ITEM NO. 9

STAFF REPORT

CITY OF OCEANSIDE

DATE: April 8, 2009

TO: Chairman and Members of the Community Development Commission

FROM: Economic and Community Development Department

SUBJECT: **APPROVAL OF A PROFESSIONAL SERVICES AGREEMENT BETWEEN THE COMMUNITY DEVELOPMENT COMMISSION AND KIMLEY-HORN AND ASSOCIATES INC., IN THE AMOUNT OF $165,000 FOR A CONCEPTUAL DESIGN FOR THE IMPROVEMENTS TO MISSION AVENUE FROM HORNE STREET TO COAST HIGHWAY**

SYNOPSIS

Staff recommends that the Community Development Commission approve a professional services agreement with Kimley-Horn and Associates Inc., of San Diego, in the amount of $165,000 for a conceptual design for the improvements to Mission Avenue from Horne Street to Coast Highway, and authorize the City Manager to execute the agreement.

BACKGROUND

In 2002, the City's Redevelopment Agency completed a pedestrian study called the "Walkable Communities" for the downtown area. One of the recommendations made was to slow down the traffic on Mission Avenue (from Horne Street to Coast Highway) thereby increasing the downtown area pedestrian walk-ability and making pedestrian travel much safer. In order to accomplish this, street and infrastructure improvements are required such as landscaping, lighting, upgrading traffic signals, signage, street furniture, etc.

On November 19, 2008, the Community Development Commission approved the issuance of a Request for Proposals from experienced consultants for the conceptual design for the improvements to Mission Avenue from Horne Street to Coast Highway.

ANALYSIS

Staff received nineteen responses and narrowed the selection for interviews to five consultant teams. Staff conducted extensive interviews with the five consultant teams and ultimately selected Kimley-Horn and Associates Inc., based upon their performance during the interviews, their past work experience and their references.

The scope of services for the development of the conceptual design includes but will not be limited to the following:

- Review existing traffic studies and determine whether this segment of Mission could be reduced in the number of lanes.
- Develop an overall vision/plan to improve streetscapes including the potential for bulb-outs, drainage, signage, landscaping, street furnishings, decorative pervious hardscape, public art, historic element, and street and pedestrian lighting.
- Conduct two (2) public workshops for presenting conceptual and final design as well as attending Transportation Commission, Arts Commission and Landscape Committee meetings to solicit ideas and present concept plans.

Upon Commission approval the consultant and staff are prepared to start immediately on preparing for the conceptual design and first community meetings.

FISCAL IMPACT

The Walkable Communities project account (591.848886) has an approximate available balance of $628,000. After allocating funds for the PSA and other commitments, there will be an approximate available balance of $381,000, for fiscal year 08/09 and an additional $1,415,100, has been budgeted for fiscal year 09/10.

CITY ATTORNEY'S ANALYSIS

The professional services agreement has been reviewed by the City Attorney and approved as to form.

COMMISSION OR COMMITTEE REPORT

On March 25, 2009, the Redevelopment Advisory Committee (RAC) reviewed the professional services agreement and their recommendation will be reported at the Community Development Commission meeting.

RECOMMENDATION

Staff recommends that the Community Development Commission approve a professional services agreement with Kimley-Horn and Associates Inc., of San Diego, in the amount of $165,000 for a conceptual design for the improvements to Mission Avenue from Horne Street to Coast Highway, and authorize the City Manager to execute the agreement.

PREPARED BY:

Kathy Baker
Redevelopment Manger

SUBMITTED BY:

Peter A. Weiss
Executive Director

REVIEWED BY:

Michelle Skaggs Lawrence, Deputy City Manager
Jane McVey, Economic and Community Development Director
Teri Ferro, Financial Services Director

Mission Avenue Improvements
CITY OF OCEANSIDE

PROFESSIONAL SERVICES AGREEMENT

THIS AGREEMENT, dated March 2, 2009 for identification purposes, is made and entered into by and between the CITY OF OCEANSIDE, a municipal corporation, hereinafter designated as "CITY", and Kimley-Horn and Associates, Inc., hereinafter designated as "CONSULTANT".

RECITALS

A. CITY desires to obtain professional engineering services from an independent contractor for the above named project.

B. CONSULTANT has submitted a proposal to provide engineering services for the CITY in accordance with the terms set forth in this Agreement.

C. CITY desires to contract with CONSULTANT as an independent contractor and CONSULTANT desires to provide services to CITY as an independent contractor.

D. CONSULTANT has demonstrated its competence and professional qualifications necessary for the satisfactory performance of the services designated herein by virtue of its experience, training, education and expertise.

NOW, THEREFORE, THE PARTIES MUTUALLY AGREE AS FOLLOWS:

1.0 **SCOPE OF WORK.** The project is more particularly described in Exhibit "A".

1.1 **PROFESSIONAL SERVICES PROVIDED BY CONSULTANT.** The professional services to be performed by CONSULTANT shall generally consist of but not be limited to the following: traffic analysis, conceptual landscape and engineering plans, public workshops and meetings (see also Exhibit "A")

1.1.1 Work closely with the Redevelopment Manager in performing work in accordance with this Agreement in order to receive clarification as to the result which the CITY expects to be accomplished by CONSULTANT. The Redevelopment Manager, under the authority of the City Manager, shall be the CITY'S authorized representative in the interpretation and enforcement of all work performed in connection with this Agreement. The Redevelopment Manager may delegate authority in connection with this Agreement to the Redevelopment Manager's designees. For the purposes of directing the CONSULTANT'S performance in

accordance with this Agreement, the Redevelopment Manager delegates authority to the Associate Planner.

1.1.2 In compliance with Government Code section 7550, the CONSULTANT shall include a separate section in the proposal prepared pursuant to this Agreement, which contains a list of all the subcontractors and dollar amounts of all subcontracts required for the preparation of work described in this Agreement.

1.1.3 Visit and carefully examine the location of the project as often as necessary to become acquainted with all conditions which are visible or could reasonably be discovered, and which might have an impact upon the construction of the project.

1.1.4 Design, prepare and submit to the Redevelopment Manager, plans and specifications for the construction of the project as described in the Scope of Work, and in the time and manner set forth in this Agreement.

1.1.5 Prepare and submit to the Redevelopment Manager, concurrently with the design plans, the following:

a. A written estimate of probable construction costs.

b. A written list of submittals, which the construction contractor will be required to provide during the construction phase of the project.

1.1.6 Upon completion of construction, prepare, approve and sign a set of As-Built record drawings.

1.1.7 Provide office and field assistance to the City during the bidding and construction periods upon request by the Redevelopment Manager to include the services listed below:

a. Provide consultation and advice to the City during construction of the project.

b. Review and comment on detailed construction drawings, shop and erection drawings submitted by the contractor, subcontractors and suppliers for compliance with the construction contract documents.

c. Review and comment on laboratory, shop and mill test reports on materials and equipment.

d. Review and make recommendations on all construction contract change

orders and requests for clarification from the contractor.

e. Prepare engineering cost estimates.

f. Prepare design changes and clarifications to the plans and specifications.

g. Prepare needed reports and notices.

h. Provide periodic visits to the site to monitor construction.

i. Attend meetings with the Redevelopment Manager or his designees.

1.2 **SERVICES PROVIDED BY CITY.** The CITY shall perform the following services:

1.2.1 Provide access to all public improvement plans and records and furnish one copy of drawings and reports requested.

1.2.2 Obtain all necessary permits from other regulatory agencies and other Departments. CONSULTANT shall participate in the completion of such forms but CITY will submit these and pay for any applicable fees.

1.2.3 Provide sample of title block for the plans and standard form Public Works Construction Contract Documents to be used with the General Provisions (Specifications).

1.2.4 Upon request, verify the location of existing CITY owned utilities.

1.2.5 Provide all legal advertising mailings and postings required.

1.2.6 Duplicate all final plans and specifications.

1.2.7 Provide all necessary surveying and testing required for design, including geotechnical engineering services if required during construction.

1.2.8 Provide overall project management.

1.2.9 Provide coordination of all inquiries from prospective bidders during the bidding period.

2.0 **TIMING REQUIREMENTS**

2.1 Time is of the essence in the performance of work under this Agreement and the following timing requirements shall be strictly adhered to unless otherwise modified in writing as set forth in Section 2.6. Failure by CONSULTANT to strictly adhere to these timing requirements may result in termination of this Agreement by the CITY and the assessment of damages against the CONSULTANT for delays.

3.0 **DESIGN CRITERIA AND STANDARDS.** All work shall be performed in accordance with applicable CITY, state and federal codes and criteria. In the performance of its professional services, CONSULTANT shall use the degree of care and skill ordinarily exercised by consultants under similar conditions.

All plans shall be ink drawn on standard mylar sheets available from the CITY at no cost to CONSULTANT. Contract specifications shall conform to the CITY'S specification procedures and the format of the CITY'S standard form Contract Documents for Public Works Construction.

4.0 **INDEPENDENT CONTRACTOR.** CONSULTANT'S relationship to the CITY shall be that of an independent contractor. CONSULTANT shall have no authority, express or implied, to act on behalf of the CITY as an agent, or to bind the CITY to any obligation whatsoever, unless specifically authorized in writing by the Redevelopment Manager. The CONSULTANT shall not be authorized to communicate directly with, nor in any way direct the actions of, any bidder or the construction contractor for this project without the prior written authorization by the Redevelopment Manager. CONSULTANT shall be sole responsible for the performance of any of its employees, agents or subcontractors under this agreement.

CONSULTANT shall report to the CITY any and all employees, agents and consultants performing work in connection with this project, and all shall be subject to the approval of the CITY.

5.0 **CITY BUSINESS LICENSE.** Prior to the commencement of any work under this agreement, the CONSULTANT shall obtain and present a copy of an Oceanside City Business License to the Redevelopment Manager.

6.0 **WORKERS' COMPENSATION.** Pursuant to Labor Code section 1861, the CONSULTANT hereby certifies that the CONSULTANT is aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for Workers' Compensation or to undertake self-insurance

in accordance with the provisions of that Code, and the CONSULTANT will comply with such provisions and provide certification of such compliance as a part of these Award Documents. The certification shall be in accordance with Subsections 7.3 through 7.8 of this Agreement.

7.0 **LIABILITY INSURANCE.**

7.1 CONSULTANT shall, throughout the duration of this Agreement, maintain comprehensive general liability and property damage insurance, or commercial general liability insurance, covering all operations of CONSULTANT, its agents and employees, performed in connection with this Agreement including, but not limited to, premises and automobile.

7.2.1 CONSULTANT shall maintain liability insurance in the following minimum limits:

Comprehensive General Liability Insurance (bodily injury and property damage)	
Combined Single Limit Per Occurrence	$ 1,000,000
General Aggregate	$ 2,000,000*
Commercial General Liability Insurance (bodily injury and property damage)	
General limit per occurrence	$ 1,000,000
General limit project specific	$ 2,000,000
Automobile Liability Insurance	$ 1,000,000

*General aggregate per year, or part thereof, with respect to losses or other acts or omissions of CONSULTANT under this Agreement.

7.2.2 If coverage is provided through a Commercial General Liability Insurance policy, a minimum of 50% of each of the aggregate limits shall remain available at all times. If over 50% of any aggregate limit has been paid or reserved, the CITY may require additional coverage to be purchases by the CONSULTANT to restore the required limits. The CONSULTANT shall also notify the CITY'S Project Manager promptly of all losses or claims over $25,000 resulting from work performed under this contract, or any loss or claim against the CONSULTANT resulting from any of the CONSULTANT'S work.

7.3 All insurance companies affording coverage to the CONSULTANT for the purposes of this Section shall add the City of Oceanside as "additional insured" under the designated insurance policy for all work performed under this Agreement. Insurance coverage provided to the CITY as an additional insured shall be primary insurance and other insurance maintained by the CITY, its officers, agents and employees shall be excess only and not contributing with insurance provided pursuant to this Section.

7.4 All insurance companies affording coverage to the CONSULTANT pursuant to this Agreement shall be insurance organizations authorized by the Insurance Commissioner of the State of California to transact business of insurance in the state or be rated as A-X or higher by A.M. Best.

7.5 All insurance companies affording coverage shall provide thirty (30) days written notice to the CITY should the policy be cancelled before the expiration date. For the purposes of this notice requirement, any material change in the policy prior to the expiration shall be considered a cancellation.

7.6 CONSULTANT shall provide evidence of compliance with the insurance requirements listed above by providing a Certificate of Insurance and applicable endorsements, in a form satisfactory to the City Attorney, concurrently with the submittal of this Agreement.

7.7 CONSULTANT shall provide a substitute Certificate of Insurance no later than thirty (30) days prior to the policy expiration date. Failure by the CONSULTANT to provide such a substitution and extend the policy expiration date shall be considered a default by CONSULTANT and may subject the CONSULTANT to a suspension or termination of work under the Agreement.

7.8 Maintenance of insurance by the CONSULTANT as specified in this Agreement shall in no way be interpreted as relieving the CONSULTANT of any responsibility whatsoever and the CONSULTANT may carry, at its own expense, such additional insurance as it deems necessary.

8.0 **PROFESSIONAL ERRORS AND OMISSIONS INSURANCE.** Throughout the duration of this agreement and four (4) years thereafter, the CONSULTANT shall maintain professional errors and omissions insurance for work performed in connection with this Agreement in the minimum amount of One Million dollars ($1,000,000).

CONSULTANT shall provide evidence of compliance with these insurance requirements by providing a Certificate of Insurance.

9.0 **CONSULTANT'S INDEMNIFICATION OF CITY.** CONSULTANT shall indemnify and hold harmless the CITY and its officers, agents and employees against all claims for damages to persons or property arising out of CONSULTANT'S negligent acts, errors or omissions or wrongful acts or conduct of the CONSULTANT, or its employees, agents, subcontractors, or others in connection with the execution of the work covered by this Agreement, except for those claims arising from the willful misconduct, sole negligence or active negligence of the CITY, its officers, agents, or employees. CONSULTANT'S indemnification shall include any and all costs, expenses, attorneys' fees, expert fees and liability assessed against or incurred by the CITY, its officers, agents, or employees in defending against such claims or lawsuits, whether the same proceed to judgment or not. Further, CONSULTANT at its own expense shall, upon written request by the CITY, defend any such suit or action brought against the CITY, its officers, agents, or employees founded upon, resulting or arising from the conduct, tortious acts or omissions of the CONSULTANT.

CONSULTANT'S indemnification of CITY shall not be limited by any prior or subsequent declaration by the CONSULTANT.

10.0 **ERRORS AND OMISSIONS.** In the event that the Redevelopment Manager determines that the CONSULTANT'S negligence, misconduct, errors or omissions in the performance of work under this Agreement has resulted in expense to CITY greater than would have resulted if there were no such negligence, errors or omissions in the plans or contract specifications, CONSULTANT shall reimburse CITY for the additional expenses incurred by the CITY, including engineering, construction and/or restoration expense. Nothing herein is intended to limit CITY'S rights under Sections 7, 8 or 9.

11.0 **NO CONFLICT OF INTEREST.** The CONSULTANT shall not be financially interested in any other CITY contract for this project. For the limited purposes of interpreting this section, the CONSULTANT shall be deemed a "City officer or employee", and this Section shall be interpreted in accordance with Government Code section 1090. In the event that the CONSULTANT becomes financially interested in any other CITY contract for this project, that other contract shall be void. The CONSULTANT shall indemnify and hold harmless the CITY, under Section 9 above, for any claims for damages resulting from the CONSULTANT'S violation of this Section.

12.0 **OWNERSHIP OF DOCUMENTS.** All plans and specifications, including details, computations and other documents, prepared or provided by the CONSULTANT under this Agreement shall be the property of the CITY. The

CITY agrees to hold the CONSULTANT free and harmless from any claim arising from any use, other than the purpose intende3d, of the plans and specifications and all preliminary sketches, schematics, preliminary plans, architectural perspective renderings, working drawings, including details, computation and other documents, prepared or provided by the CONSULTANT. CONSULTANT may retain a copy of all material produced under this Agreement for the purpose of documenting their participation in this project.

13.0 **COMPENSATION.**

13.1 For work performed by CONSULTANT in accordance with this Agreement, CITY shall pay CONSULTANT in accordance with the schedule of billing rates set forth in Exhibit "B", attached hereto and incorporated herein by reference. No rate changes shall be made during the term of this Agreement without prior written approval of the Redevelopment Manager. CONSULTANT'S compensation for all work performed in accordance with this Agreement shall not exceed the total contract price of $ 165, 000.

No work shall be performed by CONSULTANT in excess of the total contract price without prior written approval of the Redevelopment Manager. CONSULTANT shall obtain approval by the Redevelopment Manager prior to performing any work which results in incidental expenses to CITY as set forth in Section 13.2.2.

13.2 CONSULTANT shall maintain accounting records including the following information:

13.2.1 Names and titles of employees or agents, types of work performed and times and dates of all work performed in connection with this Agreement which is billed on an hourly basis.

13.2.2 All incidental expenses including reproductions, computer printing, postage, mileage and subsistence.

13.3 CONSULTANT'S accounting records shall be made available to the Redevelopment Manager for verification of billings, within a reasonable time of the Redevelopment Manager's request for inspection.

13.4 CONSULTANT shall submit monthly invoices to CITY. CITY shall make partial payments to CONSULTANT not to exceed the total contract price within thirty (30) days of receipt of invoice, subject to the approval of the Redevelopment Manager.

14.0 **TERMINATION OF AGREEMENT.** Either party may terminate this Agreement by providing thirty (30) days written notice to the other party.

If any portion of the work is terminated or abandoned by the CITY, then the CITY shall pay CONSULTANT for any work completed up to and including the date of termination or abandonment of this Agreement, in accordance with Section 13. The CITY shall be required to compensate CONSULTANT only for work performed in accordance with the Agreement up to and including the date of termination.

15.0 **ASSIGNMENT AND DELEGATION.** This Agreement and any portion thereof shall not be assigned or transferred, nor shall any of the CONSULTANT'S duties be delegated, without the express written consent of the CITY. Any attempt to assign or delegate this Agreement without the express written consent of the CITY shall be void and of no force or effect. A consent by the CITY to one assignment shall not be deemed to be a consent to any subsequent assignment.

This Agreement shall inure to the benefit of and be binding upon the parties hereto and their respective successors and assigns.

16.0 **ENTIRE AGREEMENT.** This Agreement comprises the entire integrated understanding between CITY and CONSULTANT concerning the work to be performed for this project and supersedes all prior negotiations, representations or agreements.

17.0 **INTERPRETATION OF THE AGREEMENT.** The interpretation, validity and enforcement of the Agreement shall be governed by and construed under the laws of the State of California. The Agreement does not limit any other rights or remedies available to CITY.

The CONSULTANT shall be responsible for complying with all local, state and federal laws whether or not said laws are expressly stated or referred to herein.

Should any provision herein be found or deemed to be invalid, the Agreement shall be construed as not containing such provision and all other provisions, which are otherwise lawful, shall remain in full force and effect, and to this end the provisions of this Agreement are severable.

18.0 **AGREEMENT MODIFICATION.** This Agreement may not be modified orally or in any manner other than by an Agreement in writing, signed by the parties

hereto.

19.0 **DISPUTE RESOLUTION.**

a. Any controversy or claim arising out of or relating to this Agreement, or concerning the breach or interpretation thereof, shall be first submitted to mediation, the cost of which shall be borne equally by the parties.

b. No suit shall be brought on this contract unless all statutory claims filing requirements have been met.

20. **NOTICES.** All notices, demands, requests, consents or other communications which this Agreement contemplates or authorizes, or requires or permits either party to give to the other, shall be in writing and shall be personally delivered or mailed to the respective party as follows:

TO CITY: **TO CONSULTANT:**

City of Oceanside
Redevelopment Manager
300 North Coast Highway
Oceanside, CA 92054

Either party may change its address by notice to the other party as provided herein.

Communications shall be deemed to have been given and received on the first to occur:

a. Actual receipt at the offices of the party to whom the communication is to be sent, as designated above, or

b. Three (3) working days following the deposit in the United States mail of registered or certified mail, postage prepaid, return receipt requested, addressed to the offices of the party to whom the communication is to be sent, as designated above.

21.0 **SIGNATURES.** The individuals executing this Agreement represent and warrant that they have the right, power, legal capacity and authority to enter into and to execute this Agreement on behalf of the respective legal entities of the CONSULTANT and the CITY.

IN WITNESS WHEREOF the parties hereto for themselves, their heirs, executors, administrators, successors and assigns do hereby agree to the full performance of the covenants herein contained and have caused this Professional Services Agreement to be executed by setting hereunto their signatures on the dates indicated below:

Kimley-Horn & Associates, Inc.

By: _____, Vice President
Name/Title

Date: 3/02/2009

By: _____
Name/Title ASSISTANT SECRETARY

Date: 3/02/2009

56 -0885615
Employer ID No.

CITY OF OCEANSIDE

By: _____

City Manager

Date: _____

APPROVED AS TO FORM:

John P Mullen
City Attorney

NOTARY ACKNOWLEDGMENTS OF CONSULTANT MUST BE ATTACHED.

ALL PURPOSE ACKNOWLEDGEMENT

STATE OF CALIFORNIA }

COUNTY OF San Diego }

On 2nd Day of March 2009 before me, KENTON HOPPAS, NOTARY PUBLIC
(Insert name and title of the officer)

personally appeared Dennis Landaal and Scott Colvin,

who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signature(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

KENTON HOPPAS
Comm. # 1567397
NOTARY PUBLIC - CALIFORNIA
San Diego County
My Comm. Expires Apr. 22, 2009

Signature KENTON HOPPAS
Comm Exp April 22, 2009

(This area for official notarial seal)

Rec Form #R11 (12/05/07)

Kimley-Horn
and Associates, Inc.

Exhibit "A"

401 B Street
Suite 600
San Diego, California
92101

January 15, 2009

Ms. Kathy Baker, Redevelopment Manager
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Civil and Traffic Engineering, Street Lighting Specialist, and Landscape Architectural Design Services for Mission Avenue

Dear: Ms. Baker

Kimley-Horn and Associates, Inc. ("KHA" or "the Consultant") is pleased to submit this letter agreement (the "Agreement") to City of Oceanside ("the Client") for providing Engineering services for Mission Avenue. Our project understanding and scope of services are listed below.

Project Understanding

The City is looking to evaluate the operations of Mission Avenue from Horne Street, past Coast Highway, to Cleveland Street. The goal of this project is to improve the level of service for vehicles in the downtown area, balance the traffic on several key streets, encourage tourism, and improve pedestrian accessibility and safety in the downtown area.

Scope of Services

PHASE 1: Development Concepts

Task 1.0

Task 1a, Data Collection (Aerial Current/Site Survey)

Task 1a.1, Data Collection

KHA will collect record information for the proposed work areas, to the extent readily available, from the City. It is assumed the as-built plans will be researched and compiled by the City, and be made available for KHA to pick up.

Task 1a.2, Obtain Utility Service Information

KHA will prepare and send out utility notification letters to each known utility service provider within the project area. Information will be added

TEL 619 234 9411
FAX 619 234 9433

to the basemap. Based on the project layout, we will discuss potential conflicts (pre-pothole) with the City.

Deliverables:

- Copies of utility notification letters and any responses received available upon request

Task 1a.3, Horizontal Control & Aerial Survey (with color orth-photo background)

KHA recommends establishing the project horizontal control, specifically the street centerlines and public right-of-way for this phase of the project. Our previous experience with similar projects indicates that the parcel information within the GIS database along with the aerial photos do not provide the detail required for the conceptual and final design. KHA will perform record monument and map research and conduct a field survey to locate centerline intersections. This effort is intended to be minimal and not be an exhaustive retracement of historical subdivisions. The level of detail is anticipated to be adequate for preliminary design with minimal changes expected for final design. It is not expected that monumentation will be set or a Record of Survey filed, although can be done as an additional service. The right-of-way is anticipated to be per the established centerlines and readily available record maps and dedication documents. It is not contemplated that property surveys will be conducted to recover right-of-way monuments. The limits of this horizontal control will be only for Mission Avenue from Horne Street to the AT&SF railroad.

KHA will obtain current aerial photogrammetry within the project limits including: Horne Street, Cleveland Street, Civic Center Drive, and Seagaze Drive. For the purposes of this planning stage, topographic mapping and planimetrics will be developed only for Mission Avenue. A color, ortho-rectified digital image with a pixel resolution of 0.25' will be developed for the entire limits described above. Mapping will be at a scale of 1"=20' with contour intervals of 1' accurate vertically to within +/- 0.5'. KHA will set 6 pre-marks for the flight and sub-consult with an aerial photogrammetrist for the aerial mapping. KHA will perform on-the-ground supplemental field surveys to identify visible utilities and verify the completeness of the base map. On-the ground field surveys consisting of cross-sections for design will be performed under Phase 2.

Supplemental ground surveys will be performed in order to gain specific information for utilities, tie-ins and information not obtainable from the aerial survey. This effort is anticipated to consist of one (1) day of a two-man survey crew.

Deliverables:

- Aerial topographic maping: 1" = 20' scale
- Base map with centerline and right-of-way information within the limits indicated above

Task 1a.4, Field Observation

KHA and team will perform one site visit that will include:

- Site photos documenting the existing conditions
- Drainaige system observation
- Pavement and sidewalk condition survey
- Landscape condition survey
- Evaluation of Mission Avenue for improvements (street furnature, public art, and signage)
- Survey of all existing trees, documenting the existing locations, size, health and long term viability of each tree. An exhibit will be created which details the results of the survey. Trees will be identified as retained or removed on the exhibit. The survey will be conducted by a Certified Arborist.

Deliverables:

- Site photos available upon request
- Tree survey exhibit, brief report and chart of the findings
- Field notes available upon request

Task 1b, Traffic Study Analysis

Task 1b.1 Data Collection

The project area for the traffic analysis includes from the I-5 Interchange/Mission Avenue southbound ramps to the east, Cleveland Street to the west, Civic Center Drive to the north and Seagaze Drive to the south. A total of eight roadway counts will be conducted. In addition, existing intersection turning movement and pedestrian counts will be made for all intersections along Mission Avenue and other locations along parallel routes. The following intersections will be included in the analysis:

- Horne Street & Pier View Way
- Horne Street & Mission Avenue
- Horne Street & Seagaze Drive
- Coast Highway & Pier View Way
- Coast Highway & Mission Avenue
- Coast Highway & Seagaze Drive
- Mission Avenue & Ditmar Street
- Mission Avenue & Cleveland Street
- Seagaze Drive & Ditmar Street
- Mission Avenue & Tremont Street
- Mission Avenue & Freeman Street
- Mission Avenue & Nevada Street
- Mission Avenue & Clementine Street

Task 1b.2 Traffic Modeling/Traffic Volumes

All alternatives scenarios will be evaluated for existing (2009) conditions, near-term (opening day) conditions, and build-out conditions. Build-out conditions will be obtained using SANDAG's Series 11 North County Subarea Model. The following five alternatives will be modeled:

- Alt. 1. No-Build (Mission Avenue as a two-way, four-lane street)
- Alt 2. Mission Avenue as a two-way, two-lane street with angle parking
- Alt. 3 One-way street system with Mission Avenue westbound, Seagaze Drive eastbound, and Horne Street (between Seagaze and Mission northbound)
- Alt 4. One-way street system with Pier View Way westbound, Mission Avenue eastbound, and Horne Street (between Mission and Pier View northbound)
- Alt 5. One-way street system with Pier View Way westbound, Seagaze Drive eastbound, and Mission Avenue as a two-way, two-lane street with angle parking.

Near-term daily traffic volumes will be derived by comparing exiting traffic counts to modeled traffic volumes. Build-out and near-term peak hour turning movements will be derived using procedures from **NCHRP 255** by factoring existing turning movements based on traffic modeled daily traffic volumes.

Task 1b.3, Traffic Analysis

Each of the five roadway configuration alternatives will be evaluated for the near-term and build-out traffic conditions. Roadway segments will be assessed based on 24-hour capacities. Intersections will be evaluated using Synchro software using the Highway Capacity Manual (HMC) procedures. In addition, traffic signal warrant analyses will be completed for existing non-signalized intersections. A comparison matrix will be prepared that summarizes the evaluation and identifies the benefits and drawbacks of each alternative. Micro-simulation of the corridor, using SimTraffic software would be performed for each option. This micro-simulation could be used as a design and planning tool for alternative selection and for public presentations because it will give the public an opportunity to visualize the potential alternatives.

Task 1b.4, Traffic Analysis Reports

The results will be prepared in a draft Traffic Analysis Report. The report will be submitted to the City and the design team for

review. A meeting will be scheduled for approximately one week after the submittal. The meeting will help to refine the alternatives and review the preliminary comments.

Upon receipt of comments on the draft Traffic Analysis Report, a draft final report will be prepared for use at community meetings. In addition, PowerPoint presentations will be prepared for discussion at the community meeting (s).

Task 1b.5, Alternative Concept Figures

Based on the alternatives developed in the traffic analysis, conceptual figures will be developed for up to four alternatives. These concepts will be drawn over an aerial at a scale of 1"=40'. A total of two sheets are assumed for each alternative.

Deliverables:

- 4 copies of the draft Traffic Analysis Report (plus one PDF version)
- 4 copies of the final Traffic Analysis Report (plus one PDF version)
- 4 copies of the Alternative Concept Figures
- An electronic file containing the PowerPoint presentations for the meetings

Task 1c, Environmental Constraints

KHA will conduct an environmental scan of constraints associate for up to four alternatives. We will prepare an analysis of opportunities and constraints for the alternatives relative to apparent environmental issues and processing. KHA will first review readily available project area data and agency records for relevant baseline physical and environmental data. We will also discuss available data sources and mapping with agency staff, and review agency files for applicable documents and other data. Detailed environmental evaluation or studies will not be performed as a part of this task. The results of our analysis will be included in a technical memorandum.

Deliverables:

- 2 hard copies of the Enviornmental Constraints Memorandum

Task 2.0, Bulb out design, drainage, landscape, street and electrical upgrades

Task 2a, Conceptual Design Study

KHA will prepare a Conceptual Design Study (CDS) that will evaluate the entire project. KHA will review the information gathered in previous tasks, determine the number of lanes necessary, and the potential impacts to other streets in the vicinity. The document will be broken into two sections:

Section 1: Project furnishings, Project Theme, Project Improvements

- Lighting, new light posts with extra power outlets for special events
- Sound system wiring for special events

- Street furniture (e.g., benches, trash receptacles, recycling receptacles, trash enclosures)
- Street signs, pedestrian and vehicular directional signage
- Bollard systems for street closure events
- Public art
- Banners, destination markers
- Enhanced crosswalks and pedestrian linkages
- Sidewalks, curb and gutter, and pedestrian ramps
- Pavement in right-of-way, as necessary
- Landscaping, street trees, and planters
- Public parking improvements
- Other infrastructure as needed (e.g., drainage, traffic signals, utilities)

*The intent of Section 1 is to evaluate what the existing features are within the project area and recommend improvements. This will be done both in concept and with photo comparisons.

Section 2: Conceptual Design with technical memorandum

Based on the results of the meetings as outlined in Task 5 (which will be an on-going task throughout the project), the Consultant and team will select a preferred alternative. This alternative will be developed to an approximate 30% level of design. This design will have the following sheets:

- Typical Sections (3)
- Improvement Plans (assume 12 sheets): 1"=20' scale (showing curb extensions, new ADA pedestrian ramps, drainage improvements, enhanced crosswalks, cross gutters, medians, channelization, pavement removal, limits of grading, utility adjustment/relocation)
- Striping Plan (assume 6 sheets): 1"=40' scale
- Lightfoot Planning Group will complete a Landscape Concept Plan (LCP) for the project area. All improvements to the project area will be included on the LCP, including any new enhancements such as hardscape, street furnishings, lighting and plant material. Any recommendations listed in the initial Traffic Analyses will be incorporated, as well as any potential bulb-outs on Mission Avenue or other surrounding project streets. Existing infrastructure and plant materials will be evaluated and shown on a separate exhibit. Existing irrigation and drainage infrastructure will be evaluated with the LCP to determine the extent of any needed improvements, as well as the ability to accommodate any future improvements.
- Technical memorandum for the preferred alternative which will outline assumptions, potential issues, and potential solutions for the following:
    - Drainage
    - Traffic
    - Curb alignment
    - Walkability
    - Bus stop locations
    - Stormwater
    - Landscape

- Irrigation

Deliverables:

- 4 hard copies of the Conceptual Design and techincal memorandum

Task 3.0, Geotechnical Coordination

Kleinfelder will review existing information, maps, as-built drawings and make recommendations regarding constraints and other geotechnical issues during the concept development phase. The majority of the geotechnical information will be prepared in Phase 2, when the exact locations of improvements are known.

Task 4.0, Quality Control / Quality Assurance

The Consultant will perform on-going quality assurance/quality control (QA/QC) review of all documents prepared under this task.

Task 5.0, Project Coordination, Meetings, Management

Task 5a, Project Coordination

KHA will provide ongoing coordination with City staff, the community and our subconsultants throughout the duration of the project. This will also include stakeholders, utilities, and permitting agencies.We have assumed ten hours of project coordination. Public involvement will be an important part of this project, and KHA will provide support for the City and attend the following:

Task 5b, Project Meetings

KHA will attend meetings as identified herein. Additional meetings included in this scope of services are:

- Two (2) Landscape Committee meetings
- Two (2) Public Workshops
- Two (2) Transportation Commission meetings
- Two (2) Art Commission meetings
- One (1) Redevelopment Advisiory Committee meeting
- One (1) Community Develoopment Commission Public Hearing
- Six (6) Monthly project update meetings

Deliverables:

- Meeting minutes of each meeting (electronically, in PDF format)

Task 5c, Project Management

Project management activities included under this task are intended to cover the time period from notice to proceed to the completion of phase 1. We have assumed fifteen hours for this task.

Project management activities include:

- Project start-up and contracting
- Coordination of technical reviews for the project

- Monthly invoicing
- Maintaining project records
- Managing sub consultants
- Incidental communication with the client and other agencies
- Project close-out

Deliverables:

- Monthly progress reports

***Upon written authorization from the City on the selected alternative, KHA will proceed to Phase 2.**

Fee and Billing

KHA will perform the Scope of Services for a lump sum fee of $164,740. All permitting, application, and similar project fees will be paid directly by the Client.

Fees will be invoiced monthly based upon the percentage of services performed as of the invoice date. Payment will be due within 25 days of your receipt of the invoice.

Closure

We appreciate the opportunity to provide these services to you. Please contact me if you have any questions.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Scott W. Colvin
Project Manager

P.E. No.69464

Exhibit "B"

KIMLEY-HORN AND ASSOCIATES, INC.

HOURLY RATE SCHEDULE
Effective January 1, 2009

OFFICE

PRINCIPAL	$230.00
SENIOR PROFESSIONAL	$160.00 - $185.00
PROFESSIONAL	$140.00 - $160.00
ANALYST	$110.00 - $120.00
DESIGNER/TECHNICIAN/CADD OPERATOR	$80.00 - $120.00
SUPPORT STAFF	$75.00 - $95.00

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

January 15, 2009

Ms. Kathy Baker, Redevelopment Manager
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Civil and Traffic Engineering, Street Lighting Specialist, and Landscape Architectural Design Services for Mission Avenue

Dear Ms. Baker and Members of the Selection Committee:

The City of Oceanside needs an enthusiastic consulting team who has local knowledge, hands-on experience, and substantial resources to complete the Mission Avenue project. ***Kimley-Horn and Associates, Inc.*** knows how to meet your needs on this effort and will help the City improve level of service in the downtown area, relieve traffic congestion, and improve pedestrian accessibility and safety.

Our expertise is developing innovative approaches and design solutions that promote lasting benefits to the City and its citizens. Our principal team members have collaborated successfully on these types of projects for years. As a result, our collective learning curve is remarkably low—this will allow our team to provide the City of Oceanside with unmatched service and responsiveness.

The members of our team were selected for their experience with similar projects and their upcoming availability to serve you on this contract. I (***Scott Colvin, P.E.***) will be the overall project manager responsible for the day-to-day coordination with your staff and will be very active with both the community and design. To further augment our in-house capabilities, we have added two outstanding subconsultants to our team.

The Lightfoot Planning Group (TLPG) will provide Oceanside with creative and innovative landscape architectural services, and ***Kleinfelder*** will provide geotechnical services. We have partnered with both firms before and are very confident in their abilities.

410 B Street
Suite 600
San Diego, California
92101
TEL 619 234 9411
FAX 619 234 9433

We will provide seamless integration of engineers, planners, and landscape architects throughout this project. This means effective peer review, quality control, variety of experience, and value engineering, allowing our team to identify and implement the best project approach for the City. Our team is very creative and plans to present Oceanside and its community a variety of ideas to continue to turn Downtown Oceanside into a place where people will enjoy spending more time.

Throughout the evaluation process, please contact me, ***Scott Colvin, P.E.***, at (619) 744 0132, or via e-mail at Scott.Colvin@Kimley-Horn.com. Work will be conducted from Kimley-Horn's local San Diego office, which provides a perfect partnership as we are only a short drive away.

We know that the City of Oceanside's mission is to enhance the quality of life through outstanding service to its diverse community. Please allow us to partner with you on Mission Avenue enhance your citizens' quality of life and provide the City with the service it deserves.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.

Scott Colvin, P.E.
Project Manager

Kimley-Horn and Associates, Inc.

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7. Appendix

- ✓ Fee Proposal
- ✓ Resumes
- ✓ Additional Information

1. Introduction

Kimley-Horn and Associates, Inc., a full-service engineering, planning, and environmental consulting firm, offers the City of Oceanside many in-house services, including transportation planning, traffic engineering, roadway design, streetscape and landscape design, surveying, public outreach, structural engineering, corridor and location studies, and environmental assessments.

Our long-term association with public municipalities and private developers has given us broad project experience. Over the years, we have grown from a small group of traffic engineers and transportation planners to more than 2,100 people. Our 10 California offices—including one in San Diego—currently staff more than 125 engineers, planners, designers, and technicians. With such far reaching depth and expertise, our work is performed accurately, efficiently, and within your budget. Over the years, we have been successfully serving the City of Oceanside on a variety of projects from both our San Diego and Orange County offices.

To further enhance our in-house capabilities, we have added two outstanding subconsultants to our team. ***The Lightfoot Planning Group (TLPG)*** will provide Oceanside with creative and innovative landscape architectural services. For the past 30 years, TLPG has built a solid reputation as a respected and innovative land-use planning and landscape architectural design firm in Southern California. In addition, ***Kleinfelder*** will provide geotechnical services. Kleinfelder is a leading professional services firm in natural and built environments for municipalities, government agencies, multinational companies, and industrial concerns across the nation.

Key Team Members | *Experience + Availability*

The highly qualified members of our team were selected for their experience with similar projects and their availability to assume responsibilities within their assigned areas. ***Scott Colvin, P.E.*** will be the overall project manager responsible for the day-to-day coordination with your staff and will be very active with both the community and design. He will attend all meetings with the City and help ensure that our team is on schedule with all deliverables.

Our team knows how to perform this type of work, and we are immediately available to serve the City of Oceanside. We are committed to providing you with expedited, high-quality deliverables that will meet your project objectives. Each member of our team is committed to the successful completion of your project. *The organization chart at the end of this section shows our team structure and defines relationships among disciplines and tasks. Resumes for all project team members (including subconsultants) are provided in the Appendix of this submittal.*

OUR TEAM = MISSION AVENUE SUCCESS

- ✓ Our expertise is developing innovative approaches and design solutions that promote lasting benefits to the City and its citizens.
- ✓ We have been highly successful in reaching out to and working with the community on similar projects.
- ✓ Our team truly understands the project and has the exact experience you seek.
- ✓ We know Oceanside, City staff, and the community.

Scott Colvin, P.E. – Project Manager

Scott has nearly 10 years of experience in streetscape design, roadway design, and traffic design and planning—***all of which focused on improving urban areas for traffic, walkability, multimodal, and safety.*** He has completed and managed projects in roadway widening, realignment, ADA improvements, corridor studies, hydraulic design and analysis, signal design, traffic impact studies, and transportation planning. Scott has extensive work experience in the greater San Diego area, including several projects for the Cities of La Mesa, San Diego, Lemon Grove, Temecula, and Poway. Most recently, Scott has completed four identical projects to the Mission Avenue project: Skyline Avenue Corridor Study/Final Design, Balboa Avenue Corridor Study, Allison Avenue Streetscape, and Design of Street Improvements at University/Yale Avenues. Each component from traffic, alternatives, community involvement, and final design that will be involved in this project, were involved in each of those.

TEAM HIGHLIGHTS INCLUDE:

Project Manager, Scott Colvin, P.E.

Many years of experience in streetscape design, roadway design, and traffic design and planning—all of which had a focus on improving urban areas for traffic, walkability, multimodal, and safety.

Quality Control Officer, Jim Daisa, P.E.

National expert in the field of context-sensitive design with experience in transportation planning and traffic engineering.

Landscape Architect, James Taylor, ASLA

Experience includes developing successful large-scale landscape designs for residential, commercial, recreational, educational, and institutional projects throughout San Diego and Riverside Counties.

Dave Sorenson, T.E. – Principal-in-Charge

Dave has more than 22 years of experience in traffic engineering and transportation planning. Prior to joining Kimley-Horn, Dave served as the senior traffic engineer for the City of San Diego. He continues to be involved in regional transportation issues with his roles as on-call Traffic Engineer (for La Mesa, then Poway). Dave has conducted traffic evaluations for numerous interchanges and roadway capacity-increasing projects. Dave is very experienced in developing traffic calming programs and applying traffic calming tools to particular neighborhood streets. He is also skilled in building consensus on controversial transportation projects, including extensive interaction with neighborhood groups.

Jim Daisa, P.E. – QC/QA Phase 1

Jim has more than 20 years of experience in transportation planning and traffic engineering. He specializes in new urbanist community planning, large area and corridor plans, multimodal street design, downtown revitalization, and pedestrian and transit-oriented development. He developed multi-modal street design guidelines for Portland's regional government, which was published in *Creating Livable Streets: Street Design Guidelines for 2040* and received an award from the Environmental Protection Agency in 1998. He also developed the Santa Clara Valley Transportation Authority's Best Practices for Integrating Transportation and Land Use Manual, a state-of-the-practice research project that integrates multi-modal street design, urban design, and land development practices in transit-oriented areas.

John Morris, P.E., RLS – QC/QA Phase 2

John specializes in civil engineering services with key practices in walkability, drainage design, hydrology, roadway and street improvements, site and

master planning, infrastructure design, grading and improvement plans, and specifications. In nearly 30 years of professional experience, he has gained significant expertise in all phases of preliminary and detailed engineering design. John has provided these and other services for a wide range of developments, including public works projects, redevelopment projects, residential, commercial, industrial, and resort properties.

Jason Melchor, P.E. – Signal Design; Street Lighting; Signing and Striping

Jason has more than 12 years of experience in traffic engineering and transportation planning. His traffic engineering experience includes signing and striping, traffic signal design, traffic control, and signal interconnect design plans. Jason has worked with numerous clients to complete traffic impact studies and perform the technical analysis for a variety of transportation planning projects: parking studies, transit analysis, site plan reviews, and circulation studies. He has acted as in-house staff for the cities of Irvine and Huntington Beach to review development studies and design plans. In this role, he worked directly with developers and City staff to provide comments on plan and document submittals.

Sam McWhorter, P.E. – Drainage

Sam has more than 11 years of experience providing engineering on a variety of complex civil projects, including designing and managing projects involving water, sewer, and storm drain systems, including pump stations, street design and grading, and stormwater quality BMPs. Sam has worked on a variety of public works and private projects and has a strong base knowledge of the local permitting requirements. He can provide assistance from conceptual project planning through detailed design and project implementation.

Karina Fidler, AICP, REA – Environmental

Karina, an environmental planner, has been involved with field investigations and both CEQA and NEPA documentation for roadway projects. She has assisted in the completion of Phase 1 Environmental Site Assessments, environmental planning documents, CEQA environmental impact reports, wetland delineations, and jurisdiction determinations for the Corps. She has completed numerous Section 404 jurisdictional delineations in California, as well as the preparation of Section 404 nationwide and individual permit applications. Her expertise also includes EIR preparations, stormwater management, sensitive species surveys, and numerous stormwater pollution prevention plans and water quality technical reports.

James Taylor, ASLA – Landscape Planning (Lightfoot)

James has nearly 20 years of experience managing the landscape architecture division of The Lightfoot Planning Group. He provides design team management, as well as preparation of site plans, restoration and recreation plans, view analysis, and landscape construction documents for a wide variety of public and private development and design clients. His work experience includes developing successful large-scale landscape designs for residential, commercial, recreational, educational, and institutional projects throughout San Diego and Riverside Counties.

Jim Gingery, P.E., G.E. – Geotechnical (Kleinfelder)

Jim has 11 years of experience in a broad range of geotechnical and geo-environmental engineering projects, including commercial, residential, and industrial buildings; roads and highways; underground structures and tunnels; and pipelines. His experience includes the planning/execution of site exploration programs, and analysis/design of shallow and deep foundations.

Civil and Transportation Engineering, Street Lighting, and Landscape Architectural Design Services for Mission Avenue

Principal-in-Charge
Dave Sorenson, T.E.

Project Manager
Scott Colvin, P.E.

QC/QA - Phase 1
Jim Daisa, P.E.

QC/QA - Phase 2
John Morris, P.E., RLS

Landscape Planning
James Taylor, ASLA
Dennis LaClaire, ASLA
Kathleen Copley, ASLA, WCISA

Civil Engineering
Scott Colvin, P.E.
Rich Pettie, EIT

Signal Design Street Lighting Signing and Striping
Jason Melchor, P.E.

Traffic Engineering
Dave Sorenson, P.E.
Susan Rosner, AICP

Drainage
Sam McWhorter, P.E.
Tammie Cheung, EIT

Environmental
Karina Fidler, AICP, REA
Danielle Gresham

Geotechnical
Jim Gingery, P.E., G.E.
Kleinfelder
Barry Bevier, P.E., G.E.
Geotech

Kimley-Horn and Associates, Inc.

2. Team Capabilities

Downtown streets are vital public spaces that should be designed to enhance the overall living environment—this is our guiding principle in designing streetscapes. We know how to meet your needs on this project and will help the City improve the level of service in your downtown area, provide a balance of traffic volumes, relieve traffic congestion, and improve pedestrian accessibility and safety. Our design will:

- ✓ Help solve problems relating to drainage, traffic engineering, and aging streets
- ✓ Take into account traffic and roadway design parameters, visibility, and lighting
- ✓ Provide landscaping that calms traffic and is aesthetically pleasing
- ✓ Respond to the pedestrian scale, enhance safety, and promote connectivity—people will walk more, drive less, and feel safer

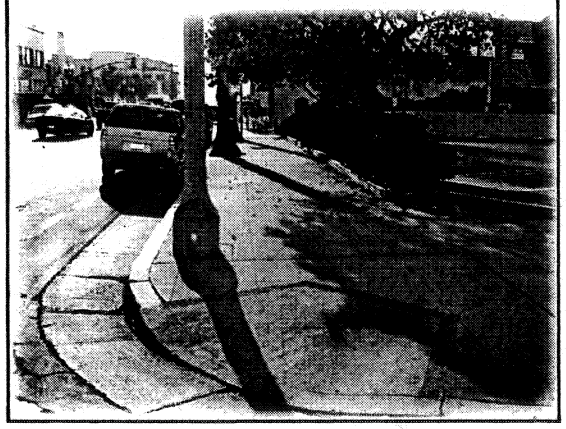
Our team's hands-on capabilities and experience with regard to your project needs are discussed further in Section 3 (Workplan and Approach) and Section 5 (Similar Project Experience). The following pages provide other capabilities we want to highlight.

ADA Street and Design Guidelines

We are recognized leaders in the design of pedestrian facilities. Our engineers are on the forefront of the American with Disabilities Act (ADA), helping municipalities upgrade aging infrastructure to meet with applicable standards and ordinances.

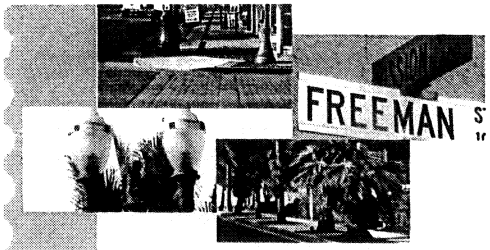
A recent project example we completed was for Allison Avenue in La Mesa, which included ADA improvements, drainage upgrades, and construction of bulb-outs. Kimley-Horn worked closely with the City staff to develop the showcase project that enhances the walkability, access, and traffic flow for their downtown village.

Existing conditions on Mission Avenue. We will help you upgrade aging infrastructure to meet with applicable ADA standards and ordinances.



Public Outreach

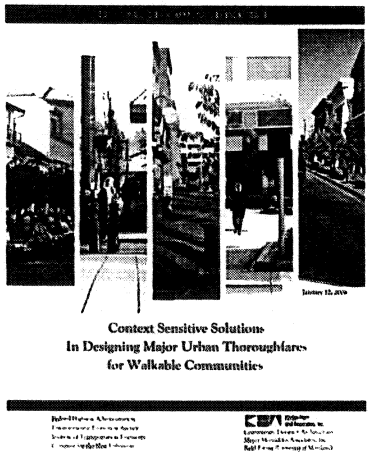
Kimley-Horn is known for developing effective methods of bringing the community into the design process. Our public participation programs educate, inform, and build consensus for a particular solution. At Kimley-Horn, we know that each project is different in terms of the stakeholders and the critical issues involved; thus, our public involvement program for Mission Avenue will be tailored to specifically address your project's needs.



Context-Sensitive Solutions

Context-sensitive solutions (CSS) is making its way into the mainstream of conceptual engineering studies and roadway design projects and can provide an opportunity to meet community needs without breaking the bank. This is a design approach for roadway projects, emphasizing communication with stakeholders in an effort to design a project that fits the needs of the community beyond just purely geometric design.

Kimley-Horn was a major technical contributor to the recently released *Context-Sensitive Solutions Manual* prepared specifically for the Institute of Transportation Engineers (ITE).



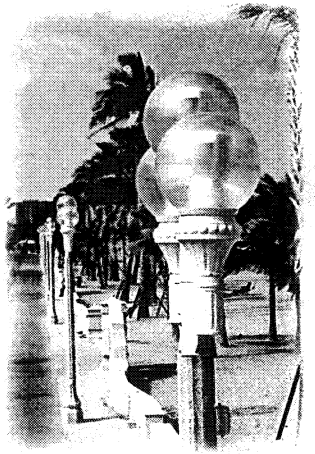
Utility Coordination

For Mission Avenue, Kimley-Horn will develop a focused utility coordination plan throughout the balance of the project to help ensure that conflicts are avoided and relocations are completed on schedule. Partnering with the franchise utilities early and often will help make sure that relocations will be complete prior to the start of the construction contract.

Low Impact Development

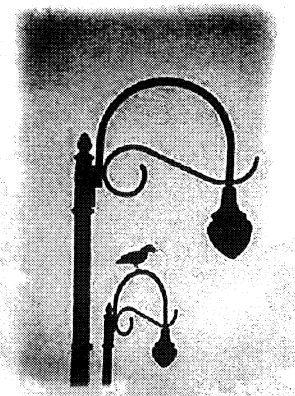
Often, stormwater management is one of the greatest challenges our clients face. Applying Low Impact Development (LID) principles to stormwater management practices reduces stormwater runoff, improves water quality, and reduces fill requirements. Kimley-Horn professionals understand LID principles and have used non-traditional stormwater solutions on several of our successful projects. Some common cost benefits of LID projects include:

- ✓ Multi-functionality
- ✓ Lower lifetime costs
- ✓ Additional environmental and social benefits
- ✓ Reduced off-site costs
- ✓ Functional use of open space land.



Street Lighting

Kimley-Horn has lighting specialists who design and select light fixtures that are thematically and functionally appropriate for each project. Appropriate lighting—both aesthetically and functionally—can help to provide clarity of directional cues for autos, service providers, bicyclists, and pedestrians. The appropriate level of lighting in public spaces results in a fixture quantity, enhancing the overall design experience and providing user security, yet not spilling over to adjacent uses.



California Coastal Commission

An example of Kimley-Horn's experience with the California Coastal Commission was the Pacific Beach Comfort Station Project. With team member Dave Sorenson serving as project manager, Kimley-Horn conducted a parking evaluation of a proposed lifeguard facility in the Pacific Beach area of San Diego. Our team conducted time-of-day parking analysis in the area and recommended modifications to the time limit parking and created additional parking supply in the area through more efficient use of on-street parking layout. We met with the community and the California Coastal Commission to get approval of the plan.

Geotechnical Engineering

Geotechnical engineering recommendations can have a significant impact on your project's construction costs and timeline. Our team member Kleinfelder's approach is to work with the owner and the design team. A commitment to quality engineering can improve the project's performance criteria, shorten the project schedule, and reduce construction costs. Kleinfelder understands soil mechanics, earth pressures, and stabilization techniques.

Kimley-Horn's success in streetscape master planning, design, and construction observation results from a finely tuned balance between landscape architecture, roadway design, traffic engineering, civil engineering, and stakeholder engagement.

3. Workplan and Approach

The City is looking to evaluate Mission Avenue from Horne Street, past Coast Highway, to Cleveland Street. The goal of this project is to improve the level of service in the downtown area, balance the traffic on several key streets, encourage tourism, and improve pedestrian accessibility and safety in the downtown area.

Kimley-Horn is known for developing innovative approaches to projects that involve community involvement, and we have developed effective methods of bringing the community into the process that will affect the people who will ***visit, live, work, and play in the City*** for years to come. Community involvement determines the overall design, funding strategies, and implementation priorities. We are strongly committed to conducting public participation programs that educate, inform, and build consensus for a particular solution and will emphasize getting stakeholders involved early in the process so their input can help to shape the entire Mission Avenue plan.

Phase 1

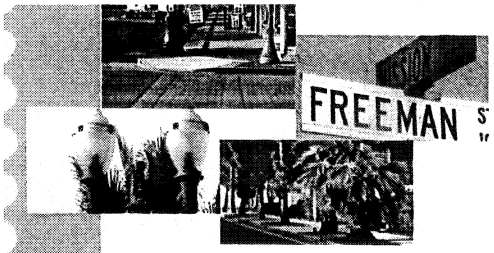
Task 1

Data Collection
↓
Traffic Study Analysis
→ • Develop Alternatives
→ Meet with City
↓
Revise Traffic Study
Revise Alternatives: Select Preferred Alternative
Develop L.A. Improvements
→ Meet with City
→ Presentation
• Community Group

Task 2

Conceptual Design Study (CDS)
• Section 1 - Project Furnishings, Project Theme, Project Improvements
• Section 2 - Conceptual Design
→ Meet with City
→ Presentation
• Public Workshop
• Transportation Commision Meeting
• ArtCommission Meeting
• Revelopment Agency
↓
Finalize CDS

Phase 2



PHASE 1: Development Concepts

Task 1.0

Task 1a, Data Collection (Aerial Current/Site Survey)

Task 1a.1, Data Collection
Kimley-Horn will collect record information for the proposed work areas, to the extent readily available, from the City. It is assumed the as-built plans will be researched and compiled by the City, and be made available for Kimley-Horn to pick up.

Task 1a.2, Obtain Utility Service Information
Kimley-Horn will prepare and send out utility notification letters to each known utility service provider within the project area. Information will be added to the basemap. Based on the project layout, we will discuss potential conflicts (pre-pothole) with the City.

Deliverables:

- ✓ Copies of utility notification letters and any responses received available upon request

Task 1a.3, Horizontal Control & Aerial Survey (with color orth-photo background)
Kimley-Horn recommends establishing the project horizontal control, specifically the street centerlines and public right-of-way for this phase of the project. Our previous experience with similar projects indicates that the parcel information within the GIS database along with the aerial photos do not provide the detail required for the conceptual and final design. Kimley-Horn will perform record monument and map research and conduct a field survey to locate centerline intersections. This effort is intended to be minimal and not be an exhaustive retracement of historical subdivisions. The level of detail is anticipated to be adequate for preliminary design with minimal changes expected for final design. It is not expected that monumentation will be set or a Record of Survey filed, although can be done as an additional service. The right-of-way is anticipated to be per the established centerlines and readily available record maps and dedication documents. It is not contemplated that property surveys will be conducted to recover right-of-way monuments. The limits of this horizontal control will be only for Mission Avenue from Horne Street to the AT&SF railroad.

Kimley-Horn will obtain current aerial photogrammetry within the project limits including: Horne Street, Cleveland Street, Civic Center Drive, and Seagaze Drive. For the purposes of this planning stage, topographic mapping and planimetrics will be developed only for Mission Avenue. A color, ortho-rectified digital image with a pixel resolution of 0.25' will be developed for the entire limits described above. Mapping will be at a scale of 1"=20' with contour intervals of 1' accurate vertically to within +/- 0.5'. Kimley-Horn will set 6 pre-marks for the flight and sub-consult with an aerial photogrammetrist for the aerial mapping. Kimley-Horn will perform on-the-ground supplemental field surveys to identify visible utilities and verify the completeness of the base map. On-the ground field surveys consisting of cross-sections for design will be performed under Phase 2.

Supplemental ground surveys will be performed in order to gain specific information for utilities, tie-ins and information not obtainable from the aerial survey. This effort is anticipated to consist of one (1) day of a two-man survey crew.

Deliverables:

- ✓ Aerial topographic mapping: 1" = 20' scale
- ✓ Base map with centerline and right-of-way information within the limits indicated above

Task 1a.4, Field Observation

Kimley-Horn and team will perform one site visit that will include:

- ✓ Site photos documenting the existing conditions
- ✓ Drainage system observation
- ✓ Pavement and sidewalk condition survey
- ✓ Landscape condition survey
- ✓ Evaluation of Mission Avenue for improvements (street furniture, public art, and signage)
- ✓ Survey of all existing trees, documenting the existing locations, size, health and long term viability of each tree. An exhibit will be created which details the results of the survey. Trees will be identified as retained or removed on the exhibit. The survey will be conducted by a Certified Arborist.

Deliverables:

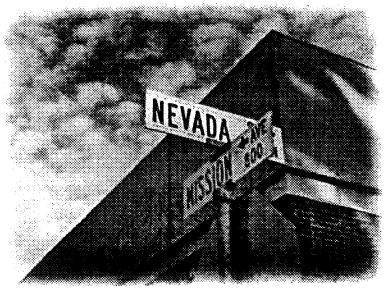
- ✓ Site photos available upon request
- ✓ Tree survey exhibit, brief report, and chart of the findings
- ✓ Field notes available upon request

Task 1b, Traffic Study Analysis

Task 1b.1 Data Collection

The project area for the traffic analysis includes from the I-5 Interchange/ Mission Avenue southbound ramps to the east, Cleveland Street to the west, Civic Center Drive to the north, and Seagaze Drive to the south. A total of eight (8) roadway counts will be conducted. In addition, existing intersection turning movement and pedestrian counts will be made for all intersections along Mission Avenue and other locations along parallel routes. The following intersections will be included in the analysis:

- ✓ Horne Street & Pier View Way
- ✓ Horne Street & Mission Avenue
- ✓ Horne Street & Seagaze Drive
- ✓ Coast Highway & Pier View Way
- ✓ Coast Highway & Mission Avenue
- ✓ Coast Highway & Seagaze Drive
- ✓ Mission Avenue & Ditmar Street
- ✓ Mission Avenue & Cleveland Street
- ✓ Seagaze Drive & Ditmar Street
- ✓ Mission Avenue & Tremont Street
- ✓ Mission Avenue & Freeman Street
- ✓ Mission Avenue & Nevada Street
- ✓ Mission Avenue & Clementine Street



Task 1b.2 Traffic Modeling/Traffic Volumes

All alternatives scenarios will be evaluated for existing (2009) conditions, near-term (opening day) conditions, and build-out conditions. Build-out conditions will be obtained using SANDAG's Series 11 North County Subarea Model. The following five (5) alternatives will be modeled:

- ✓ **Alt. 1.** – No-Build (Mission Avenue as a two-way, four-lane street)
- ✓ **Alt 2.** – Mission Avenue as a two-way, two-lane street with angled parking
- ✓ **Alt. 3** – One-way street system with Mission Avenue westbound, Seagaze Drive eastbound, and Horne Street (between Seagaze and Mission northbound)
- ✓ **Alt 4.** – One-way street system with Pier View Way westbound, Mission Avenue eastbound, and Horne Street (between Mission and Pier View northbound)
- ✓ **Alt 5.** – One-way street system with Pier View Way westbound, Seagaze Drive eastbound, and Mission Avenue as a two-way, two-lane street with angled parking.

Near-term daily traffic volumes will be derived by comparing exiting traffic counts to modeled traffic volumes. Build-out and near-term peak hour turning movements will be derived using procedures from ***NCHRP***

255 by factoring existing turning movements based on traffic modeled daily traffic volumes.

Task 1b.3, Traffic Analysis

Each of the five roadway configuration alternatives will be evaluated for the near-term and build-out traffic conditions. Roadway segments will be assessed based on 24-hour capacities. Intersections will be evaluated using Synchro software using the Highway Capacity Manual (HMC) procedures. In addition, traffic signal warrant analyses will be completed for existing non-signalized intersections. A comparison matrix will be prepared that summarizes the evaluation and identifies the benefits and drawbacks of each alternative. Micro-simulation of the corridor, using SimTraffic software would be performed for each option. This micro-simulation could be used as a design and planning tool for alternative selection and for public presentations because it will give the public an opportunity to visualize the potential alternatives.

Task 1b.4, Traffic Analysis Reports

The results will be prepared in a draft Traffic Analysis Report. The report will be submitted to the City and the design team for review. A meeting will be scheduled for approximately one week after the submittal. The meeting will help to refine the alternatives and review the preliminary comments.

Upon receipt of comments on the draft Traffic Analysis Report, a draft final report will be prepared for use at community meetings. In addition, PowerPoint presentations will be prepared for discussion at the community meeting (s).

Task 1b.5, Alternative Concept Figures

Based on the alternatives developed in the traffic analysis, conceptual figures will be developed for up to four alternatives. These concepts will be drawn over an aerial at a scale of 1"=40'. A total of two sheets are assumed for each alternative.

Deliverables:

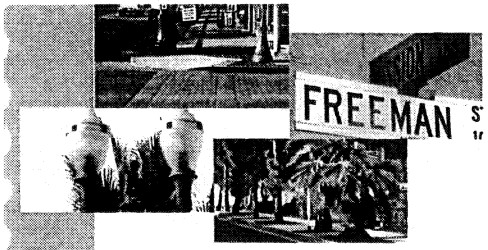
- ✓ Four (4) copies of the draft Traffic Analysis Report (plus one PDF version)
- ✓ Four (4) copies of the final Traffic Analysis Report (plus one PDF version)
- ✓ Four (4) copies of the Alternative Concept Figures
- ✓ An electronic file containing the PowerPoint presentation

Task 1c, Environmental Constraints

Kimley-Horn will conduct an environmental scan of constraints associated with up to four alternatives. We will prepare an analysis of opportunities and constraints for the alternatives relative to apparent environmental issues and processing. Kimley-Horn will first review readily available project area data and agency records for relevant baseline physical and environmental data. We will also discuss available data sources and mapping with agency staff, and review agency files for applicable documents and other data. Detailed environmental evaluation or studies will not be performed as a part of this task. The results of our analysis will be included in a technical memorandum.

Deliverables:

- ✓ Two (2) hard copies of the Environmental Constraints Memorandum



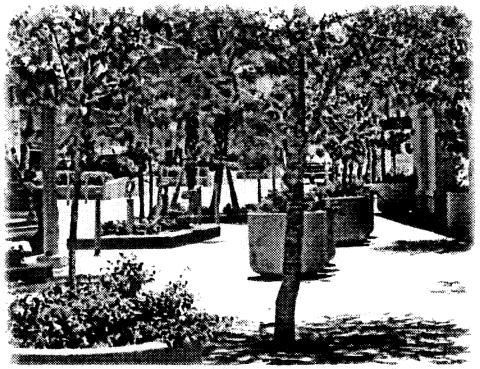
Task 2.0, Bulb-Out Design, Drainage, Landscape, Street and Electrical Upgrades

Task 2a, Conceptual Design Study

Kimley-Horn will prepare a Conceptual Design Study (CDS) that will evaluate the entire project. Kimley-Horn will review the information gathered in previous tasks, determine the number of lanes necessary, and the potential impacts to other streets in the vicinity. The document will be broken into two sections:

Section 1: Project furnishings, Project Theme, Project Improvements

- ✓ Lighting, new light posts with extra power outlets for special events
- ✓ Sound system wiring for special events
- ✓ Street furniture (e.g., benches, trash receptacles, recycling receptacles, trash enclosures)
- ✓ Street signs, pedestrian and vehicular directional signage
- ✓ Bollard systems for street closure events
- ✓ Public art
- ✓ Banners, destination markers
- ✓ Enhanced crosswalks and pedestrian linkages



- ✓ Sidewalks, curb and gutter, and pedestrian ramps
- ✓ Pavement in right-of-way, as necessary
- ✓ Landscaping, street trees, and planters
- ✓ Public parking improvements
- ✓ Other infrastructure as needed (e.g., drainage, traffic signals, utilities)

*The intent of Section 1 is to evaluate what the existing features are within the project area and recommend improvements. This will be done both in concept and with photo comparisons.

Section 2: Conceptual Design with Technical Memorandum

Based on the results of the meetings as outlined in Task 5 (which will be an ongoing task throughout the project), the Consultant and team will select a preferred alternative. This alternative will be developed to an approximate 30% level of design. This design will have the following sheets:

- ✓ Typical Sections (3)
- ✓ Improvement Plans (assume 12 sheets): 1"=20' scale (showing curb extensions, new ADA pedestrian ramps, drainage improvements, enhanced crosswalks, cross gutters, medians, channelization, pavement removal, limits of grading, utility adjustment/relocation)
- ✓ Striping Plan (assume 6 sheets): 1"=40' scale
- ✓ Lightfoot Planning Group will complete a Landscape Concept Plan (LCP) for the project area. All improvements to the project area will be included on the LCP, including any new enhancements such as hardscape, street furnishings, lighting and plant material. Any recommendations listed in the initial Traffic Analyses will be incorporated, as well as any potential bulb-outs on Mission Avenue or other surrounding project streets. Existing infrastructure and plant materials will be evaluated and

shown on a separate exhibit. Existing irrigation and drainage infrastructure will be evaluated with the LCP to determine the extent of any needed improvements, as well as the ability to accommodate any future improvements.

- ✓ Technical memorandum for the preferred alternative which will outline assumptions, potential issues, and potential solutions for the following:
  - Drainage
  - Traffic
  - Curb alignment
  - Walkability
  - Bus stop locations
  - Stormwater
  - Landscape
  - Irrigation

Deliverables:

- ✓ Four (4) hard copies of the Conceptual Design Study and Technical Memorandum

Task 3.0, Geotechnical Coordination

Kleinfelder will review existing information, maps, as-built drawings and make recommendations regarding constraints and other geotechnical issues during the concept development phase. The majority of the geotechnical information will be prepared in Phase 2, when the exact locations of improvements are known.

Task 4.0, Quality Control/Quality Assurance

The Consultant will perform ongoing quality control/quality assurance (QC/QA) review of all documents prepared under this task.

Task 5.0, Project Coordination, Meetings, Management

Task 5a, Project Coordination

Kimley-Horn will provide ongoing coordination with City staff, the community and our subconsultants throughout the duration of the project. This will also include stakeholders, utilities, and permitting agencies. We have assumed ten hours of project coordination. Public involvement will be an important part of this project, and Kimley-Horn will provide support for the City and attend the following:

Task 5b, Project Meetings

Kimley-Horn will attend meetings as identified herein. Additional meetings included in this scope of services are:

- ✓ Two (2) Landscape Committee Meetings
- ✓ Two (2) Public Workshops
- ✓ Two (2) Transportation Commission Meetings
- ✓ Two (2) Art Commission Meetings
- ✓ One (1) Redevelopment Advisory Committee Meeting
- ✓ One (1) Community Development Commission Public Hearing
- ✓ Six (6) Monthly Project Update Meetings

Deliverables:

- ✓ Meeting minutes of each meeting (electronically, in PDF format)

Task 5c, Project Management

Project management activities included under this task are intended to cover the time period from notice to proceed to the completion of Phase 1. We have assumed fifteen (15) hours for this task. Project management activities include:

- ✓ Project start-up and contracting
- ✓ Coordination of technical reviews for the project

- ✓ Monthly invoicing
- ✓ Maintaining project records
- ✓ Managing subconsultants
- ✓ Incidental communication with the client and other agencies
- ✓ Project close-out

Deliverable:

- ✓ Monthly progress reports

Upon written authorization from the City on the selected alternative, Kimley-Horn will proceed to Phase 2.

PHASE 2: Final Design

Based on the selected alternative from Phase 1, we have outlined the scope for the final Plans, Specifications, and Estimate (PS&E) for the project. It is assumed that the PS&E submittal process will include deliverables at the 50%, 90% completion, and final signed mylars stages.

Task 1. Additional Survey

Task 2. Additional Geotechnical

Kleinfelder will perform additional geotechnical services that may include the following:

- ✓ Coring the asphalt and drilling 5 +/- ft. deep borings at six (6) locations in Mission Ave and coring at six (6) locations on cross streets near the intersection with Mission Ave
- ✓ Coordinate with USA for utility mark-outs
- ✓ Traffic control for drilling
- ✓ Provide the existing pavement section at six (6) locations on Mission and cross streets near the intersection with Mission Avenue. Based on R-value testing, we will provide recommendations for new pavement sections based on TI's provided by the City of Oceanside.

Task 3. Environmental Document (if needed)

Task 4. Plans, Specifications, and Estimate (PS&E)

- ✓ Title Sheet
- ✓ General Notes Sheet
- ✓ Demolition Plan: 1" = 20' scale (showing saw cut lines, pavement removal, limits of grinding, utility adjustment)
- ✓ Improvement Plan: 1"=20' scale (showing existing grade elevations, curb extensions, new ADA pedestrian ramps, drainage improvements, enhanced crosswalks, cross gutters, medians, profiles, etc.)
- ✓ Construction Details: 1"=20' scale
- ✓ Signing and Striping Plan: 1"=40' scale
- ✓ Traffic Signal Plan: 1"=20' scale
- ✓ Traffic Control Plan: 1"=40' scale
- ✓ Erosion Control Plan: 1"=40' scale
- ✓ Street Light Plan: 1"=40' scale
- ✓ Landscape and Irrigation Plans: 1"=20' scale (showing details, irrigation plan, water and electrical points of connection)
- ✓ Specifications
- ✓ Construction Cost Projections
- ✓ Storm Water Pollution Prevention Plan (SWPPP)
- ✓ Construction Phase Services

Task 5. Quality Control/Quality Assurance (QC/QA)

Task 6. Project Meetings

Task 7. Project Management

Additional Services

Kimley-Horn will also provide additional services, as requested by the City, that may include:

- ✓ Storm Water Pollution Prevention Plan (SWPPP)
- ✓ Final Construction Drawings
- ✓ Final Landscape Drawings
- ✓ California Environmental Quality Act (CEQA) support as follows:
  - Prepare the necessary technical studies
  - Prepare the appropriate level of CEQA documentation depending on the results of the technical analyses.
  - Attend public hearings on the project and prepare supporting graphics
- ✓ Field Survey/Base Mapping/Right-of-Way Needs Assessment

4. Proposed Concepts

In this section, we illustrate our proposed concepts for the Mission Avenue project. The following paragraphs describe our project design for each concept. On the next page, we have provided a graphic depicting the concepts for your review.

Figure 1

Project Design:
Two-Way, Two-Lane Street with Angled Parking on Both Sides

Project Issue:
Based on the street width on Mission Avenue, when reducing the street to one lane in each direction with angled parking will work, however, there is not sufficient room to have angled parking on both sides. Using the current design guidelines for angled parking, the City would need to reduce the sidewalk width to accommodate this design.

Project Solution:
During the preliminary design, Kimley-Horn would determine where the exact right-of-way (ROW) is located. Based on this location, it could be determined if the sidewalk could still be designed to maintain sufficient ADA standards.

Figures 2 and 3 are additional alternatives that will work for the two-way, two-lane street.

Figure 2

Project Design:
Two-Way, Two-Lane Street with Angled Parking on One Side

This alternative reduces the street width on Mission Avenue for one lane in each direction. This figure is intended to show how the angled parking will work on one side of the street, while parallel parking is available on the opposite side.

Landscape Improvements:
This design provides tremendous opportunities for landscape and hardscape as shown on the figure.

Figure 3

Project Design:
Transition between a Signalized Intersection and a Non-Signalized Intersection

This alternative reduces the street width on Mission Avenue for one lane in each direction. This figure is intended to show the transition between a signalized intersection and a non-signalized intersection. As shown, the curb will be located at a width to allow for a left-turn lane to North Ditmar Street. As the vehicles approach North Freeman Street, the intersection shows a full bulb-out, which shortens the cross-walks for pedestrian access, widens ADA pedestrian ramps, allows for angled parking, and creates new areas for landscape and hardscape improvements.

Mission Avenue - Figure 1,2, and 3
Two-Way, Two-Lane Street with Angled Parking

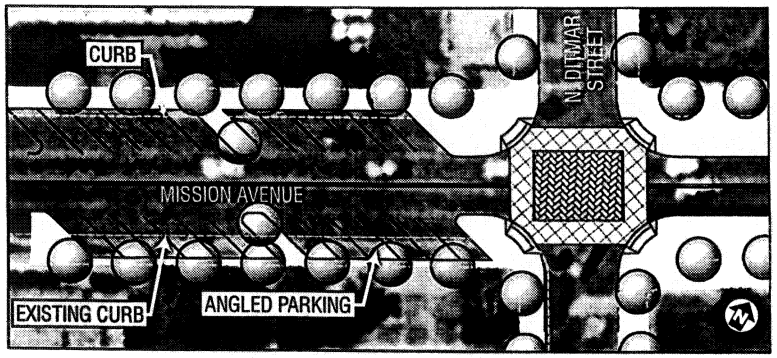


Figure 1

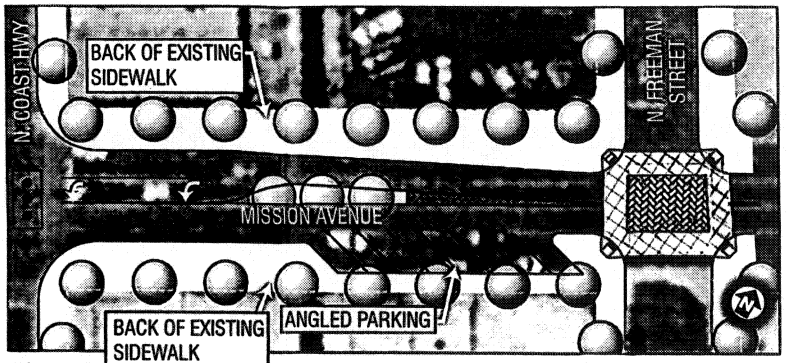


Figure 2

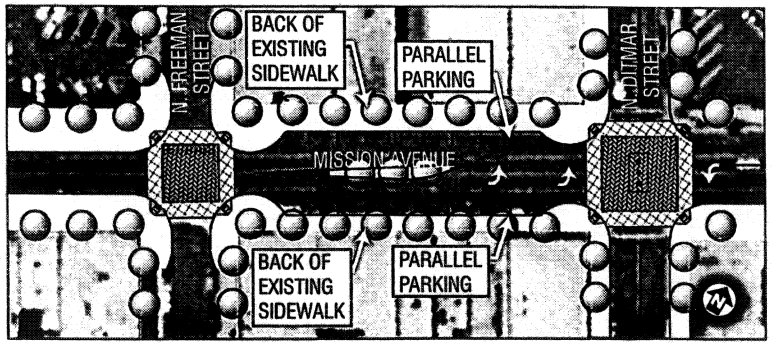


Figure 3

Kimley-Horn and Associates, Inc.

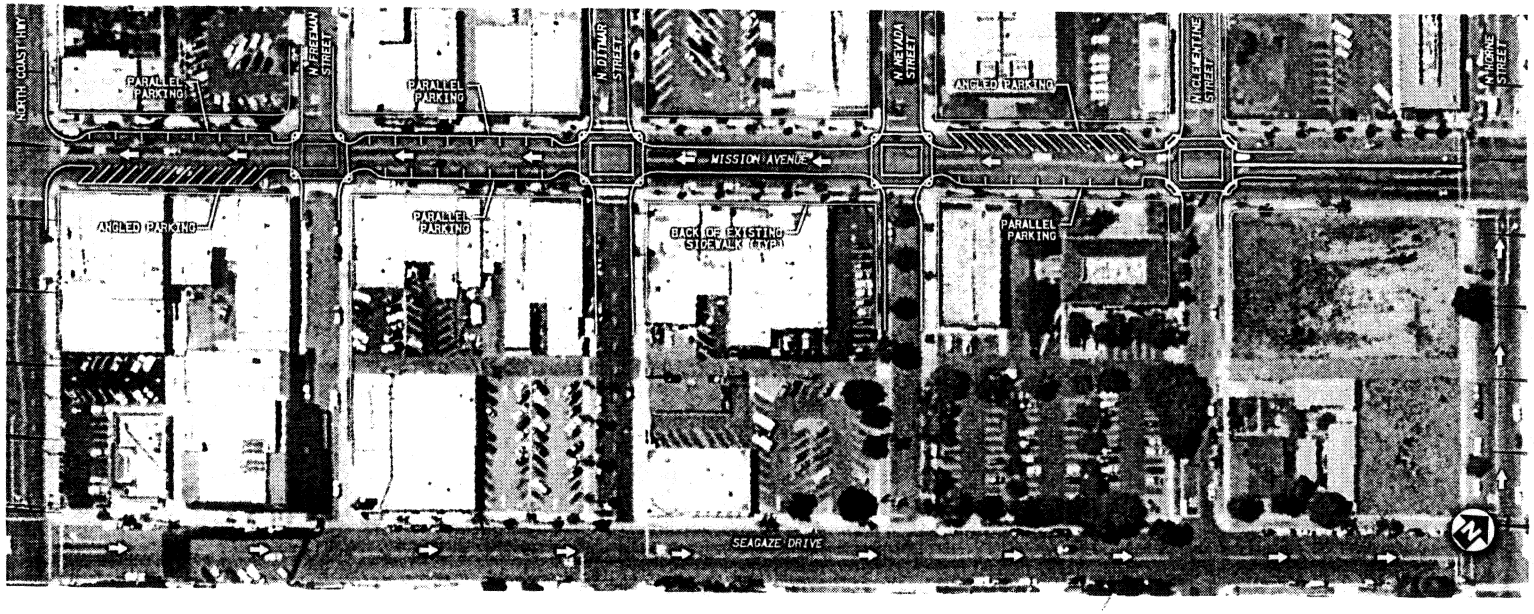
Figure 4

Project Design:
Proposed Typical Section

The typical section shown is an example of what this new Mission Avenue could look like. This example is a reflection of Figure 3, where we have two-way, two-lane Mission Avenue with angled parking on one side and parallel parking on the opposite. As shown, the landscape, hardscape, walkability, and site furnishings could all be enhanced with these improvements.

Project Design:
One-Way Street, Westbound on Mission Avenue

This alternative modifies the roadway network in the project are to show Mission Avenue as one-way westbound. By making change, Seagaze Drive would be a one-way eastbound with Horne Street also one-way up to Mission Avenue.



Kimley-Horn and Associates, Inc.

Figures 5 & 6

Project Design:
Traffic Simulation

As shown on Figures 5 & 6, this SimTraffic screen images of the Mission Avenue roadway network with projected Year 2020 traffic volumes. Figure 5 shows a simulation of Mission Avenue with its existing geometry as a four-lane roadway and Figure 6 shows a simulation of Mission Avenue as only a two-lane street between North Coast Highway and North Horne Street. The simulation allows us to identify substantially higher queuing and delay associated with the narrowed roadway, particularly east of North Ditmar Street. The queues are shown to stretch past North Horne Street to the I-5 interchange, and affect movements on eastbound North Ditmar Street as well.

Mission Avenue - Figure 5
Four-Lane Street Traffic Sim

Kimley-Horn and Associates, Inc.

Mission Avenue - Figure 6
Two-Lane Street Traffic Sim

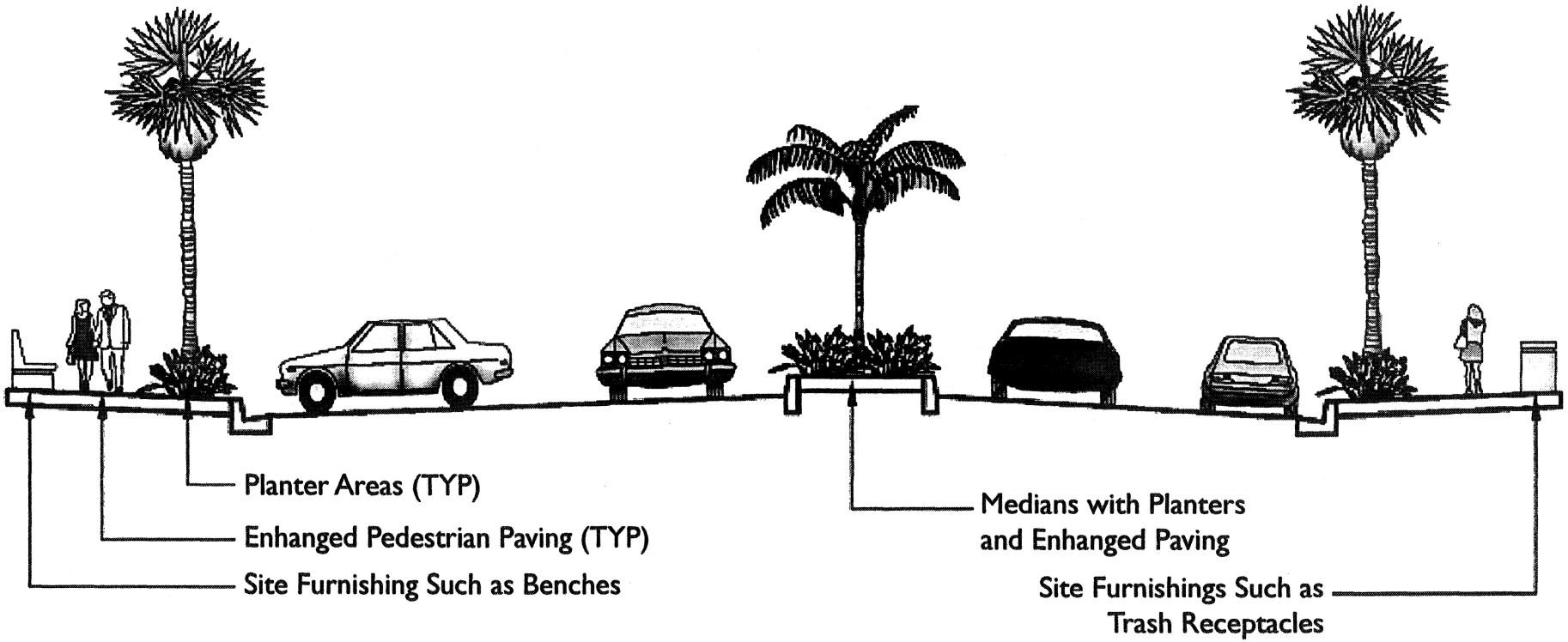
Kimley-Horn and Associates, Inc.

Figure 7

Project Design:

Proposed Typical Section

The typical section shown is an example of what this new Mission Avenue could look like. This example is a reflection of Figure 3, where we have two-way, two-lane Mission Avenue with angled parking on one side and parallel parking on the opposite. As shown, the landscape, hardscape, walkability, and site furnishings could all be enhanced with these improvements.



5. Similar Project Experience

Our team's success in streetscape master planning, design, and construction observation comes from a finely tuned balance between landscape architecture, roadway design, traffic engineering, civil engineering, and stakeholder engagement. Our goal for this project is to respond to the unique needs of Oceanside's community. Our experience with similar projects demonstrates our ability to merge the many aspects of master planning to achieve the community's goals.

Kimley-Horn Experience

Allison Avenue Improvements, La Mesa, CA

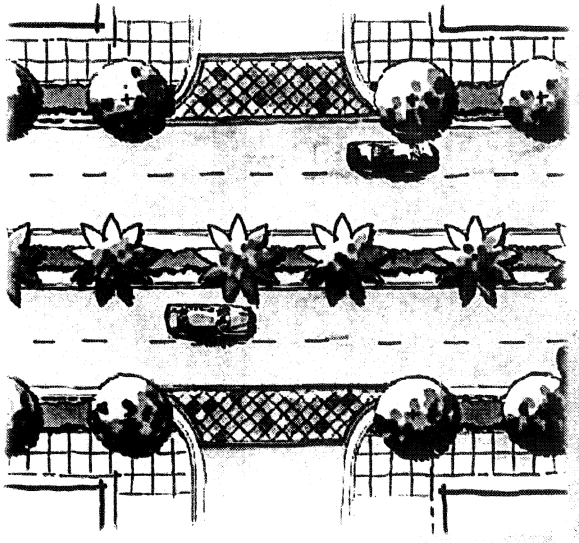
Kimley-Horn prepared the concept design for the City and then used the survey information to complete the final plans, specifications, and estimate (PS&E) package. This project took Allison Avenue from four lanes down to two lanes, and also included: bulb-outs, ADA improvements, drainage upgrades, bus turnout design, street improvements, bioswales, street lighting, and utilities. Kimley-Horn worked closely with the City staff to develop the showcase project that enhances the walkability, access and traffic flow for their downtown village.

Start Date: June 2008
Completion Date: January 2009
Budget: $1.5M

Design of Street Improvements at the Intersection of University and Yale Avenues, La Mesa, CA

Kimley-Horn provided a traffic study to determine the ultimate condition of University Avenue and Yale Avenue. Based on the study we removed a right-turn lane, realigned the intersection to a more traditional perpendicular configuration, designed bulb-out sidewalks which shorted the crosswalks and provided connectivity to the adjacent school, provided a full signal modification, drainage analysis, stormwater drainage design, signing and striping, street light design, and community involvement.

Start Date: April 2007
Completion Date: December 2007
Budget: $350,000



La Mesa Avenue and El Cajon Avenue Improvements, La Mesa, CA

Kimley-Horn realigned the project intersection, installed a raised median and channelizing island, provided a traffic study and signal modification, bulb-outs, utility relocation, and drainage design. The proposed project will restore pedestrian crossing to all four legs of the intersection. The curb return radii will be reduced, shortening the crossing distance and slowing down right-turn vehicle movements. Audible and countdown pedestrian signals will be installed to facilitate pedestrian crossing. This project also proposed to remove barriers to pedestrian access, providing a link between the existing bus route and its associated stops and the surrounding neighborhood.

Start Date: August 2007
Completion Date: February 2008
Budget: $400,000

Skyline Drive Corridor Study, San Diego, CA

For the 3.2-mile corridor of Skyline Drive, Kimley-Horn provided a traffic study, proposed concepts for traffic calming, pedestrian improvements (targeting the five schools and three community centers), landscape design concepts, and drainage improvements. After the improvements were approved, prioritization and cost estimating were performed to help the City determine what could be included in the initial phase of the project. This project involved holding multiple community workshops and working with the City Council.

Start Date: January 2008
Completion Date: December 2000
Budget: $1.4M

Balboa Avenue Corridor Study, San Diego, CA

The proposed project is located on Balboa Avenue between the I-805 freeway and the I-15 freeway and consists of evaluating the existing roadway for possible corridor improvements along Balboa Avenue. Each intersection and segment will be evaluated within this study area. Based on our knowledge of the area and on previous projects we have completed, recommendations will be made for improvements.

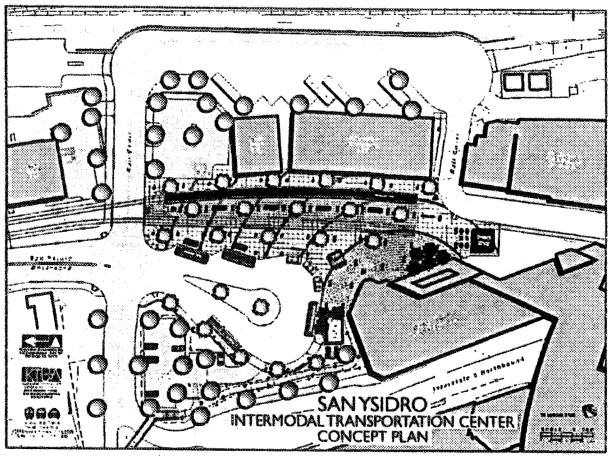
Start Date: October 2007
Completion Date: December 2000
Budget: $1.2M

R.H. Dana/Orange Avenue Improvements, Coronado, CA

Kimley-Horn designed multiple alternatives for Hotel Del Coronado (for City of Coronado approval) for R.H. Dana and Orange Avenue. This project reduced the lane width along R.H. Dana to provide traffic calming, enhanced walkability, and provided more landscape area. The existing center raised median on Churchill Place/R.H. Dana Place was extended to pass the pedestrian crosswalk (just past Flora Street). Further down Churchill Place/R.H. Dana Place the curb line was realigned to create a more conventional roadway alignment and create a designated area for diagonal parking. In conjunction with the median design, two traffic signals were designed/modified at the intersections of R.H. Dana Place and Orange Avenue (including coordination for a Caltrans encroachment permit). One of the alternatives was selected and final design/PS&E was completed. Design included roadway design, signing/striping, pedestrian (ADA) requirements, drainage, signal design, and City Council meetings.

Start Date: February 2007
Completion Date: October 2007
Budget: $400,000

San Ysidro Intermodal Transportation Center, San Ysidro, CA



Kimley-Horn was the lead firm for the design of an extraordinarily complex transit project. The work required complete relocation of the busiest LRT station in San Diego and realigning 1,300 feet of trolley track, without interrupting trolley service. An extensive transit plaza was designed at the entrance of the world's busiest border crossing station, with a detailed phasing plan to allow continuous operation of the border station throughout construction. A new intercity bus facility was designed adjacent to the transit center to serve private bus operators.

Kimley-Horn prepared plans, specifications, and cost estimates for all civil and traffic engineering components of the project and also managed a large, multi-disciplinary team of subconsultants. Specialties involved in the project included trackwork, new and relocated catenary systems, signaling, communications including visual message signs, structures including a 20-foot high retaining wall supporting existing freight railroad tracks and a pedestrian bridge, landscaping and irrigation, architecture for a new ticketing building, geotechnical work, soil testing for contamination, environmental permitting, and station lighting systems.

The project required relocation of the existing freeway ramps connecting to I-5 and construction of extensive grading, drainage facilities and a parking lot within Caltrans right-of-way. A pedestrian bridge was constructed across the ramps. All work within Caltrans right-of-way required plans and specifications prepared in Caltrans format and extensive coordination was required to obtain the Caltrans Encroachment Permit prior to critical dates for commencement of construction.

Many other portions of the project were within City of San Diego jurisdiction and required plans prepared in accordance with their standards. City of San Diego work included new and relocated City streets, utility relocations, new traffic signals, drainage systems, and nearly a half mile of new off-site sewer extension. Technical studies were prepared and approved by the City for drainage, regional water system networking, sewer system planning, and mitigation of an existing landslide at the site. Kimley-Horn provided extensive coordination with the City resulting in approval of a Memorandum of Understanding by the City. We also negotiated the City's approval of numerous design exceptions to permit construction of the project in this complex and unusual site.

The Kimley-Horn team also played a major role assisting MTDB with community interaction. We achieved consensus on the project design from a diverse array of stakeholders, including local business owners, bus and taxi operators, community planning groups and Federal agencies operating at the border station. Four business properties front directly on the proposed improvements, and two of their sites will be extensively re-constructed by the project, yet the project phasing plan allows all businesses to remain in operation throughout the construction of the project.

Start Date: January 1999
Completion Date: August 2002
Budget: $20M

The Lightfoot Planning Group Experience

Mission Avenue East of 1-5, Oceanside, CA

The Lightfoot Planning Group prepared detailed concepts and construction plans for the Mission Avenue right-of-way and median from I-5 to Airport Road. The plan included median landscape treatments, street trees with tree grates and irrigation plans. Coordination with Caltrans was also required to complete the project. The project was prepared under contract with the City of Oceanside.

Start Date: August 2000
Completion Date: December 2000
Budget: $21,500

Mission Avenue West of I-5, Oceanside, CA

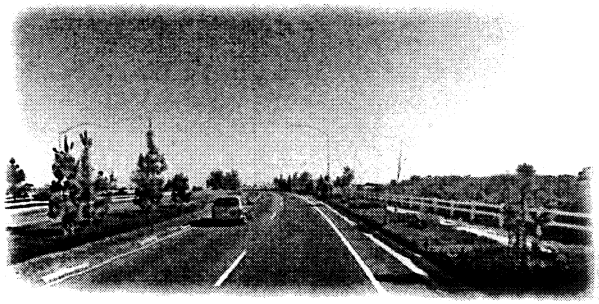
The Lightfoot Planning Group prepared detailed concepts and construction plans for Mission Avenue, west of I-5 to Horne Street. The project included designing a "gateway" within the median with planting and right-of-way planting integrated with the Oceanside High School entry. Coordination with Caltrans was also required to complete the project. The project was prepared under contract with the City of Oceanside.

Start Date: June 2004
Completion Date: August 2004
Budget: $11,000

Bernardo Center Drive/Camino del Norte, San Diego, CA

The Lightfoot Planning Group prepared detailed design and construction plans for streetscape enhancements for Bernardo Center Drive and Camino del Norte, major thoroughfares within the City of San Diego. Additional street widening and realignment was required due to development of a new master planned community. Extensive meetings and coordination with multiple project stake holders were held to properly coordinate the expanded street right-of-way along the project area.

Start Date: September 2002
Completion Date: June 2007
Budget: $53,000



Camino Del Sur, San Diego, CA

The Lightfoot Planning Group prepared detailed concepts and construction plans for streetscape enhancements for Camino Del Sur, located within the City of San Diego. Portions of the street fronted a new high school and coordination with the Poway Unified School District was required. Also, the project included integrating the new streetscape with existing commercial plazas and adjacent residential projects to create a seamless transition between new and existing landscapes.

Design Concept Started: June 2000
Design Concept Completed: June 2001
Construction Documents Started: December 2001
Construction Documents Completed: September 2002
Total Budget: $65,500

Kleinfelder Experience

KLEINFELDER
Bright People. Right Solutions.

Pier View Way Pedestrian Cross, Oceanside, CA

The pedestrian undercrossing extends from Cleveland Street on the east side of the railway to Myers Street on the west side of the railway, a distance of approximately 400 feet. The northerly half of the undercrossing is used as a bikeway; the southerly half is used as a pedestrian walkway. A pile supported bridge supports the existing double trackage (main track and passing track). A soldier pile and lagging retaining system are used to retain the adjacent grade in the immediate vicinity of the bridge. A concrete facing with architecturally treated surfacing is placed on the exposed side of the retaining system.

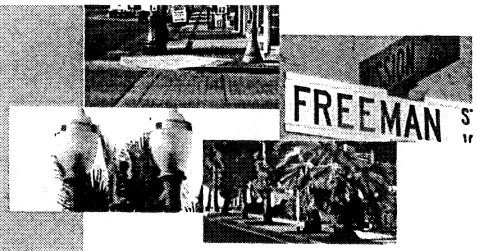
Kleinfelder provided HDR with findings, conclusions, and recommendations regarding the geotechnical aspects of project design and construction of the pedestrian undercrossing. Specifically, the final report presented the following: General subsurface soil conditions in the immediate vicinity of the railway bridge; soil criteria for driven pile design; allowable soil bearing pressures for shallow foundation support of San Diego Regional Standard Drawing retaining walls; recommended lateral earth pressures for retaining wall design, including backfill requirements; preliminary pavement sections; guidelines for earthwork construction, including recommendations for slope inclination, site preparation, fill placement, and compaction. During the construction of the project, Kleinfelder was retained to review the project plans for contractibility and conformance with their geotechnical report, also providing special inspection services for pile installation, concrete testing, and soil compaction.

Start Date: 1998
Completion Date: 2002
Budget: $12,190

Street Improvements, San Marcos, CA

The City of San Marcos has made improvements to two segments of roadway on Linda Vista Drive and Grand Avenue (local collector streets) in San Marcos. The improvements included utility under grounding, road widening and paving, and curb/gutter/sidewalk construction. As part of the RBF Consulting design team, Kleinfelder's geotechnical investigation for this project included a field exploration program, lab testing, and engineering analyses. The field exploration program consisted of advancing eight hollow stem auger borings and collecting samples from the borings. Geotechnical input for the improvements were provided and included pavement section design and subgrade preparation recommendations to facilitate the project design development. The findings of the investigation were be summarized in a Geotechnical Design Report that included detailed design and construction recommendations.

Start Date: 2004
Completion Date: 2006
Budget: $22,225



6. References

We are proud of our working relationship with our clients and much of our success over the last 41 years is directly related to our efforts to perform high-quality, timely services for all of our clients. A good demonstration of this success is that approximately 80 percent of the firm's services in 2008 were for repeat clients.

We invite you to contact these references and talk to them about our work history, quality of service, and if they would again select us for similar services.

Kimley-Horn and Associates, Inc.

Kathy Feilen
City of La Mesa
(619) 667-1347

Louis Schultz
City of San Diego
(619) 533-4668

Sam Tadros
Formerly with the City of Poway, now works for San Diego County
(858) 694-3900

The Lightfoot Planning Group

Delia Juncal – City Landscape Inspector
City of Oceanside
(760) 435-5098

Paula Matusa
City of Redondo Beach Recreation and Parks
(310) 318-0610

Ed Gabarra
Mission San Luis Rey de Francia
(760) 757-3651

Kleinfelder

Lane Fernandes
North County Transit District
(760) 976-2850

Amy Czajkowski
Infrastructure Engineering Corporation
(858) 413-2400

7. Appendix

Fee Proposal for Phase I

Task 1 -Data Collection.....$73,000

Aerial Photogrammetrist .....$ 9,240

Task 2 - Bulb-out design, drainage, landscape, street and electrical upgrades

CD's Section 1.....$15,200
CD's Section 2.....$45,600

Task 3 - Geotechnical Coordination .....$ 3,000

Task 4 - QC/QA .....$ 2,400

Task 5 - Project Coordinator, Project Meetings, Project Management.....$16,300

Range for Phase 2 Services

$110,000 to $180,000

Resumes

The highly qualified members of our team were selected for their experience with similar projects and their availability to assume responsibilities within their assigned areas. Resumes for each team member follow on the next pages.

Additional Information

City Business License

Prior to the commencement of any work under this agreement, Kimley-Horn shall obtain and present a copy of an Oceanside City Business License to the City Engineer.

Insurance

Following the resumes, we have included sample copies of Kimley-Horn's insurance certificates.

Contract Compliance

Kimley-Horn and Associates, Inc. has reviewed the Professional Services Agreement and respectfully requests the modifications listed after our sample insurance certificates. We are confident that we will be able to reach a mutually acceptable agreement.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Scott Colvin, P.E.

Project Manager

Professional Credentials

- Bachelor of Science, Civil Engineering, Michigan State University
- Professional Engineer in California

Professional Organizations

- Member, American Society of Civil Engineers (ASCE)
- Board Member, American Society of Civil Engineers Transportation Group
- Member, National Society of Professional Engineers (NSPE)

Special Qualifications

- Nine years of experience in roadway/bridge design and traffic design/planning
- Many years of experience in streetscape design, roadway design, and traffic design and planning—all of which had a focus on improving urban areas for traffic, walkability, multimodal, and safety
- Experience includes the use of MicroStation, InRoads, Geopak, AutoCAD, HEC-RAS, Synchro™, and HCS throughout California

Relevant Experience

Allison Avenue Improvements, La Mesa, CA — Project Manager. KHA prepared the concept design for the City and then used the survey information to complete the final plans, specifications, and estimate (PS&E) package. This project took Allison Avenue from four lanes down to two lanes, and also included: bulb-outs, ADA improvements, drainage upgrades, bus turnout design, street improvements, bioswales, street lighting, and utilities. KHA worked closely with the City staff to develop the showcase project that enhances the walkability, access and traffic flow for their downtown village.

Design of Street Improvements at the Intersection of University Avenue and Yale Avenue, La Mesa, CA — Project Engineer. Kimley-Horn provided a traffic study to determine the ultimate condition of University Avenue and Yale Avenue. Based on the study we removed a right-turn lane, realigned the intersection to a more traditional perpendicular configuration, designed bulb-out sidewalks which shorted the crosswalks and provided connectivity to the adjacent school, provided a full signal modification, drainage analysis, stormwater drainage design, signing and striping, street light design, and community involvement.

Normal Avenue and Dale Avenue, La Mesa, CA — Project Manager. KHA realigned Dale/Cinnabar Avenue at the intersection of Normal Avenue. This project provided a full ADA compliant intersection for pedestrian crossing, utility coordination, street light design, drainage facilities, signing and striping.

La Mesa Avenue and El Cajon Avenue Improvements, La Mesa, CA — Project Manager. KHA realigned the project intersection, installed a raised median and channelizing island, provided a traffic study and signal modification, utility relocation, and drainage design. The proposed project will restore pedestrian crossing to all four legs of the intersection. The curb return radii will be reduced, shortening the crossing distance and slowing down right-turn vehicle movements. Audible and countdown pedestrian signals will be installed to facilitate pedestrian crossing. This project also proposed to remove barriers to pedestrian access, providing a link between the existing bus route its associated stops and the surrounding neighborhood.

Spring and High Street Improvements, La Mesa, CA — Project Manager. KHA conducted a field survey at the project location that included 400 feet north and south on Spring Street, 100 feet east and 100 feet west on High Spring Street. Our survey consisted of top of curb elevations, flow line elevations, back of sidewalk elevations, and other grade information deemed necessary for the preparation of the civil improvement plan. This survey was used to verify the final design and quantities.

Based on the written comments provided by the City of La Mesa engineering staff, KHA revised the draft design for the final submittal. A final PS&E package was signed and submitted. This project improved the pedestrian crossing across Spring Street

by narrowing Spring Street on the east side and thereby reducing the pedestrian crossing distance. Audible and count-down pedestrian signals will be installed to facilitate pedestrian crossing. This project improved the pedestrian crossing used to gain access to the Trolley station for the surrounding neighborhood. In addition to the street improvements, a sidewalk was added on High Street that connects to the existing pedestrian ramp on the northwest corner.

Balboa Avenue Corridor Study, San Diego, CA — Project Manager. The proposed project is located on Balboa Avenue between the I-805 freeway and the I-15 freeway and consists of evaluating the existing roadway for possible corridor improvements along Balboa Avenue. Each intersection and segment will be evaluated within this study area. Based on our knowledge of the area and on previous projects we completed in the past, recommendations will be made for improvements.

Skyline Drive Corridor Study, San Diego, CA — Project Manager. The City of San Diego retained KHA to examine the existing and forecast traffic operations along a 3.1-mile corridor within the City to determine any existing or forecast deficiencies. In addition to analyzing the vehicular level of service on the segment, KHA met with the Community Associations of Valencia Park, O'Farrell Park, and Skyline Hills, and several schools along the corridor, including Morse High School, to determine their safety and mobility concerns along the corridor. Included in the corridor are 15 intersections, five schools, and three major community parks. Comprehensive improvement alternatives were suggested at 12 different locations spread throughout the corridor and were primarily focused on school and pedestrian safety. In addition, improvements were developed to address perceived speeding concerns, vehicle queuing, and aesthetics. These improvements were then presented to the community groups, the school district, and school officials. As part of the project, KHA also prepared cost estimates and preliminary engineering for each of the improvements.

R.H. Dana/Orange Avenue Improvements, Coronado, CA — Project Manager. KHA designed multiple alternatives for Hotel Del Coronado (for City of Coronado approval) for R.H. Dana and Orange Avenue. The existing center-raised median on Churchill Place/R.H. Dana Place was extended to pass the pedestrian crosswalk. Further down Churchill Place/R.H. Dana Place, the curb line was realigned to create a more conventional roadway alignment and create a designated area for diagonal parking. In conjunction with the median design, two traffic signals were designed/modified at the intersections of R.H. Dana Place and Orange Avenue (including coordination for a Caltrans encroachment permit). One of the alternatives was selected and final design/PS&E was completed. Design included roadway design, signing/striping, pedestrian (ADA) requirements, drainage, signal design, and City Council meetings.

Poway Road Improvements, Poway, CA — Project Manager. KHA designed multiple alternatives for improving Poway Road between Espola Road and SR 67. Improvement plans were prepared to layout the geometric elements of the improvements. The improvements included widening Poway Road (including realigning the centerline); adding a left-turn lane along Poway Road at Millards Road, Blue Crystal Road, and Mina De Oro Road; and adding shoulders and transition lanes throughout the project. The challenge of this project is the constant 6% grade, as well as the significant drop off/excavation along Poway Road on either side. The purpose of this project was to determine the feasibility of construction, which included a 15% to 30%, design so an opinion of probable construction costs could be accurately assessed.

Twin Peaks/Espola Road Improvements, Poway, CA — Project Manager. KHA will complete the PS&E for the improvement plans at the intersection of Twin Peaks and Espola Road, including the northwest corner, the southwest corner, and a striping plan for the westbound segment on Twin Peaks Road. Improvements include modifying the roadway alignment, new curb and gutter, ADA enhancements, sidewalks, a horse trail, signal modification, striping plan, drainage upgrades, and reconstruction of commercial driveways.

Dave Sorenson, T.E.

Principal-in-Charge

Professional Credentials

- Master of Science, Transportation Planning, Iowa State University
- Bachelor of Science, Civil Engineering, North Dakota State University
- Professional Engineer in California (Traffic)

Professional Organizations

- Institute of Transportation Engineers (President of California Border Section)
- Citizens for Border Transportation, Member
- San Diego Highway Development Association, Member
- American Public Works Association

Special Qualifications

- Twenty-three years of experience in traffic engineering and transportation planning, including traffic operations, traffic modeling, transportation phasing, impact fees analysis, and traffic impact analysis
- Established record of meeting clients' needs and offering practical solutions to transportation challenges
- Conducted numerous related neighborhood traffic management studies, including extensive interaction with neighborhood groups
- Former senior traffic engineer for the City of San Diego and assistant transportation engineer for the of City of Dallas

Relevant Experience

On-Call Traffic Engineering Services, Oceanside, CA — Principal-in-Charge. KHA has been providing traffic impact study/traffic analysis review services for the City of Oceanside Engineering Department since October 2006. As part of the on-call work, KHA staff has also made themselves available to City staff by phone and/or meetings to assist staff with traffic-related issues that may come up outside of a specific traffic study review. (For example, review of traffic model numbers in preparation for staff presentations.) Future services to be provided to the City of Oceanside may include development review and plan check services.

Neighborhood Cut-Through Survey and Analysis, La Mesa, CA — Project Manager. KHA investigated the potential for cut-through traffic on a residential area due to a pending commercial development. Cut-through traffic estimates were quantified and presented to the City and surrounding neighborhood representatives.

Marengo Avenue Neighborhood Traffic Management Study, La Mesa, CA — Project Manager. KHA, serving as prime consultant, conducted a study to address speeding and cut-through traffic in a residential neighborhood in La Mesa. Our firm analyzed nine different traffic control strategies and worked closely with community group members to develop a solution that could be supported by a vast majority of the residents. The solution involved channelization at intersections entering the area and all-way stop signs. A full array of traffic control (calming) measures, along with benefits and drawbacks, were presented to the community group. Controversial measures such as full street closures drew strong support and opposition. Through this group consensus building approach, a less controversial plan was developed.

On-Call Traffic, La Mesa, CA — Program Manager. KHA served as the On-Call Traffic Engineer for the City of La Mesa, serving as City Traffic Engineer, field investigator, and as the chair of the City's Traffic Committee. KHA was responsible for all aspects of the traffic engineering function. These responsibilities included reviewing development proposals, investigating citizen inquiries, reviewing accident reports, signal timing, approval of traffic control plans, approval of traffic signal modification plans, work orders for traffic signing and striping, responses to council inquiries, and neighborhood traffic management. In addition, KHA oversaw all data collection, including traffic counts and speed surveys; and performed a comprehensive update of the radar speed studies and conducted all necessary traffic and engineering surveys required to allow radar speed enforcement. This included several special findings, where the observed speed was higher than the posted speed. KHA also prepared a brochure explaining the program.

Dave Sorenson, T.E., cont.

Olive Avenue Road Hump Installation, La Mesa, CA — Project Manger. KHA prepared criteria for the evaluation of road humps in the City of La Mesa. A formal process was developed that considered both quantitative evaluation measures and qualitative evaluation measures to assess potential locations for the feasibility of installing road humps. As part of this process, road humps were installed on Olive Avenue. This test case was successful at reducing speeds, without diverting traffic to other residential streets. Before and after studies were conducted and the City has opted to maintain the road humps as permanent features on Olive Avenue and to apply road humps on other streets meeting the criteria. Road humps have since been approved on five streets in La Mesa.

Transportation Study for a General Plan Update, Chula Vista, CA — Project Manager. The General Plan update was a comprehensive review of the General Plan, with particular emphasis on transit and transportation/land use linkages. Urban LOS is being developed for portions of western Chula Vista to help accommodate development, particularly near transit service. This program will allow trip reductions based on the availability of transit service, the nature of the development, the provision of development amenities to improve transit and walkability. Urban LOS will also include the designation of Urban Arterial roadway classification. This classification recognizes the multimodal nature of urban streets and sets lower speed expectations. KHA staff participates regularly in strategy meetings with City staff.

On-Call Traffic Engineering, Poway, CA — Project Manager. KHA has been providing on-call design services for the City of Poway, including several projects involving grant preparation. On one City project, KHA prepared a request for authorization of funding from Caltrans on various federally funded grant projects, including CMAQ and HES. KHA also prepared several grant applications for the City, including applications for HES, CMAQ, and Safe Routes to School projects, several of which were subsequently approved by Caltrans, providing significant grant funding for the City. KHA then prepared the paperwork to process the applications, prepared the PS&E package for those projects, and completed the project close-out after the projects were constructed.

Panasonic/Matsushita Headquarters, San Diego, CA — Project Manager. KHA provided entitlements, traffic impact analysis, site engineering, surveying, environmental permitting, and construction phase services for this project. This was a fast track economic development project that the City of San Diego committed to Panasonic. The facility located near the US/Mexico border, relocated Panasonic's design and management staff from Chicago to San Diego. Kimley Horn was instrumental in obtaining entitlements and permits to keep the project on schedule.

Neighborhood Traffic Management Program, Murrieta, CA — Project Engineer. KHA is providing engineering services to develop a traffic calming program and address neighborhood traffic issues.

Valle Verde Ranch Traffic Calming Workshop, Poway, CA — Project Manager. KHA conducted a traffic calming workshop for the Valle Verde Ranch area of Poway. The workshop was held in an attempt to reach consensus on a solution to speeding and cut-through traffic problems the neighborhood had been experiencing. Several attempts at finding a solution resulted in disagreement among the community and a high level of frustration. The workshop was developed to educate the public on the applicability of various traffic calming techniques and to allow the public to develop their own solutions (working in a small group setting). The workshop was attended by over 30 citizens and resulted in a consensus solution. This solution was presented to the Traffic Safety Committee and approved by the City Council. Temporary traffic calming measures have already been installed. KHA is currently assisting a neighborhood group that formed in order to develop a permanent solution that will likely result in a public/private financing plan.

Pacific Beach Comfort Station, San Diego, CA — Project Manager. KHA conducted a parking evaluation of a proposed lifeguard facility in the Pacific Beach area of San Diego. KHA conducted time-of-day parking analysis in the area and recommended modifications to the time limit parking and created additional parking supply in the area through more efficient use of on-street parking layout. **KHA met with the community and the California Coastal Commission to get approval of the parking plan.**

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Jim Daisa, P.E.

QC/QA Phase 1

Professional Credentials

- Bachelor of Science, Mechanical Engineering, San Francisco State University,
- Professional Traffic Engineer in California (TR1624)

Professional Organizations

- Institute of Transportation Engineers
- American Planning Association
- Congress for New Urbanism

Workshops and Forums

Jim has educated both professionals and laypeople in context sensitive design issues through workshops and presentations, including:

- Creating Livable Communities Workshop, Honolulu, HI
- Pedestrian Injury Solutions Forum, Los Angeles, CA
- Livable Street Design Symposium, Railvolution, San Francisco

As a recent affirmation of his valued context-sensitive design expertise, Jim was selected to help conduct approximately 50 training sessions in context-sensitive design to public agency staff, community leaders, and university students

Special Qualifications

- Twenty years of transportation planning experience with public- and private-sector clients
- Extensive experience in multimodal street design, pedestrian master plans, transit-oriented development and new urban town planning
- Authored several manuals on best practices for integrating transportation and land use and context sensitive street design
- Specializes in pedestrian and transit-oriented development, new urban town planning, school safe route projects, transit station area planning, and downtown revitalization plans, as well as conventional highway and urban street analysis and design
- Lead instructor for Rutgers University/National Transit Institute Context-Sensitive Design course
- Co-Author of The New Transit Town, best practices in transit-oriented development, Island Press, Fall 2003
- Trained under nationally known experts in conducting community workshops, has led hands-on charrettes and workshops for communities and agencies, developing innovative solutions to ensure consensus on land use and transportation plans
- National expert in the field of context-sensitive design with experience in transportation planning and traffic engineering
- Involved in the field of context-sensitive design from its infancy and has since been a strong advocate of context-sensitive solutions
- Experienced in public facilitation of transportation plans, educating both professionals and laypeople in context sensitive design issues through workshops, presentations, and practical experience
- Projects span a broad range of disciplines from conceptual highway and interchange design to large area plans to environmental impact reports
- Has written numerous journal articles and co-authored books on how to properly design and evaluate multi-modal streets, including Metro Portland's Creating Livable Streets: Street Design Guidelines for 2040, which received an award from the Environmental Protection Agency and contains context sensitive design guidelines on 26 multi-modal design elements

Kimley-Horn and Associates, Inc.

Relevant Experience

Proposed ITE Recommended Practice: Context-Sensitive Solutions in Designing Major Urban Thoroughfares for Walkable Communities, Nationwide — Project Manager and primary author of the development of a recommended practice and design guidelines for the integration of transportation facilities and surrounding land uses through context sensitive design. KHA developed a recommended practice to provide guidance for context sensitive design of major streets, which was disseminated to state and local agencies, standard-setting organizations, and design professionals. The project emphasized walkability and focused on multimodalism and street design that effectively integrate transit, bicycles, and other modes of travel.

ITE Context Sensitive Design Manual, Statewide, CA — Project Manager. KHA was responsible for creating and assembling all technical content of the manual. These efforts included development of the report's organizational structure; identification, research, and development of case studies; and compilation, evaluation, and incorporation of numerous comments in concert with direction provided by the project management team.

Prepare and Conduct Training in Context Sensitive Street Design, New Brunswick, NJ — Project Manager. This project for the Federal Transit Administration and Rutgers University's National Transit Institute was developed by KHA. The firm is conducting a professional course on Context-Sensitive Design, "Thinking Beyond the Pavement." This interactive three-day course covers a broad range of multi-disciplinary topics helping planning and engineering professionals, public agency staff, and decision makers work with communities to plan and design streets that preserve community values, provide multi-modal mobility and safety, and enhance the natural environment. The course objective is to present the beginnings, scope and tools of context sensitive design and how it can be used to solve problems in real situations. Through case studies, participants interactively learn of the multiple and inter-disciplinary roles in context sensitive design and techniques to creatively engage the community and design projects that respect transportation, environmental, economic, human, and historic contexts.

Watsonville General Plan Update, Watsonville, CA — Project Manager. KHA prepared the transportation element for the General Plan update. The update developed the City's transportation goals, policies, and implementation programs, evaluating 2030 land use projections, and updating the City's Major Streets Master Plan. The Watsonville General Plan included new guidance for context sensitive design of major streets in support of zoning changes that emphasize mixed-use, transit-oriented, higher density, walkable land uses in high traffic volume and transit corridors.

Beach Area Roundabout and Traffic Signal Feasibility Study, Santa Cruz, CA — QC/QA Reviewer. KHA is currently preparing a PS&E for two roundabouts in Santa Cruz. These high-profile improvements have a variety of design challenges. The intersection of Pacific Avenue and Beach Street includes a two-direction bike path, an old and undocumented storm drain system, constrained right-of-way, and a railroad crossing through the roundabout. The intersection of Pacific Avenue and Center Street includes steep grades with associated ADA issues, utility pole conflicts, and relocation of a decorative arbor over the roadway.

UCSC Long-Range Development Plan (LRDP), EIR, Santa Cruz, CA — Project Manager. KHA was responsible for preparing the transportation element for both the LRDP and its associated Environmental Impact Report (EIR). The transportation element of the LRDP evaluated on-campus transportation options and established a concept and policy framework for addressing the campus' multi-modal transportation and parking systems. The system included new roads and connections to serve the growth areas of the campus, new campus access points, internal connections to improve pedestrian, bicycle and transit circulation, the development of a central parking and transit hub concept, traffic calming of the campus core roadways, and identification of future parking facilities. The programmatic EIR evaluated on- and off-campus traffic conditions for buildout of the LRDP. The traffic analysis assessed near-term and long-term conditions on a citywide basis as well as highway operations on Routes 1 and 17. In addition, KHA prepared two project-level environmental assessments. One was for the 2300 Delaware Street off-campus research facility, and one was for the proposed on-campus Family Student Housing Complex.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

John Morris, P.E., RLS

QC/QA Phase 2

Professional Credentials

- Bachelor of Science, Civil Engineering, Michigan State University
- Professional Engineer in California
- Registered Land Surveyor, California

Professional Organizations

- Member, American Society of Civil Engineers (ASCE)

Special Qualifications

- Nearly 30 years of experience in drainage design, hydrology, site and master planning, infrastructure design, roadways and street improvements, grading and improvement plans and specifications for large-scale projects, rail transit, and bikeways
- Extensive experience obtaining plan approvals and permits from City of San Diego, the San Diego River Park JPA, and Caltrans

Relevant Experience

Design of Street Improvements at the Intersection of University Avenue and Yale Avenue, La Mesa, CA — Project Engineer. KHA provided a traffic study to determine the ultimate condition of University Avenue and Yale Avenue. Based on the study we removed a right-turn lane, realigned the intersection to a more traditional perpendicular configuration, designed bulb-out sidewalks which shorted the crosswalks, provided a full signal modification, drainage analysis, stormwater drainage design, signing and striping, and community involvement.

Spring and High Street Improvements, La Mesa, CA — Project Manager. KHA conducted a field survey at the project location that included 400 feet north and south on Spring Street, 100 feet east and 100 feet west on High Spring Street. Our survey consisted of top of curb elevations, flow line elevations, back of sidewalk elevations, and other grade information deemed necessary for the preparation of the civil improvement plan. This survey was used to verify the final design and quantities.

Based on the written comments provided by the City of La Mesa engineering staff, KHA revised the draft design for the final submittal. A final PS&E package was signed and submitted. This project improved the pedestrian crossing across Spring Street by narrowing Spring Street on the east side and thereby reducing the pedestrian crossing distance. Audible and count-down pedestrian signals will be installed to facilitate pedestrian crossing. This project improved the pedestrian crossing that is used to gain access to the Trolley station for the surrounding neighborhood. In addition to the street improvements, a sidewalk was added on High Street that connects to the existing pedestrian ramp on the northwest corner.

R.H. Dana/Orange Ave Improvements, Coronado, CA — Project Engineer. KHA designed multiple alternatives for Hotel Del Coronado (for City of Coronado approval) for RH Dana and Orange Avenue. The existing center-raised median on Churchill Place/R.H. Dana Place was extended to pass the pedestrian crosswalk (just past Flora Street). Further down Churchill Place/R.H. Dana Place, the curb line was realigned to create a more conventional roadway alignment and create a designated area for diagonal parking. In conjunction with the median design, two traffic signals were designed/modified at the intersections of R.H Dana Place and Orange Avenue (including coordination for a Caltrans encroachment permit). One of the alternatives was selected and final design/PS&E was completed. Design included roadway design, signing/striping, pedestrian (ADA) requirements, drainage, signal design, and City Council meetings.

District Three Sidewalk Study and Improvements, San Diego, CA — Project Manager. KHA prepared a pre-design report for addressing pedestrian access deficiencies throughout several square miles of the Mid-city area in Council District 3. Although the project title refers to a sidewalk study, the major focus of the work was on roadway and drainage deficiencies that were impairing pedestrian mobility. Because the study area comprises older neighborhoods, streets had been repeatedly resurfaced, resulting in substandard or zero curb heights, which was preventing sidewalk improvement projects from proceeding. KHA developed a

list of hundreds of roadway and drainage improvement measures needed in the community, including pavement grinding, removal, and resurfacing. Prioritization criteria were developed, resulting in a ranked priority list for capital improvement projects, with cost estimates. An extensive community outreach component resulted in unanimous approval of the report and recommendations by three different community planning groups in the study area.

Cortez Hill Improvements, San Diego, CA — Project Manager. KHA was retained by Forest City Development to provide site feasibility analysis, traffic impact analysis, civil engineering, and surveying support for the 260-unit mixed-income rental project located in downtown San Diego. This unique project is centered around a four-block area that houses several historic buildings, including the Cortez Hotel. Special design consideration was needed in preserving these historic structures and in assessing and modifying restrictive existing conditions. The project included the demolition of the two blocks to make way for the new hillside development. KHA provided services from site feasibility to construction documents including water and sewer design, roadway design, and traffic analysis. Efforts included streetscape enhancement, pop-out sidewalks at the intersections, and special lighting.

Poway Road Improvements, Poway, CA — Project Manager. KHA designed multiple alternatives for improving Poway Road between Espola Road and SR 67. Improvement plans were prepared to layout the geometric elements of the improvements. The improvements included widening Poway Road (including realigning the centerline), add a left-turn lane along Poway Road at Millards Road, Blue Crystal Road, and Mina De Oro Road, and add shoulders and transition lanes throughout the project. The challenge of this project is the constant 6% grade, as well as the significant drop off/excavation along Poway Road on either side. The purpose of this project was to determine the feasibility of construction, which included a 15% to 30% design so an opinion of probable construction costs could be accurately assessed.

Genesee Avenue Widening, San Diego, CA — Project Engineer. KHA prepared signing and striping, traffic signal plans, and traffic control plans for the widening of Genesee Avenue between I-5 and Campus Point Drive. Prepare the Caltrans encroachment permit for work completed with Caltrans right-of-way. KHA completed the final design (PS&E) for the widening of Genesee Avenue from four to six lanes, from the intersection of Campus Point Drive to the I-5 interchange, a distance of approximately 3,000 feet. The traffic control plans required demolition of the existing median in order to shift traffic and allow for construction of the widening. The project is currently under construction.

Clairemont Mesa Boulevard PSR/PR/ED & PS&E, San Diego, CA — Project Engineer. Responsible for preparing geometric layout of interchange improvements and designing underground drainage system for the reconstruction of a major freeway interchange in northern San Diego. Also prepared hydrologic calculations for review and approval by Caltrans. KHA is currently preparing the construction documents for the Clairemont Mesa Boulevard interchange, including bridge widening, approaches, freeway ramp modifications, and new stormwater treatment facilities. The project consists of widening an existing four-lane bridge to seven lanes.

San Diego Spectrum, San Diego, CA — Project Engineer. Responsible for preparing preliminary design, centerline profiles, and final design plans for new roadways. For this multi-use redevelopment project, KHA provided master planning, environmental planning, traffic analysis, complete engineering services, survey and mapping services, and construction phase support. The engineers developed an innovative stormwater management/detention plan that mitigated drainage impacts and increased the value of the property. They also provided the preliminary design and HEC-1 hydrologic study. The development concept for this General Dynamics property takes advantage of its unique attributes, including size, ownership, strategic location, regional accessibility, and frontage onto SR 163 by establishing market-oriented retail, office and light industrial uses around a central "Market Square." The project incorporates a new Transit Center hub for San Diego Transit. **The American Society of Civil Engineers presented the 2002 Award for Outstanding Project to KHA and Lennar Partners for the San Diego Spectrum Project.**

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

James Taylor, ASLA

Landscape Planning

THE LIGHTFOOT PLANNING GROUP

Professional Credentials

- Bachelor of Science, Landscape Architecture, California Polytechnic University, San Luis Obispo
- Bachelor of Science, Biology, San Diego State University
- California Licensed Landscape Architect, LLA 2961

Professional Organizations

- American Society of Landscape Architects, Member

Qualifications/Relevant Experience

Since joining The Lightfoot Planning Group in 1986, James has provided project management and preparation of site plans, restoration plans, recreation plans, view analysis, and landscape construction documents for a wide variety of public and private development projects, including several large residential and commercial development projects, public and private recreational facilities, and educational facilities in San Diego and Riverside Counties. James manages the firm's landscape architecture division and is responsible for all site design concepts, and the preparation of landscape construction documents. In addition to his landscape architecture projects, he provides architectural reviews and consulting for Homeowners Associations.

James has a proven history of working with competing interests to determine workable solutions to complex environmental and development related issues. He has worked on habitat restoration projects involving wetland and riparian areas in the Batiquitos Lagoon in Carlsbad, the San Luis Rey River, Talone Lake, tributaries to Guajome Lake in Oceanside, and a variety of other habitat creation and enhancement projects. He has completed conceptual design, permit coordination, construction documents, and field monitoring for these projects.

James is actively involved with the Landscape Architecture department at California Polytechnic State University, San Luis Obispo as an Advisory Council Member. From 1994-1996, James served as an expert grader for the Professional Examination for Landscape Architects. In 1996, he served as a writer and preparer of the PELA. He is currently President-Elect of the American Society of Landscape Architects San Diego Chapter.

Relevant Experience

Current work involves management of diverse projects, including:

- Master Plan for all Oceanside Unified School District Campuses
- Principal Landscape Design for the City of Murrieta Golden Triangle Specific Plan
- Mira Costa Community College Master Plan
- Oceanside Harbor Expansion
- Montiel Park Design and Construction Documents
- 300-Lot Wilmont Ranch Residential Subdivision

Kimley-Horn and Associates, Inc.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Jason Melchor, P.E.

Signal Design; Street Lighting; Signing and Striping

Professional Credentials

- Bachelor of Science, Civil Engineering; Specialization in Transportation, University of California, Irvine
- Professional Engineer in California

Professional Organizations

- Orange County Traffic Engineering Council
- Institute of Transportation Engineers (ITE)

Special Qualifications

- More than 12 years of traffic engineering experience.
- Traffic engineering experience includes traffic signal design, signing and striping, traffic control, signal interconnect design plans, and traffic operations analysis
- Served as in-house staff for the Cities of Irvine and Huntington Beach to review development studies and design plans
- Works with a variety of traffic engineering software programs and computer design packages.
- Grant writing experience includes preparing 2003 MTA Call for Projects funding applications for the City of Compton, including Project Study Report Equivalent (PSRE) for various modal categories

Relevant Experience

On-call Services, Riverside County, CA — Project Engineer. KHA is under contract with the County of Riverside to perform traffic engineering and transportation planning review services on an as-needed basis. Assignments to date have included review of site developments, providing traffic-related conditions of approval, technical review of striping plans, signal plans, and peer review of traffic impact studies, traffic signal design, roundabout design, and street light engineering services.

Traffic Signals and Smart Crosswalk Designs, Lancaster, CA — Project Engineer. KHA is preparing PS&E for signalization of five intersections and installation of six "Smart Crosswalks," which are flashing warning beacons that are activated whenever a pedestrian steps into the crosswalk. Each installation includes overhead flashing beacons, a passive pedestrian detection system, new safety lighting, and a ladder crosswalk paint treatment. A passive pedestrian detection technology assessment was prepared as part of this work, which resulted in the selection of video detection as the preferred technology for this project. All Smart Crosswalks are being installed as part of a State of California "Safe Route To School" grant.

Marguerite Parkway Safety Study, Mission Viejo, CA — QC/QA Reviewer. As part of the Mission Viejo On-Call contract, KHA analyzed improvement alternatives for two unsignalized intersections on Marguerite Parkway that have a high collision history. The impact of signalizing these intersections on progression along Marguerite Parkway was analyzed using Synchro and SimTraffic. Ultimately, measures were suggested that would eliminate sight distance issues, while maintaining progression on Marguerite Parkway and residential access.

On-Call Traffic Engineering Services, Oceanside, CA — Project Manager. KHA has been providing traffic impact study/traffic analysis review services for the City of Oceanside Engineering Department since October 2006. As part of the on-call work, KHA staff has also made themselves available to City staff by phone and/or meetings to assist staff with traffic-related issues that may come up outside of a specific traffic study review. Future services to be provided to the City of Oceanside may include development review and plan check services.

On-Call Signal Design Services, Palmdale, CA — Project Engineer. As part of the firm's on-call signal design services for the City of Palmdale, KHA has prepared traffic signal, signal interconnect, and signing and striping plans, specifications, and estimates for various projects.

On-Call Signal Design Services, Chino, CA — Project Engineer. This project involved traffic signal, signing and striping, signal interconnect, local and coordinated timing sheets, implementation of timing plans, and creating a new network using

Econolite's Aries software package.

Palomares Pomona, Pomona, CA — Electrical Engineer. Prepared the street lighting plan. This project involves the development of a 9-unit detached condominium located on a one-acre site. Services included utility research, on-site grading and drainage, private sewer line, water, erosion control and a hydrology study. We also provided extensive support during the planning phase, including coordination with the architect, landscape architect, city officials, and the site owner. Our close coordination with the architect on their site plan saved the owner money.

Orange County Transportation Authority Bus Stop Safety and Design Guidelines, Orange County, CA — Project Engineer. KHA was selected by OCTA to update its Bus Facilities Manual, one of the most comprehensive bus stop design guidelines in the country often used as a model by other transit agencies. The update was in response to litigation in another jurisdiction that found the transit agency liable for unsafe conditions leading to its bus stop. KHA's work involved researching state-of-the-practice bus stop and transit facilities design standards and guidelines from around the country and developing an evaluation and design process for selecting and establishing new bus stops. This work resulted in an updated OCTA's Bus Stop Safety and Design Guidelines handbook.

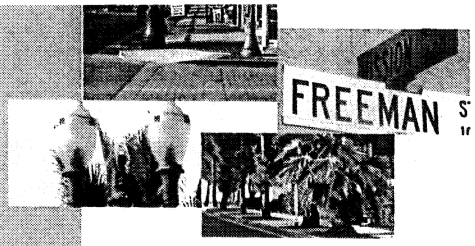
Mission Viejo On-Call, Mission Viejo, CA — Project Engineer. As part of the on-call design team, KHA analyzed improvement alternatives for three unsignalized intersections on Felipe Road and Olympiad Road. Of special concern at one location was the intersection's proximity to the Oso Parkway and Felipe Road intersection and avoiding impacts to vehicles departing from that intersection. Synchro and SimTraffic were used to analyze the interactions between the three intersections under signalization and other scenarios, and recommendations for designing, operating and channelizing the intersections were made based on the results of the simulation analysis and in-depth field observation.

Marguerite Parkway Safety Study, Mission Viejo, CA — As part of the Mission Viejo On-Call Design Team, KHA analyzed improvement alternatives for two unsignalized intersections on Marguerite Parkway that have a high collision history. The impact of signalizing these intersections on progression along Marguerite Parkway was analyzed using Synchro and SimTraffic. Ultimately, measures were suggested that would eliminate sight distance issues, while maintaining progression on Marguerite Parkway and residential access.

Traffic Signal System Design Select List, Los Angeles County, CA — Project Engineer. KHA provided as-needed traffic engineering services for Los Angeles County. Projects involved preparation of PS&E for the upgrading, modernization, and interconnect of over 450 locations along 11 major arterials in Los Angeles County. The KHA team was involved with the design and preparation of traffic signal and interconnect improvement PS&E. In addition, traffic signal timing/coordination plans were developed for approximately 300 locations along four arterials to complete the synchronization projects.

Traffic Signal Coordination and Design Improvements, Costa Mesa, CA — Project Engineer. KHA was recently selected to provide interjurisdictional timing improvements over the Santa Ana River between Costa Mesa and Huntington Beach, along two major arterials (Adams Avenue and Hamilton Avenue/Victoria Street). To maximize vehicular throughput at key oversaturated intersections, a study will be undertaken to determine the optimal vehicle gap settings for use in the study area. The study will also investigate means other than time-based coordination for providing enhanced traffic operations between the two cities (which use VMS and QuicNet). Project consisted of 24 signals.

CenterLine Project, Anaheim, CA — Project Engineer. KHA assisted the City in the areas of traffic impacts due to train operations; capacity reductions due to the placement of CenterLine; intersection capacity, mid-block capacity, and operational implications; mitigation measures to achieve desirable levels of service; and preparing opinions of costs for mitigation measures.



Susan Rosner, AICP

Traffic Engineering

Professional Credentials

- Bachelor of Arts, Geography (minor in Business), California State University, Fullerton
- American Institute of Certified Planners

Professional Organizations

- Member, American Planning Association (APA)
- Member, American Institute of Certified Planners (AICP)

Special Qualifications

- Thirteen years of professional experience in transportation planning

Relevant Experience

Transportation Model Support, Oceanside, CA — Project Planner. KHA is currently working with the City of Oceanside and SANDAG in updating the citywide transportation model and converting the model from TRANPLAN to TransCad.

San Luis Rey Transit Center, Oceanside, CA — Team Member. Responsible for transportation and traffic analysis, site layout, and bus circulation. As a subconsultant to the Lightfoot Planning Group, KHA assisted the North San Diego County Transit District (NCTD) in selecting a site for and processing a Conditional Use Permit (CUP) for a new transit center in the City of Oceanside. This new center, the San Luis Rey Transit Center, will serve transit interface needs in the northeastern portion of the City of Oceanside. The San Luis Rey Transit Center (Center) will be the convergence point of about 10 NCTD bus routes in the future. The Center will also accommodate paratransit services as needed to access the NCTD routes. Park-and-ride spaces will be provided because the Center will be the terminus of one, possibly two, regional routes. Special effort is focused on facilitating access by bicyclists and pedestrians. Working with an advisory committee, the consultant team and NCTD staff identified and evaluated a number of potential sites on the basis of criteria such as parcel size, availability, compatibility with adjacent uses, environmental constraints, site engineering constraints, transit service, potential traffic impacts, and others. This initial effort culminated in the selection of one preferred site. KHA performed additional traffic and circulation analyses, prepared a transit center layout concept, and prepared an opinion of probable cost for the construction of the facility. In the next phase, KHA will perform a detailed traffic impact study, will prepare a site plan in sufficient detail to process the CUP application, and will prepare a Stormwater Management Plan per City of Oceanside guidelines.

SANDAG Transportation Model for the Rancho Santa Fe Community, Rancho Santa Fe, CA — Project Manager. KHA assisted in the preparation of data inputs for the SANDAG traffic model to study numerous traffic scenarios for the Rancho Santa Fe community.

Sares-Regis Industrial Development, Rialto, CA — Project Manager. KHA prepared traffic impacts analyses for two industrial developments located at Cedar and Rialto Avenue. Preparation of the studies entailed working with City staff and SANBAG staff on trip generation and transportation modeling issues, analysis of existing intersections and roadway segments in the vicinity of the sites, the impact of the industrial developments on existing, near-term and long-term future traffic conditions, development of improvement recommendations, opinions of cost and fair share allocations, assessments and recommendations for project access provisions, and preliminary design of Linden Avenue on the west side of one of the sites.

Sheraton Hotel, San Gabriel, CA — Project Manager. KHA provided transportation planning and traffic impact analysis services for the proposed development of a Sheraton Hotel and associated retail, office, and restaurant uses at Valley Boulevard and Abbott Avenue in the City of San Gabriel. KHA staff worked closely with the City of San Gabriel Traffic Engineering and Planning Divisions on this project. Key project issues included the analysis of 10 area intersections for

existing and short-term future traffic conditions and recommendation of mitigation measures.

Pacific Coast Plaza Traffic Impact Analysis, Oceanside, CA — Analyst. Pacific Coast Plaza is a retail/commercial development of approximately 425,000-square-feet, with a Wal-Mart store as a major tenant. Other uses include a supermarket, fast food and quality restaurants, financial institutions, service station and a variety of other retail uses. KHA services included the traffic impact analysis, the Congestion Management Plan Compliance (CMP) analysis, coordination with the Caltrans to identify interim and ultimate improvement needed at the interchange of SR 78 and Jefferson Streets, coordination with the planning process of the adjoining City of Carlsbad, participation in community meetings, and public meetings/presentations.

On-Call Transportation Planning Services for Caltrans, San Diego, CA — Project Planner. Served as lead transportation planner. The tasks involved in this project consisted primarily of the analysis of a focused subarea for SR 52 and SR125 using TRANPLAN and the implications of SR 52 extensions to Santee in the intermediate years of 1995, 2000, and 2005, as well as traffic estimated for the phased implementation of SR 125.

Painter Business Park, Santa Fe Springs, CA — Project Manager. KHA provided transportation planning and traffic engineering services for the proposed Painter Business Park located on Painter Avenue between Telegraph Road and Florence Avenue in the City of Santa Fe Springs. Project issues included the analysis of short-term future traffic conditions with and without the proposed project, site access and circulation; and the impact of trucks on the surrounding roadways.

The Ontario Center, Ontario, CA — Project Manager. KHA provided transportation planning and traffic impact analysis services for The Ontario Center, a development proposed to consist of 1.5 million square feet of retail, commercial and office uses, a 400-room hotel/conference center, 1,060 multi-family dwelling units, and a 10,000-seat arena. KHA staff worked closely with the City of Ontario Engineering and Planning Divisions and San Bernardino Associated Governments on this project. Key project issues included the analysis of 53 area intersections and three freeways (I-10, I-15, and SR 60) for short-term and long-term future traffic conditions and recommendation for mitigation measures and fair-share cost of the mitigation measures.

University of California at San Diego, Hillcrest Medical Center Traffic Study, San Diego, CA — Project Planner. KHA conducted traffic and parking analyses as part of a University-wide Environmental Impact Report for the long-range development of the medical center. Impacts on the adjoining street system were evaluated and pedestrian and auto circulation conflicts as well as public transportation ridership were analyzed. Traffic control measures were recommended for both vehicular and pedestrian circulation. In addition, emergency vehicle access routes and loading bays were analyzed, parking surveys were conducted, and the need for additional parking was quantified.

East Colorado Boulevard Specific Plan, Pasadena, CA — Project Planner. Served as lead transportation planner. For this project, KHA provided analysis of traffic impacts, off-street parking supply and demand, on-street parking configurations, and on-street bicycle facilities. The final recommendations provided integration of parking and bicycle facility improvements with a local transit shuttle, a pending light rail station, and general beautification of the Boulevard, which was formerly a part of U.S. Highway 66. Potential sites for new off-street public parking facilities were identified during the course of fieldwork, and new bicycle lane options were also analyzed and recommended. KHA provided overviews of area traffic conditions and analysis of future parking and bicycle facilities at two public workshops held within the project neighborhood.

El Segundo Circulation Element Update, El Segundo, CA — Project Planner. Responsible for parking analysis, modeling, and traffic analysis. KHA worked with the City of El Segundo to update the City's Circulation Element. Services included extensive data collection to document existing traffic conditions, development of a circulation model for the City, analysis of the traffic implications of alternative land use intensities, review and update of Circulation Element policies, and preparation of appropriate environmental documentation.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Sam McWhorter, P.E.

Drainage

Professional Credentials

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

Professional Organizations

- Member, American Society of Civil Engineers (ASCE)

Special Qualifications

- More than 12 years of experience providing engineering on a variety of complex civil projects
- Experience includes designing and managing projects involving water, sewer and storm drain systems, including pump stations, street design and grading, and stormwater quality BMPs
- Worked on a variety of public works and private projects and has a strong base knowledge of the local permitting requirements
- Can provide assistance from conceptual project planning through detailed design and project implementation

Relevant Experience

San Diego Spectrum, San Diego, CA — Project Engineer. Responsible for preparing preliminary design, centerline profiles, and final design plans for new roadways. For this multi-use redevelopment project, KHA provided master planning, environmental planning, traffic analysis, complete engineering services, survey and mapping services, and construction phase support. The engineers developed an innovative stormwater management/detention plan that mitigated drainage impacts and increased the value of the property. They also provided the preliminary design and HEC-1 hydrologic study. The development concept for this General Dynamics property takes advantage of its unique attributes, including size, ownership, strategic location, regional accessibility, and frontage onto SR 163 by establishing market-oriented retail, office and light industrial uses around a central "Market Square." The project incorporates a new Transit Center hub for San Diego Transit. ***The American Society of Civil Engineers presented the 2002 Award for Outstanding Project to KHA and Lennar Partners for the San Diego Spectrum Project.***

Otay Mesa Drainage Master Plan, San Diego, CA — Project Engineer. KHA completed a regional drainage master plan to control runoff from the Otay Mesa area across the border into Mexico. Project included an environmental study with a constraints map, mitigation requirements, and regulatory requirements. Prepared a basin-wide HEC-1 hydrology study to show all new and proposed development. Upon completing an alternatives analysis (considering alignment, cost, and impacts), prepared a HEC-RAS model of the selected preferred alternative as well as conceptual design and cost estimate for 15,000 feet of channel, four road crossings, and six detention basins.

Interchange Improvements for I-215 at Cactus Avenue PSR, Moreno Valley, CA — Project Engineer for Drainage. KHA is responsible for preparation of a PSR to identify scope and cost for interchange improvements. The interchange and Cactus Avenue require significant capacity increase to accommodate nearby development, including the March Air Reserve Base conversion. The project includes evaluation of an interim project within the context of "ultimate" interchange alternatives.

Cedar Street/8th Avenue Waterline Replacements, San Diego, CA — Project Engineer. KHA provided design and construction support services for two one-block sections of water lines located in the Cortez Hill neighborhood within the City of San Diego. Both pipes were 8-inch and located on Cedar Street from 7th Avenue to 8th Avenue and 8th Avenue from Beech Street to Ash Street. The project also included fire hydrant relocations, domestic water connections to two major apartment complexes (each requiring two-3-inch water meters) and 6-inch fire service. This project was part of an overall street improvement project associated with the redevelopment of the Cortez Hill area.

Kimley-Horn and Associates, Inc.

Sam McWhorter, P.E. , cont.

I-5/San Ysidro Intermodal Transportation Center, San Diego, CA — Project Engineer for the design of a box culvert, storm drain system, streets, and utilities for the transit center. The hydrologic/hydraulic analysis involved the preparation of a detailed HEC-RAS model analyzing tributary and off-site flows from the transit center. Several streets were constructed as part of the project including the I-5/San Ysidro Boulevard interchange. Design for a new water and sewer system for the project was also completed.

San Ysidro Border Station Sewer/Water Relocation, San Ysidro, CA — Project Engineer. KHA was retained by the Metropolitan Transit Development Board (MTDB) to redesign the entire San Ysidro border station area. This station is the busiest station on the entire San Diego LRT system. A substantial component of this project was the relocation of the existing utilities including water and sewer mains. We are currently designing a two-block relocation of a 12-inch water transmission line; 8-inch water relocation with associated water laterals, and 8-inch sewer relocation. The 8-inch water line relocation requires installing new laterals under the LRT tracks. As part of this project, we closely coordinated with the WUD and MTDB to develop new MTDB standards for water casings of LRT crossings. The 8-inch sewer relocation was the result of significant pot holing efforts to determine the location of the existing sewer (as-built information was extremely lacking for the sewer). The pot hole locations found the sewer to be located under existing buildings and under 30- foot fill slopes. The design will relocate the sewer within the proposed San Ysidro Boulevard. Another design component was the development of the construction-phasing plan. With this area being the busiest station and border, phasing this project will be challenging during construction. We developed a six-phase construction sequence that will maintain utility service to all adjacent land uses during the construction of this project.

Pacific Gas & Electric, Otay Mesa, CA — KHA completed the design of 12,000 feet of sewer in Johnson Canyon. Prepared construction plans along with a sewer study. Project also involved the design of a water line servicing the facility and street improvements.

Otay Valley Road Channel Design, San Diego and Chula Vista, CA — Project Manager. KHA provided final design services for the improvements to Otay Valley Road located within the Cities of Chula Visa and San Diego. The road re-alignment required the design of a new flood control channel approximately one mile in length. The upper reach is designed for high velocities with rip-rap protection, and the lower reach is designed as a naturalized channel with 10 gabion drop structures. The design challenge was to minimize the impacts to the existing environment, utilities, and Otay Valley Road while avoiding landslide areas. To meet this challenge KHA worked closely with the environmental resource agencies, Corps of Engineers, and the cities of Chula Vista and San Diego.

San Ysidro Pilot Village, San Diego, CA — Project Manager. KHA prepared conceptual design plans including right-of-way limits, lane geometries, and horizontal alignment for San Ysidro Boulevard as part of the City of Villages redevelopment for an urban area in San Diego.

SR 91 Project Report and Environmental Document, Various Counties, CA — Task Manager. In conjunction with OCTA and Caltrans Districts 8 and 12, KHA is currently working on a Project Report (PR) and Environmental Document (ED) for freeway chokepoint enhancement along eastbound SR 91 from the SR 241 interchange to the SR 71 interchange. In completing the PR/ED, we will coordinate the effort with short-term, mid-term and long-term SR 91 planning projects as listed in OCTA's 2004 State Route 91 Implementation Plan (AB 1010 implementation) prepared in association with the Riverside County Transportation Commission (RCTC) and Caltrans Districts 8 and 12.

Civil Engineering Design Services, Santiago Detention Basin, Temecula, CA — Project Engineer. The project involves the design and construction of a sediment and detention basin in the Santiago watershed to intercept sediment to reduce the siltation in the downstream storm drain system.

Karina Fidler, AICP, REA

Environmental

Professional Credentials

- Master of Science, Public Health/Environmental Health, San Diego State University
- Bachelor of Science, Biological Sciences, University of California, Santa Barbara
- American Institute of Certified Planners (AICP)
- Registered Environmental Assessor (REA) Class I license
- Stormwater Standards Seminar (by the City of San Diego)
- BIA Seminar – Construction Stormwater Compliance and Stormwater Pollution Prevention Plan Preparation
- Department of Fish and Game, U.S Fish and Wildlife and the Regional Water Quality Control Boards

Special Qualifications

- Assisted in the completion of several Phase I Environmental Site Assessments, three planning documents, four CEQA environmental impact reports, two environmental assessments, wetland delineations, and jurisdictional determinations for the Corps
- Completed numerous resource agency permits including Clean Water Act Sections 404 and 401 permits, and 1602 permits of the California Department of Fish and Game Code

Relevant Experience

San Diego Spectrum, San Diego, CA — Environmental Planner. Karina prepared several individual lot water quality technical reports and SWPPPs at the San Diego Spectrum, she was also responsible for coordinating and writing the design guidelines on the General Dynamics project. For this multi-use redevelopment project, KHA provided master planning, environmental planning, traffic analysis, complete engineering services, survey and mapping services, and construction phase support. The engineers developed an innovative stormwater management/detention plan that mitigated drainage impacts and increased the value of the property. They also provided the preliminary design and HEC-1 hydrologic study. The development concept for this General Dynamics property takes advantage of its unique attributes, including size, ownership, strategic location, regional accessibility, and frontage onto SR 163 by establishing market-oriented retail, office and light industrial uses around a central "Market Square." The project incorporates a new Transit Center hub for San Diego Transit.

Faraday Avenue, Carlsbad, CA — Environmental Planner. Responsible for assisting in the coordination of the Environmental Site Assessments report. Responsibilities have included the coordination of wetland delineation, a gnatcatcher survey, a least bell vireo survey and vegetation mapping. This project consisted of a 1.3-mile extension of Faraday Avenue from Orion Street to near Melrose Drive. The project area was primarily undisturbed native vegetation that includes sensitive habitat. KHA was selected to provide Phase I environmental analysis and preliminary engineering including sensitive species survey coordination and vegetation mapping.

San Diego County As-Needed Environmental Services, San Diego, CA — Project Manager. KHA is providing a full range of on-call environmental services to the County of San Diego. Services include a Preliminary Site Assessment, CEQA/NEPA compliance, hydrology, noise and vibrations analysis, traffic engineering, biological investigations, and permitting services. KHA also assisted the County in the preparation of the second screen-check EIR for the Tijuana River Valley Regional Park. Our services include Geographic Information Systems analysis of vegetation impacts assessments of previously completed technical studies, a noise assessment, revising the EIR text to comply with County guidelines, and responding to County counsel comments.

Riley Street (Access Alternatives Preliminary Design), Folsom, CA — Environmental Task Leader. KHA is providing preliminary design services for four access alternative configurations from Riley Street to the Historic District. This effort includes the development of preliminary design level (approximately 30%) civil engineering drawings including demolition plans, improvement plans, signing and striping plans, and conceptual maintenance of traffic/construction staging plans. KHA

is also conducting an environmental scan of constraints associated with the four access alternatives. This environmental scan includes an analysis of opportunities and constraints for the access alternatives relative to apparent environmental issues and processing. Finally, KHA is also conducting a peak-hour level of service (LOS) analysis to determine the operational characteristics for the four access alternatives.

Meridian (March AFB/March Business Center), Riverside County, CA — Environmental Planner. Prepared several individual lot Water Quality Management Plans and SWPP's at Meridian (McLane, Lot 17, Aquarius). She was also responsible for coordinating, writing the Environmental Impact Report and participated in the preparation of the biological technical report, jurisdictional determination and Specific Plan. Processed the 404, 401, and 1601 permits through federal and state agencies. KHA provided consulting services as part of the redevelopment of March Air Force Base as a business park. In the mid 1990s, the base was targeted by the federal government for closure and reuse. A Joint Powers Authority (JPA) was formed to oversee this operation. KHA provided all necessary services required to entitle the property, conducted necessary environmental studies, prepared a specific plan and tentative map, conducted design studies, and designed infrastructure improvements. The property will contain a variety of industrial, distribution, office, support retail, and scientific research uses.

Tijuana River Valley Park Trails and Habitat Enhancement Project EIR, San Diego County, CA — Environmental Planner. This project involves the creation of a formal recreational trail network and habitat restoration area within a 1,800-acre regional park, located in the southwestern portion of San Diego County. Although the project is located within the borders of the City of San Diego, the lead agency for the EIR is the County of San Diego, the owner and operator of the regional park. The project was developed to balance the needs of equestrians and other trail users (who wish to preserve existing informal trails) and agencies and individuals wishing to close certain trails for the purpose of habitat restoration. KHA conducted noise analyses, coordinated biological and cultural subconsultants, and wrote the document along with County staff.

Intersection Improvements at Frank Sinatra Drive and Portola Avenue, Palm Desert, CA — Environmental Planner. KHA is designing the improvements for Portola Avenue and Frank Sinatra Drive within the City of Palm Desert. This project will realign Portola Avenue, widen Frank Sinatra, and improve the intersection at Portola Avenue and Frank Sinatra Drive for traffic flow, drainage, pedestrian access, safety, and aesthetics.

In addition to the roadway design, KHA has teared off of the master drainage study to do a detailed drainage analysis for this project area. Based on the study, the design may include: 1100 lf of 8-inch PVC, 1440 CY of 4-6x4-foot RCB. This project also includes adding a storm drain system connecting to the existing retention basin located within the subdivision bounded by Heatherwood Dr., Drexell Dr. and Hollister Dr., an underground storm drain system, and a new detention basin on the west side of Portola Avenue, south of the intersection.

I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA — Environmental Planner. KHA led the effort to prepare a Systems Engineering Management Plan (SEMP) and Project Study Report (PSR) to obtain Caltrans approval to move forward with an $87 million ITS implementation project for an integrated freeway/arterial/transit management system along the I-80 corridor. The system will include an integration of CCTV cameras, changeable message signs, managed lanes, adaptive ramp metering, transit priority, and system detection on freeways and arterials to function as a complete system. The KHA team developed the project concept, which included an integrated freeway/arterial system plan within three months to finalize the funding application for the California Bond Measure Program.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Rich Pettie, EIT

Civil Engineering

Professional Credentials

- Bachelor of Science, Civil Engineering, Northeastern University
- Engineer-in-Training (EIT)

Special Qualifications

- Proficient in AutoCAD LD, HydroCAD, and AUTOTURN software programs
- Municipal roadway design experience in the Cities of La Mesa, San Diego, and Poway, including lane design, design of pedestrian routes, grading, drainage, utility design and relocation, and striping and signing

Relevant Experience

Allison Avenue Improvements, La Mesa, CA — Analyst. KHA is preparing the concept for design accuracy and constructibility, and then using the provided survey information, complete the final plans, specifications, and estimate (PS&E) package. KHA will review the concept design, which will include: ADA assessment, drainage, bus turnout design, street improvements, and utilities. The survey files will be reviewed to verify that the breaklines created are readily usable for final design. In addition to the 90% design plans, we will prepare a draft opinion of construction cost and technical specifications that will be required for the improvements. Final Design: Based on the written comments provided by the City of La Mesa engineering staff, we will revise the draft design for the final submittal. Upon agreement, a final PS&E package (Mylar) will be signed and submitted.

Normal Avenue and Dale Avenue, La Mesa, CA — Analyst. KHA realigned Dale/Cinnabar Avenue at the intersection of Normal Avenue. This project provided a full ADA compliant intersection for pedestrian crossing, utility coordination, street light design, drainage facilities, signing and striping.

La Mesa Avenue and El Cajon Avenue Improvements, La Mesa, CA — Analyst. KHA realigned the project intersection, installed a raised median and channelizing island, provided a traffic study and signal modification, utility relocation, and drainage design. The proposed project will restore pedestrian crossing to all four legs of the intersection. The curb return radii will be reduced; shortening the crossing distance and slowing down right turn vehicle movements. Audible and count-down pedestrian signals will be installed to facilitate pedestrian crossing. This project also proposed to remove barriers to pedestrian access, providing a link between the existing bus route its associated stops and the surrounding neighborhood.

Spring and High Street Improvements, La Mesa, CA — Analyst. KHA conducted a field survey at the project location that included 400 feet north and south on Spring Street, 100 feet east and 100 feet west on High Spring Street. Our survey consisted of top of curb elevations, flow line elevations, back of sidewalk elevations, and other grade information deemed necessary for the preparation of the civil improvement plan. This survey was used to verify the final design and quantities.

Massachusetts Avenue Corridor Study, Lemon Grove, CA — Analyst. KHA is providing engineering services to the City of Lemon Grove for this project located on Massachusetts Avenue between SR 94 and Lemon Grove Avenue, an approximate 1.6-mile segment. The project consists of evaluating the existing Massachusetts Avenue corridor for possible improvements. KHA will evaluate each intersection and segment within the study area. We are conducting a corridor analysis, identifying potential improvements (signals, pedestrian, medians, widening, etc.), and providing preliminary engineering and cost estimating services.

Intersection Improvements at Frank Sinatra Drive and Portola Avenue, Palm Desert, CA — Analyst. KHA is designing the improvements for Portola Avenue and Frank Sinatra Drive within the City of Palm Desert. This project will realign Portola Avenue, widen Frank Sinatra, and improve the intersection at Portola Avenue and Frank Sinatra Drive for traffic flow, drainage, pedestrian access, safety, and aesthetics.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Tammie Cheung, EIT

Drainage

Professional Credentials

- Master of Civil Engineering, Civil Engineering, California State Polytechnic University, San Luis Obispo
- Bachelor of Science, Civil Engineering, California State Polytechnic University, San Luis Obispo
- Engineer-in-Training (EIT)

Professional Organizations

- Society of Civil Engineers (SCE)
- Society of Women Engineers (SWE)

Special Qualifications

- Experience with AutoCAD, Land Desktop, Enercalc, SAP 2000, EduSHAKE, Matlab, HEC-RAS, Microsoft Wrod, Excel, PowerPoint, C and Unix.

Relevant Experience

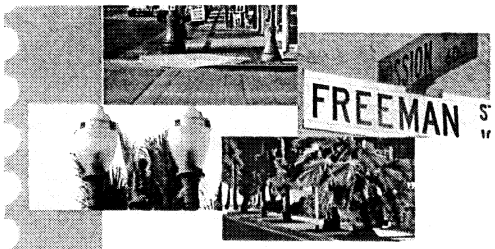
Otay Mesa Drainage Master Plan, San Diego, CA — Analyst. Prepared Water Quality Technical Report for a regional drainage master plan to control run-off from the Otay Mesa area. The channel consists of four road crossings and a SR 905 crossing along with a detention basin located adjacent to the U.S./Mexico border. Project included an environmental study with a constraints map, mitigation requirements, and regulatory requirements. Prepared a basin-wide HEC-1 hydrology study to show all new and proposed development. Upon completing an alternatives analysis (considering alignment, cost, and impacts), prepared a HEC-RAS model of the selected preferred alternative as well as conceptual design and cost estimate for 15,000 feet of channel, four road crossings, and six detention basins.

Rayzor Ranch Town Center, Denton, TX — Analyst. Analyzed detention options for proposed stormwater run-off from a 91-acre mixed-use development. Design, using HydroCAD software, consisted of three interconnected detention basins providing 36 acre-feet of volume. KHA was hired to provide services for the entire development and design of the +250-acre southern tract such as master planning; civil design; traffic analysis; detention design; extensive flood plain/design improvements; off-site utilities; zoning efforts; and construction services. Various studies were performed as well including traffic impact analyses, drainage, detention, dam break, water/sewer, environmental, and floodplain. This development consists of a mixture of uses including: retail, office, medical, hotel, residential, an outdoor amphitheater, and museums. The residential component of Rayzor Ranch will include a variety of quality homes including townhomes, condominiums, single family, and senior living facilities. A full service hotel and resort is planned for about 300 rooms, plus a 90,000 square foot convention facility. A main attraction to this site will be the Town Center, including over 1,000,000 square feet of open air "town center" shopping attractions. Additionally, the center will feature a 16-20 screen movie theater, large book store, several restaurants, and a variety of fashion boutiques.

Lake Elsinore Industrial, Lake Elsinore, CA — Analyst. Prepared drainage study, including hydrology and hydraulics using Civil Design, AES, and WSPGW. An extended detention basin was designed for water quality measures and to mitigate increased run-off.

Intersection Improvements at Frank Sinatra Drive and Portola Avenue, Palm Desert, CA — Analyst. KHA is designing the improvements for Portola Avenue and Frank Sinatra Drive within the City of Palm Desert. This project will realign Portola Avenue, widen Frank Sinatra, and improve the intersection at Portola Avenue and Frank Sinatra Drive for traffic flow, drainage, pedestrian access, safety, and aesthetics. This project also includes adding a storm drain system connecting to the existing retention basin located within the subdivision bounded by Heatherwood Dr., Drexell Dr. and Hollister Dr., an underground storm drain system, and a new detention basin on the west side of Portola, south of the intersection.

Civil Engineering Design Services - Santiago Detention Basin, Temecula, CA — Project Engineer. The project involves the design and construction of a sediment and detention basin in the Santiago watershed to intercept sediment to reduce the siltation in the downstream storm drain system.



I-805 Managed Lanes South, Alignment Studies for Unit 3 PA/ED Support, San Diego, CA — Analyst. The purpose of this project is to provide Draft Project Report support services to Caltrans for Unit 3 of the south segment of the I-805 Managed Lanes project. The I-805 Managed Lanes project, estimated to cost $2.6 billion, will create a 27-mile Managed Lanes facility in the median of I-805 between SR 905 and I-5. Unit 3 improvements include freeway widening to accommodate four managed lanes in the median (~3 miles); auxiliary lanes between interchanges at SR 54, Plaza Boulevard, 43rd Street, Palm Avenue, and Imperial Avenue; design of an "in-line" Bus Rapid Transit (BRT) station in the middle of the freeway at Plaza Boulevard; and evaluation/design of the removal of the existing grade separated interchange at 43rd Street (includes developing alternatives for reconfiguration of surface street adjacent to the interchange).

Services provided on this project include preliminary geometric design plans (project feature maps), bridge advanced planning studies, preliminary geotechnical studies, and preliminary engineering studies. Project feature maps will be used as the basis for determining right-of-way requirements, construction staging concepts, structure modification requirements for 15 bridges, retaining wall requirements, Transportation Management Plan design, highway planting concepts, hydrology and hydraulic analyses, and value analyses. This project also includes an evaluation of the requirements for a possible interim project to construct two HOV lanes and the Plaza Boulevard BRT station in the median of I-805.

Bayshore Bikeway Sweetwater Marsh Alternatives Analysis, San Diego, CA — Analyst. KHA was retained by the San Diego Association of Governments (SANDAG) to perform an alternatives analysis to identify possible opportunities and constraints or other options that could be potentially implemented along the San Diego and Eastern Railroad right-of-way and the San Diego Bay. This project entailed an existing rail line, bridges, and the Greenbelt bike path extending over the marsh. KHA identified evaluation categories including environmental impacts, route aesthetics, freight impacts and then submitted their recommendations.

Danielle Gresham

Environmental

Professional Credentials

- Master of Science, Renewable Resources, Wildlife, and Fisheries Science, University of Arizona
- Bachelor of Arts, Biology, Mills College
- Field Biology Training Program, Manomet Bird Observatory, Manomet, Massachusetts

Professional Organizations

- Association of Environmental Professionals
- Women's Transportation Seminar

Special Qualifications

- More than 16 years serving as environmental planner/project manager for numerous projects involving environmental impact assessments and environmental planning with extensive Caltrans coordination experience
- Participated in the preparation of National Environmental Policy Act documents such as Environmental Impact Statements and Environmental Assessments for public agencies throughout the Southwest including the U.S. Forest Service, U.S. Fish and Wildlife Service, and U.S. Department of Defense
- Managed CEQA projects for the City of San Diego, City of Oceanside, North County Transit District, and County of San Diego
- Responsibilities have included coordinating the preparation of Environmental Impact Reports, technical reports, permit applications, and initial studies

Relevant Experience

I-5/Genesee Avenue Improvements - PR/ED, San Diego, CA — Project Planner. KHA completed the preliminary conceptual design and prepared the preliminary design of improvements to the I-5/Genesee Avenue interchange. The initial phase of the project included alternative analysis/corridor study to examine ultimate improvements to I-5 from SR 52 to Del Mar Heights Road. For the second phase, KHA prepared a Caltrans PR/ED that included preliminary engineering and environmental clearance for the recommended interchange alternative as well auxiliary lanes on I-5 between La Jolla Village Drive and Sorrento Valley Road.

South Bay BRT Project Phasing Report, San Diego, CA — Environmental Planner. The 20-mile alignment of the South Bay Bus Rapid Transit (SBBRT) project includes about two miles within the rapidly developing community of Otay Mesa near the US-Mexico border. A new freeway is planned to access the international border, but will not be completed in time for opening of service on the SBBRT route. KHA prepared studies of four alternative alignments for this community, including innovative transit priority measures, running time estimates and cost estimates. This project also required coordination of the SBBRT project with transit system implementation in Tijuana, Mexico and with a federal project to develop a new Port of Entry in the area. The work also included coordination with area developers, Caltrans, and the City of San Diego.

South Bay BRT Advanced Planning for Otay Mesa Segment, San Diego, CA — Environmental Planner. The 20-mile alignment of the South Bay Bus Rapid Transit (SBBRT) project includes about two miles within the rapidly developing community of Otay Mesa near the US-Mexico border. A new freeway is planned to access the international border, but will not be completed in time for opening of service on the SBBRT route. KHA prepared studies of four alternative alignments for this community, including innovative transit priority measures, running time estimates and cost estimates. This project also required coordination of the SBBRT project with transit system implementation in Tijuana, Mexico and with a federal project to develop a new Port of Entry in the area. The work also included coordination with area developers, Caltrans and the City of San Diego.

South Valley Parkway Project - Alignment Study and EA, Coachella Valley, CA — Task Manager. KHA was retained by the Coachella Valley Association of Governments (CVAG) to prepare an alignment study for the South Valley Parkway, a proposed six-lane expressway in a 220-foot right-of-way following the alignment of 62nd Avenue in the southeastern Coachella Valley. The study involved three components: evaluation of traffic volumes and capacity (lane) needs with buildout

of the County's General Plan land use; conceptual geometric design to identify an alignment that minimizes interference with existing development or other constraints; and environmental analysis to identify potential corridor constraints, and to delineate subsequent environmental studies that was needed..

Walerga Road Frontage Road Improvements, North Highlands, CA — Environmental Planner. Mixed-use commercial and residential land situated on approx. 5.3 acres along the west side of Walerga between Larchmont and Don Julio. KHA prepared construction documents, including a grading and drainage plan, a sewer plan, frontage improvement plans, public street light plan, and a water system plan.

West A Street Realignment Project, Hayward, CA — Deputy Project Manager. KHA is responsible for 2.5 million dollars worth of roadway improvements for the City of Hayward. The project realigns 1800 linear feet of thoroughfare improvements allowing for a major commercial redevelopment project. The improvement plans include roadway layout, storm drainage, sanitary sewer, water, signage, and striping signalization.

Tijuana River Valley Park Trails and Habitat Enhancement Project EIR, San Diego County, CA — QC/QA Reviewer. This project involves the creation of a formal recreational trail network and habitat restoration area within a 1,800-acre regional park, located in the southwestern portion of San Diego County. Although the project is located within the borders of the City of San Diego, the lead agency for the EIR is the County of San Diego, the owner and operator of the regional park.

SR 91 Project Report (PR) and Environmental Document (ED), Various Counties, CA — Environmental Planner. In conjunction with OCTA and Caltrans Districts 8 and 12, KHA is currently working on a PR and ED for freeway chokepoint enhancement along eastbound SR 91 from the SR 241 interchange to the SR 71 interchange. In completing the PR/ED, we will coordinate the effort with short-term, mid-term and long-term SR 91 planning projects as listed in OCTA's 2004 SR 91 Implementation Plan prepared in association with the Riverside County Transportation Commission (RCTC) and Caltrans Districts 8 and 12.

SR 125 South Toll Road Environmental Compliance Review, Chula Vista, CA — Project Manager. KHA provided environmental compliance review and analytical services for design-build of the SR 125 South Toll Road. We assisted our client, Washington Infrastructure Services, Inc., in maintaining consistency with the environmental documents and permit requirements as they go from 35 percent design to Release for Construction submittals. We worked closely with the designers to identify potential environmental constraints relevant to changes in the design. This close coordination has resulted in avoidance or minimization of environmental effects and potential project delays from additional agency environmental review or permit amendments. The project includes approximately nine miles of roadway through three local jurisdictions and environmentally sensitive areas. The toll road alignment crosses 11 jurisdictional wetlands or waters of the U.S. Other environmental issues include endangered or threatened species and their habitats, cultural resource sites, visual quality and aesthetics, and noise impacts.

I-80 Integrated Corridor Mobility (ICM) Project, Alameda/Contra Costa Counties, CA — Deputy Project Manager. Prepared the preliminary environmental analysis report (PEAR). Potential environmental effects of the proposed improvements were evaluated to develop alternatives that would avoid or minimize impacts, including potential impacts to regionally important saltmarsh habitat. An initial site assessment checklist (i.e., preliminary hazardous materials analysis) was performed to support the PEAR. KHA is currently under contract to prepare the environmental document for the I-80 ICM project in compliance with Caltrans and FHWA requirements.

Central Alameda County Freeway System Operational Analysis, Hayward, CA — Environmental Manager. KHA conducted a constraints-level environmental analysis of 14 alternative freeway system improvements. The analysis involved review of existing environmental documents, sensitive species databases, socioeconomic data, and other sources and a windshield reconnaissance to identify potential environmental issues or concerns. A qualitative assessment was performed to identify the likely intensity of impact within each of 11 environmental resources for each of the alternative improvements.

Jim Gingery, P.E., G.E.

Geotechnical

KLEINFELDER
Bright People. Right Solutions.

Professional Credentials

- Master of Science, Geotechnical Engineering, University of California, Berkeley,
- Bachelor of Science, Civil Engineering, San Jose State University,
- Professional (P.E.) - Civil, No.59819, CA, 1999
- Geotechnical (G.E.), No.2638, CA, 2004

Relevant Experience

Los Angeles to San Diego Proposed Rail Corridor Improvement Studies, CA — Staff Engineer. The project involved planning level technical evaluation of several long tunnel alignments, shafts and a large underground station chamber. Twin and single bore tunnels with diameters of 37 to 43 feet were considered. Assisted in the characterization of site geology, groundwater and seismicity. He performed initial evaluations of tunnel, shaft and underground station design and construction issues.

SR 75/282 Transportation Corridor Project, Coronado, CA — Project Engineer. Performed a geotechnical investigation in support of preliminary engineering and design of a 1.4-mile tunnel alignment. The study considered several alternatives including cut and cover tunnel, a 50-foot diameter single bore tunnel, and twin 37-foot diameter tunnels. Technical challenges included an active fault crossing, liquefiable soils, and seismic tunnel modeling.

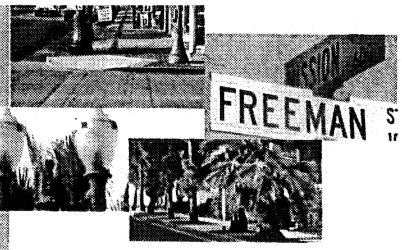
Linda Vista Dr. and Grand Ave. Improvements, San Marcos, CA — Project Manager. Performed a geotechnical investigation for widening of two streets. Oversaw field and laboratory testing program and prepared a geotechnical report that included grading and pavement design recommendations.

Geotechnical Engineering for a Pedestrian Bridge, San Diego, CA — Project Engineer. Performed geotechnical and seismic engineering for this precast, segmental, 250-foot single span bridge crossing an estuary. Seismic evaluations included site response analyses, liquefaction, lateral spreading and slope stability analyses. Developed bearing capacities for cast-in-drilled-hole concrete piles. Developed recommendations for pressure on foundations due to laterally spreading ground.

Poway Road Left Turn Lane Improvements, Poway, CA — Project Manager. This project consisted of widening an existing roadway including making cuts into existing rock slopes. Evaluated rock rippability through seismic refraction testing and evaluated slope stability and permissible cut slope inclinations. Summarized conclusions and recommendations in a report.

Pomerado Road Overcrossing, San Diego, CA — Project Manager. This project consists of retrofitting the Pomerado Road overcrossing bridge with a pony bent and a 24 foot high tieback wall beneath one of the abutments to allow for widening of the I-15 freeway. The field exploration for this project involved drilling within the freeway, which required obtaining Caltrans encroachment permits. Preliminary, Draft and Final Foundation Reports were prepared as part of this project.

Carroll Canyon Road Overcrossing, San Diego, CA — Project Manager. This project consists of replacing an existing overcrossing bridge with a new bridge to allow for widening of the I-15 freeway. Technical challenges of this project included complicated and constrained construction sequencing that required extensive shoring. A combination of bridge foundations were required including shallow spread footings and cast-in-drilled-hole piles. Preliminary, Draft and Final Foundation Reports were prepared as part of this project.



Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Denis LeClaire, ASLA

Landscape Planning

THE LIGHTFOOT PLANNING GROUP

Professional Credentials

- Bachelor of Science, Landscape Architecture, California Polytechnic University, San Luis Obispo
- California Licensed Landscape Architect, LLA 3861

Professional Organizations

- American Society of Landscape Architects, Member

Qualifications

Since joining The Lightfoot Planning Group in February 2001, Denis has provided project management and preparation of site plans, vegetation restoration plans, recreation plans, model home plans, historical/interpretive park plans, streetscape plans, and landscape construction documents for a variety of projects.

Denis is currently responsible for project management on various Master Planned Communities, Streetscape Improvements, Commercial, and Model Home projects in his position of Landscape Architect. His responsibilities include site design, preparation of construction documents, construction observation, landscape inspections, and landscape certification.

Relevant Experience

Denis has extensive experience and knowledge in Landscape Architecture having been involved in a variety of projects throughout his career. Below is a summary of some of the recent projects he has been actively involved in:

Pacific Station, Encinitas, CA — Pacific Station is a 1.96-acre project mixed-use project located along Highway 101 in downtown Encinitas. Denis was the Landscape Architect for the project, beginning with the design during the entitlement phase through to construction. Denis was also responsible for completing portions of the LEED (Leadership in Energy and Environmental Design) application, helping to certify the project under USGBC Green Building Rating System.

Santee Unified School District, Santee, CA — The Santee Unified School District has been actively renovating and updating their school facilities athletic fields. Denis has provided his knowledge and expertise to help the school district achieve these goals through landscape design.

Renaissance Terrace, Oceanside, CA — The Renaissance Terrace project is a 96-unit condominium project located near the coast in Oceanside. Denis designed the landscape plan during the entitlement phase as well as completing the construction documents. Additionally, Denis completed the design and landscape for the sales trailer for the project.

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Kathleen Copley, ASLA, WCISA

Landscape Planning

Professional Credentials

- Bachelor of Science, Landscape Architecture, Magna Cum Laude, California Polytechnic State University, San Luis Obispo, CA
- Bachelor of Science, Ornamental Horticulture, Highest Honors, California Polytechnic State University, San Luis Obispo, CA
- California Licensed Landscape Architect, LLA 4714
- Certified Arborist, WE-7337A

Professional Organizations

- American Society of Landscape Architects, Member
- Western Chapter International Society of Aroboriculture, Member

Qualifications

Kathleen has a work history which includes public and private sector work preparing landscape concept plans, construction documents, streetscape enhancement plans, entry monumentation, environmental mitigation and restoration plans, as well as landscape architectural reviews and consulting for Homeowners Associations.

Kathleen is also a Certified Arborist and has consulted on numerous new construction projects, as well as acting as a consulting arborist for homeowner associations throughout San Diego County.

Her continuing education includes seminars pertaining to: stormwater management, fire-defensible landscaping, native plants, and invasive plants. She regularly attends conferences and seminars about street trees and arborist related topics. Kathleen has a passion for planting design and construction detailing and is interested in advancing the profession through the creative use of biofiltration and permeable hardscape surfaces. Kathy is currently pursuing LEED certification from the U.S. Green Building Council.

She is an active member of the California Native Plant Society, the San Diego Horticultural Society, and currently is serving on the San Diego County Water Conservation Ordinance Committee.

Relevant Experience

- Gateway Streetscape, Landscape Concept Plan, Working Drawings, City of Oceanside, CA
- Rancho Rose, Award Winning Multifamily Project, Landscape Concept Plan, Working Drawings, Oceanside, CA
- Camino Del Norte Arborist Consulting, 4S Ranch Master Plan, City of San Diego, CA

Civil and Transportation Engineering,
Street Lighting, and Landscape Architectural
Design Services for Mission Avenue

Barry Bevier, P.E., G.E.

Geotechnical

KLEINFELDER
Bright People. Right Solutions.

Professional Credentials

- Professional (P.E.) - Civil, No.31461, RCE, CA, 1980
- Geotechnical (G.E.), No.143, CA, 1987
- Professional (P.E.) - Civil, No.8156, RCE, HI, 1994
- Professional (P.E.) - Civil, No.14950, RCE, NV, 2001

Professional Organizations

- American Public Works Association
- American Society of Civil Engineers
- American Council of Engineering Companies
- California Geotechnical Engineers Association, President 1994-95

Relevant Experience

Oceanside Boulevard Improvements, Oceanside, CA — Geotechnical Task Leader. Provided a detailed subsurface investigation with geotechnical design input for this arterial roadway widening project. Since the road alignment crossed an old mine site, soft soil and undocumented fill sloped required stabilization. Cut slopes in unstable soil areas were constructed using geogrid slope reinforcement. Existing utilities also needed special consideration to protect them from traffic loadings. This was accomplished by designing stemwall supported slabs in critical areas. Design of flexible pavements was also provided.

Linda Vista Dr. and Grand Ave. Improvements, San Marcos, CA — QC/QA Manager. Performed a geotechnical investigation for widening of two streets. Oversaw field and laboratory testing program and prepared a geotechnical report that included grading and pavement design recommendations.

Mission Valley East Light Rail Transit Extension, San Diego, California Geotechnical Task Leader. Provided a detailed subsurface investigation with geotechnical design input for eight bridges and elevated structures. Recommendations included input to design of 100+ foot deep, six-foot diameter CIDH shafts, and ground improvement measures to mitigate the potential for earthquake induced liquefaction of the loose subsurface alluvial soils. Pile load testing performed for this project allowed documenting higher soil strength that resulted in cost saving reductions in pile length and diameter.

Mission Valley West Light Rail Transit Extension, San Diego, California — Geotechnical Project Manager. Barry provided geotechnical input and design criteria for the Light Rail Transit extension. Services included field exploration, drilling shaft design, development of seismic criteria, site characterization, and various geotechnical studies. The project included investigation of eleven bridges including the Fashion Valley/SR163 bridge, which is a 3,900 ft long bridge supported on 35 bents.

State Route 56, San Diego, CA — Geotechnical Project Manager. The project included 5.7 miles of 4-lane freeway, adjoining bicycle path, fifteen bridges, and associated retaining and sound walls. The geotechnical exploration consisted of over 250 test borings and test pits to evaluate site geology and soil conditions, especially at locations of proposed structures. A number of landslides were identified and investigated along the alignment. Scope of work included providing design recommendations for all structures, roadwork, and grading.

State Route 54 Gap, San Diego, CA — As Project Manager, managed the geotechnical investigation for the SR 54 Gap project. The project consisted of upgrading an existing two-lane road into a six-lane highway. Project elements included bridges, retaining walls, slope cuts in both hard rock and landslide-prone sedimentary formations. Preliminary and final SFR's and a GDR to Caltrans requirements were provided.

Kimley-Horn
and Associates, Inc.

401 B Street
Suite 600
San Diego, California
92101

February 19, 2009

Ms. Kathy Baker, Redevelopment Manager
City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Civil and Traffic Engineering, Street Lighting Specialist, and Landscape Architectural Design Services for Mission Avenue-Response to Shorlist Letter

Dear Ms. Baker:

In response to letter received on February 9, 2009 informing our team of our opportunity to interview for the above mentioned project, please find the attached requested items. These items include the following:

- A detailed cost estimate by task for the project team
- Letters of recommendations for all recent projects including traffic, landscape, civil and public outreach

We are extremely excited about the opportunity to present to the members of the selection committee on Tuesday, February 24 at 1:00pm and thank you for the opportunity. If there are any questions prior to the interview, please do not hesitate to call 619.744.0132.

Very truly yours,

KIMLEY-HORN AND ASSOCIATES, INC.

Scott W. Colvin, P.E.
Project Manager

TEL 619 234 9411
FAX 619 234 9433

CITY OF
LA MESA
JEWEL of the HILLS

PUBLIC WORKS DEPARTMENT

February 13, 2009

City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Letter of Recommendation for Kimley-Horn and Associates, Inc.

To Whom It May Concern:

I am pleased to submit this letter of recommendation for Kimley-Horn and Associates, Inc. They have—and continue to—provide excellent client service for the City of La Mesa on a variety of projects.

Kimley-Horn's team members work side-by-side with City personnel throughout both the design and construction of a project. One of the things that stand above the rest is their response to unforeseen issues. They respond very quickly and efficiently. If in the rare case that there has been an error, Kimley-Horn has stepped up and fixed the issue with outstanding service and performance. Kimley-Horn has provided a variety of engineering services for the City, but has focused on traffic and civil engineering projects. These projects have included signal timing, signal design, traffic calming, and intersection improvements.

Kimley-Horn's PM, Scott Colvin, has demonstrated in-depth knowledge and familiarity with a variety of engineering requirements for the City of La Mesa and has provided constructive feedback and comments to other City departments in a confident and professional manner, allowing the City of La Mesa staff to focus on other pressing City matters. Scott is very approachable and has been an extension of our City engineering team.

I would highly recommend Kimley-Horn for your engineering needs. If you have any questions, please contact me at depperson@ci.la-mesa.ca.us.

Sincerely,

Dirk Epperson
Project Manager
City of La Mesa

8130 ALLISON AVENUE • LA MESA, CA 91941 • TEL: 619.667.1166 FAX: 619.667.1380

THE CITY OF SAN DIEGO

February 13, 2009

City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Letter of Recommendation for Kimley-Horn and Associates, Inc.

To Whom It May Concern:

I am pleased to write this letter of recommendation for the firm of Kimley-Horn and Associates, Inc. Kimley-Horn has built a strong working relationship with many of the project managers in our engineering department. Their reputation as a strong partner in challenging, community fronted projects has made them a popular consultant for a variety of transportation planning and traffic engineering services.

The current project, Skyline Avenue Corridor Study/Final Design has been very successful. Kimley-Horn's team members work side-by-side with City personnel throughout traffic study, planning, community outreach, and design of this project. Kimley-Horn has prepared and presented to multiple community groups and have done so with creativity and professionalism.

Kimley-Horn has been a responsive and involved consultant for the City of San Diego. I am pleased to recommend them to the City of Oceanside for the proposed project.

Sincerely,

Louis Schultz, P.E.
City of San Diego
Engineering and Capital Projects
Right of Way Design Division | Project Engineer

DIVERSITY BRINGS US ALL TOGETHER

Engineering and Capital Projects Department
600 B Street, Suite 800, MS 908A • San Diego, CA 92101-4502
Tel (619) 533-5200 Fax (619) 533-5176

MISSION
SAN LUIS REY

February 16, 2009

City of Oceanside
300 North Coast Highway
Oceanside, CA 92054
3rd Floor Economic and Community Development Department

Re: Letter of Recommendation for The Lightfoot Planning Group

To Whom It May Concern:

I am pleased to submit this letter of recommendation for The Lightfoot Planning Group and many of their landscape architects such as Jim Taylor and Kathy Copley. The Lightfoot Planning Group has always provided excellent client service for the Mission San Luis Rey on a variety of projects. They work diligently with Mission personnel throughout both the design and construction of a project.

The Lightfoot Planning Group employees have awareness for the unique requirements for Mission San Luis Rey projects while providing constructive advice and observations in a confident and professional manner.

I have utilized their services for many projects, as have my predecessors, and will continue for many more years.

Sincerely,

James Lockman, ofm
Executive Director
Mission San Luis Rey

4050 Mission Avenue Oceanside California 92057 760.757.3651 www.sanluisrey.org

Consultant/Subconsultant: **Kimley-Horn and Associates, Inc.**

Total Hours = **889.0**

Total Costs = **$164,740.00**

Task Order Title: **Mission Avenue**

Attachment:

Date Prepared: 16-Feb-08

Item		Kimley-Horn and Associates, Inc.								
		P7- Professional	**P5- Professional (Project Manager)**	**P5- Professional**	**P4- Professional**	**P3- Analyst**	**D7- Senior Designer**	**N6- Support Staff**	**Total Hours**	**Total Cost**
		$230.00	**$145.00**	**$160.00**	**$120.00**	**$110.00**	**$118.00**	**$78.00**		
LABOR										
1	**Task 1.0 Data Collection**									
		61.00	18.00	67.00	203.00	29.00	61.00	20.00	459.0	$63,668.00
	Subtotals (Costs) =	$14,030.00	$2,610.00	$10,720.00	$24,360.00	$3,190.00	$7,198.00	$1,560.00	459.0	$63,668.00
2	**Task 2.0 Design**									
	CDS Section 1	10.00	26.00	0.00	0.00	20.00	0.00	14.00	70.0	$9,362.00
	CDS Section 2	0.00	16.00	0.00	0.00	249.00	0.00	12.00	277.0	$30,646.00
	Subtotals (Costs) =	$2,300.00	$6,090.00	$0.00	$0.00	$29,590.00	$0.00	$2,028.00	347.0	$40,008.00
3	**Task 3.0 Geotechnical Coordination (See Expenses below)**									
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	$0.00
	Subtotals (Costs) =	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.0	$0.00
4	**Task 4.0 QA/QC**									
		10.00	0.00	0.00	0.00	0.00	0.00	0.00	10.0	$2,300.00
	Subtotals (Costs) =	$2,300.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	10.0	$2,300.00
5	**Task 5.0 Project Management**									
		16.00	57.00	0.00	0.00	0.00	0.00	0.00	73.0	$11,945.00
	Subtotals (Costs) =	$3,680.00	$8,265.00	$0.00	$0.00	$0.00	$0.00	$0.00	73.0	$11,945.00
	Totals (Summary) =									
	Total (Hours) =	97.0	117.0	67.0	203.0	298.0	61.0	46.0	**889.0**	**$117,900.00**
	Total (Costs) =	22,310.0	16,965.0	10,720.0	24,360.0	32,780.0	7,198.0	3,588.0	**889.0**	**$117,900.00**

EXPENSES

Reproduction + Expenses	$3,450.00
Lightfoot Planning (See page 2 for breakdown)	$22,750.00
Kleinfelder	$3,000.00
Aerial Photogrammetrist	$9,240.00
Traffic Counts	$4,900.00
Traffic Model	$3,500.00
Expense Totals =	$46,840.00

Total Cost Summary	$164,740.00

Consultant/Subconsultant: **The Lightfoot Planning Group**

Total Hours = **237.0**

Total Costs = **$22,750.00**

Task Order Title: **Mission Avenue**

Attachment:

Date Prepared: 16-Feb-08

Item		Principal	Project Mgr./Certified Arborist	Landscape Tech.					Total Hours	Total Cost
		$135.00	**$85.00**	**$70.00**	**$0.00**	**$0.00**	**$0.00**	**$0.00**		
LABOR										
1	**Task 1.0 Data Collection**									
		5.00	24.00	8.00	0.00	0.00	0.00	0.00	37.0	$3,275.00
	Subtotals (Costs) =	$675.00	$2,040.00	$560.00	$0.00	$0.00	$0.00	$0.00	37.0	$3,275.00
2	**Task 2.0 Design**									
	CDS Section 1	5.00	25.00	10.00	0.00	0.00	0.00	0.00	40.0	$3,500.00
	CDS Section 2	10.00	80.00	25.00	0.00	0.00	0.00	0.00	115.0	$9,900.00
	Subtotals (Costs) =	$2,025.00	$8,925.00	$2,450.00	$0.00	$0.00	$0.00	$0.00	155.0	$13,400.00
3	**Task 3.0 Geotechnical Coordination**									
		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.0	$0.00
	Subtotals (Costs) =	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	$0.00	0.0	$0.00
4	**Task 4.0 QA/QC**									
		5.00	5.00	0.00	0.00	0.00	0.00	0.00	10.0	$1,100.00
	Subtotals (Costs) =	$675.00	$425.00	$0.00	$0.00	$0.00	$0.00	$0.00	10.0	$1,100.00
5	**Task 5.0 Project Management**									
		25.00	10.00	0.00	0.00	0.00	0.00	0.00	35.0	$4,225.00
	Subtotals (Costs) =	$3,375.00	$850.00	$0.00	$0.00	$0.00	$0.00	$0.00	35.0	$4,225.00
	Totals (Summary) =									
	Total (Hours) =	50.0	144.0	43.0	0.0	0.0	0.0	0.0	**237.0**	**$22,000.00**
	Total (Costs) =	6,750.0	12,240.0	3,010.0	0.0	0.0	0.0	0.0	**237.0**	**$22,000.00**

EXPENSES

	$0.00
	$0.00
Expense Totals = (estimated)	$750.00
Total Cost Summary	$22,750.00