PROPOSAL FOR RFP NO. 22-010

PEDESTRIAN SAFETY AND BUS STOP IMPROVEMENT PROJECT DESIGN SERVICES

CITY OF HERMOSA BEACH

KOA

OCTOBER 27, 2022

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COVER LETTER

DATE
October 27, 2022

TO
Mr. Andrew Nguyen
Associate Engineer
City of Hermosa Beach
1315 Valley Drive Suite 100
Hermosa Beach, CA 90254

FROM AUTHORIZED PRINCIPAL
Mr. Joel Falter
Principal
300 Corporate Pointe
Suite 470
Culver City, CA 90230
(310) 473-6508
jfalter@koacorp.com

PROPOSED PROJECT MANAGER
Mr. George Rhyner, PE
Project Manager
T (310) 473-6508
grhyner@koacorp.com

RFP NO. 22-010
Pedestrian Safety and Bus Stop Improvement Project Design Services

Dear Mr. Nguyen:

KOA Corporation (KOA) is pleased to submit this proposal describing our experience and capabilities to provide the City of Hermosa Beach with design and engineering support for Pedestrian Safety and Bus Stop Improvement Project Design Services (RFP No. 22-010).

We believe our firm's 35-year history in safety related projects and the provision of transportation and civil engineering design from having worked on a wide variety of projects over the years, will be beneficial to the City. Our firm has built its reputation from providing engineering services to local governments throughout Southern California. We have prepared projects in the South Bay Cities area and have a strong understanding of the issues and needs of its coastal communities.

As a result of our work in the South Bay, we fully understand the City's expectations and the products that must be delivered. This proposal will clearly outline our understanding and approach to this project and how the City can benefit from our local knowledge and experience. KOA has experience in utilizing industry standards and methods such as those adopted by the City. This includes a working knowledge of, and experience with, federal, state, and local design standards, including design standards established by the American Public Works Association (APWA), Federal Highway Administration (FHWA) as well as the California Department of Transportation (Caltrans).

In addition to our capable staff, we have added two firms to our team: **KDM Meridian, Inc. (survey)**, and **AimTD (data collection vendor)**. These team members are experts in their respective disciplines and will provide supplemental support and services to complete the project's goals and objectives. We have worked with these firms for years and have found them to be highly experienced, dependable, and professional.

We acknowledge the City's COVID vaccination requirements and have included the reference letter in the proposal document. We also acknowledge the receipt of Addendum No 1, dated October 17, 2022. This proposal is valid for a period of 90 days from the due date. We look forward to meeting with you to discuss how KOA can assist the City of Hermosa Beach with this important project.

Sincerely,
KOA Corporation

Joel Falter
Digitally signed by Joel Falter
Date: 2022.10.27 13:03:27 -07'00'

Joel Falter
Principal

FIRM PROFILE

FIRM BACKGROUND

Founded in 1987, KOA Corporation (KOA) is a leading provider in professional services in transportation engineering, mobility planning, and construction management for public agencies and private sector clients. We offer our clients technical knowledge, innovative solutions, and responsive services. Our focus on safety for all travelers is the foundation of our professional practice. KOA engineers, planners, construction field specialists, and project managers all take pride in our well-established reputation as Transportation Safety Experts. The hallmark of our success is our dedication to each and every project and our desire to leave a legacy of extraordinary contribution to our communities. Our staff includes registered civil and traffic professional engineers, certified transportation planners, certified road safety professionals, project/ construction managers, and construction inspectors. With six offices located in Southern California, KOA provides professional consulting services for some of the largest public-works and planning projects for all modes of transportation throughout California.

LOCATION OF OFFICES

Monterey Park (Corporate)
1100 Corporate Center Drive, Suite 201
Monterey Park, CA 91754
Tel: (323) 260-4703
Fax: (323) 260-4705

Culver City
300 Corporate Pointe, Suite 470
Culver City, CA 90230
Tel: (310) 473-6508
Fax: (310) 444-9771

Orange
2141 W Orangewood Ave
Orange, CA 92868
Tel: (714) 573-0317
Fax: (714) 573-9534

Ontario
3190 Shelby Street, Bldg. C
Ontario, CA 91764
Tel: (909) 890-9693
Fax: (909) 890-9694

San Diego
5095 Murphy Canyon Road, Suite 330
San Diego, CA 92123
Tel: (619) 683-2933
Fax: (619) 683-7982

La Quinta (Satellite Office)
78-405 Via Caliente
La Quinta, CA 92253

TYPES OF SERVICES

Transportation Engineering
Highway & Roadway Design
Signals, Signing & Striping, Traffic Control Plans
Traffic Operations & ITS
Mobility Planning (Multimodal)
Complete Streets Planning & Design
Active Transportation
Grant Writing & Management
Assessment of Transportation Impacts
Safety Implementation (HSIP, ADA, LRSP, SSARP, & SS4A)
Construction Management & Inspection

CONTRACT COMPLETION

KOA has not had any failures or refusals to complete a contract.

OFFICIAL NAME & ADDRESS

KOA Corporation
1100 Corporate Center Drive
Suite 201
Monterey Park, CA 91754
Tel: (323) 260-4703

PRIMARY CONTACT

George Rhyner, PE
Project Manager
300 Corporate Pointe
Suite 470
Culver City, CA 90230
(310) 473-6508
grhyner@koacorp.com

TYPE OF ENTITY

S Corporation, CA

FEDERAL EID

95-4515908

OWNERSHIP

Not owned by another business/ individual

YEARS UNDER CURRENT NAME

15

YEARS PROVIDING SERVICES

35

FIRM PROFILE

SUBCONSULTANT - KDM MERIDIAN - FIRM BACKGROUND

KDM Meridian (KDM) is a professional land survey consulting firm specializing in GPS, LiDAR scanning, conventional land surveying, and map checking. Established in February of 2000, KDM has continued to build a loyal clientele by offering professional and technical services to both public and private clients. A registered California corporation located in the City of Irvine, KDM is not only financially stable, carrying minimum debt, but also has the resources to add staff and equipment as needed to accommodate our clients' individual projects.

Our clients include local, regional, and federal agencies as well as other surveying firms, utility agencies, development groups, private consulting firms, construction firms, professional architects, and attorneys. We maintain a staff of around 20 people, including six California Licensed Land-Surveyors, and one certified Land-Surveyor-In-Training; we currently field two survey crews on a regular basis to perform conventional, GPS, and LiDAR land surveying. With our current staff and equipment, we have the ability to provide up to four two-person crews when necessary. In-house personnel provide boundary, right-of-way, and topographic surveying and mapping, as well as construction staking, legal descriptions, and related land development functions.

Mr. Richard C. Maher, PLS, a founder and principal of the firm, has extensive experience with all major survey disciplines, including private and public works surveying. For the past 20+ years, and under the guidance of Mr. Maher, personnel at KDM have proven their expertise in surveying for public works design improvement projects by functioning as the survey department, or an extension of the survey department, for a number of prominent local public works design engineering firms and agencies. In that capacity, KDM has worked directly on a project-by-project basis with city agencies providing topographic and mapping services for the purpose of public works design improvements. In fact, at least three-quarters of the projects currently performed by KDM are related to public works improvements.

Despite KDM's expertise in public works surveying, KDM personnel are just as competent facilitating private projects, be it surveying a local house of worship's grounds to support future site improvements, or surveying monitoring wells in support of environmental mitigation activities; KDM is a full-service survey firm ready to meet our varied clients' wide-ranging needs in a responsive, cost effective, and professional manner, facilitating project schedules and goals.

LOCATION OF OFFICES

1340 Reynolds Ave, Suite 110
Irvine, CA 92614
Tel: (949) 768-0731

OFFICIAL NAME & ADDRESS

KDM Meridian
1340 Reynolds Ave, Suite 110
Irvine, CA 92614
Tel: (949) 768-0731

PRIMARY CONTACT

Richard C. Maher
President
1340 Reynolds Ave, Suite 110
Irvine, CA 92614
(949) 768-0731
rmaher@kdmmeridian.com

TYPE OF ENTITY

S Corporation, CA

FEDERAL EID

33-0897262

OWNERSHIP

Not owned by another business/ individual

YEARS UNDER CURRENT NAME

22

YEARS PROVIDING SERVICES

22

TYPES OF SERVICES

Topographic Survey | Aerial Mapping | LiDAR Scanning | Boundary Establishment | Geotechnical Survey | Bathymetric Survey | Monument Preservation | Construction Staking | Map Checking | Lot Line Adjustment | ALTA Survey | Slope Monitoring | Mean High Tide Survey | GIS Integration

FIRM PROFILE

COUNT VENDOR - AIM TD - FIRM BACKGROUND

Aim Traffic Data – AimTD – has over ten years of experience providing accurate traffic data collection with focus on customer service. AimTD is a certified Women Business Enterprise (WBE) and Community Business Enterprise (CBE) by the County of Los Angeles Department of Consumer and Business Affairs (DCBA). Additionally, AimTD is a certified Small Business Enterprise (SBE) by METRO, SBE (Micro) certified by the State of California and registered with the Department of Industrial Relations (DIR # 1000043251). Our staff includes CEO, COO, three project managers and 20 technicians.

AimTD LLC has experience and resources to perform all tasks under this contract within the required time frame professionally and accurately. They are known for reliable and cost-effective services and a high level of customer support.

LOCATION OF OFFICES

751 S Weir Canyon Rd
Ste 157-158
Anaheim, CA 92808
Tel: (714) 253.7888

TYPES OF SERVICES

Intersection Turning Movement Counts
Right Turn on Red Studies
24Hr Machine Counts ADTs
24Hr Axle Vehicle Classification Studies
24Hr to 7 day Video ADTs
Bicycle, Pedestrian Counts and Motorized Scooters
Parking Occupancy Studies, Parking Turnover Studies
Radar Spot Speed Surveys:
Travel Time Surveys, Queue Studies, Traffic Gap Studies, and Saturation Flow Analysis
Transit Surveys, Pedestrian Interview Surveys
Sign Inventory Collection

OFFICIAL NAME & ADDRESS

AimTD LLC
751 S Weir Canyon Rd
Ste 157-158
Anaheim, CA 92808
Tel: (714) 253-7888

PRIMARY CONTACT

Olga Polunin, MBA
President and CEO
751 S Weir Canyon Rd
Ste 157-158
Anaheim, CA 92808
(714) 253-7888
opolunin@aimtd.com

TYPE OF ENTITY

Limited Liability Company, CA

FEDERAL EID

45-5083788

OWNERSHIP

Not owned by another business/ individual

YEARS UNDER CURRENT NAME

13

YEARS PROVIDING SERVICES

13

AimTD LLC
Aim Traffic Data

STATEMENT OF PROJECT UNDERSTANDING

It is our understanding the City of Hermosa Beach is requesting assistance from a firm with experience in the provision of engineering and design services for the Pedestrian Safety and Bus Stop Improvement Project. The project is to provide pedestrian improvements including, but not limited to Rectangular Rapid Flashing Beacons (RRFBs), curb extensions, Americans with Disabilities Act (ADA) curb ramps, median island extensions, bus stop relocation, and pedestrian safety enhancements. Additionally, we will evaluate the feasibility to providing additional metered parking in conjunction with bus consolidations along a portion of the Hermosa Avenue corridor.

The project extents and specific intersection locations under consideration for pedestrian and bus improvements are as follows:

Extents:

- Hermosa Avenue from 35th Street south to Herondo Street
- Pier Avenue from Hermosa Avenue to Bard Street
- Valley Drive, 500 feet in each direction from the mid-block crosswalk at #245
- Herondo Street at Monterey Boulevard, 500 feet along all three intersection legs

Intersections:

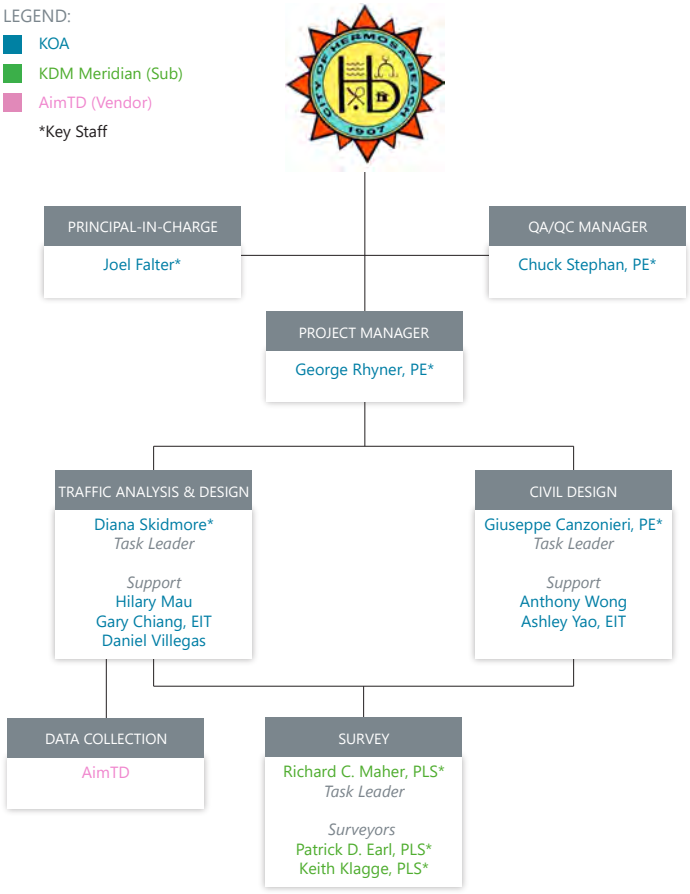
- Hermosa Avenue at Lyndon, 2nd, 4th, 6th, 8th, 17th, 18th, 19th, 20th, 24th, and 25th Streets
- Pier Avenue at Manhattan Street, Loma Drive, and Cypress Drive
- 245 Valley Drive
- Herondo Street at Monterey Boulevard

Our initial effort will be dedicated to developing a conceptual design as part of our conceptual design phase (Task 1A). We will conduct various traffic-related evaluations that will provide insight and support for potential design improvements. The traffic results will assist us with the design of the preliminary conceptual schemes. Once a conceptual design has been approved by the City, the final design phase (Task 1B) can begin which includes preliminary engineering and design.

The project scope of work consists of civil and traffic engineering, community outreach support, preliminary design, and preparation of final plans, specifications and estimates (PS&E), and construction support. We have prepared the following work plan to achieve the City's objectives as outlined in the Request for Proposal (RFP). Our work plan identifies our proposed methods and approach to accomplish the project goals, while providing deliverables identified for each task.

ORGANIZATIONAL CHART

The organizational chart below reflects the proposed roles and organization of the KOA staff and subconsultants who will be assigned to perform and/or assist with the required services and deliverables. KOA has a capacity of over 100 qualified professionals available to perform services for this effort. Our project team was organized specifically for this project based on the skill set and experience of the staff and subconsultants.



APPROACH TO WORK PROGRAM (REQUIRED AND OPTIONAL TASKS)

KOA recognizes that the success of any design-related project relies on the expertise and experience of the team members involved in managing the project, understanding key project challenges, and providing value, quality work, and responsive service to the City. We have reviewed the

RFP and relevant studies; we have conducted a preliminary field reconnaissance of the project corridor. Below are examples of our findings and KOA's proposed project approach to the scope of work.

ONE COMPANY, MULTIPLE DISCIPLINES

One of KOA's unique characteristics is that we offer transportation planning, civil/traffic engineering, and construction management/inspection services under one roof. This provides our clients with seamless project integration whereby all of our disciplines work closely to provide checks and balances to ensure our planning efforts make sense from an engineering perspective and our plans are constructable.

When approaching a project like this one, our designers and engineers understand the importance of understanding the community and surrounding infrastructure, focusing on drainage, utilities, traffic signals/streetlights, crosswalk alignments, and how the proposed project aligns with applicable design standards.

On a pedestrian safety and design focused improvement project such as this one, some of the design considerations our engineers will be looking out for:

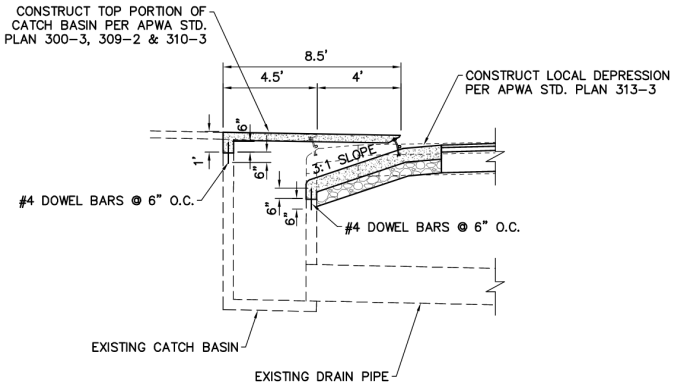
- Will there be any conflicts if we add pedestrian push buttons at locations where there will be RRFB installations and/or when constructing a new curb ramp and/or curb extension?
- Does the existing infrastructure near or within the curb return allow for ADA-compliant access improvements and does it meet existing standards?
- Will curb extensions provide for adequate positive drainage?
- Will the reconstruction of existing sidewalk have a negative impact on an adjacent property?
- How can we enhance bus stop accessibility?
- Are we creating any new vertical elements at the back of sidewalk that will not provide ADA access to a business' doorway?

PEDESTRIAN SAFETY IMPROVEMENTS

CHALLENGES - CATCH BASINS

During the conceptual engineering phase, we will assess the feasibility of protecting the existing catch basins in place. We have applied this principle on recent projects in the cities of Carson, Santa Monica, and Long Beach, for example.

When a city has concerns about maintenance or tripping hazards with an open channel concept, we have proposed to reconstruct the top of the catch basin. Below is a construction detail from a recent KOA project in the City of Santa Monica. This design has been accepted/approved by Los Angeles County Flood Control District and significantly reduces cost and permit review time.



CHALLENGES - CURB EXTENSION SIZE

Providing a larger curb extension provides safety benefits such as traffic calming, additional pedestrian visibility, and reduction of pedestrian crossing time, but the larger footprint does increase construction costs, especially if there are utility conflicts.

A reduction in the curb extension will save money on the construction cost of the project. A smaller curb extension footprint equals less concrete, less landscaping, and less irrigation, should the city choose to add these features.

MEDIAN CLOSURES

The proposed median closures at 17th, 18th, and 20th Streets provide opportunities to increase parking along Hermosa Avenue but will require coordination with LA County Fire to determine if the closures will result in the need for mountable curbs as well as any other accessibility needs for engines and other apparatus. This could result in on-street parking loss on the east and west side of the street. This element will also require coordination with residents on the east side of Hermosa Avenue as there will be changes in the ease of accessibility to garages in this area. We will identify strategies to revise the structure of parking spaces to minimize the loss of on-street parking.

CONSOLIDATION OF BUS STOPS

Based on an initial review of the existing bus stop locations on Hermosa Avenue from 26th Street south to Herondo Street, there are locations where we believe we have an opportunity to consolidate the bus stops to a more typical bus stop spacing of a quarter mile. The

focus of the bus consolidation would be consideration of a central mobility hub surrounding the intersection of Hermosa Avenue at Pier Avenue to centralize mobility and addresses the PLAN Hermosa mobility goals.

The beach trolley route described and illustrated in the PLAN Hermosa Intended Transportation Amenities will be considered as part of consolidation. We recognize that parking is a key issue; a goal is to provide improved visibility as well as connectivity to reduce automobile usage. However, it should be noted that a challenge will be trying to minimize the parking to be removed.

ON-STREET PARKING

We will assist in addressing parking with the Coastal Commission by preserving and providing alternative mode resources, not just to Hermosa Beach, but regionally. We will attempt to preserve and also promote access to the beach for residents and visitors to Hermosa Beach, as outlined in PLAN Hermosa.

All areas where an island may be extended, it may provide an opportunity for providing additional parking to also off-set any eliminated parking spaces. However, as noted above, whether or not parking can be accommodated along these median island closures will have to be determined, considering emergency access.

COMMUNITY OUTREACH

Communications with City agencies, transit operators, California Coastal Commission (CCC), LA County Fire, Hermosa Beach Police, waste management, and the community has been an extensive part of the Improvement Project to date, and is to be continued as part of the design process.

MANAGEMENT OF PROJECT BUDGET

At the preliminary design stage, we will coordinate with the City to define all the items that need to be part of the project. We have separated out the project design into two separate phases to provide the City with budgetary flexibility. The two phases include the conceptual design phase, which is considered a base service, and final design, which is considered an optional service.

MEETING THE PROJECT TIMELINE

The RFP states that the selected consultant shall submit final PS&E 4 to 6 months after issuance of the notice to proceed. Below are critical steps we will take to ensure the schedule is maintained:

- Our team will hit the ground running on day one. As soon as KOA receives the notice to proceed, our sub-agreement will be issued immediately to our subconsultant.
- It will be important to schedule a kick-off meeting with the City for an internal team meeting as soon as possible.
- Conceptual design (30%) needs to develop a well thought out project that is within the project budget. The conceptual design needs to be thoroughly vetted by the KOA team and City so that we can streamline the 60% through 100% design submittals.
- At the 60% design level, the City will receive a detailed and complete design.
- Catch basin modification or reconstruction will require approval from Los Angeles County Flood Control District. Based on our previous experience, this is at least a 6-month process. We will work with the City during the conceptual design stage to either reduce the amount of catch basins affected or remove them completely.

ROLES AND RESPONSIBILITIES FOR CITY STAFF

As mentioned earlier, KOA can provide a multitude of transportation planning, civil/traffic engineering, and construction management/inspection services. Field surveying will be provided by KDM Meridian. Data collection will be provided by AimTD.

Resources that we will require to be provided by the City may include but are not limited to existing improvement plans, topographic maps, assessor maps, centerline ties, corner records, as-built plans, utility plans, accident data, traffic counts, and previous traffic studies. Work to be performed by the City includes leading the stakeholder meetings with bus transit operators, Fire Department, and public meetings.

SCOPE OF WORK

Based on our review of the scope of services and the City's Capital Improvements program budget for the project, we have developed a scope of services that addresses the RFP in two distinct phases including Conceptual Design and an optional Final Design. The elements of both phases are discussed in the following sections.

PHASE 1 – DESIGN

TASK 1 – DESIGN AND CONSTRUCTION DOCUMENTS

TASK 1A – CONCEPTUAL DESIGN PHASE

During the conceptual plan preparation phase, we will gather data and prepare conceptual plans for City use in public presentations and discussions. The conceptual plans will be prepared for the following locations:

- Hermosa Avenue from Herondo Street to 35th Street
- Pier Avenue from Hermosa Avenue to Bard Street
- Valley Boulevard 500 feet north and south of the 245 Valley Crosswalk
- Herondo Street and Monterey Boulevard 500 feet west, north and east of the intersection.

TASK 1A.1. PRELIMINARY ENGINEERING

RECORDS RESEARCH

KOA will work with the City to obtain record drawings and documents relevant to the project corridor and intersection locations. Record drawings and documents to be provided by the City can include, but are not limited to existing improvement plans, topographic maps, assessor maps, centerline ties, corner records, as-built plans, utility plans, traffic counts, speed surveys, parking studies, previous traffic studies, etc. We will send our requests for record drawings and documents through the City's Project Manager.

FIELD REVIEW & SITE EVALUATION

Upon receipt of any available as-built records from the City, we will visit the project site to fully evaluate existing conditions. We will conduct a field check of City as-built plans, including doing Smart Level checks of the ADA wheelchair ramps. We will document the site visit with photos and field notes.

ADA COMPLIANCE ASSESSMENT

KOA will perform an ADA compliance assessment of the existing curb ramps at the following eight (8) locations:

- Hermosa Avenue at 2nd, 4th, 6th, 19th, 24th, and 25th Streets
- 245 Valley Drive
- Herondo Street at Monterey Boulevard

We will verify curb ramp dimensions/grades, driveway dimensions/grades with a smart level and measuring tape. The curb ramp measurements will be documented on a curb ramp field form and provided to the City. We will document these grades and inform the City of all deficiencies.

BASE PLAN PREPARATION

Upon completion of the field review, we will prepare base plans for the corridor and key intersections. The conceptual design base plan may include existing centerlines, curb, gutter, sidewalk, landscaping, right-of-way, curb ramps, driveways, pavement delineations, markings, roadside signs, per the City as-built plans. We may also identify pull boxes, utility manholes/valves, power poles, fire hydrants, street/bus furniture, and all other information relevant to the project.

Deliverables

KOA will prepare a tech-memo that will include

- Field notes and photos
- Base plans
- Summary of issues and challenges to be addressed during the development of the conceptual plans

TASK 1A.2 – TRAFFIC ANALYSIS

KOA and AimTD will collect all necessary traffic count and collision data to evaluate existing traffic conditions, patterns, and accident history to aid in the design of the Project. The data collection effort will include:

DATA COLLECTION

KOA will collect the following traffic data:

- Nine (9) hours of peak-hour manual turning movement counts (3 hours during AM peak period 3 hours during PM peak period) during a typical weekday and (3 hours midday) weekend at 10 intersections. The counts will be collected by vehicle type and will include pedestrians and bicycles.
- A speed survey will be conducted on Hermosa Avenue between 4th and 6th Streets.
- Collect a 24-hour count at the intersection of Hermosa Avenue at 6th Street to determine if illegal left-turns or U-turns are occurring. This will assist with the median closure design.

PERFORM SIGHT DISTANCE ANALYSIS IN KEY AREAS FOR IMPROVED PEDESTRIAN AND BICYCLIST SAFETY

KOA will perform sight distance analyses at 13 intersection locations. As part of this evaluation, we will acquire the collision data from either the City's database or directly

from the Statewide Integrated Traffic Records System (SWITRS) for each location. KOA will utilize this data to prepare a hot-spot analysis to extract the primary collision factors that led to those collisions. KOA will utilize this information to inform the median design process and identify locations where vehicle left-turn access restrictions would be most appropriate.

EVALUATE TRAFFIC OPERATIONS WITH CLOSURE OF MEDIANS

KOA will establish an existing baseline of traffic conditions which will allow the team to identify intersection locations and areas where restricting access and flow with raised medians or curb extensions will impact traffic operations. KOA's traffic operations review will inform the design and allow for making any adjustments to proposed medians, curb extensions, and/or crosswalks.

RECOMMENDATIONS FOR BUS CONSOLIDATIONS AND ENHANCED BUS STOPS

KOA will review the existing bus stop locations on Hermosa Avenue from 26th Street south to Herondo Street and coordinate with Torrance Transit, Beach Cities Transit, and Los Angeles Department of Transportation (LADOT) to assess the needs and goals of the transit operators for improved and enhanced transit service and infrastructure. We will make sure to incorporate current and future transit needs that include the beach trolley route described and illustrated in the PLAN Hermosa Intended Transportation Amenities.

PARKING INVENTORY

KOA will review the existing parking inventory at each improvement location and estimate the net parking gain or loss from the potential improvements to help the City in selecting those options with no net decrease in parking. Our analysis will consider the sightline evaluation as well as the direct parking impacts of each improvement.

Deliverables

KOA will prepare a technical memorandum that summarizes:

- Traffic counts
- Accident/collision analysis
- Bus stop assessment
- Parking evaluation
- Sight distance analysis

TASK 1A.3. CONCEPTUAL DESIGN PLANS (30% DESIGN)

KOA will prepare conceptual design plans and memos, for the various proposed improvements along the project corridor. The conceptual design plans will include the placement of island extensions, curbs/sidewalks, parking, bus stop furniture and other items important for community and stakeholder meetings, internal City discussions and analysis, and will determine the final concept that will be the foundation for the final design.

KOA will prepare preliminary concept plans based on the extents and locations noted in Task 1 Preliminary Engineering. We will provide the following products in this subtask:

- Preparation of a recommendation memo identifying key issues and solutions.
- Development of one (1) conceptual design plan for the recommended pedestrian improvements that may include curb extensions, median closures, sidewalk widening, RRFBs, and signage. The rendering will include one (1) plan view of the corridor.
- Locations of bus stop consolidations
- The conceptual plan will incorporate on-street parking redesigns on Hermosa Avenue between 35th Street south and 14th Street that may off-set any potential parking losses from the pedestrian and bus improvements proposed for Hermosa Avenue. It should be noted that if the project requires a Coastal Development Permit from the CCC we will provide information for City staff to use in their meetings with the CCC.
- Swept path analysis utilizing AutoTURN and appropriate design vehicles (fire trucks, trash trucks, and other critical vehicles) will be evaluated for up to three (3) size vehicles at each study location with a median closure or sidewalk/curb extension (at Hermosa Avenue at 2nd, 4th, 6th, 17th, 18th, 19th, 20th, 24th, and 25th Streets and Herondo Street at Monterey Boulevard).
- Preparation of preliminary cost estimates
- One (1) revision of the conceptual design plan and cost estimates based on the Cities' input and comments
- Following the coordination with bus operators and the Fire Department, community outreach, and public meetings and input, KOA will prepare the final concept plans and engineer's estimate. The final concept will incorporate all comments and approved concepts into one (1) final plan and present the final concept to the City.

Deliverables

- Recommendation memo identifying key issues and solutions.
- Draft and revised concept plans (30%) and cost estimate.
- Presentation material for public meetings & City Council meetings.
- Final concept plan and cost estimates

TASK 1B – FINAL DESIGN PHASE – OPTIONAL TASK

TASK 1B.1. FINAL DESIGN BASE PLAN

After the conceptual design (30% design) plans have been approved by the City, we will move forward in refining the conceptual plan sheets and in preparing the remaining sheets for the submittal package. The submittal package will include:

- Title Sheet
- General Notes, Details and Typical Sections
- Street Improvement Plans
- Curb Extension Improvement Plans & Profiles
- Curb Ramp Design
- Utility Plans
- Signing and Striping Plans
- Rectangular Red Flashing Beacon System Plan
- Storm Drain Modification Plans

UTILITY RESEARCH, NOTIFICATIONS, & MAPPING

KOA will obtain from the City a list of utility companies known to own and operate infrastructure in Hermosa Beach. KOA will send an email notice with our standard utility response form, and a map of the project site to all relevant utility companies. We will request record drawings of their facilities, prior rights information, any planned upgrades expected in the near future, and other pertinent information. Utility responses will be logged and information regarding existing facilities will be shown on our plans. If the utility owner requires requests for information on City letterhead, we will request such a letter from the City's Project Manager.

We will coordinate these situations, if needed, with the City's Project Manager with a utility response list and maps and/or data received when all utility companies have responded. KOA will compile all as-builts received from the utility agencies and develop a utility base map that will be referenced into the project plans.

FIELD SURVEY

KDM Meridian, Inc. will provide a design level topographic survey for 11 locations that are as follows:

- Hermosa Ave at 2nd, 4th, 6th, 19th, 24th, and 25th Streets
  - » Include standard design level collection including hardscape, surface indication of utilities including catch basins and their measured invert depth, significant landscaping, sidewalk furniture, and signage.
  - » Extend data collection to 25 feet beyond curb returns along intersecting streets and 100 feet beyond curb return of Hermosa Avenue.
  - » Extend data collection to the back of walk, with indication of join conditions (e.g., walls, walks building, landings).
- Hermosa Ave at 17th, 18th, and 20th Streets
  - » Include standard design level collection including hardscape, surface indication of utilities, significant landscaping, sidewalk furniture, and signage.
  - » Extend data collection to 25 feet beyond curb returns along intersecting streets and 50 feet beyond median nose on Hermosa Avenue.
  - » Extend data collection to the back of walk, with indication of join conditions (e.g., walls, walks building, landings).
- Mid-Block Crossing at #245 Valley Drive
  - » Include standard design level collection including hardscape, surface indication of utilities, significant landscaping, sidewalk furniture, and signage.
  - » Extend data collection 50 feet beyond existing curb ramps along Hermosa Avenue.
  - » Extend data collection to 25 feet beyond the back of walk, with indication of join conditions (e.g., walls, walks building, landings).
- Herondo Street at Monterey Boulevard
  - » Include standard design level collection including hardscape, surface indication of utilities, significant landscaping, sidewalk furniture, and signage.
  - » Extend data collection to 25 feet beyond curb returns along intersecting streets and 100 feet beyond curb return of Hermosa Avenue.
  - » Extend data collection to the back of walk, with indication of join conditions (e.g., walls, walks building, landings).

KDM will utilize the dip method to measure the depth of catch basins in the sidewalks. Ties and centerline monuments surveyed will be used to establish record centerlines and rights-of-way. These lines will be added to the topographic information in the final base mapping.

Base mapping will consist of 1" = 20' scale CAD mapping with a digital terrain model showing 1-foot interval contours.

FIELD REVIEW & SITE EVALUATION

Upon receipt of the topographic survey, we will revisit the project site to verify the field survey. We will utilize the Conceptual Plan field check where appropriate. We will add details needed to complete the base plan preparation process.

BASE PLAN PREPARATION

Upon completion of our field review, we will prepare base plans for the corridor as well as the intersections.

The base plan may include existing centerlines, curb, gutter, sidewalk, landscaping, right-of-way, curb ramps, driveways, pavement delineations, markings, roadside signs, pull boxes, utility access holes/valves, power poles, fire hydrants, street/bus furniture, and all other information that was documented during our field review. We believe putting extra time and effort into the preparation of accurate base plans is a critical step because they will serve as the foundation of our design. This will eliminate the need to revisit the base plan to make changes, which can result in delays of our deliverables and the project schedule.

Deliverables

- Topographic survey with right-of-way information signed by a California licensed surveyor

TASK 1B.2. FINAL DESIGN PLANS

STREET IMPROVEMENT

Based on feedback from the community and Public Works Commission, KOA will prepare street improvement plans to accommodate the design of the approved improvements. The street improvement plans will include the design of up to 14 curb extensions, 23 curb ramps, six (6) sidewalk widenings, five (5) median closures, and four (4) median refuges at the locations listed in the RFP.

The street improvement plans will be prepared at 1"=20' scale. We are assuming the City will require curb ramp details to be prepared at 1"=5' scale. The plans will contain a detailed horizontal layout, vertical profile (curb extensions and medians only), construction notes, and applicable details.

SIGNING AND STRIPING

KOA will prepare signing and striping plans to accommodate the proposed improvements based on the extents of:

- Hermosa Avenue from 35th Street south to Herondo Street
- Pier Avenue from Hermosa Avenue to Bard Street
- Valley Drive, 500 feet in each direction from the mid-block crosswalk at #245
- Herondo Street at Monterey Boulevard, 500' along all three intersection legs.

The signing and striping plans will be prepared at 1"=40' scale and will show existing and proposed street improvements, existing signing and striping and proposed signing and striping improvements. California Manual on Uniform Traffic Control Devices (CA MUTCD) designations will be added to all signs, and line size and color information will be added for all striping. Notes, frames legends, and detail will be added to follow standard City format.

RECTANGULAR RAPID FLASHING BEACONS (RRFB) SYSTEM

It is our understanding that the City has ordered the Carmanah R920-E rectangular rapid flashing beacons (RRFB) system at the intersection of Hermosa Avenue at 6th Street. It is assumed that this system will be deployed at the remaining eight (8) improvement locations noted in the RFP. The system relies on a solar panel and battery and is a self-contained unit that does not require trenching, cabling, or in-ground wiring. For the locations where the City is proposing to install RRFB systems, we will prepare a plan with a table and details of the proposed installations. The tables will identify the project vicinity, the proposed installation locations and the appropriate detail reference. We will prepare individual details that will include a sketch of the proposed work, general notes, and construction notes.

STORM DRAIN MODIFICATION DESIGN

KOA will prepare a storm drain modification plan to accommodate the proposed curb improvements. We have identified up to six (6) existing catch basins that will be directly affected by the proposed improvements. Based on our preliminary research, the catch basins are owned and maintained by Los Angeles County Flood Control District (LACFCD). We are assuming that a hydrology study will not be required by the LACFCD and the new catch basins will be sized to match the existing catch basins. The storm drain modification plan will be prepared at 1"=20' scale and contain a detailed horizontal layout, vertical profile,

construction notes, and applicable details. The storm drain plans will be submitted through LA County's EPIC LA website. We will coordinate with the City for any fees that may be required.

Deliverables

- Plan submittals at 60%, 90% & 100% design stages

TASK 1B.3. TECHNICAL SPECIFICATIONS

KOA will prepare the technical specifications using the City's "boilerplate" template. We will use the Standard Specifications for Public Works Construction (latest edition) and Caltrans Standard Specifications throughout the course of this project as a basis for specification preparation. Specifications will be submitted at the 60%, 90% and 100% design stages.

Deliverables

- Technical Provisions and 100% design stages

TASK 1B.4. COST ESTIMATES

KOA will update the preliminary cost estimates based on the refinement of the quantities for the extent of the project.

Deliverables

- Cost estimates for the final project (100% design)

TASK 2 – MEETING ATTENDANCE AND SUPPORT

TASK 2.1. COMMUNITY OUTREACH SUPPORT

This section describes our community outreach support scope of work. Our Project Management Plan (PMP) is detailed after this section and expands on our project management effort.

The City of Hermosa Beach is comprised of 14-character areas that are unique in nature. Each area has a specific vision and characteristic that defines the development. The project extents covers a large portion of the western portion of the City that includes character neighborhoods such as the Walk Street Neighborhood, Downtown District, Sand Section Neighborhood. These areas are comprised of a diverse stakeholder group that includes residents and business with the goal of enhancing while preserving the high quality of life in the City.

KOA recognizes the importance of civic engagement in Hermosa Beach and will work with staff and the community to participate in the decision-making process. As part of this process, transparency and proper engagement are integral to the success of the project. KOA will partner with the City and provide substantial support to properly engage the stakeholders.

Since the City of Hermosa Beach will be managing and leading the community outreach effort with in-house staff, KOA will provide outreach support services for City Staff in their community outreach efforts. KOA will:

- Attend two (2) meetings with bus operators to discuss bus consolidation and relation
- Attend one (1) meeting with the Los Angeles County Fire Department regarding potential median closures along Hermosa Avenue
- Attendance up to three (3) public meetings that include a general community meeting, Public Works Commission Meeting, and City Council Meeting
- Provide information necessary to the City to provide for updates on the City's website, social media, and email blasts
- Provide technical exhibits and analysis required for the outreach meetings

Deliverables

- Meeting agendas, sign-in sheets, minutes, and action items matrix.
- Slides for PowerPoint presentations related to the design of the project, meeting materials, and information exhibits.
- Technical exhibits

PHASE 2 – CONSTRUCTION SUPPORT

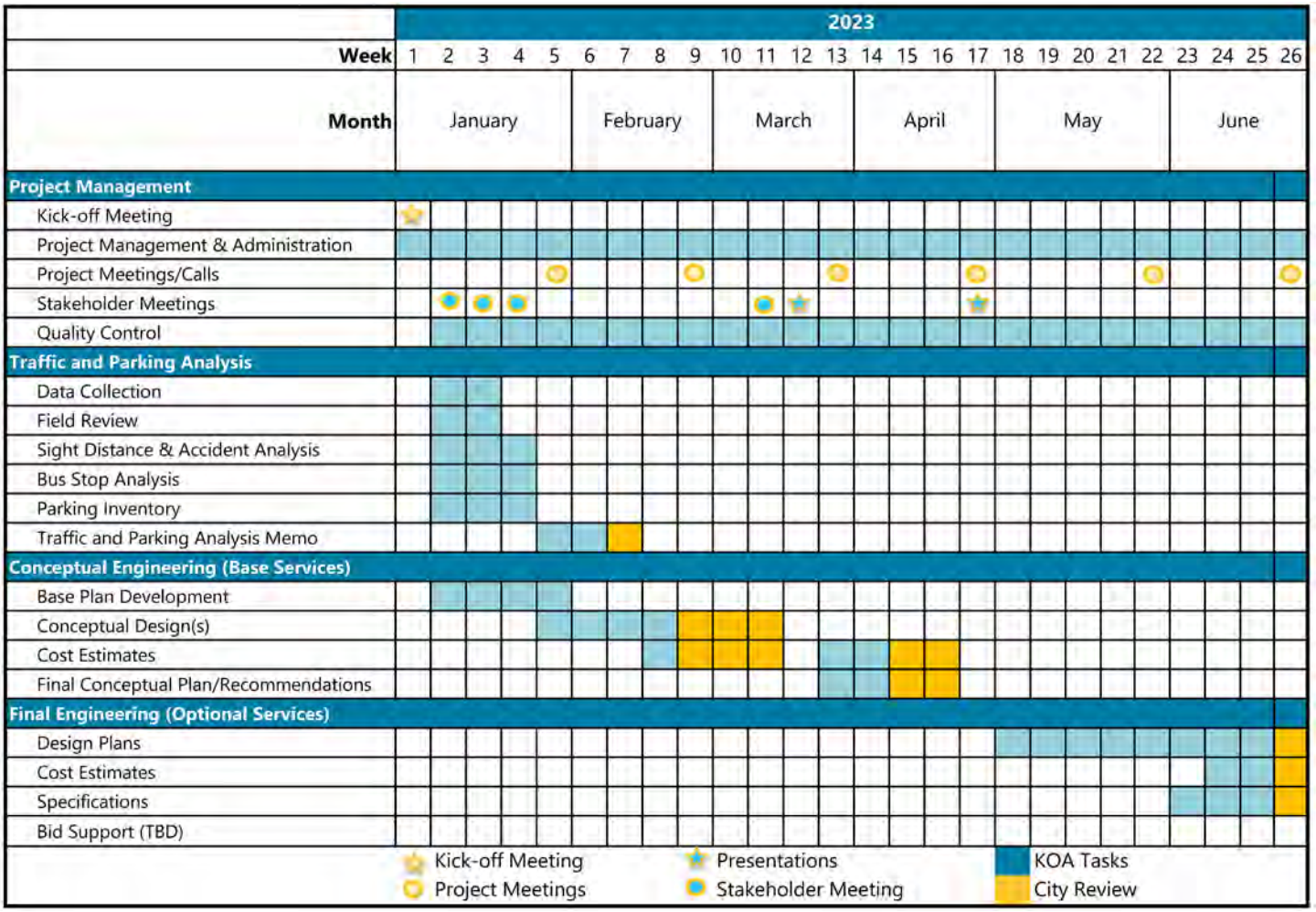
TASK 3 – CONSTRUCTION PHASE - OPTIONAL

If approved by the City, KOA will provide construction support services after plans have been approved. These services include responding to requests for information (RFIs) during construction, reviewing contractor submittals, attending construction meetings, preparation of revised plans, and preparation of as-built plans. Construction support will be limited to 80 hours.

Deliverables

- RFI and submittal responses, revised plans, and as-built plans.

PROJECT SCHEDULE



PROJECT MANAGEMENT PLAN

ADMINISTRATION AND PROJECT MANAGEMENT

KOA's approach to project management focuses on proven strategies and techniques to ensure successful project outcomes for Hermosa Beach and its partner agencies.

Keys to our approach are: the Project Management Plan (PMP) which ensures effective communication between KOA and Hermosa Beach's PM, facilitates project development, schedule maintenance, and the delivery of error-free products.

Our approach to implementing a successful project starts with fully understanding all of the project elements and potential challenges that could arise and having strategies readily available based on previous project experience to solve them. This information will be summarized in a Work Breakdown Structure (WBS) document that will illustrate the relationships of all tasks and subtasks that will be prepared by KOA and its Team members. The WBS will be submitted to Hermosa Beach within 30 days of the notice to proceed.

The KOA Team will perform all tasks and be responsible for deliverables outlined in the scope of work. As shown in the organization chart, we have identified a core project management team and supporting task leads for the major technical areas. The following summarizes this reporting structure and responsibilities.

Tasks	Responsible Staff
General Project Management	George Rhyner, PE (PM) and Joel Falter (PIC)
Traffic Analysis and Design	Diana Skidmore
Civil Design	Giuseppe Canzonieri, PE
QA/QC	Chuck Stephan, PE
Contract Administration/ Invoicing	Laurie Content

PROJECT MANAGEMENT PLAN HIGHLIGHTS

This section summarizes the key elements of KOA's project management plan.

KICK-OFF MEETING

Upon receiving a Notice to Proceed (NTP), the KOA team will organize, attend, and lead a project kick-off meeting with Hermosa Beach and the KOA Team to discuss procedures and project expectations including invoicing, quarterly reporting, and all other relevant project information.

This meeting will serve four primary purposes:

1. Establish a vision statement and goals to ensure our efforts are properly aligned with the City's vision for the project.
2. Identify opportunities and challenges that the project will face and establish the ultimate objectives that must be accomplished through this work.
3. Establish a project schedule for Hermosa Beach input and KOA team deliverables to ensure successful project implementation within the time period. The project schedule in this proposal will serve as a starting point for this discussion.
4. Establish communication channels with Hermosa Beach staff, the Los Angeles County Fire Department, Beach Cities Transit and stakeholders.

As part of the individual kick-off meeting, we recommend taking a virtual tour of the corridor with the Hermosa Beach team. We have found this to be a highly efficient means of discussing the corridor's opportunities, and will result in a dynamic dialogue of the opportunities and constraints along the corridor.

MONTHLY PROJECT MEETINGS

KOA will hold as-needed monthly virtual meetings with the City's Project Management Team (PMT) to discuss project activities, coordinate project deliverables, and review the project budget and schedule. During this time, we will quickly discuss work progress, unresolved issues, project schedule and other relevant matters.

MEETING AGENDAS, SIGN IN SHEETS AND MINUTES

The KOA team will prepare and circulate a draft agenda 48 hours ahead of each meeting to allow time for review and revisions. The meeting minutes will be provided within 24 hours following the meeting to ensure that next steps and other notes are provided in a timely fashion.

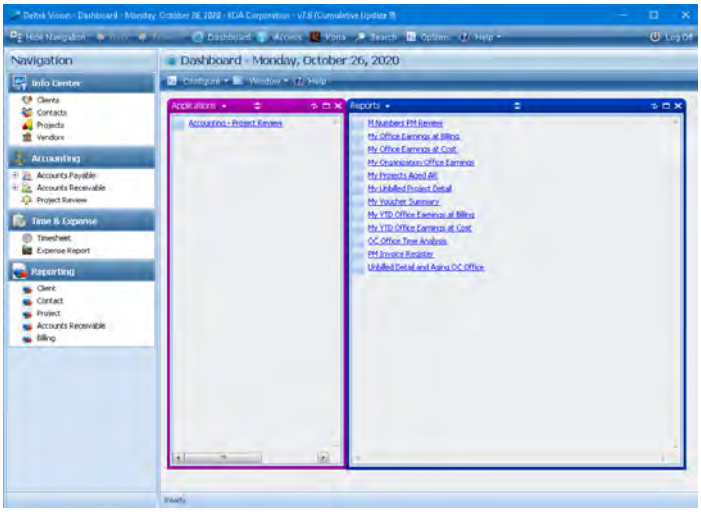
WORK BREAKDOWN STRUCTURE

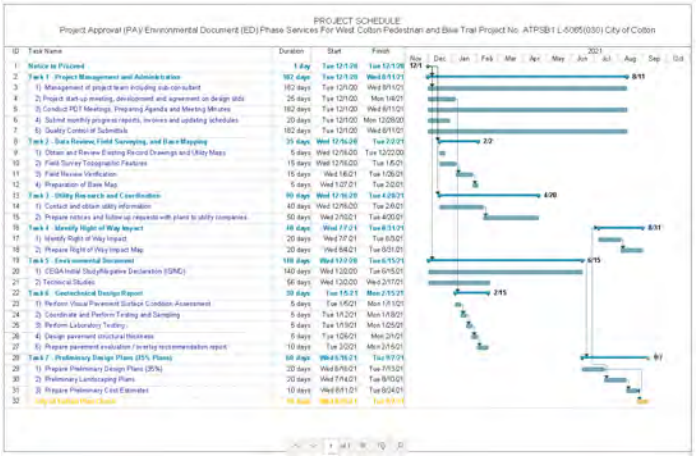
KOA's project manager will develop an expected task list for all project deliverables. KOA will do this in accordance with the City's project manager.

For this project, KOA will utilize a combination of our in-house Deltek project tracking platform, which will allow us to track task budgets in real time for accurate client budgeting, billing, invoicing, and keep track of project backlog. In addition, to track task progress and schedule, KOA will utilize Microsoft Project as the project management platform. KOA will share this platform

PROJECT MANAGEMENT PLAN

with Hermosa Beach to ensure that they can review overall project progress in real time. This platform will also be used to set up reminders for project team partners regarding tasks and deliverables to streamline collaboration and information sharing across a distributed project team in multiple offices.





KOA uses the Deltek Vision software and Microsoft Project to enable superior levels of project management and resource allocation to achieve maximum productivity on our contracts.

PROJECT SCHEDULE

KOA's project manager, George Rhyner, PE, will set up and maintain the overall master project schedule, which will be revisited weekly to ensure that tasks are up to date and deliverables are being met. We will create a master project and subprojects to break down the large project and delegate its parts to the necessary task leaders. Creating subprojects in our master project schedule will help each task lead gain access to, and control over, their parts of the schedule as well as provide Hermosa Beach a view of project progress.

KOA will do this by setting up the schedule using Microsoft Project (or similar platform). This platform will allow the schedule to be set up as a Gantt Chart, and will provide real-time updates regarding task deliverables, schedule, and individual responsibilities. At each project meeting, KOA will provide an updated schedule to be reviewed and adjusted accordingly.

ADMINISTER PROJECT

KOA will be responsible for the documentation and preservation of all project deliverables. The files will be provided to Hermosa Beach in their preferred digital format and distributed electronically via the KOA OneDrive cloud-based system, if preferred. Our team can just as easily upload all files into Google Drive or Dropbox to ease access. All files will be organized by task and have its own folder and sub-folder structure. The folder structure will be established with City staff.

PROJECT MANAGEMENT PLAN DELIVERABLES:

- Draft and Final PMP
- Draft and Final Project Schedule
- Meeting Agendas and Minutes
- Project Meetings, Stakeholder Meetings, Community Meeting
- Monthly Progress Reports and Invoices

COMMUNICATIONS APPROACH

We know how critical meaningful community engagement can be to a project, and we have a proven ability to effectively assist with this process. Our team's expertise in facilitating community dialogue for publicly initiated projects has taught us that community engagement is most effective when it is conducted in an inclusive, meaningful, and sustained way. The KOA team understands there is no "one-size-fits-all" approach to community engagement, recognizing that all interested partners in Hermosa Beach must be heard.

QUALITY ASSURANCE/QUALITY CONTROL APPROACH

KOA is committed to generating quality work products and strives to produce error-free plans. We have staff experienced in civil and traffic engineering and we are particularly strong in producing high-quality improvement plans.

A key factor to project success is accountability. KOA will be accountable to the City to deliver on what is outlined in this proposal. We fully understand this principle and utilize our internal Quality Assurance and Quality Control (QA/QC) procedure to support our efforts throughout the life of each task order.

Our QA/QC involves having plans go through a minimum of two stages of internal review before allowing plans to be submitted to an agency for plan review and approval. The first stage of internal review involves a peer review by an experienced design engineer. The second stage of internal review involves another round of reviews by one or more senior-level registered engineers. Each reviewer confirms that plans reflect the appropriate improvements and conform to the approving agency's design standards and plan format. The reviewers also verify that all plan check comments have been properly addressed on any plan revisions we prepare. Prior to completion of the 90% PS&E, we will perform a constructability review, which entails going out to the project site with the plans and having a detailed walk-through of anticipated construction activities. The goal of this exercise is to view the project from the contractors prospective and identify potential construction change orders. We will then make necessary adjustments to the plans to limit any issues during construction.

For design plans, we utilize Bluebeam Revu Software for all QA/QC activities. This software allows for paperless review, simultaneous commenting, cloud-based record keeping, and clean response to comments. We have found this tool to be helpful. It streamlines review, response, and submittals.

This QA/QC approach has led to a high level of quality in our engineering plans; we believe our firm has established a strong reputation with agencies for producing high-quality work products. Mr. Chuck Stephan, PE, will take the lead, to ensure KOA's QA/QC process is followed and the City is receiving high quality submittals.

A copy of our street design checklist and our QA/QC form is found below.


Street Design Checklist

Date Completed	Initials		Description
		1.	Research and Data Gathering
			a. Meet with client to review project
			b. Obtain as-built plans, maps, utility records, etc.
			c. Preliminary job walk, photos, etc.
			d. Determine review process, including outside agencies
			e. Meet with outside agencies
			f. Research in house files and mapping logs to obtain pertinent information from previous projects.
		2.	Conduct preliminary in-house design team meeting
			a. Review project assignment
			b. Clarify responsibilities
			c. Identify potential problems
			d. Develop project approach
		3.	Develop preliminary list of plans to be prepared
		4.	Review design checklists for types of plans to be prepared (street, storm drain, structural, etc.)
		5.	Refine project schedule from proposal
		6.	Submit first utility notice
		7.	Identify design constraints
		8.	Request outside services:
			• Geotech
			• Structural
			• Landscaping
			• Environmental
			• Survey
			• Other (specify)
		9.	List design assumptions
		10.	Prepare preliminary design (10.30%)
			a. Alignment study
			b. Preliminary layouts
			c. Preliminary cost estimate (compare with budget)
			d. Alternatives analysis
		11.	QA/QC REVIEW
		12.	Review per QA/QC Comments
		13.	Submit to client


Date Completed	Initials		Description
		14.	Develop design parameters
			a. Stationing
			b. Cross sections
			c. Drawing scales
			d. Calculations
			e. Matchline/tieline sheet
			f. Min and max cross-slopes
			g. Standard plans
			h. Specs
		15.	Prepare 100% plans and cost estimate
		16.	Review with designer to identify:
			a. Intent
			b. Format
			c. Items to be added later (notes, details, etc.)
			d. Intermediate deadlines for present assignment
		17.	Establish submittal and internal deadlines
		18.	Review completed plans and calculations
		19.	Obtain plans prepared by consultants
		20.	Develop bid item and prepare quantity estimate
		21.	Prepare specifications (see flowchart for specifications)
		22.	Prepare cost estimate
		23.	QA/QC REVIEW
		24.	Review per QA/QC comments
		25.	Make revisions; evaluate impacts of revisions on rest of project
		26.	Submit plans to client and outside agencies for review
		27.	Submit plans to utility owners for review
		28.	Make revisions following review
		29.	Submit final plans to client and agencies for approval


QA/QC FORM

Client: _____

Project: _____

Submittal: _____

Project Engineer: _____

Date Checked: _____

Second Reviewer: _____

Date Checked: _____

Project Manager: _____

Date Checked: _____

Submitted to Client on _____ by: _____

SUMMARY OF RELEVANT PROJECTS

CLIENT NAME
City of South Gate
Department of Public Works

DURATION
03/2021 - Ongoing

STAFF
KOA
Giuseppe Canzonieri
Anthony Wong

KDM Meridian
Richard Maher
Patrick Earl
Keith Klagge

CONTRACT VALUE
$704,505

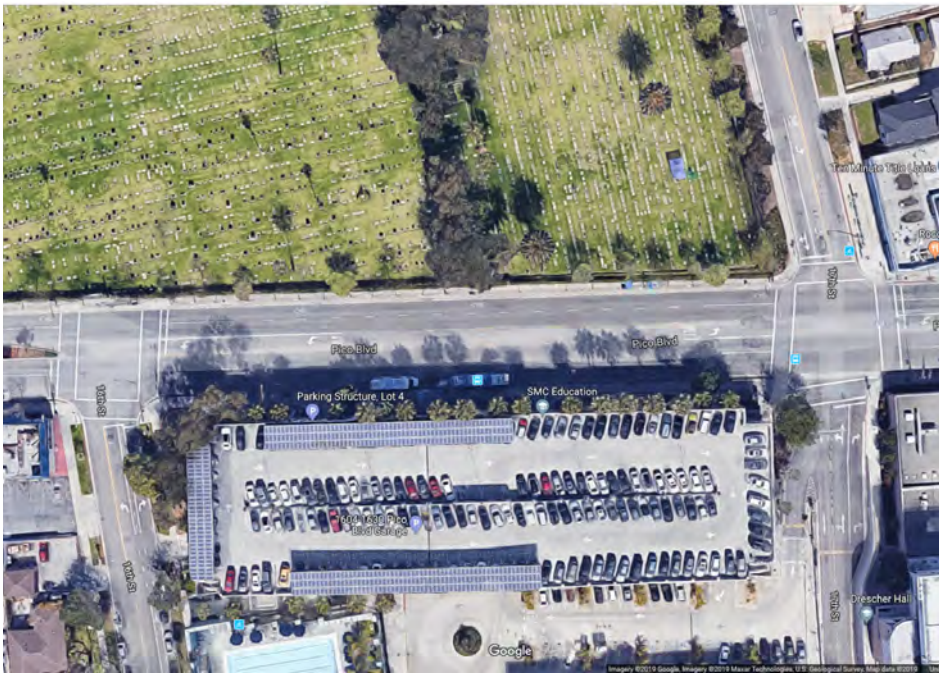
CITY OF SOUTH GATE | TWEEDY MILE COMPLETE STREETS PROJECT

SOUTH GATE, CA

KOA (Prime) | KDM Meridian (Survey) | AimTD (Traffic Counts/Data Collection)

KOA is providing civil and traffic engineering services to the City of South Gate for the Tweedy Mile Complete Streets Project. The overall project includes several pedestrian improvements including, but not limited to curb extensions, curb ramps, parklets, street furniture, pedestrian related traffic signal improvements, and pavement rehabilitation along the Tweedy Boulevard corridor. The project is funded by an Active Transportation Program (ATP) Cycle 4 Grant and Local funds. The project scope of work consists of civil and traffic engineering, community outreach support, funding administration, and construction support.

KOA subcontracted KDM Meridian to provide topographic design survey on Tweedy Blvd from the easterly edge of the intersection of Long Beach Blvd to the westerly edge of the intersection of Anneta Ave (8,000 linear feet). KDM utilized a combination of aerial and ground-based approaches to perform the survey, and also provided monument restoration/ perpetuation verification. Basemapping was compiled as 1" = 20' scale CAD mapping with an aerial digital terrain model.



CLIENT NAME
City of Santa Monica
Mobility Division

DURATION
07/2019 - 03/2021

STAFF
Giuseppe Canzonieri
Anthony Wong

CONTRACT VALUE
$235,441

CITY OF SANTA MONICA | PICO BOULEVARD PEDESTRIAN SAFETY IMPROVEMENT PROJECT

SANTA MONICA, CA

KOA

KOA is providing the City of Santa Monica with civil and traffic engineering design services for the Pico Boulevard Pedestrian Safety Improvements Project. The project includes: alternatives analysis, public outreach, preparation of plans, specifications and estimates (PS&E) for pedestrian improvements at five locations along Pico Boulevard, and construction support. The project locations are: Pico Boulevard & 17th Street; Pico Boulevard & 19th Street; Pico Boulevard & 21st Street; Pico Boulevard & 22nd Street; Pico Boulevard & Cloverfield Boulevard. The project also includes recommending alternatives and final design of a bikeway linkage along Pico Boulevard between 16th Street and 17th Street.

UCLA | CEY DR. E CROSSWALKS

LOS ANGELES, CA

KOA

KOA reviewed the limited as-built plans and conducted a field reviewed to prepare base plans for this corridor on the UCLA campus. Part of our review included conducting a site distance analysis for this curving roadway, We reviewed traffic count and accident data for the corridor to identify conflicts to pedestrian crossings. We prepared conceptual plans for the installation of RRFBs at crosswalk connecting parking structure and the Faculty Center to the UCLA Academic Campus, as well as curb bump-outs and other crosswalk enhancements. The conceptual options were reviewed by UCLA Transportation and other stakeholders. Following the selection of a conceptual option by the University, KOA prepared construction level signing and striping plans for the incrementation of the RRFBs, bump-outs and associated crosswalk enhancements.

CLIENT NAME
University of California, Los Angeles Transportation

DURATION
10/31/2019-12/16/2020

STAFF
George Rhyner
Gary Chiang

CONTRACT VALUE
$20,500

CLIENT NAME
City of Culver City
Public Works Department

DURATION
05/2022 - Ongoing

STAFF
KOA
Giuseppe Canzonieri

KDM Meridian
Richard Maher
Patrick Earl
Keith Klagge

CONTRACT VALUE
$290,630

CITY OF CULVER CITY | FOX HILLS BIKE LANE AND TRAFFIC CALMING

CULVER CITY, CA

KOA | KDM Meridian (Survey)

KOA Corporation is providing civil and traffic engineering services for the Fox Hills Bike Lane and Traffic Calming project in the City of Culver City. The overall project is located at various locations in the Fox Hills neighborhood of Culver City and comprised of several traffic calming elements including Class II and IV bike lanes, (2) traffic circles, (7) curb extensions, median modification for a refuge island, centerline and raised markers, (8) speed humps, and (4) speed feedback signs. The engineering services include the preparation of plans, specifications, and cost estimates.

LADOT | SAFE ROUTES TO SCHOOL (SRTS) CHARLES WHITE ELEMENTARY SCHOOL PS&E

LOS ANGELES, CA

KOA

KOA Corporation is providing engineering services for the City of Los Angeles Department of Transportation (LADOT) Safe Routes To School (SRTS) Project. The engineering services include preparation of plans, specifications, and quantity estimates for the design of Community Redevelopment Agency of the City of Los Angeles (CRA/LA)-funded improvements at Esperanza Elementary School, Magnolia Avenue Elementary School, and Charles White Elementary School. Improvements include curb extensions, storm drain modifications, raised crosswalk, one-way street designs, median improvements, new traffic signal, and rectangular rapid flashing beacons.

CLIENT NAME
City of Los Angeles Department of Transportation (LADOT)

DURATION
02/2017 - 03/2022

STAFF
Giuseppe Canzonieri
Anthony Wong

CONTRACT VALUE
$45,750

CLIENT NAME
City of Burbank
Community Development Department
Transportation Division

DURATION
02/2018 - 12/2019

STAFF
Giuseppe Canzonieri
Joel Falter
Anthony Wong

CONTRACT VALUE
$650,000

CITY OF BURBANK | SAFE ROUTES TO SCHOOL PLANNING AND PS&E

BURBANK, CA

KOA

KOA provided safe routes to school planning and engineering services for three schools in the City of Burbank. The project consisted of conducting walk and bicycle audits of the street conditions around the three schools as well as conducting travel surveys. In addition to the school outreach, KOA staff has conducted general community outreach, which together with the school related activities, were used to develop an alternatives analysis to assess the most appropriate infrastructure countermeasures to address safety deficiencies in the school vicinity. KOA prepared plans, specifications, and cost estimates for the design of safety elements at each school including high visibility crosswalks at 18 intersections, advanced warning school signage and pavement markings, 32 curb ramps, and curb extensions at the intersections of Winona Avenue/Lincoln Street and 6th Street/Cambridge Drive.

CLIENT NAME
City of West Hollywood
Public Works

DURATION
12/2015 - 12/2017

STAFF
Giuseppe Canzonieri
Joel Falter

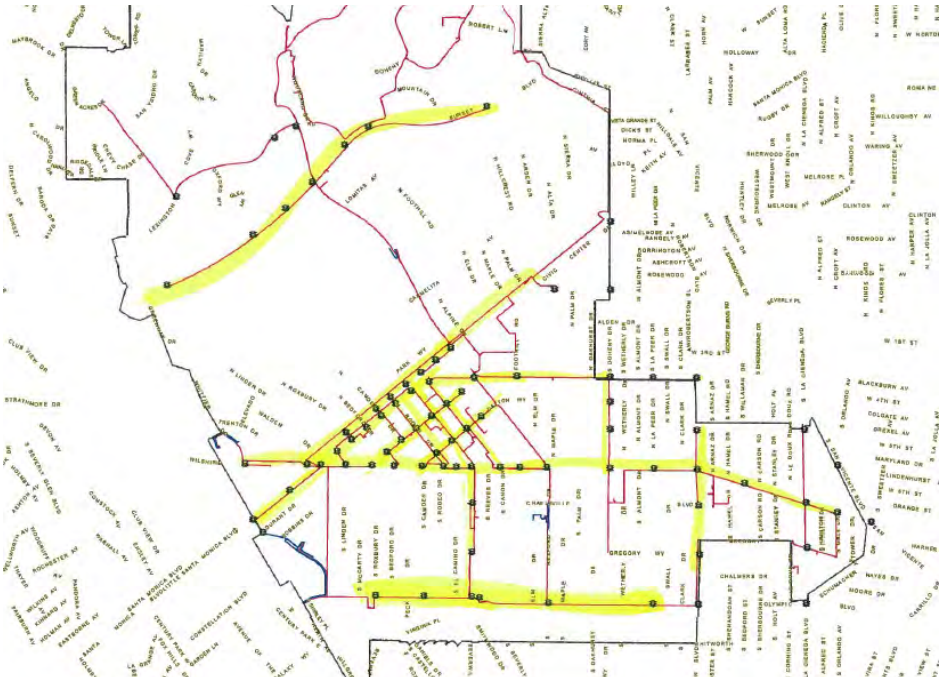
CONTRACT VALUE
$79,400

CITY OF WEST HOLLYWOOD | SANTA MONICA BOULEVARD TRAFFIC SIGNAL DESIGN IMPROVEMENTS

WEST HOLLYWOOD, CA

KOA

KOA provided engineering design services to the City of West Hollywood on Santa Monica Boulevard between San Vicente Boulevard and La Cienega Boulevard to help improve traffic flow and circulation. KOA designed four new traffic signals along Santa Monica Boulevard at Palm Avenue, Hancock Avenue, Westmount Drive, and West Knoll Drive. Our scope also included median and bulb-out modifications, signing and striping modifications, signal timing, utility coordination, specifications and estimates.



CLIENT NAME
City of Beverly Hills
Public Works

DURATION
09/2018 -03/2022

STAFF
Diana Skidmore
Gary Chiang
Hilary Mau

CONTRACT VALUE
Varies by assignment

CITY OF BEVERLY HILLS | ON-CALL SERVICES
BEVERLY HILLS, CA
KOA

As on-call consultants for various City transportation projects, KOA has worked closely with City staff to review project transportation issues and to develop solutions for improvements throughout strategic locations in the City. Some of the work included the following assignments.

Pedestrian Mid-Block Crossings (4 Locations) Modifications | We prepared PS&E for four pedestrian crossings. They involved extensive field observations, landscape considerations, LID options, and coordination with City departments. The designs included raised red curb extensions, flashing beacons, striping modifications, associated street light modification, and signal plans.

Beverly Hills Citywide Traffic Signal System & Traffic Management Center (TMC) Master Plan | The project consisted of field inventory for the City's 106 traffic signals with signal and controller cabinet inventories, review of traffic signal operation, ITS and monitoring systems, detection, and network communication, a needs assessment document and implementation plan, and design of TMS & TMC upgrade and re-configuration.

Coldwater Canyon Drive Roadway Infrastructure Evaluation | KOA mapped the existing conditions of this major corridor, collected volume data, conducted warrant analyses, prepared conceptual designs, and developed a comprehensive roadway improvement plan for the interim and the long term.

CLIENT NAME
University of California, Los Angeles Transportation Department, Facilities Management

DURATION
03/2021 - 7/2022

STAFF
George Rhyner
Gary Chiang

CONTRACT VALUE
$26,000

UCLA | STRATHMORE SPAULDING BRIDGE FIELD UNDERPASS

LOS ANGELES, CA

KOA

KOA assisted UCLA Transportation improve the safety of those traveling through the UCLA campus roadways, specifically by improvements to the segment of Strathmore Place between Charles E. Young Dr. West (CEY W) and Westwood Plaza. This road segment is also known as the Strathmore Underpass at this location underneath the Spaulding Field. The Segment links one of the busiest entrances on the UCLA campus at Gayley Avenue to its central core at Gateway Plaza, the Engineering Building complex, and the lower level of Parking Structure 8. The segment also connect the residential portion of the UCLA campus to the medical and academic portions, resulting in the segment being used by large pedestrian and bicycle volumes, as well as numerous automobile and transit vehicles. The Segment is nearly a quarter of a mile in distance with a fairly straight, uninterrupted geometry that is buffered by bike lanes in both directions. To curtail speeding on the Segment, KOA identified viable improvement measures and prepared a conceptual plans showing those measures. Those measures included providing Class 4 protect to an addition section of the bike lane. Upon selection of an option by the stakeholders. KOA prepared a construction level signing and striping plan for implementation of the selected option. Our plan preparation included preparation of specifications to be part of the bid package.

CLIENT NAME
University of California, Los Angeles Transportation Department, Facilities Management

DURATION
07/2021 - Ongoing

STAFF
George Rhyner
Diana Skidmore
Hilary Mau

CONTRACT VALUE
$58,000

UCLA | WESTWOOD VILLAGE TRANSPORTATION HUB AND BUS ROUTE REALIGNMENT STUDY

LOS ANGELES , CA

KOA

Metro's extension of the Purple Line subway system to the West Los Angeles Veterans Affairs West Los Angeles Campus will include a Westwood/UCLA portal. The extension portal/station is being constructed on the northwest corner of the intersection of Wilshire Boulevard and Gayley Avenue. KOA is developing conceptual options to construct a multi-modal transportation hub in the UCLA parking area next to the Purple Line portal and evaluating those options. The hub would include areas for passengers waiting for public transit agency buses, UCLA buses, and ride hailing as well as micro-mobility stations. The hub will provide internal pedestrian connections. Each hub option includes an associated bus route realignment. UCLA Transportation representatives seek to achieve two important goals in developing the hub and bus route realignments within Westwood Village. The University wishes to improve connections between the Purple Line rail portal, other transportation alternative modes, and the UCLA Campus. An additional goal is to make Westwood Village more welcoming to various types of recreational, social, and dining activities along Westwood Boulevard by diverting buses to operate on Gayley Avenue. Implementation of a bus/bicycle lane on a segment of Gayley Avenue is also being considered as part of the project. In order to better assess the ability of the transportation hub(s) and bus route realignment to achieve the UCLA Transportation goals and to be acceptable to the other stake holders, potential locations for (a) transportation hub(s) and associate bus route realignment are being discussed with LADOT and the affected transit operators.

CLIENT NAME
Los Angeles Bureau of Engineering (LABOE)
Department of Public Works

DURATION
10/2018 - 01/2019

STAFF
Diana Skidmore
George Rhyner, PE, TE
Hilary Mau

CONTRACT VALUE
$602,638.55

LABOE | 7TH STREET STREETSCAPE PROJECT
LOS ANGELES, CA
KOA

This Project began as an alternative mitigation measure required by the City of Los Angeles to improve a one-half mile stretch of 7th Street from the Harbor Freeway overpass to Olive Avenue and we have facilitated the design of all of the multimodal traffic components of the project. Subsequently, the funding of this segment was merged with additional funding from various sources to cover the entire approximately 1.5-mile stretch of 7th Street from Figueroa Street to Alameda Street. As one of the busiest arteries of Downtown Los Angeles, this streetscape project has required precision and careful calibration of all modes of travel, including a protected cycle track. We have served as the traffic engineering firm developing a multimodal streetscape plan for the entire length, taking into consideration relocating bus stops/loading zones, rerouting bus lines, EV docking stations, as well as bicycle parking/docking and micro-mobility vehicle stations. We have been coordinating with Metro, DASH and BlueLA as well as with other City agencies to refine the roadway improvement plans. We have also taken into account the design implications of the future Streetcar that will connect Downtown Los Angeles from Museum Row to Staples Center. The first five intersection have been sent out to bid and will begin construction shortly.

CLIENT NAME
Arup

DURATION
11/2021 - 08/2022

STAFF
Diana Skidmore
Hilary Mau

CONTRACT VALUE
$13,000

CITY OF BURBANK | CIVIC CENTER PARKING

BURBANK, CA

KOA

KOA conducted a high-level parking assessment based on available parking demand data to estimate the potential parking supply in the City of Burbank's Downtown Civic Center area with the redevelopment of key parcels in the downtown area. We worked closely with the project development team and the City to assess the available public parking supply and determine acceptable parking rates that were applied for the estimation of the future parking supply with the additional development in the area.

CLIENT NAME
DIICO Prosperities
HK Pacific, Inc.
Savour Faire Immersion Pre-School

DURATION
11/2021-08/2022

STAFF
George Rhyner
Hilary Mau

CONTRACT VALUE
$49,500

CITY OF REDONDO BEACH | FISHERMAN'S WHARF PARKING NEEDS ASSESSMENT

REDONDO BEACH, CA

KOA

The City of Redondo Beach has currently vacant areas in Fisher's Wharf and the interconnected Office Plaza. City records on the square footage and uses of the tenant spaces sharing the parking structure were incomplete. We reviewed the data in the City records that was available. In coordination with the City Planning Manager, we surveyed the parking areas to determine the number of parking space that are provided. We also field reviewed the entire Fisherman's Wharf, including the associated office plaza, to determine the size and uses of the various tenant uses relying on the provided parking. Reports were generated with the estimate number of parking spaces utilized at any one time, the parking spaces remaining vacant, and the added demand for each of two potential tenants. The reports were prepared in a format appropriate to be utilized in presentations to the City of Redondo Beach Harbor Commission and to the State of California Coastal Commission. (CCC).

CITY OF FULLERTON | VICTORIA DRIVE STREET & SEWER IMPROVEMENTS

FULLERTON, CA

Subconsultant - KDM Meridian

The City of Fullerton sought to execute infrastructure improvements on three streets totaling approximately 5,000 linear feet. The subject improvements included water, sewer, storm drain, street, and ADA upgrades. Topographic survey & mapping was required to facilitate the design of infrastructure improvements. KDM provided the necessary land surveying services for the preparation of PS&E including necessary technical investigations. The work included but was not limited to: Project Management and Meetings; Background Research; Utility & Agency Coordination; Field Verification; Aerial Mapping/Photogrammetry; Surveying and Field Verification of Existing Site Conditions; Pre-Construction Corner Record (Monument Perpetuation).

CLIENT NAME
City of Fullerton
Public Works

DURATION
09/2019 - 11/2020

STAFF
Richard Maher
Patrick Earl
Keith Klagge

CONTRACT VALUE
Approximately $24,000

CITY OF BUENA PARK | REGIO AVENUE REHABILITATION PROJECT

BUENA PARK, CA

Subconsultant - KDM Meridian

The City of Buena Park sought to design rehabilitation and improvements to a section of Regio Avenue and required topographic design survey to facilitate these activities. KDM conducted research and collected existing records for the project area, executed field topographic survey that included visible features such as singing, striping, manholes, traffic signals, etc. Basemap was generated from collected data and provided in AutoCAD format with signed deliverables.

CLIENT NAME
City of Buena Park
Public Works

DURATION
01/2022 - 03/2022

STAFF
Richard Maher
Patrick Earl
Keith Klagge

CONTRACT VALUE
Approximately $17,000

REFERENCES

CITY OF BEVERLY HILLS

Kevin Riley, Senior Transportation Engineer
(310) 285-2467, kriley@beverlyhills.org

Citywide Traffic Signal System & Traffic Management Center (TMC) Master Plan
KOA assisted the City to provide traffic engineering services for developing the City-Wide Traffic Signal System Planning Document and prepare plans, specifications, and estimates (PS&E) to upgrade the Traffic Management System (TMS) and Traffic Management Center (TMC).

CITY OF BEVERLY HILLS

Daren Grilley, City Engineer
(310) 285-2467, dgrilley@beverlyhills.org

Coldwater Canyon Drive Roadway Infrastructure Evaluation
KOA mapped the existing conditions of this major corridor, collected volume data, conducted warrant analyses, prepared conceptual designs, and developed a comprehensive roadway improvement plan for the interim and the long term.

CITY OF BEVERLY HILLS

Jessie Holzer Carpenter, Transportation Planner
(310) 285-1171, jholzer@beverlyhills.org

Pedestrian Mid-Block Crossings (4 Locations) Modifications
We prepared PS&E for four pedestrian crossings.

CITY OF HERMOSA BEACH

Joseph SanClemente, PE, AICP, Public Works Director
(310) 318-0214, jsanclemente@hermosabeach.gov

City of Santa Monica Pico Boulevard Pedestrian Safety Improvement Project
KOA collaborated with Joe for this project during his employment with the City of Santa Monica. KOA provided civil and traffic engineering design services, including public outreach.

CITY OF LOS ANGELES DEPARTMENT OF TRANSPORTATION (LADOT)

Margot Ocañas, Project Manager
(213) 928-9707, margot.ocanas@lacity.org

Safe Routes to School (SRTS) Charles White Elementary School PS&E
This is one of at least 12 assignments that KOA has collaborated with Margot Ocañas on. We developed PS&E documents to improve nonmotorized routes for children commuting to Charles White elementary School.

KEY PERSONNEL

GEORGE RHYNER, PE

PROJECT MANAGER |SENIOR ENGINEER

KOA

With over 35 years of experience, George Rhyner has completed a wide range of traffic engineering and transportation planning projects. Mr. Rhyner manages the development of transportation improvement plans – at both conceptual and construction levels – to implement alternative transportation mode improvements. This involves traffic signal design, signing and striping design, parking and access configurations, and street lighting improvements and illumination calculations. George has managed the preparation of State of California Department of Transportation (Caltrans) encroachment permit application packages and final roadway improvement packages for developments located throughout Southern California. He is also experienced in development of transportation options and their presentation to technical groups, decision makers (including City Councils/Planning Commissions), and community groups. George is also well versed in master planning and the related transportation studies required for master plans as well as smaller projects and for various land uses.

RELEVANT EXPERIENCE

- UCLA | Various Assignments
- City of Beverly Hills | Pedestrian Crossings
- City of Redondo Beach | Fisherman's Wharf Parking Needs Assessment
- LABOE | 7th Street Streetscape Project

EDUCATION

MS, Civil Engineering (Infrastructure Planning and Management), Stanford University, Stanford
BS, Civil Engineering (Transportation), Marquette University, Milwaukee, WI

REGISTRATIONS/CERTIFICATIONS

Professional Engineer (PE), Civil, CA #47763
Professional Engineer (PE), Traffic, CA #2143

PROFESSIONAL AFFILIATIONS

Institute of Transportation Engineers
Urban Land Institute

JOEL FALTER

PRINCIPAL-IN- CHARGE | PRINCIPAL

KOA

Joel Falter is a principal with KOA. For over 40 years, he has extensive experience in transportation planning including complete streets, active transportation, neighborhood circulation, and pedestrian studies and participated in the preparation of numerous CEQA/NEPA documents. Joel is experienced in working with the public to help develop consensus on controversial and/or challenging projects. He has led webinars on a variety of transportation subjects, and is the dynamic force in KOA's transportation planning practice.

RELEVANT EXPERIENCE

- County of Los Angeles | Bus Stop Improvement Assessments, Antelope Valley
- City of Culver City | Rancho Higuera Neighborhood Traffic Management Plan
- City of Culver City | Overland Avenue Complete Streets Feasibility Study
- Metro | Three Corridors East San Fernando Valley North-South Rapidways Project

EDUCATION

MS, Transportation Engineering, University of California, Berkeley
BS, Transportation and Regional Planning, State University of New York at Buffalo, NY

PROFESSIONAL AFFILIATIONS

American Planning Association (APA)
Institute of Transportation Engineers (ITE)
Women's Transportation Seminar (WTS)

CHUCK F. STEPHAN, PE

QA/QC MANAGER | PRINCIPAL

KOA

Chuck Stephan has 36 years of experience in engineering design and project management for many municipalities and private firms. He is an expert in civil engineering design, and construction management for municipal capital improvement projects, including pavement design and rehabilitation. He has experience in ADA improvements; water pipelines; storm drain and sanitary sewers; medians and landscaping; parking lots; site improvements; plan checking; and in NPDES requirements. He has also managed various funding sources including local, state, and federal-aid projects; SR2S; SRTS; STPL; various grant applications and reimbursement requests. Chuck works in multiple capacities as Principal-In-Charge, project manager, project engineer, lead engineer, design engineer, and construction engineer in civil and construction management disciplines.

RELEVANT EXPERIENCE

- City of Highland and City of Redlands | Regional Bike Connector
- City of Costa Mesa | 19th Street Bike and Pedestrian Trail
- Port of Long Beach | South Waterfront / Pier J Bike / Pedestrian Path PS&E
- San Bernardino County Flood Control District | Project Engineering and PS&E Assistance
- City of Moreno Valley | PA/ED Juan Bautista de Anza Trail Project

EDUCATION

BS, Agricultural Engineering, California Polytechnic State University, San Luis Obispo,

REGISTRATIONS/CERTIFICATIONS

Professional Engineer (PE), Civil, CA #50481

PROFESSIONAL AFFILIATIONS

American Public Works Association
American Society of Civil Engineers

DIANA SKIDMORE

TRAFFIC ANALYSIS & DESIGN TASK LEADER | SENIOR PROJECT DIRECTOR

KOA

Diana Skidmore has been with KOA since 1990, and in her tenure has assisted with a full spectrum of traffic and parking analyses, site planning, engineering design, and project management. Her unique design background provides her with a foundation to contribute insightful and creative solutions to challenging transportation projects. She has served as Project Manager for complex projects such as 8550 Santa Monica Boulevard, UCLA Geffen Hall, UCLA Luskin Conference Center, three local Veterans Affairs health facilities, Village at Playa Vista, the Union Pacific LACTC East Extension, and 7th Street Streetscape. In addition, she has served in an advisory role for numerous project parking facilities with challenging issues and for which she provided expeditious and creative parking, circulation, and management solutions.

RELEVANT EXPERIENCE

- LABOE | 7th Street Streetscape Project
- LADOT | Westside Mobility Projects
- City of Burbank | Civic Center Parking
- City of Beverly Hills | On-Call
- Veterans Affairs | Master Plan Parking & Circulation, Los Angeles
- City of Santa Monica | Farmer's Market Traffic Control Plan
- City of Santa Monica | Santa Monica Place Mall Parking Structures

EDUCATION

BA, Urban Planning and Design Emphasis, Southern California Institute of Architecture, Los Angeles

PROFESSIONAL AFFILIATIONS

Southern California Development Forum
Urban Land Institute
Westside Urban Forum

GIUSEPPE CANZONIERI, PE

CIVIL DESIGN TASK LEADER | SENIOR ENGINEER

KOA

Giuseppe Canzonieri is a VP and Senior Engineer with KOA. He has performed numerous projects for both public and private developments throughout Southern California. He has considerable experience working with roadway design, traffic signal design, signing & striping design, traffic control design, construction specifications and cost estimates. Giuseppe has served as project manager and project engineer on several civil and traffic engineering design projects for several Cities throughout Southern California. He is also known for his quality control capabilities and providing clients with high quality construction documents. He has significant knowledge working with multiple design platforms including AutoCAD, Civil 3D, and Microstation.

RELEVANT EXPERIENCE

- City of Manhattan Beach | Federal HSIP Cycle 5 Pedestrian Improvements at 21 Intersections
- City of West Hollywood | Santa Monica Blvd IRWL
- City of West Hollywood | West Hollywood IRWL Improvements
- LADOT | Safe Routes to School (SRTS) Esperanza Elementary School PS&E
- City of South Gate | Tweedy Mile Complete Streets Project
- City of Santa Monica | Pico Boulevard Pedestrian Safety Improvement Project

EDUCATION

BS, Civil Engineering, California State Polytechnic University, Pomona

REGISTRATIONS/CERTIFICATIONS

Professional Engineer (PE), Civil, CA #79006

PROFESSIONAL AFFILIATIONS

American Public Works Association (APWA)

RICHARD C. MAHER, PLS

SURVEY TASK LEADER | KDM PRESIDENT

Subconsultant - KDM Meridian

Richard Maher, PLS, is Professional Land Surveyor registered in the State of California, and president of KDM Meridian. Specializing in public works land surveying Richard has decades of experience providing design survey for various public works projects including for pavement rehab and roadway improvement projects. Not only has he provided these services direct to municipalities under one of KDM's multiple On-Call Agreements, he has also worked with multiple prominent design firms specializing in public works improvement projects, including KOA. Having provided survey for many multiple public works projects throughout Southern California, he has gained the experience necessary to tackle any land survey challenges that may arise on pavement rehab and roadway improvement projects.

RELEVANT EXPERIENCE

- City of Moreno Valley | Citywide Pavement Rehab FY 20/21 Project
- City of La Habra | Area 7 Alley Rehabilitation Project
- City of Laguna Beach | Laguna Canyon Rd, Pavement Rehab Project
- City of Buena Park | Regio Avenue Rehabilitation Project
- City of La Habra | Area 6 Alley Rehabilitation Project
- City of Fullerton | Olive Ave & Iris Ct Street Rehab Project

EDUCATION

CW, Civil Engineering, California State University, Fullerton Fullerton, CA

REGISTRATIONS/CERTIFICATIONS

Professional Land Surveyor (PLS), California L 7564

PROFESSIONAL AFFILIATIONS

CA Land Surveyors Association (CLSA); Orange County (OC) Chapter
Past Chapter President 2020
Joint Professional Practices Committee (JPPC)
CA Spatial Ref. Center (CSRC) Past-Chairman of Exec. Committee (EC)

PATRICK D. EARL, PLS

SURVEYOR | SURVEY MANAGER

Subconsultant - KDM Meridian

Patrick Earl, PLS, is a Professional Land Surveyor registered in the State of California. With over two decades of experience in land surveying, Patrick possesses diverse field experience providing topographic, boundary, and construction surveying for public works projects. Patrick oversees topographic mapping, boundary analysis, map checking, and survey calculations operations, has participated in the execution of hundreds of various public works projects, including pavement rehab and roadway improvement projects, both as a Project Manager and in his Supervisory Capacity over the Survey Department.

RELEVANT EXPERIENCE

- City of South Gate | Tweedy Mile Complete Street Project
- City of Moreno Valley | Citywide Pavement Rehab FY 20/21 Project
- City of Yorba Linda | Pavement Preservation Zones 5 & 6

EDUCATION

BS, Mechanical Engineering, University of California, Santa Barbara

REGISTRATIONS/CERTIFICATIONS

Professional Land Surveyor (PLS), California L 8773

PROFESSIONAL AFFILIATIONS

California Land Surveyors Association (CLSA); CLSA – Orange County (OC) Chapter President

KEITH KLAGGE, PLS

SURVEYOR | PROJECT SURVEYOR

Subconsultant - KDM Meridian

Keith Klagge, PLS, is a professional land surveyor registered in the state of California. Competent in all major land survey disciplines, Keith is an expert in field surveying and roadway improvement projects. With nearly three decades of survey under his belt, he has been involved with hundreds of roadway improvement projects, in a field survey capacity and/or the project manager role. Over the course of his career, Keith has specialized in public works projects including street, sewer, water, storm drain, parks, and municipal building improvements. Keith is expert at ensuring design surveys are done the right way, on budget, with accuracy and precision.

RELEVANT EXPERIENCE

- City of Moreno Valley | Citywide Pavement Rehab FY 20/21 Project
- City of Moreno Valley | Local Pavement Rehab FY 20/21 Project
- City of Fullerton | Jacaranda/Drake Area Street & Sewer Imp. Project

EDUCATION

BS Computer Science, San Diego State University

REGISTRATIONS/CERTIFICATIONS

Professional Land Surveyor (PLS), California L 9534

PROFESSIONAL AFFILIATIONS

California Land Surveyors Association (CLSA); CLSA – Orange County (OC) Chapter

SUPPORT PERSONNEL

Support staff, not including administrative staff, are presented in the organization chart on page 14. KOA's support staff for this project consists of six people, including administrative support. KDM may have additional staff to support the survey effort.

AVAILABILITY OF KEY PERSONNEL

The team's key personnel, consisting of staff from KOA and KDM Meridian, will be available for the duration to complete the individual's assigned work, based on the approved schedule. Each will be available for the duration of the project on an as-needed basis. The project manager will be available for the duration of the project.

REQUIRED FORMS

CERTIFICATION OF PROPOSAL
A Certification of Proposal has been included subsequently.

NON-COLLUSION AFFIDAVIT
A Non-Collusion Affidavit to the City has been included subsequently.

COMPLIANCE WITH INSURANCE REQUIREMENTS
A Compliance with Insurance Requirements certificate has been included subsequently.

ACKNOWLEDGEMENT OF PROFESSIONAL SERVICES AGREEMENT
An acknowledgement of the Professional Services Agreement has been included subsequently.

COVID VACCINATION CERTIFICATION
KOA's Covid Vaccination Certification has been included subsequently.

ACKNOWLEDGEMENT OF ADDENDUM NO. 1
The acknowledgement form for Addendum No. 1 has been signed and included subsequently.

Michael Jenkins, City Attorney

7.2 Required Forms

7.2.1 Certification of Proposal

RFP #: 22-010

The undersigned hereby submits its proposal and agrees to be bound by the terms and conditions of this Request for Proposal (RFP).

1. Proposer declares and warrants that no elected or appointed official, officer or employee of the City has been or shall be compensated, directly or indirectly, in connection with this proposal or any work connected with this proposal. Should any agreement be approved in connection with this Request for Proposal, Proposer declares and warrants that no elected or appointed official, officer or employee of the City, during the term of his/her service with the City shall have any direct interest in that agreement, or obtain any present, anticipated or future material benefit arising therefrom.

2. By submitting the response to this request, Proposer agrees, if selected to furnish services to the City in accordance with this RFP.

3. Proposer has carefully reviewed its proposal and understands and agrees that the City is not responsible for any errors or omissions on the part of the Proposer and that the Proposer is responsible for them.

4. It is understood and agreed that the City reserves the right to accept or reject any or all proposals and to waive any informality or irregularity in any proposal received by the City.

5. The proposal response includes all of the commentary, figures and data required by the Request for Proposal

6. The proposal shall be valid for 90 days from the date of submittal.

7. Proposer acknowledges that the City may issue addendums related to this RFP and that the proposer has reviewed the following addendums which have been issued:

   Addendum: No. 1

   Addendum: _____

   Addendum: _____

   Addendum: _____

8. Proposer further acknowledges the provisions of any addendums issued have been incorporated into their proposal.

Signature of Authorized Representative:

Joel Falter Digitally signed by Joel Falter Date: 2022.10.27 13:08:22 -07'00'

Printed Name and Title:

Joel Falter, Principal

7.2.2 Non-Collusion Affidavit

RFP #: 22-010

The undersigned declares states and certifies that:

1. This proposal is not made in the interest of or on behalf of any undisclosed person, partnership, company, association, organization or corporation.
2. This proposal is genuine and not collusive or sham.
3. I have not directly or indirectly induced or solicited any other Proposer to put in a false or sham proposal and I have not directly or indirectly colluded, conspired, connived, or agreed with any other Proposer or anyone else to put in a sham proposal or to refrain from submitting to this RFP.
4. I have not in any manner, directly or indirectly, sought by agreement, communication, or conference with anyone to fix the proposal price or to fix any overhead, profit or cost element of the proposal price or to secure any advantage against the City of Hermosa Beach or of anyone interested in the proposed contract.
5. All statements contained in the Proposal and related documents are true.
6. I have not directly or indirectly submitted the proposal price or any breakdown thereof, or the contents thereof, or divulged information or data relative thereto, or paid, and will not pay, any fee to any person, corporation, partnership, company, association, organization, RFP depository, or to any member or agent thereof, to effectuate a collusive or sham proposal.
7. I have not entered into any arrangement or agreement with any City of Hermosa Beach public officer in connection with this proposal.
8. I understand collusive bidding is a violation of State and Federal law and can result in fines, prison sentences, and civil damage awards.

Signature of Authorized Representative:

Joel Falter Digitally signed by Joel Falter Date: 2022.10.27 13:09:45 -07'00'

Printed Name and Title:

Joel Falter, Principal

RFP 22-010 **City of Hermosa Beach**

7.2.3 Compliance with Insurance Requirements

RFP #: 22-010

The selected consultant will be expected to comply with the City s insurance requirements contained within this RFP.

The undersigned declares states and certifies that:

1. Proposer agrees, acknowledges and is fully aware of the insurance requirements as specified in the Request for Proposal.
2. If selected, proposer agrees to accept all conditions and requirements as contained therein.

Signature of Authorized Representative:

Joel Falter Digitally signed by Joel Falter Date: 2022.10.27 13:08:41 -07'00'

Printed Name and Title:

Joel Falter, Principal

RFP 22-010 **City of Hermosa Beach**

7.2.4 Acknowledgement of Professional Services Agreement

RFP #: 22-010

The selected consultant will be expected to comply with and sign the City s Professional Services Agreement. Proposers should identify and/or indicate any exceptions to the Sample Professional Services Agreement included in Section 6.2. The City Attorney or their designee retains the discretion to accept or reject proposed exceptions or modifications to the City s Professional Services Agreement.

1. Proposer agrees, acknowledges and is fully aware of the conditions specified in the City's Sample Professional Services Agreement.
2. Proposer agrees to accept all conditions and requirements as contained therein with exceptions noted as follows:

_____
_____
_____
_____
_____
_____
_____

Signature of Authorized Representative:

Joel Falter Digitally signed by Joel Falter Date: 2022.10.27 13:09:23 -07'00'

Printed Name and Title:

Joel Falter, Principal

300 Corporate Pointe, Suite 470, Culver City, CA 90230
T: (310) 473-6508 | www.koacorp.com
MONTEREY PARK ORANGE ONTARIO SAN DIEGO LA QUINTA CULVER CITY

October 27, 2022

Suja Lowenthal, City Manager
City of Hermosa Beach
1315 Valley Drive
Hermosa Beach, CA 90254

RE: Mandatory COVID-19 Vaccination for City of Hermosa Beach Consultants

Dear Ms. Lowenthal:

Per this letter, KOA certifies that all of its officers, agents, employees, subcontractors, representatives and volunteers servicing the City of Hermosa Beach on-site within the City pursuant to the undated Sample Professional Services Agreement, are or will be fully vaccinated or covered by an approved medical or religious exemption prior to the implementation of the scope of work located within the above referenced sample agreement.

This certification letter will be updated to reflect specific agreement information upon receipt of an official Professional Services Agreement, if KOA is selected to provide services for RFP 22-010.

Respectfully,
KOA Corporation

Joel Falter
Digitally signed by Joel Falter
Date: 2022.10.27 13:04:11 -07'00'

Joel Falter
Principal

City of Hermosa Beach

Civic Center, 1315 Valley Drive, Hermosa Beach, California 90254-3885

ACKNOWLEDGEMENT OF ADDENDUM No. 1

Pedestrian Safety And Bus Stop Improvement Project Design Services RFP No. 22-010

Complete and sign this acknowledgement form. Submit and enclose the acknowledgement in your proposal. Failure to do so may result in disqualification of your firm's proposal.

The undersigned acknowledges receipt of **Addendum No. 1** dated October 17, 2022.

ATTEST: KOA Corporation

Principal: Joel Falter

Address: 300 Corporate Pointe, Suite 470
Culver City, CA 90230

By: Joel Falter Digitally signed by Joel Falter Date: 2022.10.27 13:09:01 -07'00'

Title: Principal

MC28155

LOS ANGELES | CORPORATE OFFICE
1100 Corporate Center Drive, Suite 201
Monterey Park, CA 91754
(323) 260-4703

ORANGE COUNTY OFFICE
2141 W. Orangewood Avenue
Orange, CA 92868
(714) 573-0317

INLAND EMPIRE OFFICE
3190 Shelby Street, Bldg C.
Ontario, CA 91764
(909) 890-9693

SAN DIEGO OFFICE
5095 Murphy Canyon Road, Suite 330
San Diego, CA 92123
(619) 683-2933

COACHELLA VALLEY OFFICE
78-405 Via Caliente
La Quinta, CA 92253
(760) 694-1716

WESTSIDE OFFICE
300 Corporate Pointe, Suite 470
Culver City, CA 90230
(310) 473-6508

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www.koacorp.com