survey Monument Preservation and Restoration**

Approximately 5 centerline monuments are within the construction area. Consultant shall tie out centerline monuments and any impacted centerline ties prior to construction and prepare and file Corner Records with the County of Los Angeles and City of Torrance. After construction is complete, Consultant shall re-establish monuments removed by construction activities and file final Corner Records with the County of Los Angeles and City of Torrance.

#### **I. Reimbursable Expenses**

Consultant will provide a fixed \$5,000 allowance for reimbursable expenses. Compensation will be based only on actual costs (or cost plus 7% markup for outsourced work), but may not exceed \$5,000. This task is intended to budget for reimbursable expenses that are associated only with reprographics of plans and paper documents, postage and mileage when making submittals to the City and other agencies or utility companies. Costs to print documents, produce reprographics, postage, telephone, faxes

and mileage for consultant's internal review and/or coordination with satellite offices or subconsultants should be included in the fees for the various tasks.

#### **J. Median Landscape Design**

As an option, the City may decide to upgrade the median landscaping and irrigation and also parkway landscaping. Consequently, the consultant shall include a \$35,000 allowance for these services. The exact scope of work and fee will be determined at such time services are deemed a necessary add to the contract.

#### **K. City Responsibilities**

1. City will provide access to the site.
2. City will provide an electronic copy of its "boiler plate" specifications.
3. City will provide a copy of its records of centerline monuments/ties.
4. City will provide an electronic copy of the Public Works Department title block.
5. Pavement Evaluation Report
6. City will provide samples of various sheets from a recent street improvement
7. CEQA Documentation

**EXHIBIT B**  
**PROPOSAL**



Balancing the Natural and Built Environment

November 23, 2010

City of Torrance – Department of Public Works  
Attn: Mr. Craig Bilezerian, Project Manager  
20500 Madrona Avenue  
Torrance, CA 90503

**RE: PROPOSAL FOR HAWTHORNE BOULEVARD REHABILITATION, T-45**

Dear Mr. Bilezerian:

Psomas is pleased to submit to the City of Torrance our proposal to provide design services for the subject project. We understand the City seeks an engineering consultant to provide services including, but not limited to, preliminary engineering, surveying, design, and the preparation of the plans, specifications and estimates (PS&E) package for the roadway rehabilitation of Hawthorne Boulevard.

The Psomas Team will be led by Project Manager, **Ken Berkman, PE**. Ken has outstanding organizational and leadership skills, and as a former City Engineer and Deputy Public Works Director, extensive experience working with Public Agency staff, City Councils, Commissions, and the general public. Ken's decade of experience in managing and delivering all phases of public works capital improvement projects and programs for Los Angeles County and cities, including major projects in compliance with Caltrans and Metro requirements, is perfectly suited for this project's scope of work. In addition to his public sector experience, Ken's years in the private sector have allowed him to develop an excellent and balanced approach to understanding a client's needs and the resources required to deliver projects on time and on budget, with a sharp focus on customer service. This unique combination of experience will ensure the schedule required for this project is met successfully and as smoothly as possible.

**Anissa Voyiatzes, PE** will serve as the Officer-in-Charge and the Quality Control/Quality Assurance Manager. She will provide overall leadership, and ensure Ken's team has all the resources needed to provide outstanding service to the City of Torrance.

Psomas is proud to partner with **LaBelle Marvin, Inc.** and **Lynn Capouya, Inc.** to potentially provide the optional services of Pavement Engineering and Landscape Architecture, respectively.

555 South Flower Street  
Suite 4400  
Los Angeles, CA 90071

P:213.223.1400  
F:213.223.1444  
www.psomas.com

Mr. Craig Bilezerian  
Page 2 of 2  
November 23, 2011

LaBelle Marvin is one of the premiere pavement engineering firms in Southern California, and has a tremendous track record of providing the same services required for Hawthorne Boulevard for almost every city in LA County. LCI brings a wealth of landscape architecture and design experience to the team. LCI has provided design services on a dozen of median projects in the past few years alone, including Valley Boulevard Medians we designed together for the City of Alhambra. Furthermore, we are all local firms that are in close proximity to City Hall and the project site, thus providing the cohesive, highly responsive team the City expects.

In addition to our key staff and outstanding team members, the following are differentiators that make Psomas uniquely qualified for the Hawthorne Boulevard Rehabilitation Project:

1. **Vast Experience with Similar Projects** – The Psomas Team has a proven track record of preparing PS&E packages and design services for a variety of Southern California agencies.
2. **Responsiveness** – With past lessons learned, we intend to not only meet but exceed your expectations. With our Team’s offices surrounding Torrance this Psomas Team can provide unparalleled responsiveness to the City.
3. **Commitment to the Design Schedule** – In addition to having staff availability, and the management tools in place, our team has the thorough, in-depth understanding of the City of Torrance and Caltrans required to successfully deliver a quality design package to the City within the design schedule of January 2011 through June 2011.

Enclosed are two copies of our proposal, including the fee estimate. We are confident that you will find our team’s experience and capabilities to be an excellent match to the needs of this project, and we stand ready to commence work immediately.

We appreciate your time and consideration, and look forward to your positive response. If you have any questions or need additional information, please feel free to contact me at 213.223.1460, or at [ken.berkman@psomas.com](mailto:ken.berkman@psomas.com).

Sincerely,  
**PSOMAS**



Ken Berkman, PE  
Senior Project Manager



Anissa Voyiatzes, PE  
Vice President, Transportation & Public Work



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Project Understanding	1
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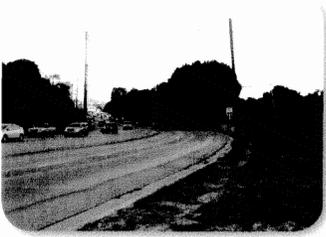


## Project Understanding



North Portion of Roadway

The City of Torrance intends to retain a consultant engineer to prepare the plans, specifications, and estimates (PS&E) for Hawthorne Boulevard from Pacific Coast Highway to the southerly City limit. Psomas has compiled a team of dedicated and enthusiastic professionals for this project. The Psomas Team will develop the project from the preliminary design through approval of the PS&E package by integrating the functional and aesthetic considerations into a cohesive design that will achieve the project objective for pavement rehabilitation, street sign modifications, traffic signal modifications, and parkway improvements.



South Portion of Roadway

This portion of the roadway carries 43,000 vehicles per day and serves as a principal north-south arterial for Torrance and the South Bay region. Hawthorne Boulevard is a 6-lane, primarily commercial roadway with a raised median in this stretch; however, it could be considered two distinct roadways, divided at Newton Street. The northerly portion is a dense commercial zone with many businesses and a few restaurants lining the back of walk, while the southerly portion (towards Rolling Hills Estates) sees a dramatic change in terrain and has no sidewalk. The road slopes up and is bordered by either hillside or the rear yards of residential lots.



Pedestrian, No Sidewalk

Based on the date stamps evident in the field, the majority of the concrete curb, gutter, sidewalk, and roadway were constructed in the mid-1960's. The concrete improvements are showing signs of localized deterioration, including curb, gutter and sidewalk uplift. The ADA ramps are non-compliant and there are several locations along the sidewalks where there is no ADA pathway of travel.

### KEY DESIGN ISSUES

This project has its unique challenges that must be addressed in design to ensure the project's goals are met. Key issues to be addressed by the design of the roadway and parkway improvements for Hawthorne Boulevard will include no less than the following:



Driveway with No ADA  
Pathway of Travel

- The parkway north of Newton Street is heavily traveled by pedestrians visiting the businesses along the corridor. Having the opportunity to create a truly pedestrian-friendly parkway environment is an achievable goal. Developing a plan that addresses the ADA requirements within the parkway, at driveways, curb ramps, and adjacent properties will be accomplished by performing the field design analysis and providing the design details in the plans necessary to address each unique location.



Driveway with No ADA  
Pathway of Travel



Improvements Currently  
Under Construction

- The importance of construction activity phasing and maintaining business access cannot be overstated. In addition to the traffic control and staging design needed to minimize vehicular traffic impacts, we intend to address and mitigate the construction activity impacts to the neighboring communities and business patrons. We will include our Construction Management group in the design phase to insure that the final design provides the Contractor with the direction to build the improvements with the least amount of impact.
- Based on a review of the site, to minimize the removal and replacement of capital improvements, the final design will take into account recently constructed improvements, as well as those currently under design and construction.
- An initial review of the utilities that could be impacted by the project include:
  - Southern California Edison
  - Pacific Bell Telephone (AT&T)
  - Verizon
  - GTE
  - AT&T Transmission
  - Time Warner Cable
  - Southern California Gas Company
  - Chevron
  - Long Beach Gas and Oil
  - Long Beach Water Department
  - Southern California Gas Company

Adjustments to grade may be necessary, but the need for relocations is not anticipated. Nonetheless, Psomas will notify and coordinate with the utility companies during the design phase and will identify early in the design process if any relocations are needed and can be avoided with design modifications.

- There are numerous driveways within the project limits. Drivability, clearance and site distance must be addressed. The joint condition for several driveways within the project limits are constrained by buildings adjacent to the back of walk and the edge of driveway. These conditions can pose significant issues in the field during construction if the design and detailing does not give the Contractor clear direction.



We have modeled thousands of driveways to verify a smooth vehicular transition, minimal impact to the private property, and an ADA accessible pathway of travel within the public right-of-way that have been successfully constructed without issue. We model each driveway profile with a worst-case car profile to determine the ingress/egress drivability and ensure no vehicles are damaged.

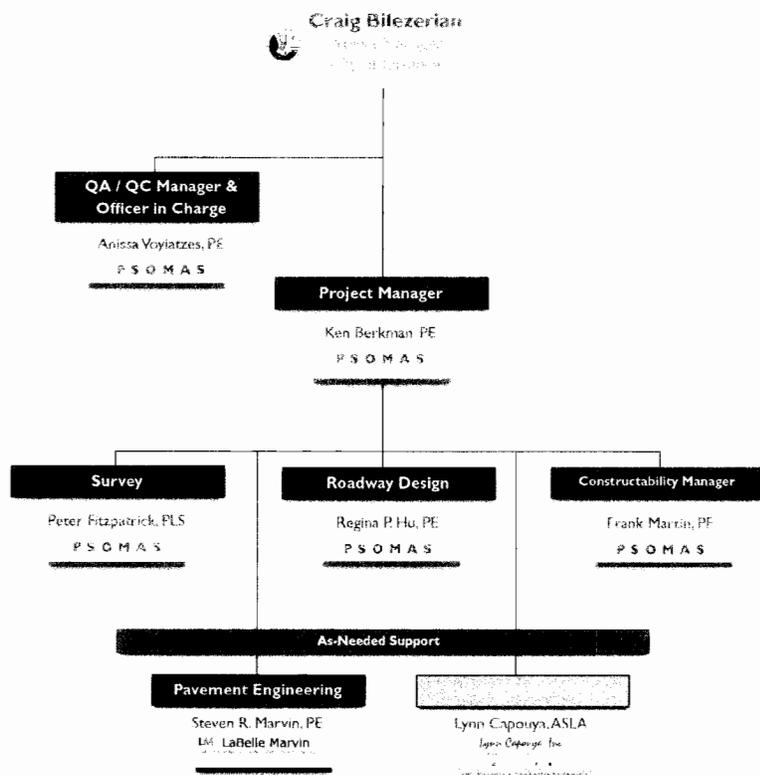
- Coordination with all stakeholders will be crucial to the project success. Psomas will determine early on what agencies and stakeholders will need to be included in the design process, meet with each one and ultimately obtain all required permits and approvals. Metro and neighbor Rolling Hills Estates will be included in this outreach and coordination effort.
- The raised medians south of Newton Street have an AC pavement cap. North of Newton Street, the raised medians are landscaped with mature pine trees infilled with AC pavement. If the City decides to improve the landscaping and irrigation system in the medians and the parkway, we are prepared to provide design services with Lynn Capouya, Inc. (LCI). We have worked with LCI for many years on similar projects and are confident that if the City chooses to include the landscaping optional services, LCI will develop a beautiful, sustainable, and cost effective design.



## Project Approach

### STAFFING PLAN

Psomas has assembled a multi-disciplined team of highly qualified professionals for the Hawthorn Boulevard Rehabilitation Project. The Psomas Team will be led by Project Manager, **Ken Berkman, PE**. Ken has outstanding organizational and leadership skills, and as a former City Engineer and Deputy Public Works Director, extensive experience working with Public Agency staff, City Councils, Commissions, and the general public. Ken's decade of experience in managing and delivering all phases of public works capital improvement projects and programs for Los Angeles County and cities, including major projects in compliance with Caltrans and Metro requirements, is perfectly suited for this project's scope of work. In addition to his public sector experience, Ken's years in the private sector have allowed him to develop an excellent and balanced approach to understanding a client's needs and the resources required to deliver projects on time and on budget, with a sharp focus on customer service. This unique combination of experience will ensure the schedule required for this project is met successfully and as smoothly as possible.



**Anissa Voyiatzes, PE** will serve as the Officer-in-Charge and the Quality Control/Quality Assurance Manager. She will provide overall leadership, and ensure Ken's team has all the resources needed to provide outstanding service to the City of Torrance.

Psomas is proud to partner with **LaBelle-Marvin, Inc.** and **Lynn Capouya, Inc.** to potentially provide the optional services of Pavement Engineering and Landscape Architecture, respectively. LaBelle-Marvin is one of the premiere pavement engineering firms in Southern California, and has a tremendous track record of providing the same services required for Hawthorne Boulevard for almost every city in LA County. LCI brings a wealth of landscape architecture and design experience to the team. LCI has provided design services on a dozen of median projects in the past few years alone.



### RECORD OF ON-TIME PERFORMANCE ON SIMILAR PROJECTS

The delivery of the PS&E package for Hawthorne Boulevard is schedule sensitive. We are proud of our track record for providing deliverables on or ahead of schedule for our clients. We accomplish this via a multi-stepped approach that not only considers the project at hand, but also all other commitments made on other projects.

First, our Project Manager develops a draft project schedule that, in collaboration with the client, becomes the initial baseline schedule. The schedule includes anticipated milestones and projected staffing resource needs to meet the established milestones.

Second, our Project Manager conducts weekly Project Design Team meetings to meet with lead staff and reconcile staffing and resource needs for the following two weeks (affording a dynamic one week overlap). Though we are proud of our ability to “plan the work and work the plan”, there are times when circumstances require urgent, unexpected demands upon the project team. These weekly meetings provide the means for Psomas to strategize on ways to meet these demands for our clients early and often, before they have a chance to negatively affect the schedule.

Third, each month we create monthly projections for the subsequent month -- all geared towards leveling out the peaks in the workload while concurrently updating a rolling, dynamic six-month projection of our existing and future work, including projects that we anticipate a reasonable likelihood of success.

These approaches, when taken collectively, provide the tools needed to maintain the project schedule and complete the Hawthorne Boulevard Project to your expectations, on time and within budget.

### PROJECT MANAGEMENT

Psomas defines project management as a combination of administrative or management steps and procedures that can be taken to assure that the project scope objectives are met, on time and within budget. The elements of the project management effort can generally be identified as **communication, coordination, documentation and quality control**.

#### Communication

Communication starts with scope negotiation, a signed contract and a kickoff meeting and continues through construction document approval.

#### *Kickoff / User Group Meeting*

The kickoff portion of the meeting is used to introduce City staff and consultant team members, and to “redefine” the project in order



to ensure that everyone has the same understanding of what is to be achieved. During the meeting, those in attendance have the opportunity to introduce themselves, state their role in the project, identify their most important goal(s) on the project, and identify critical concerns or potential pitfalls.

We have found this process to be an effective method to assure the consultant team members are in tune with the client's real needs and objectives, and allow everyone to recognize the critical decisions and hurdles that will have to be addressed during the project.

The user group portion of the meeting will be held with the consultant and the City engineering, operations, and maintenance staff. The purpose is to brainstorm improvements to be implemented, solicit suggestions and input, and address any specific program issues.

#### *Submittal Review / Progress Meeting*

Following each agency submittal review period we will meet with the City to discuss the comments and resolve any ambiguity before proceeding with the construction document revisions. Psomas will prepare and distribute meeting agendas to the proposed attendees prior to the meeting. Meeting minutes will be taken and distributed after the meeting.

A progress meeting will be held, if necessary, to bring the City up to date on how the project is progressing as well as to discuss project concerns and schedule. Agendas and meeting minutes will be provided.

#### *Project Tracking*

Psomas recognizes the need for tracking project budgets along with progress in order to minimize the risk of overruns. Each week, our project manager reviews all charges to all tasks to ensure accuracy. Each month, our project manager receives project summary reports detailing hours charged and costs for that particular period and for the project to date. Our monthly invoices include hours and costs charged to the job for that month, and a summary that shows the amount spent to date and the budget remaining. They are accompanied by a Project Status Report that shows tasks worked on for the month, their percent complete, and critical items for the tasks that remain to be resolved.

Psomas uses project management software that tracks schedule and budget by task. After tasks are entered with dates and required hours to complete, a graph is generated that identifies if the project is on schedule and meeting budget. As a result, work schedule modifications can be made to keep the project on track.

Regular communication with City staff and other agencies is always a high priority for Psomas project managers to ensure no surprises occur on the project. To help the communication, if desired, Psomas will setup our Extranet/FTP website, **ProjectWeb**, to provide secure, constant access for City staff. Copies of plans, specifications, reports, calculations, meeting minutes, photographs, and other project materials can be posted and made accessible to the City and the design team.

### *Coordination*

The project manager will coordinate the daily activities of the project team and keep the City informed of progress. We have found that the key to successful projects is maintaining open lines of communication with the client to progress, identify problems, assign priorities and receive feedback. This level of coordination, coupled with the submittal review meetings, helps avoid project problems and delays, and ensures that the project is on schedule and within budget. Psomas has used this management program with great success on all types and sizes of projects. Psomas has received numerous letters of commendation from satisfied clients attesting to the success of our project management program.



### *Effective Scheduling*

It is said that there are three elements to every successful project: quality and meeting the project objectives; meeting the budget; and finishing the work on schedule. The schedule will be updated following the kickoff meeting and on a monthly basis. This will improve your project manager's reporting, help identify problems that may result from delays, and readily afford the opportunity for modifying the schedule, when deemed necessary.

### Effective Documentation

We have developed and will continue to implement not less than the following communication tools:

- Written team and agency meeting agendas and minutes with your project management staff and other stakeholders.
- Establishment of **ProjectWeb**, where all information related to the project will be accessible by all staff associated with the project including all City departments, any stakeholder, and all subconsultants, if desired.



- Written scopes of work and fee resolution prior to the commencement of each design change order.
- All directions reduced to writing with distribution to the City and all team members.
- Written monthly status reports and associated “in person” briefings.
- Detailed monthly invoices broken down by task, staff hours and hourly rates.
- If requested, submittal of QA/QC check prints and comments with each submittal.
- Copies of all utility coordination letters and the utility coordination matrix will be sent to the City.

With these tools in place, Psomas can unequivocally state that the City staff will always know the status of each project task.

### Quality Assurance/Quality Control (QA/QC)

Psomas has the responsibility for the accuracy and completeness of the maps, plans, reports, specifications and construction cost estimates under its scope of work and will meet that responsibility through the implementation of a quality assurance plan. Our program for QA/QC has been developed on the belief that “Nothing is more important than design quality.”

The QA/QC Plan will be implemented and maintained throughout the entire contract duration. This Plan will establish the necessary processes to accomplish the following:

- The design is undertaken in accordance with good engineering practices that address all required Standards and Design Guidelines;
- The plans and calculations submitted to the City and each jurisdiction are independently checked and back checked;
- A Document Control System is developed and maintained;
- Coordination is closely monitored.

Anissa Voyiatzes, PE, will be assigned as the QA/QC Manager. She will be responsible for developing the Quality Assurance Plan and for managing the independent peer review process of each submittal. As a Team Leader of the Transportation and Public Works Group, and with her 16 years of municipal civil engineering experience, Anissa has



the background and expertise to make sure all submittals are accurate, complete and in compliance with all the standards required on the Hawthorne Boulevard Project.

Psomas also intends to utilize our in-house Construction Management Group for design reviews. The CM Group will review the project's construction schedule and project plans and specifications for document completeness, compatibility between documents, clarity and constructability. These reviews will also provide possible suggestions to construction operations and sequences to make them more economical and efficient; identify possible items that may reduce potential construction claims; review construction staging sequences to promote a safe project environment for workers and the general public; as well as provide feedback on the proposed construction schedule and duration. At Psomas, we have found that this internal review from our Construction Management structures and roadway engineers is an expedient way to have an "outside" set of eyes expertly review the plans and specifications at critical stages of the design.

From top to bottom, the Psomas Team is set up to provide top quality products to the City.

**REVISED SCOPE OF WORK**  
**CITY OF TORRANCE**  
**HAWTHORNE BOULEVARD REHABILITATION**  
**May 10, 2011**

**Scope of work**

The Psomas Team has reviewed and accepts the Scope of Work as outlined in the City's RFP. The following describes in more detail the scope tasks based upon our field review, discussions with City staff, and our knowledge and experience gained from similar projects.

**II. Preliminary Survey, Studies and Coordination**

**A. Design Topographic Survey**

Psomas intends to use the static laser scanner in order to develop 50-foot cross sections in-house. The laser scanner will enable us to scan the entire roadway and pedestrian walkways. By collecting a cloud of points at a specified interval compatible with this project's scope and needs will allow our field crew to stay out of the travel way for much of the project. Where traffic is especially heavy or at prolonged standstill (such as parked cars), we will employ traditional methods of data gathering to supplement the laser scanner.

The static scanner, however, will mitigate most of the danger factor of field personnel standing in the streets and dodging moving cars. Using this method of field survey we do not anticipate the need for any traffic control plans or lane closures.

Once the data (point cloud) is collected in the field, we will extract the data in the office using the scanner's accompanying software built-in extraction modules. Cross-sections can be cut at any given interval and a digital terrain model developed accordingly. Street cross sections will be developed at 50-foot intervals and a 10-foot grid developed at the street intersections.

*Right of Way Services*

Cadastral research will be conducted at the County of Los Angeles, Caltrans District 7, and the City of Torrance to obtain copies of any available record maps, including Assessors Maps, Tract Maps, Parcel Maps, Records of Survey and Centerline Ties.

The existing street centerlines and rights of way are the key frame of reference for centerline stationing, plotting existing utilities and establishing

a survey control plan. Psomas will locate key centerline monuments along Hawthorne Boulevard and calculate the record centerline and record right of way alignments of the same. The centerline and right of way will be established from a combination of found monuments, centerline ties, and record data.

The centerline and right of way data will be calculated and plotted into a digital basemap file. Streets and rights of way will be labeled with name and width, found monumentation and establishment notes. This file will be delivered to the design team in CADD format to be used as a backdrop on the design plans. If conflicting right-of-way width information between record cadastral maps and assessor maps exists, we will use the assessor map information as being the most current information.

## **B. Utility Research and Notification**

Psomas will initiate the utility research and notification phase of the project by notifying the utility companies of the planned project and requesting information about their facilities, as well as any future projects anticipated within the project limits. Utility as-built and atlas information will be requested to determine the locations, sizes, and if possible, depths of their facilities. We will also coordinate with the City to obtain street improvement plans, which may contain utility information.

Psomas has developed a detailed Utility Notification Matrix (Notification and Response Log) that will be used to record the utility's information and to document the coordination. The Matrix will be kept up to date, and will be made available to the City.

Psomas will send out the first utility notice within five days of the notice to proceed. We will follow up with the utility companies that have not responded within the first two weeks. As soon as the 60% plans are complete, second notices will be sent which detail the potential conflicts. At that point, if necessary, Psomas will schedule field meetings with the affected agencies.

Our preliminary analysis has found the following utility companies within the project limits:

- Southern California Edison
- Pacific Bell Telephone (AT&T)
- Verizon
- GTE
- AT&T Transmission

- Time Warner Cable
- Southern California Gas Company
- Chevron
- Long Beach Gas and Oil
- Long Beach Water Department
- Southern California Gas Company

### C. Utility Potholing

#### *Survey for Utility Potholing*

Psomas Surveying will work with the pothole subconsultant to layout and then locate selected utilities to be potholed. Budget and schedule is fixed at \$25,000 per the RFP, and includes labor and materials for Psomas survey field and office staff, as well as our pothole subconsultant.

Potholing may take place after the design survey task due to project schedule and base map development. Potholes will be pre-staked; however, at the same time as the site survey for cost efficiency.

### D. Utility Coordination

Psomas has a distinguished track record of working with utility companies and ensuring their plans are completed on schedule and have the necessary approvals and agreements in place. In fact, Ken was the Utility Coordination task manager for Caltrans' I-405 HOV Widening Project between the Ventura and Santa Monica Freeways. This 10-mile design-build project, which is currently under construction, required a tremendous utility coordination effort involving many utility companies, including those that had major transmission/distribution trunk lines in conflict with the project.

While no utility relocations are anticipated for this project, but facilities will be impacted by the project improvements; and from our experience, the utility relocation process often becomes a critical path item. With diligent and comprehensive monitoring of the existing utilities, many conflicts and schedule delays can be averted. Critical to the development of the improvement documents, response and interaction with the utilities is key.

Meetings and plan reviews with the utilities will continue along the 60%, 90%, and Final plan submittal schedule until all necessary approvals and agreements are in place.

## F. Pavement Evaluation Review/Design

### *Optional Task: Ground-Penetrating Radar Testing*

The Psomas Team's Labelle-Marvin, Inc. will perform the Ground Penetrating Radar (GPR) testing. The intent of this investigation is to document the existing asphalt concrete pavement layer thicknesses. The investigation will utilize ground penetrating radar, scanned along the existing travel lanes in conjunction with the previous coring data Labelle-Marvin obtained in 2009 (Reference #36342). The presence of the existing pavement structure detected/encountered by GPR within the upper 2 feet will be mapped by depth and location. Psomas will commence the Pavement Evaluation work only after completing the GPR testing and receiving direction to proceed from the City.

Psomas will perform the Pavement Evaluation Review/Design services as outlined in the RFP. Our group has been preparing pavement rehabilitation construction documents consistently for the last 12 years. Pavement rehabilitation is one of our core design strengths, and value engineering the pavement recommendations is our specialty. For example, we were able to take the pavement rehabilitation findings and recommendations prepared by the County of Orange and perform a value engineering analysis that resulted in a \$300,000 construction cost savings for the City of Dana Point.

## G. Traffic Index Calculations

Psomas will perform 48-hour classification traffic counts for two (2) locations along Hawthorne Boulevard (1 between PCH and Newton Street, and 1 between Newton Street and the south City limit.) Only Tuesday/Wednesday or Wednesday/Thursday will be used. Psomas will calculate two (2) traffic indexes (TI) for each location, and each will be based on a 20-year growth. Psomas will use both the LA County and the State of California methods to calculate the TI's.

## III. Plans & Profiles

### A. 60% and 90% Plan Submittal

We will prepare the plan set as outlined in the RFP. The following is the list of deliverables:

- Title Sheet (1 Sheet)
- Construction Notes and Details (2 sheets)
- Typical Cross Sections (1 Sheet)
- Roadway Rehabilitation Dual Panel, Plan Sheets Only Plans and Profiles (5 3 4 sheets)
- Intersection Grid Details (3 Sheets) – OPTIONAL TASK

- Traffic Control and Staging Plans, 1"=50' (~~12~~ 10 sheets)
- Sign and Pavement Delineation Plans (3 Sheets)
- Traffic Signal Modification Plans (4 sheets) – OPTIONAL TASK

## **B. Quantity Calculations and Cost Estimate**

The Psomas Team will prepare construction cost estimates and quantity calculations at the ~~60%~~, 90% and Final submittal stages. The design team will utilize our CM Group's expertise to check all estimates and ensure the most current costs are incorporated into this project.

## **C. Project Specifications**

The Specifications and Special Provisions therein are often the difference between a successfully constructed project, and a successfully constructed, long-lasting project that is delivered on time and within budget. Quality Specifications are also the means to provide a project that can be constructed with minimal headaches for City staff. Psomas is fully cognizant of the importance of the Specifications, and has prepared many in compliance with Greenbook standards.

The City will provide the boiler plan specifications. Psomas will prepare the special provisions including all referenced standards as an appendix. The specification will include direction for the survey monument restoration work to be performed by the contractor. The survey monument data will be provided as an appendix. Additionally, any forms and/or attachments from the other agencies will be included as an appendix.

## **F. Caltrans Encroachment Permit Application for Hawthorne Blvd**

Following the meeting to discuss the Traffic Control and Staging Plans, we will prepare and submit the Standard Encroachment permit for work, or traffic control within the Caltrans right-of-way. This service will include the management, coordination and processing of the permit through District 7.

## **G. Project Management and Meetings**

We will perform the Project Management and Meetings services as outlined in the RFP and the Approach section above.

The following meetings are anticipated:

- Kickoff Meeting
- Design Review Meetings (following 60% and 90% review) = Two (2)
- Site Evaluation Meeting
- Traffic Control and Staging Meeting
- Progress Meeting

## H. Survey Monument Preservation

### *Street Centerline Monument Preservation*

As noted in the RFP, there are approximately five (5) centerline monuments that will be impacted in the proposed construction zone. However, we believe that there are additional monuments marking the beginning and ending of curves within the project's limits. ~~If there are more needed we will discuss the extra cost with the City prior to performing the task. If there are more needed we will discuss the extra cost.~~ Therefore, this proposal assumes no more than ten (10) monuments will require to be tied out in preparation for future construction.

These tie outs will be made after the areas and the extent of impact are identified on the final construction plans. Psomas will use existing City tie notes to verify the position of the monuments. If no City tie notes exist, ties will be recorded and shown on a standard Corner Record form. If needed, the ties to the ~~five (5)~~ ten (10) centerline monuments will also be tied out for future preservation.

Upon completion of the tie outs and/or tie verification, Psomas will submit and file up to ~~five (5)~~ ten (10) Corner Records with the County Surveyor. If more or less monuments require tie out and eventual restoration, we will adjust the budget accordingly.

### Street Centerline Monument Restoration

The Contractor will be responsible for the monument restoration. The survey monument data will be provided as an appendix to the specifications.

## J. Median Landscape Design

Psomas understands that the City would like to assign Armstrong & Walker Landscape Architects for this project. Psomas will coordinate with Armstrong & Walker to incorporate the landscape improvements into the construction documents.

### Exclusions:

1. The proposal does not include bid and construction phase services.
2. It is not within our scope of work to address drainage deficiencies. Street drainage deficiencies beyond the scope of the Fee Schedule's "III.L.9. Localized Drainage Deficiencies" will be covered under "Optional Services III.A. Drainage Deficiencies" allowance of \$6,000 on an as-needed basis.
3. Hydrology and Hydraulics analysis is not included.

Additional Services:

1. Northbound approaching Rolling Hills Rd: New striping to accommodate the addition of a 12-foot wide N/B right-turn lane onto E/B Rolling Hills Rd.
2. Not used.
3. Inventory and take pictures of all internally illuminated street name signs for traffic signals. All will be replaced. Addresses (provided by City) will be added to each sign. A detail for each sign will be placed on one of the plan sheets.
4. Traffic control plans shall be 1"=50' and should have, if possible, 3 roadway sections on each sheet. Psomas will gather information about roadway lanes and curb/gutter/median alignment and location of existing alleys and driveways all to a limit of 1,000 feet north and south of project limits to accurately show location of traffic control devices in advance of the work area. This will be performed for both Hawthorne Boulevard and Pacific Coast Highway
5. At driveways and alleys within the project limits, plans shall include remove/replace existing sidewalk, etc to install/modify improvements that are ADA-compliant. After completing the field walk and based on the direction of the City, Psomas will incorporate the improvements into the plans.
6. Psomas will inventory all existing traffic signal poles and identify possible upgrades.
7. All existing painted curbs (red or green, etc) shall be shown on the striping plans with a call-out to repaint with 2 coats. The length of each colored curb zone will be measured and shown on the striping plans.
8. Identifying all existing roadway signs and their location
9. Localized Drainage Improvements: Psomas will include the identification and mitigation of minor drainage issues. Localized ponding will be addressed in the road plans by requiring the removal and replacement of the portion of damaged curb, or curb and gutter, in an effort to re-establish the existing drainage pattern.



## Ken Berkman, PE

Project Manager



### Education

BS/Civil Engineering/University of Maryland, College Park

### Registration

Professional Engineer/1995/California #53940

### Affiliations

American Public Works Association (APWA)

Construction Management Association of America (CMAA)

Los Angeles City and County Engineers Association

### Experience

With Psomas for one year; with other firms and agencies for 19 years

### Background

Mr. Berkman is a Senior Project Manager and Registered Civil Engineer with 19 years of engineering experience, including a decade of managing public works capital improvement projects, and is a former City Engineer and Deputy Public Works Director. He is thoroughly versed in public works design and construction procedures, standards and specifications. His public works project experience covers the spectrum of an agency's needs; from roads to sewers, storm drains to streetlights and park facilities, he has managed their design and construction. He possesses thorough knowledge of the requirements for state and federally funded projects, and has always had excellent working relationships with Metro staff, as well as staff from Caltrans, Los Angeles County, and the Los Angeles County cities.

### Relevant Project Experience

**Duquesne Avenue Improvement Study, Culver City, CA:** Project Manager currently leading a team in the preparation of a Project Study Report Equivalent (PSRE) and Call for Projects Application for the City of Culver City. Psomas is preparing all concept plans, the PSRE and the Call Application, as well as conducting community meetings with the City to determine the preferred alternative.

**City of Lomita, Walnut Street Rehabilitation Project:** Project Manager for the sidewalk and pavement rehabilitation project. The project included: Assistance with SRTS and ARRA funding process; pavement rehabilitation and analysis; major reconfiguration of Bland Place and Ebony Lane intersections based on pedestrian safety recommendations & traffic relief measures; curb ramp analysis and design; curb bulb out design; damaged curb, gutter, sidewalk rehabilitation; traffic study; utility coordination.

**Caltrans District 7 On-Call Design Services, Los Angeles, CA:** Task Manager responsible for leading a team of engineers in the development of Utility Plans for inclusion in the 35% design-build PS&E package for the I-405 Sepulveda Gap Closure HOV Widening Project. Subtasks included utility potholing and positive identification, research of utility information, field inspection/observation of potholing, preparing conflict matrices and coordinating efforts with all utility companies affected by the project.

**Public Works Engineering, Culver City and Agoura Hills, CA:** From September 1998 to June 2004, served Culver City as an Associate Engineer, Senior Civil Engineer, and Deputy Public Works Director, managed approximately \$2M/year in various Capital Improvement Projects; from June 2004 to March 2007, served Agoura Hills as the City Engineer, managing the most complex and controversial capital improvement projects, including major freeway interchanges, coordinated and chaired many community meetings, attended Council and other local government agency meetings, and coordinated project delivery with agencies such as Caltrans and Metro.



## **Anissa Voyiatzes, PE**

QA/QC Manager & Officer in Charge



### **Education**

*BS/Civil Engineering/California State University, Chico*

### **Registration**

*Professional Engineer/1997/California #57710*

### **Affiliations**

*American Society of Civil Engineers  
American Public Work Association  
Women's Transportation Seminar  
Society of Military Engineers*

### **Experience**

*With Psomas for 12 years; with other firms for 4 years*

### **Background**

Ms. Voyiatzes has more than 16 years of experience in civil engineering planning, design, program and project management for transportation and public works facilities. These projects have included streetscape projects, roadway widening projects, site grading, flood control facilities, drainage systems, public facilities, utility engineering, sewer and water systems, highways, local streets drainage structures, parking lots and retaining walls. She specializes in public works engineering.

### **Relevant Project Experience**

**City of Lomita, Walnut Street Rehabilitation Project:** Officer-in-Charge for the sidewalk and pavement rehabilitation project. Psomas prepared the plans, specifications, and estimates bid package for this Safe Routes to Schools (SRTS)/ American Recovery and Reinvestment (ARRA) funded project. The project included: Assistance with SRTS and ARRA funding process; pavement rehabilitation and analysis; major reconfiguration of Bland Place and Ebony Lane intersections based on pedestrian safety recommendations & traffic relief measures; curb ramp analysis and design; curb bulb out design; damaged curb, gutter, sidewalk rehabilitation; traffic study; utility coordination.

**Crenshaw Boulevard Rehabilitation, City of Torrance, CA:** Officer-in-Charge for Psomas' contract to provide engineering, surveying and traffic engineering for rehabilitation of Crenshaw Boulevard from 182nd St. to 190th St, including I-405 on/off-ramps, and from Maricopa Street to Sepulveda Blvd. The project includes design and implementation of a much needed pavement rehabilitation, and the replacement and determination of capacity improvements along Crenshaw Blvd.

**Coast Highway Road Rehabilitation Project, Dana Point, CA:** Project Manager. The project involved the rehabilitation of 3 miles of existing roadway on Coast Highway in the City of Dana Point from PCH to Camino Capistrano. Major design elements included, developing and implementing roadway rehabilitation strategies including full reconstruction sections, designing new surface and subsurface drainage structures to handle various local drainage concerns and deficiencies, reconstructing all non-compliant ADA road features, signing and striping, traffic control and the most notable design element was the design and implementation of a 2 mile long Class 1 bike trail during the construction phase.

**San Fernando Road Widening, Sylmar, CA, 2010:** Project Manager for the engineering services for the Pre-Design Report associated with the roadway widening of San Fernando Road at Balboa Road to construct a right turn lane for eastbound traffic. The design included roadway widening, a 12 foot retaining wall, traffic signal modifications, signing and striping, sidewalk and curb ramp parkway improvements to meet ADA requirements, right-of-way investigations, environmental impacts review, and a full failure analysis.



## Regina P. Hu, PE

Project Engineer



### Education

MS/Civil Engineering/Stanford  
BS/Civil Engineering/University of California, Irvine

### Affiliations

American Society of Civil Engineers  
Tau Beta Pi Engineering Honor Society  
Chi Epsilon Civil Engineering Honor Society  
Women in Transportation Seminar

### Registrations

Professional Engineer/2004/California #66318

### Experience

With Psomas for 7 years; with other firms for 3 years

### Background

Ms. Hu has ten years of experience in civil and structural engineering design including the design of roadways, highways, bridges, sewer and water systems, drainage structures, and retaining walls. Her experience includes preparation of plans, specifications, estimates, and feasibility studies for projects of the public sector. Prior to joining Psomas, Ms. Hu's focus was on railway and bridge design in Northern California.

### Relevant Project Experience

**San Fernando Road Widening at Balboa, Los Angeles, CA:** As Project Engineer, Ms. Hu is responsible for the concept design to widen eastbound San Fernando Road for a right turn lane onto southbound Balboa Road to improve traffic flow and reduce congestion, in preparation for a Pre-Design Report for the City of Los Angeles. PS&E phase to follow based on feasibility of a retaining wall and R/W acquisition.

**I-405 Sepulveda Pass Widening Project, Los Angeles, CA:** As Design Engineer, Ms. Hu performed conceptual design and cost feasibility for a value engineering effort for Psomas as a subconsultant to the HNTB-Kiewit design-build team, which was responsible for providing a new northbound HOV lane from I-10 to the Sepulveda Pass. Psomas participated in a value engineering study to avoid a 96" Metropolitan Water District pipeline by preparing conceptual plans to evaluate realignment onto the Getty Center property.

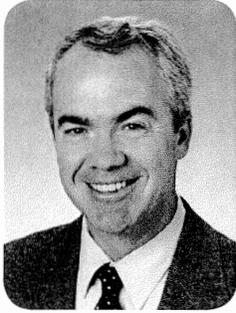
**North Spring Street Viaduct Widening, Los Angeles, CA:** As Design Engineer, Ms. Hu is responsible for preparing a conceptual alternative design for the City of Los Angeles to widen the southern portion of North Spring Street Viaduct to accommodate a striped median and bike lanes in both directions.

**Rosecrans Avenue Widening, City of Manhattan Beach, CA:** Project Engineer for a one block widening on Rosecrans Avenue. Her engineering design services included: sidewalk, pavement section, ADA ramps, traffic modifications, and private conforms to existing businesses. Ms. Hu also assisted with the coordination effort for several utility companies and private property owners within the widening limits to include undergrounding of SCE power lines.



## Peter Fitzpatrick, PLS

Survey



### Education

BA/University of California, Santa Barbara, California

Diploma/Denver Institute of Technology, Denver, Colorado

### Affiliations

California Land Surveyors Association (CLSA)

CLSA – President, Orange County Chapter

CLSA – State Board Representative (OC Chapter)

### Registrations

Professional Land Surveyor/1993/California #6777

### Experience

With Psomas for 16 years; with other firms for 9 years

### Background

Mr. Fitzpatrick has over 25 years of professional land surveying experience, with a degree in advanced surveying and mapping. He has years of hands-on experience performing a multitude of survey, mapping, and design projects including planimetric and topographic surveys, boundary and right-of-way mapping, land descriptions, and deed analysis. As a Project Manager for Psomas, Mr. Fitzpatrick is responsible for the planning, coordination, and management of ALTA, design and as-built, architectural, utility, topographic, subdivision mapping, and right-of-way surveys.

### Relevant Project Experience

**Crenshaw Boulevard Rehabilitation, City of Torrance, CA:** In support of the Psomas' Transportation Engineering Group, Peter was the Project Manager to provide a detailed topographic and right of way survey of Crenshaw Boulevard, between 182nd and 190th Streets, as well as the I-405 on and off ramps between Sepulveda and Maricopa. In anticipation of future street rehabilitation and widening, Psomas also tied out all monuments determined to be in harms way and filed the appropriate records with Los Angeles County.

**Legal Descriptions for Proposed Sports Park, City of Lake Forest, CA:** Psomas was contracted with the City of Lake Forest in January of 2009 to perform grading and drainage studies of the proposed sports park. Peter was in charge of providing Legal exhibits and descriptions were prepared showing the park boundary and the environmentally protected areas (County parcels) that would be swapped between the City of Lake Forest and County of Orange. Services included defining the City of Lake Forest parcels that would swapped with the County.

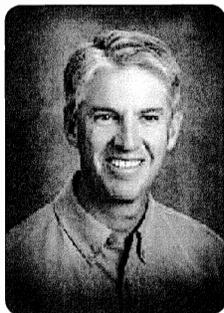
**State Route 22, Utility Mapping, Orange County, CA:** Senior Project Surveyor to coordinate and perform the design surveys and sub-surface utility mapping for the future widening of a 12.5-mile segment of State Route 22, which will require widening and modification of over 30 bridges, on-ramps, and overpasses. Provided detailed topographic mapping and boundary surveys, located geotechnical borings, mapped existing utilities by radio detection and surface-visible location, and assisted consultants with the mapping of potholed utilities. Post-construction monuments set and Record of Surveys filed were completed in 2010.

**Foothill Transportation Corridor, Orange County/San Diego County, CA:** Responsibilities included the calculation and conversion of record deed and right-of-way information from standard U.S. survey foot dimensioning into grid metric dimensions. Using the new conversion, the legal description was written, designed, and drafted for corresponding exhibits for the right-of-way take, as this portion of the FTC passed through privately held lands.



## Frank Martin, PE

Constructability Manager



### Education

BS/California Polytechnic State University, San Luis Obispo

### Registrations

Professional Engineer/1994/California #52555

### Experience

With Psomas for 8 years; with other firms for 11 years

### Background

Mr. Frank Martin is a registered civil engineer with 19 years of experience providing construction management, planning, design, and contract administration services. His experience includes the development of project specifications and construction manuals, review of contract documentation, training of in-house and consultant staff, evaluations of existing bridge structures within California, and coordination of local agencies with the Caltrans Engineering Service Center. He has performed reviews of submitted SWPPP plans, falsework and shoring drawings, traffic control plans, prestressing plans, and numerous other project related submittals. Frank has been responsible for the supervision and direction of material testing and sampling personnel, survey crews, project engineers, and field construction inspectors. During his career, Frank has performed the duties of Senior Bridge Engineer, Resident Engineer, Assistant Resident Engineer, Structure Representative, Assistant Structure Representative, and Field Inspector.

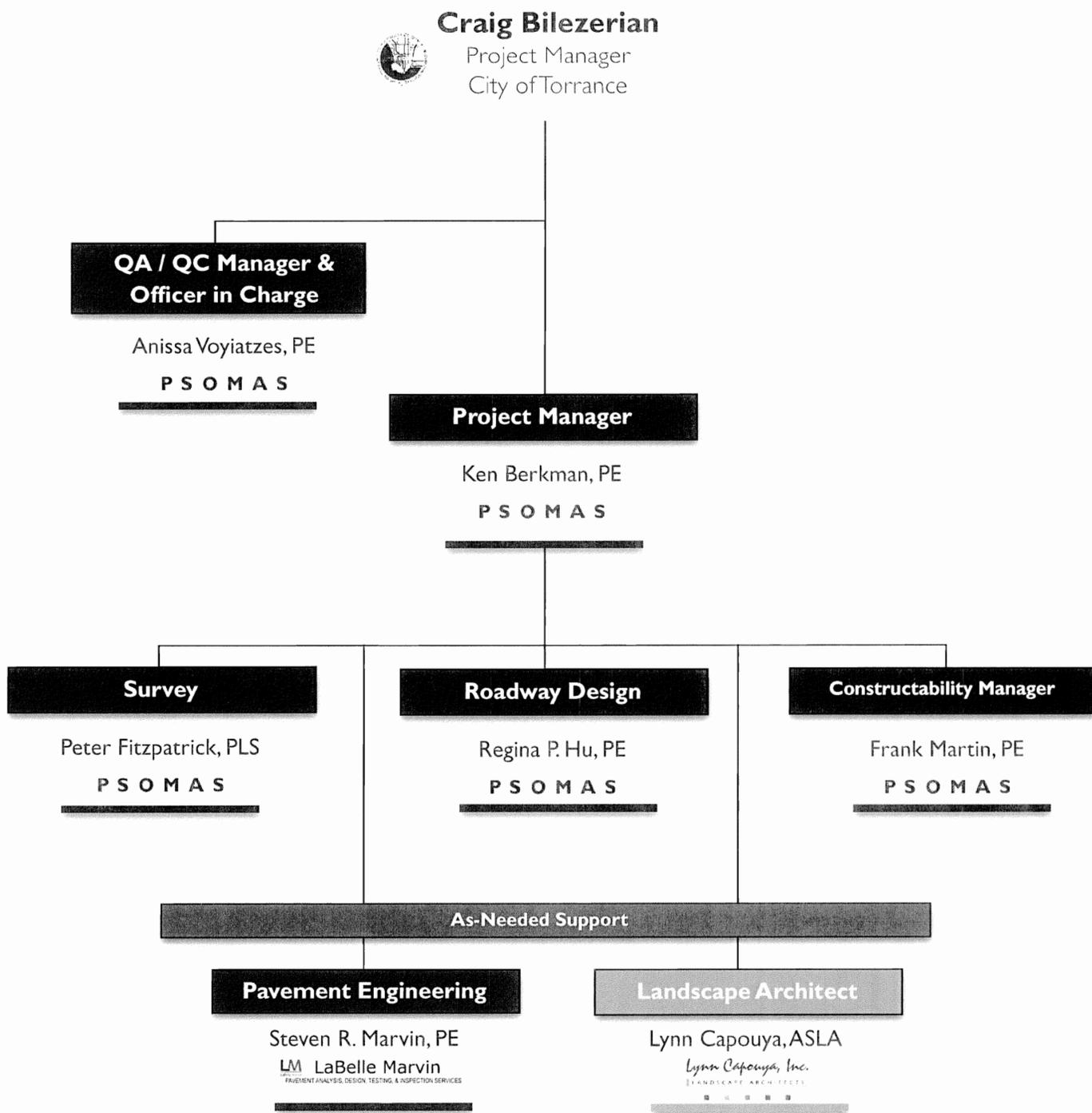
### Relevant Project Experience

**Donner Rehabilitation Constructability Review, Interstate 80, Placer County, CA:** Served as Constraints Manager for the estimated \$200 million Interstate 80 Rehabilitation Project over Donner Summit. Duties included the review and matrix development of more than 300 pages of contract special provisions and numerous environmental permits to assist the constructability team in the creation of a working Critical Path Method (CPM) schedule. Prime responsibility was the accumulation of physical, environmental, traffic, and specified construction constraints in order to identify locations or items of work that cannot be completed as currently developed.

**Lewis Stein Project, Elk Grove, CA:** Resident Engineer responsible for conducting the quality control reviews of the contract documents. The project was a new roadway extension consisting of two lanes, shoulders, pedestrian facilities, and multi-use trail. The project extends the existing Lewis Stein Road from the north, over two waterways, connecting to Big Horn Drive, to the south. The roadway extension will provide a landscaped median, a landscaped street planter, and a covered equestrian fence over the waterways. The major challenge on this project was incorporating the concepts of the previous plans while providing revisions for an improved project.

**Peer Review of Caltrans Bridges, Lincoln, CA:** Currently performing a full review of the Caltrans Structure Maintenance and Investigations' produced reports for the City of Lincoln. A special emphasis is being placed on scour evaluations, slope erosion, and work recommendations.

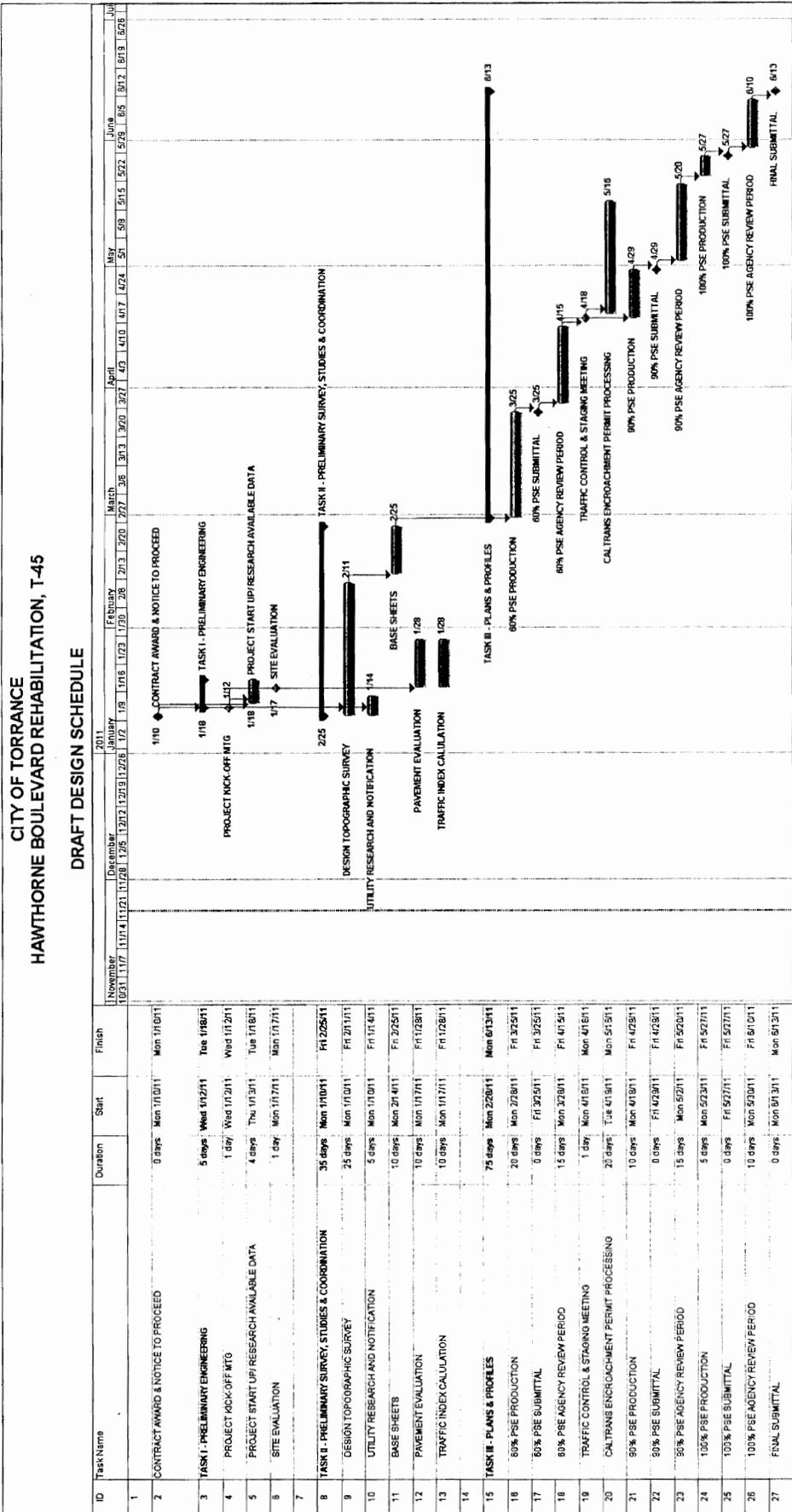
### Organizational Chart





City of Torrance  
Hawthorne Boulevard Rehabilitation

Schedule



CITY OF TORRANCE  
Hawthorne Boulevard Rehabilitation  
Fee Schedule  
November 23, 2010  
REVISED May 10, 2011

Description Consultant Services	QA \ QC Manager	Project Manager	Project Engineer	Staff Engineer	Project Assistant	Total Hours	Direct Labor Subtotal	Pomas Survey	DIRECT COST	Total Cost
<b>I. Preliminary Design</b>	\$175	\$170	\$140	\$108	\$75					
A. Project Kick-Off Meeting		3	2	4	2	7	\$ 940		\$ -	\$ 940
B. Research/Review of Available Data (Coordination with the City only)		4	4	4	4	9	\$ 872		\$ -	\$ 872
C. Site Evaluation		7	7	4	10	28	\$ 1,540		\$ -	\$ 1,540
<b>Preliminary Design Phase SubTotal</b>							\$ 3,352		\$ -	\$ 3,352
<b>II. Preliminary Survey, Studies and Coordination</b>	See Survey Fee Schedule for detail hours									
A. Design Topographic Survey		1	2	6	4	13	\$ 1,398	\$ 40,403	\$ -	\$ 40,403
B. Utility Research and Notification		8	8	32	4	20	\$ 2,780		\$ -	\$ 2,780
C. Utility Pot-holing (Fixed Allowance)	1	2	6	32	2	41	\$ 4,811		\$ -	\$ 4,811
D. Utility Coordination		6	12			20	\$ 2,850		\$ -	\$ 2,850
E. Base Sheets		4		26		30	\$ 3,488		\$ 400	\$ 3,888
F. Pavement Evaluation Review/Design		21	28	64	10	124	\$ 15,327	\$ 40,403	\$ 400	\$ 88,502
G. Traffic Index Calculation										
<b>Preliminary Survey, Studies and Coordination Phase SubTotal</b>							\$ 40,403		\$ 400	\$ 88,502
<b>III. Plans &amp; Profiles</b>	12					12	\$ 2,100		\$ -	\$ 2,100
A. 60% and 90% Plan Submittal		2	2	6		8	\$ 928		\$ -	\$ 928
Title Sheet (1 Sheet)		2	10	20.5		33	\$ 3,954		\$ -	\$ 3,954
Construction Notes and Details (2 sheets)		2	4	18		24	\$ 2,844		\$ -	\$ 2,844
Typical Cross Sections (1 Sheet)		6	20	46		72	\$ 8,788		\$ -	\$ 8,788
Roadway Rehabilitation Plan Only, Dual Panel (4 sheets)		10	22	104		136	\$ 16,012		\$ -	\$ 16,012
Traffic Control and Staging Plans, 1"=50' (10 sheets)		4	10	32		46	\$ 5,536		\$ -	\$ 5,536
Sign and Pavement Delineation Plans (3 Sheets)		4	8	20	3	37	\$ 4,535		\$ -	\$ 4,535
B. Quantity Calculations and Cost Estimate (90% only)		2	16	32	8	58	\$ 8,150		\$ -	\$ 8,150
C. Project Specifications		2	4	12	4	26	\$ 3,186		\$ -	\$ 3,186
D. 100% Submittal of PSE		4	4	4	4	16	\$ 1,412		\$ -	\$ 1,412
E. Final Submittal		4	12			16	\$ 2,360		\$ -	\$ 2,360
F. Caltrans Encroachment Permit Application for Hawthorne Blvd		38	20		8	66	\$ 9,860	\$ 15,009	\$ -	\$ 24,869
G. Project Management and Meetings										
H. Street Centerline Preservation (10 Monuments)										
I. Reimbursable Expenses (Fixed Allowance)										
L. ADDITIONAL SERVICES REQUESTED (APRIL 6TH 2011 SCOPING MEETING)										
1. Striping Modification at Rolling Hills - Add right-turn lane	4					4	\$ 700		\$ -	\$ 700
2. not used										
3. Illuminated Streetlight Inventory / Replacement										
4. Traffic Control Base, Add 1000 feet to base maps (north and south, Hawthorne and PCH)										
5. ADA Upgrade Improvements (Driveways/alley/sidewalks)		1	2	12		15	\$ 1,746		\$ -	\$ 1,746
6. Existing Traffic Signal Inventory / Recommendations		2	6	24		32	\$ 3,772		\$ -	\$ 3,772
7. Painted Curb Inventory / Modifications, if needed										
8. Existing Street Sign Inventory										
9. Localized Drainage Improvements										
<b>Plans &amp; Profiles Phase SubTotal</b>	22	97	156	307	27	609	\$ 77,307	\$ 15,009	\$ -	\$ 92,316
<b>PROJECT TOTAL =</b>	23	125	191	375	47	761	\$ 95,986	\$ 55,412	\$ 400	\$ 188,170
<b>STAFF UTILIZATION =</b>	3%	16%	25%	49%	6%					
<b>Optional Services -</b>										
III.A. Traffic Signal Modification Plans (4 sheets) - (Fixed Allowance)									\$ -	\$ 19,000
III.A. Intersection Grid Details (3 Sheets)									\$ 5,628	\$ 5,628
III.A. Drainage Deficiencies (Fixed Allowance)									\$ 6,000	\$ 6,000
J. Median Landscape Design - (Fixed Allowance)									\$ -	\$ 40,000
<b>PROJECT TOTAL =</b>									\$ -	\$ 70,628
<b>= FIXED ALLOWANCE ITEMS</b>										
<b>Hours shown in bold have above been revised from the original proposal</b>										
<b>TOTAL INCLUDING OPTIONAL SERVICES =</b>									\$ -	\$ 259,798

SURVEYING AND MAPPING SERVICES  
 City of Torrance  
 Hawthorne Boulevard Rehabilitation Project  
 November 16th, 2010 Revised April 14, 2011

PSOMAS

WORK BREAKDOWN STRUCTURE (WBS) DESCRIPTION	PROFESSIONAL & TECHNICAL CLASSIFICATIONS							TOTALS	
	2-PERSON FIELD CREW	FIELD SUPERVISOR	SURVEY TECH/ CAD DRAFTER	PROJECT SURVEYOR	PROJECT MANAGER	QA/QC OVERSIGHT	TOTAL MAN HOURS	TOTAL DOLLARS	
Project Control	\$242.00	\$125.00	\$120.00	\$150.00	\$175.00	\$210.00			
Kiekoft & Control Research				4	1		5	\$775.00	
Field Survey to establish survey control	8	1		1	2	1	13	\$2,771.00	
Reduce, adjust & process survey data				8	1	1	10	\$1,585.00	
<b>Sub-Total</b>	<b>8</b>	<b>1</b>		<b>13</b>	<b>4</b>	<b>2</b>	<b>28</b>	<b>\$5,131.00</b>	
Cross Section Survey -Scanning and Traditional									
Field survey cross sections at 50-foot intervals--4300'	40	5		2	4	2	53	\$11,725.00	
Reduce, adjust & process survey data, scanner extraction			48	4	4	8	64	\$8,740.00	
Produce CADD drawing with survey data, DTM			16				16	\$1,920.00	
<b>Sub-Total</b>	<b>40</b>	<b>5</b>	<b>64</b>	<b>6</b>	<b>8</b>	<b>10</b>	<b>133</b>	<b>\$22,385.00</b>	
Utility & Improvement Survey									
Field survey surface features & indications of utilities	8	1			2	1	12	\$2,621.00	
Reduce, adjust & process survey data				4	2	1	7	\$1,160.00	
Produce CADD drawing with survey data			9				9	\$1,080.00	
<b>Sub-Total</b>	<b>8</b>	<b>1</b>	<b>9</b>	<b>4</b>	<b>4</b>	<b>2</b>	<b>28</b>	<b>\$4,861.00</b>	
Right of Way Services									
Perform cadastral research			8		1		9	\$1,135.00	
Field survey to locate existing monuments along Crenshaw Blvd	8	1			2		11	\$2,411.00	
Reduce field data and calculate record CL of Crenshaw Blvd				16	2		18	\$2,750.00	
Annotate Centerline Information			8		2	2	12	\$1,730.00	
<b>Sub-Total</b>	<b>8</b>	<b>1</b>	<b>16</b>	<b>16</b>	<b>7</b>	<b>2</b>	<b>50</b>	<b>\$8,026.00</b>	
<b>Sub Totals using 50' Intervals:</b>	<b>64</b>	<b>8</b>	<b>89</b>	<b>39</b>	<b>23</b>	<b>16</b>	<b>239</b>	<b>\$40,403.00</b>	
Street Centerline Preservation (10 Monuments)									
Monument Tie Outs	32	4	40	4	3	4	36	\$8,244.00	
Drafting and Submittal of Corner Records			40	4	3	4	51	\$6,765.00	
<b>Sub-Total</b>	<b>32</b>	<b>4</b>	<b>40</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>87</b>	<b>\$15,009.00</b>	
<b>Grand Totals:</b>	<b>96</b>	<b>12</b>	<b>129</b>	<b>43</b>	<b>26</b>	<b>20</b>	<b>326</b>	<b>\$55,412.00</b>	



# PSOMAS

## Transportation & Public Works

### Fee Schedule

Effective January 1, 2011 – December 31, 2011

<b>CLASSIFICATION</b>	<b>RATE (\$)</b>
Principal-in-Charge	\$160 - \$190
Senior Project Manager	\$150 - \$180
Project Manager	\$145 - \$180
Project Engineer	\$125 - \$155
Staff Engineer	\$ 90 - \$130
CAD Designer	\$ 85 - \$115
Engineering Intern	\$ 45 - \$ 60
Administrative Assistant/Analyst	\$ 60 - \$ 85

Expert Witness Testimony – two times normal rate

Hourly rates include direct labor, overhead, fringe benefits and fee.

**NOTE: RATES ARE SUBJECT TO CHANGE AFTER DECEMBER 31, 2011**

### REIMBURSABLE EXPENSES

*Mileage for field travel is charged at .500/mile and parking expenses incurred by office employees are charged at cost. Prints, messenger service, subsistence and other direct expenses will be charged at cost plus ten percent. The services of outside consultants or contractors will be charged at cost plus fifteen percent.*

### SPECIAL EQUIPMENT

*Standard computer and technology costs are incorporated into the hourly rates shown above.*

Survey and other specialty equipment will be charged at a per unit per day rate.



## Walnut Street Rehabilitation Project

City of Lomita, California

### Project Dates

2009 - present

### Project Team

Anissa Voyiatzes, PE  
Regina Hu, PE

### Owner/Client

City of Lomita  
24300 Narbonne Avenue  
Lomita, CA 90717

### Contact

Mr. Neil Miller  
Interim Public Works Director  
310.325.7110

Psomas is providing engineering design services for the Walnut Street rehabilitation project between Pacific Coast Highway and 253rd Street for the City of Lomita. Psomas prepared the plans, specifications, and estimates bid package for this Safe Routes to Schools (SRTS)/American Recovery and Reinvestment (ARRA) funded project.

The project consisted of the following major features:

- ▶ Assistance with SRTS and ARRA funding process
- ▶ Pavement Rehabilitation & Analysis
- ▶ Major reconfiguration of Bland Place and Ebony Lane intersections based on pedestrian safety recommendations & traffic relief measures
- ▶ Public outreach to middle school, local residents, Los Angeles Unified School District, City's Public Works & Community Services Departments
- ▶ Curb Ramp Analysis & design
- ▶ Damaged curb, gutter, sidewalk rehabilitation
- ▶ Water mainline design
- ▶ Utility Coordination





## Rancho Parkway Gap Closure

Lake Forest, California

### Project Dates

2009 - 2011

### Project Team

Anissa Voyiatzes, PE

Regina Hu, PE

Nancy Boyer, PE

### Owner/Client

City of Lake Forest

23161 Lake Center Drive

Suite 100

Lake Forest, CA 92630

### Contact

Robert Woodings

Director of Public Works

949.461.3481

Psomas led a multi-discipline consultant team for the preparation of a Basis of Design Report (BDR) and final plans, specifications and estimates for the Rancho Parkway Gap Closure in the City of Lake Forest. The purpose of the BDR is to present the existing conditions along with background information to clearly identify the design criteria for the Rancho Parkway Improvement Project. This report defines the proposed project and denotes any alternatives. The alternatives are presented as a discussion point and direction will be obtained prior to continuing with the development of the plans for the Rancho Parkway project. The report contained delineation of design criteria, related adjacent development project impacts, project assumptions, and preliminary estimate of cost, geotechnical discussions, drainage analysis, utility impacts, traffic studies, and landscaping.

The plans specifications and estimates are prepared to provide a biddable constructible project which implements a vital component for the City's circulation element.

The following services were provided on this project:

- ▶ Planning
- ▶ Survey
- ▶ Design Engineering
- ▶ Right-of-Way Preparation
- ▶ Utility Coordination



## Rosecrans Avenue Widening Project

City of Manhattan Beach, California

### Project Dates

2009 - present  
(Design Phase)

### Project Team

Anissa Voyiatzes, PE  
Regina Hu, PE  
Mark Verrengia, PE, LEED AP  
Jesse Kaltenberg, EIT, LEED AP

### Owner/Client

City of Manhattan Beach  
Department of Public Works  
1400 Highland Avenue  
City of Manhattan Beach, CA 90266

### Contact

Mr. Steve Finton  
City Engineer  
310.802.5352  
Mr. Michael A Guerrero  
Principal Civil Engineer  
310.802.5355

Psomas provided engineering services for the Rosecrans Avenue Widening Project. Psomas took the lead for the coordination of appurtenant activities in the preparation of preliminary and final design for the subject project.

Psomas prepared Plans, Specifications and Engineers Estimate (PS&E) for the widening of Rosecrans Avenue from Redondo Avenue to Manhattan Gateway on the south side of the road only, including the southeast corner of Manhattan Gateway (approximately 450 feet). This work included adjacent street reconstruction for the join with existing improvements, sidewalk construction, utility coordination, and ADA compliant handicap ramps.



The project consisted of the following major features:

- ▶ Road Widening
- ▶ Utility Potholing
- ▶ Storm Drain Design
- ▶ Intersection Grading
- ▶ Existing Traffic Signing & Striping Modifications

The project was delivered on budget and on-time. Psomas design team was able to eliminating utility conflicts by working closely with utility company such as Southern California Edison.



## Pacific Coast Highway Traffic Congestion Relief Project

Dana Point, California

### Project Dates

2006 - 2009

### Project Team

Anissa Voyiatzes, PE  
Regina Hu, PE

### Owner/Client

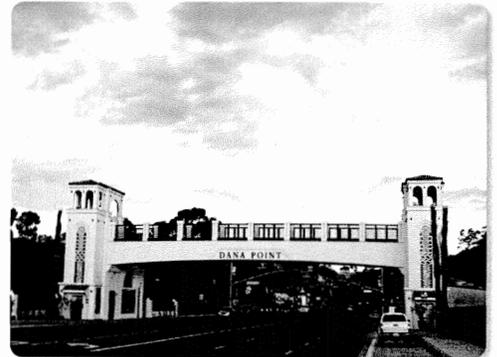
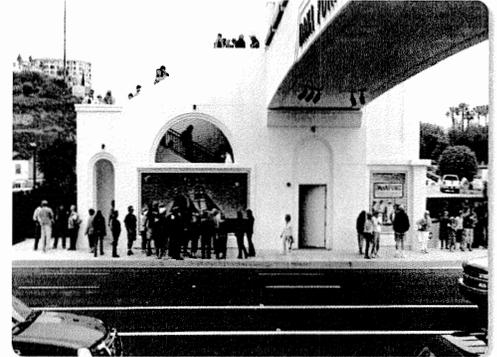
City of Dana Point  
33282 Golden Lantern  
Dana Point, CA 92629

### Contact

Matthew Sinacori  
Deputy City Engineer  
949-248-3500

Psomas provided engineering services to prepare the PS&E package for the widening of Pacific Coast Highway from the San Juan Creek Bridge to Crystal Lantern. The widening added an extra lane in both directions, turning a four-lane facility into a six-lane facility. The project also required environmental documentation in compliance with CEQA and NEPA; widening the roadway to six lanes; and coordination with Caltrans and obtaining an encroachment permit. The design of off-site improvements to enhance the public right-of-way included the construction of a pedestrian bridge over PCH and improvements within Doheny Park State Beach to provide pedestrian access from the beach to the bridge; preparation of the construction traffic control plan, including detour plans for the full roadway closures; design of all pedestrian pathways to comply with current ADA standards; design of street lights and major traffic signal modifications; design of the Class II Bike Lanes; design of drainage structures; and preparation of a Storm Water Management Plan.

The project met and exceeded its goal of reducing traffic congestion due to heavy pedestrian traffic and resulted in an iconic “gateway” to the City.





## San Fernando Road Widening at Balboa Road

Sylmar, California

### Project Dates

2010 - in progress

### Project Team

Anissa Voyiatzes, PE  
Regina Hu, PE

### Owner/Client

City of Los Angeles  
Department of Public Works  
Bureau of Engineering  
1149 South Broadway Street  
Suite 810  
Los Angeles, CA 90015

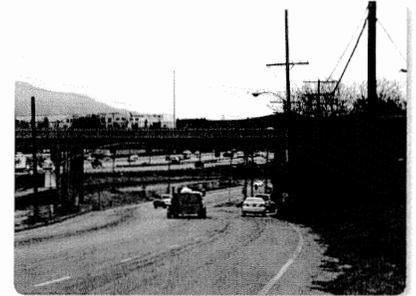
### Contact

Mark Chmieloweic, PE  
213-485-4518

The Bureau of Engineering obtained Psomas to provide engineering services for the Pre-Design Report associated with the roadway widening of San Fernando Road at Balboa Road to construct a right turn lane for eastbound traffic.

The project goal is to reduce traffic congestions and delays at the intersection. The project alternatives developed for the Pre-Design Report are meant to successfully balance the proposed hillside retaining wall and drainage issues while dealing with utility conflicts, the challenges of the vertical transitions and the Agency coordination, all while developing a design to meet the needs of local, delivery and emergency vehicular traffic, landfill truck traffic, cyclists and pedestrians.

The design includes roadway widening, a 12-foot retaining wall, traffic signal modifications, signing and striping, parkway improvements to meet ADA requirements, right-of-way investigations, environmental impacts review, and a full failure analysis.





## Avenue S Widening Phase II

Palmdale, California

### Project Dates

2010 - in progress

### Project Team

Anissa Voyiatzes, PE  
Regina Hu, PE

### Owner/Client

City of Palmdale  
Public Works Department  
38250 Sierra Highway  
Palmdale, CA 93550

### Contact

David Wu  
Project Manager  
661-267-5324

Psomas has organized a multi-disciplinary team of planning, design and environmental professionals to prepare the Project Report Equivalent (PRE) evaluation of Avenue S between 30th Street East and 45th Street East. The project objectives are to widen a heavily used arterial highway and provide raised medians, upgraded ADA accessible pedestrian sidewalk and ramps, and construct a Class I Bike Path. These objectives also necessitated relocation of overhead and surface utilities, drainage system enhancements, new and reconstructed signalized intersections, and associated signage, striping, lighting and landscaping/irrigation.

Property acquisition was necessary, so the report needed to address the impacted properties and associated costs.

In addition to the PRE, Psomas prepared the environmental documents. The ultimate success of the project depends not only on resolution of alignment, profile, drainage, signals and signage/striping and lighting/landscaping, but an equally professional approach to a meaningful public outreach, communication/coordination program that addresses local accessibility, any and all environmental constraints, water quality issues, and is responsive to the concerns of impacted citizens, adjacent property owners, and local businesses. The environmental process required compliance with both state and federal requirements; CEQA and NEPA respectively.

