AMENDMENT TO PROFESSIONAL SERVICES MASTER CONTRACT WITH STANTEC CONSULTING SERVICES, INC.

This Amendment to Professional Services Master Contract for design services is made and entered into on ___________________, by and between the City of Stockton, a municipal corporation, hereinafter referred to as “CITY,” STANTEC CONSULTING SERVICES, INC., hereinafter referred to as “FIRM,” to provide CITY with design services for the TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT EL DORADO STREET AND CENTER STREET (PROJECT NO. 12-10, FEDERAL PROJECT NO. HSIPL-5008(128)), hereinafter referred to as “PROJECT.”

WITNESSETH:

WHEREAS, CITY and FIRM entered into a Professional Services Master Contract for Design, Geotechnical, Testing, Plan Review, and Survey Services; Construction Management and Inspection Services; Roofing, Electrical, and Mechanical Design Services; and Preparation of Generalized and Specialized CEQA and NEPA Studies on July 13, 2010, pursuant to Resolution No. 10-0242, as part of a vendor pool and desire to amend said Contract by specifying FIRM to provide design services for PROJECT.

NOW, THEREFORE, in consideration of these premises and the following terms and conditions, the parties hereto agree as follows:

1. Section 1—SCOPE OF SERVICES. The Scope of Services is hereby amended to include design services for PROJECT as per Exhibit "A," attached hereto and by reference made a part hereof.

2. Section 2—COMPENSATION. Compensation is hereby amended ($57,973.20) to include Exhibit "A," attached hereto and by reference made a part hereof. Compensation shall be paid no more frequently than once per month on a time and materials basis for work completed.

3. Section 3—SCHEDULE FOR COMPLETION. Services under this amendment will be performed during the period of June 2014 through June 2015, unless otherwise approved in writing.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
4. Section 13—INSURANCE. Insurance requirements under this amendment shall comply with the current insurance requirements specified in Exhibit "B," which is attached to this contract and incorporated by this reference. FIRM shall provide thirty (30) days written notice to CITY prior to canceling or changing the terms of such coverage.

5. Section 14—FEDERAL PROVISIONS. FIRM shall comply with the Federal Aid Consultant Contract Provisions which are attached hereto as Exhibit "C" and incorporated herein by this reference.

6. All other terms and conditions of said original Professional Services Master Contract shall remain in full force and effect.

IN WITNESS WHEREOF, the parties have caused this Amendment to Professional Master Contract to be executed on the date and year first written above.

ATTEST: 

BONNIE PAIGE  
City Clerk of the City of Stockton

CITY

By: ________________________________

KURT O. WILSON  
CITY MANAGER

APPROVED AS TO FORM & CONTENT:

JOHN M. LUEBBERKE  
OFFICE OF THE CITY ATTORNEY

By: ________________________________

Deputy City Attorney

FIRM

Title: Senior Associate
City of Stockton Harding Way at El Dorado Street and Center Street Intersections
Traffic Signal Modifications and Roadway Improvements Project
City Project No. 12-10| Federal Project No. HSIPL-5008(128)

Prepared for:
City of Stockton
Public Works Department

Prepared by:
Stantec Consulting Services Inc.
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## APPENDICES

- Appendix A – Resumes
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December 11, 2013

Mr. Parviz Chitsazan, P.E.
City of Stockton, Public Works Department
22 East Weber Avenue, Room 301
Stockton, California 95202-2317

Reference: City of Stockton Harding Way at El Dorado Street and Center Street Intersections | Traffic Signal Modifications and Roadway Improvements Project | City Project No. 12-10 | Federal Project No. HSIPL-5008(128)

Dear Mr. Chitsazan:

Stantec Consulting Services Inc. is excited to submit this proposal to provide design services for the Harding Way at El Dorado Street and Center Street intersections – traffic signal modification and roadway improvements project. With over 1,200 transportation professionals nationwide and a full service traffic engineering office in Walnut Creek, Stantec brings relevant traffic and signal design experience and history. We have a readily available team of experts and have an existing working relationship with the City of Stockton. While the reputation and capacity of our firm is important, but perhaps the most crucial element for this assignment is the quality of our assigned PM. We have assigned Joy Bhattacharya to serve as Stantec’s PM. He has extensive experience with signal design and modification projects. He completed the Airport Way Signal Design project for the City, which is currently completed and built. Harding Way project is similar to the Airport Way project and the past experience with design and Caltrans coordination is expected to expedite this project.

As the PM, Joy will be the point of contact for this assignment with the City of Stockton. I will serve as the Principal-in-Charge for this project and will assure that the City of Stockton receives appropriate resources for this important undertaking. Joy has over 20 years of traffic engineering and project management experience. Joy’s services will be augmented by Vasavi Pannala with extensive PS&E experience. Both Joy and Vasavi are licensed engineers and have multi-agency signal/ITS project experience here in the Northern and Central California. Both Joy and Vasavi will be supported by a team of qualified engineers who has considerable expertise in Signal System Design, Signal Timing, Communication Design, and roadway improvement expertise.

We have assembled the same team that completed the Airport Way project for the City. We have teamed with local consultant, Siegfried Engineering, Inc. to provide topographical survey and ADA ramp improvements for the project. Public Outreach will be provided by a local outreach firm Judith Buethe Communications (JBC). JBC is a local DBE firm and have been involved with multiple outreach projects for the City. Environmental support will be provided by CirclePoint, a very well reputed firm for environmental and Caltrans local assistance process.

The following are the highlights of our proposal and reasons why we think that we are qualified to perform the needed services for the City of Stockton:

- Our assigned PM has completed various similar projects throughout California and one for the City in the recent past. We will be able to utilize the “lesson learnt” from his past experience.
- Our assigned PM has the ability to proactively manage project and act as extended City staff as needed.
• We have assembled best qualified people and local participation to offer services listed in the RFP.
• We have extensive experience in signal design, signal layout, signal timing, roadway design, and communications design. We have thorough knowledge of national industry standards and appropriate Caltrans manuals and procedures.
• All work will be performed by engineers at our California offices in Walnut Creek with support from local firms.
• Our project engineers have a good understanding of the project requirements. The project team will not change without prior consent from the City.

Both Joy and I are authorized on behalf of the Stantec to negotiate a contract with the City of Stockton. I will make sure that all key personnel can commit time for your project and complete the project on time and within the budget. Please do not hesitate to contact me for any reasons. I can be reached anytime by phone or by email.

Sincerely,

Stantec Consulting Services, Inc.

Habib Shamskhou  Joy Bhattacharya, PE, PTOE
Global ITS Director  Senior Associate, Transportation
Stantec Consulting Services Inc.  Stantec Consulting Services Inc.
901 Market Street, San Francisco, CA 94103  901 Market Street, San Francisco, CA 94103
Phone: (415) 281-5408  Phone: (415) 281-5507
habib.shamskhou@stantec.com  joy.bhattacharya@stantec.com
Work Plan

PROJECT UNDERSTANDING

The proposed project involves improvements to the intersections of Harding Way/Center Street and Harding Way/El Dorado Street, and to the sections of Harding Way separating and approaching these intersections from the east and west. The proposed project involves roadway improvements, traffic signal modifications, signing and striping modifications, safety lighting, installation of video monitoring system, drainage adjustments, and wheelchair ramp construction at intersections on Harding Way between N. Hunter Street and N. Commerce Street. The signal designs and signing and striping details will conform to the City standards, California MUTCD guidelines, and Caltrans standard plans, specifications and design requirements.

Harding Way is an east-west arterial providing access between Carlton Avenue in the west and Waterloo Road in the east. Harding Way carries approximately 24,100 vehicles per day. Center Street and El Dorado Street are north-south arterials providing access between French Camp Road in the south and Hammer Lane in the north. Within the project limits, Harding Way is a four lane arterial with a westbound left turn lane at Center Street and an eastbound left turn lane at El Dorado Street. Center Street carries approximately 16,000 vehicles per day south of Harding Way and 11,500 vehicles per day north of Harding Way. El Dorado Street carries approximately 17,000 vehicles per day on both sides of Harding Way. Harding Way east of El Dorado Street includes a two-way-left-turn lane a portion of which will be converted to a westbound left turn lane at the intersection of Harding Way/El Dorado Street. Harding Way west of Center Street has wide lanes, which would be restriped to include an eastbound left turn lane at the intersection of Harding Way/Center Street. Center Street and El Dorado Street operate as one-way couplets within the study area, Center Street serving the southbound movement and El Dorado Street serving the northbound movement.

The nearest traffic signal west of the project limit on Harding Way is at N. Madison Street, which is approximately 800 feet from Center Street. The nearest traffic signal to the east of the project limit is at N. San Joaquin Street, which is nearly 750 from El Dorado Street. The distance between Center Street and El Dorado Street is only 375 feet, so the two intersections are very closely spaced. In order to improve traffic flow through the intersection it is important to keep the roadway segment between the two intersections clear of traffic all the time to avoid spillover and inter-locking of traffic between the intersections. This would be achieved through proper signal coordination between the two intersections that would clear out traffic between the intersections at all times. The speed limit on Harding Way is 30 mph within the project vicinity it serves mainly as a commercial thoroughfare within the project limits.

In order to understand the need for the project, Stantec staff conducted preliminary field reviews of existing signing and striping, existing signal cabinet and controller configuration, types of signal heads and other hardware, and other operational and geometric reviews including sight distance analysis. In addition to the field review, Stantec staff collected 15-min peak period volume to set up a Synchro model analysis for the two intersections. The analysis results and findings are included in this proposal. Stantec staff also conducted spot parking surveys to access the parking utilization within the project area. Stantec staff also reviewed the Statewide Integrated Traffic Record System (SWITRS) accident data to analyze the type of accidents currently occurring at the study intersections. The Stantec field review and collision analysis is summarized below:
Field Review

The following relevant observations were noted during the field review:

- Currently on-street parking is not restricted on Harding Way, El Dorado Street and Center Street, except few feet next to the intersection. Harding Way has a curb-to-curb width of approximately 66 feet for the entire project limits with exclusive left turn lanes between Center Street and El Dorado Street. Therefore, removal of parking may not be needed as part of this study. However, depending on the findings of the queuing analysis, slight adjustment may be needed to extend or shorten the left turn lanes, which would require on-street parking adjustments.

- To upgrade the intersections to meet the City’s current design standards, this project would require replacement of all existing signal equipment and conduits. All poles would be replaced to meet the Caltrans standard of 100 mph wind loadings. Existing signal cabinet, conduits and equipment are old and unusable.

- The project will require upgrading the existing wheelchair ramps to meet ADA requirements. Our initial field review found that the slopes on the existing curb ramps may not to be in accordance with Caltrans curb ramp standards. ADA-required truncated domes will need to be added to the curb ramps. Currently, two corners at El Dorado are close to compliance, but the lip area may need to be redesigned. Therefore, new ADA curb ramps will be designed for all the corners of the two intersections. The design will include applicable grades and sidewalk details, and conform to the existing roadway pavement.

- Currently, both the intersections have Type G cabinets, which would be upgraded as part of this project. The intersections will be upgraded to a type P cabinet with a 2070 or Siemens M50 controller. For the controller upgrade, Stantec will work with the City staff to determine the appropriate controller.

- With the provision of left turn lanes, new loop detection, and controller upgrade, a protected left turn phase will be provided at the intersections. This would improve the traffic operations especially to reduce broadside collision and avoiding pedestrian and vehicular conflicts.

- On the north side of Harding Way at Center Street, “Do Not Enter” signs are missing. Preliminary field review indicates that adequate signage is not provided at the intersections. Stantec will review the adequacy of signage for both the intersection and make recommendations as part of the traffic study.

- Both intersections are equipped with PTZ cameras. Based on the field review, the cameras looks new and can be reinstalled at the
intersections. Stantec will work with City staff and review the video images at the City Hall to determine whether replacement of cameras is required at the intersections.

- Harding Way currently has street lights on both sides of the roadway. The existing mast arm poles at the intersections have luminaires. Intersection safety lighting will be part of the signal design to provide the necessary lighting for the signalized intersections.

- Based on field observations, traffic signal pole with luminaire locations on the south side of Harding Way may cause a conflict with the overhead. Utility information and field survey measurements will determine the approximate height of the overhead wires. Our design will meet the OSHA requirements and provide sufficient clearance between overhead wires and the luminaire arms.

**Collision Analysis**

Collision information obtained from SWITRS indicates that approximately 6 collisions were recorded at the intersection of Harding Way and El Dorado Street in 2011 and 10 collisions were recorded at the intersection of Harding Way and Center Street in 2010. The annual accident history shows that it significantly higher than the statewide average. A majority of the accidents are broadside accidents involving left turning traffic from Harding Way. The second highest collision types are the rear end accidents. Both these types of accidents can be attributable to the lack of protected left turn phases at the intersections and improper clearance interval timing. Both these types of collisions are expected to be reduced with adequate left turn lanes and protected left turn phasing on Harding Way. Both the study intersections have similar collision patterns.

**Traffic Analysis**

Stantec utilized Synchro 8.0 software for the intersection level of service analysis to determine the required lane configuration for each intersection. The objective of the Synchro analysis was to understand the impact of converting the existing protected-permitted phasing for the left turns on Harding Way to protected left turn phasing. Stantec evaluated traffic conditions at the two study intersections based on 15-minute counts conducted during the p.m. peak hour on a typical weekday in November 2013. Field verification of existing intersection lane configurations, types of traffic control, and signal phasing was conducted and provided the basis for the level of service analysis for existing conditions. Stantec conducted the p.m. peak hour analysis for the following two scenarios:

1. Existing Conditions – This scenario evaluates the study intersections based on existing traffic counts and lane configuration.

2. Existing plus Improved Conditions – This scenario is similar to Existing Conditions, but with the conversion of protected-permissive phasing to protected left turn signal phase at each study intersection.

Potential project improvements on the study intersections were quantified through the determination of level of service (LOS), a qualitative measure describing operational conditions within a traffic stream. Table I below summarizes the p.m. peak hour levels of service at the study intersections under Existing Conditions and Existing plus Improved Conditions. LOS worksheets are provided in the Appendix.
Table I: PM Peak Hour Intersection Levels of Service

<table>
<thead>
<tr>
<th>ID</th>
<th>Intersection</th>
<th>Existing Conditions</th>
<th>Existing + Improved Conditions</th>
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<tbody>
<tr>
<td></td>
<td></td>
<td>Average Delay</td>
<td>Average Delay</td>
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<td></td>
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<td>(sec/veh) LOS</td>
<td>(sec/veh) LOS</td>
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<tr>
<td>1</td>
<td>Harding Way and El Dorado Street.</td>
<td>23.6</td>
<td>24.1</td>
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<td></td>
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<td>C</td>
</tr>
<tr>
<td>2</td>
<td>Harding Way and Center Street</td>
<td>19.7</td>
<td>20.6</td>
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<td></td>
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<td>B</td>
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</table>

Under both conditions, both the study intersections operate at acceptable levels of service of LOS C or better. The protected left turn phases included at each intersection, to reduce broadside and rear-end collisions, are expected to slightly increase the overall intersection average delays as shown in Table I. However, under Existing plus Improved Conditions, both the study intersections are expected to continue to operate at LOS C or better with minimal change in delay.

In conclusion, both the study intersections operate at acceptable levels of service of LOS C or better and are expected to continue operating as acceptable levels of service after the improvements. Collisions are expected to be reduced at both the study intersections with the proposed protected left turn traffic signal phases for the exclusive left turn lanes.

Environmental Clearance

The proposed project is a project under CEQA. The City of Stockton is the project proponent and would be the CEQA lead agency. The scope of CEQA documentation that would be necessary has not been determined. The project would be constructed using federal Highway Safety Improvement Program (HSIP) funding, which will require environmental documentation under NEPA; NEPA Environmental Review will be administered by the Caltrans District 10 Local Assistance Engineer (DLAE). CEQA review will need to be coordinated with Caltrans.

The scope of CEQA documentation, including the potential for a CEQA exemption and Notice of Exemption, should be explored early in the project design process. The city has already coordinated the NEPA/CEQA review process with Caltrans and expecting to receive the clearance prior to the start of the project.

As described in the RFP, the area of improvement work will be confined to the existing paved section. As a result, biological and cultural resource technical studies should not be needed to address either NEPA or CEQA requirements. Stantec has already conducted the traffic analysis that may be needed as part of the environmental clearance. Caltrans may require other technical studies in its NEPA review of the project; the scope of technical studies will be determined in consultation with Caltrans after review comments are received for the Preliminary Environmental Study (PES) form submittal.

Public Outreach

The public outreach program for the project will include, but is not limited to, a public meeting, one newsletter/news releases, a web page, a database coded by interest and activity, and other materials as needed.
PROJECT APPROACH AND SCOPE

Stantec understands that the City prefers that the consultant provide a scope of work that may include tasks in addition to the general scope included in the RFP, which would provide a complete signal upgrade project including the proper functioning, operation and installation of traffic signal control. Stantec has already prepared the Synchro network, which would be used to develop the signal timing plans in Synchro 8. Preparing the signal timing plans and field implementation of the timings are included as part of our scope of work. Signal timing plans will seek coordination opportunity to keep the roadway between the two closely spaced intersections free of queuing at all times. This would avoid inter-locking of traffic between the two intersections.

Our team will determine the extent of the environmental clearance and based on the information so far, a categorical exemption is assumed sufficient for this project.

Stantec will schedule a kick-off meeting with the City staff within one week of the Notice to Proceed (NTP). At the kick off meeting, Stantec will discuss coordination, pedestrian and traffic safety, project impacts, goals, schedule, and format of drawings and specifications. Stantec will present and discuss with the City staff the conceptual design that we have prepared and included in Appendix D, which is included with this proposal. The 65% design review PS&E will be submitted to the City within five weeks of the notice to proceed. After receiving City review comments for the 65% submittal, the 95% design review PS&E will be submitted within two weeks. After receiving City review comments for the 95% submittal, the 100% design review PS&E will be submitted within two weeks. After receiving City review comments for the 100% submittal, the final bid documents will be completed within two weeks. The final bid documents will be completed within 90 working days from the notice to proceed.

Stantec’s scope of work specifically includes:

- Topographic survey and prepare AutoCAD base plan for the project improvements design
- Environmental clearance in accordance with Caltrans Local Assistant Procedures Manuals and Local Programs Procedures
- Civil detailed design for ADA curb ramp improvements for the two project intersections;
- Coordination with all utilities in accordance with Caltrans “Manual on High and Low Risk Underground Facility within Highway Rights of Way” to eliminate conflicts encountered during construction. We will coordinate with utilities to resolve utility issues
- Level of service analysis for the project intersections using Synchro 8 software to determine appropriate lane configuration and optimum signal timing for the traffic signals
- Public outreach and conduct public meeting
- Parking survey for on street parking, if removal of parking is needed
- Roadway improvements including signing and striping modifications for Harding Way between N. Hunter Street and N. Commerce Street within the existing curb to curb width of the roadway
- Preparation of PS&E for the signal modification at the intersection of El Dorado Street/Harding Way and Center Street and Harding Way in the City of Stockton;
• The traffic signal design will include battery back-up for operation of the signal system. The most recent Tesco Type 3 service cabinets are designed with battery back-up capability built into the service cabinet. Most new traffic signal system installations use the service cabinet with built in battery back-up capability.

• The traffic signal design will consider audible pedestrian signals.

• Pan Tilt Zoom (PTZ) real time traffic monitoring cameras will be installed at the project intersections. Harding Way has existing fiber optic communication to the Traffic Operations Center (TOC) located at City Hall. The communications will provide the capability to view images of the intersections from the City Hall.

• Prepare record drawings from City/Contractor redline as-builts, after the completion of construction.

• The project design plan set will include a cover sheet, traffic signal plans, signing/striping, civil design details for ADA curb ramp construction, and appropriate notes and details.

• Stantec will provide design support for construction as detailed in the scope of work below.

Stantec will provide plans, specifications, notes, memorandum, and related project documents to the City upon completion of the project, which shall become the property of the City of Stockton.

Scope of Work

Based on our initial field review of the project site and knowledge of the area, we will carry out all of the tasks required for this project.

**TASK 1 - BACKGROUND RESEARCH**

**TASK 1.1: UTILITY CONFLICT**

To initiate the design work, the Stantec team will research and verify the public records of subdivision, parcel, corner records, and survey maps to determine street right-of-ways. The Stantec team will obtain record copies from utility service districts and companies to locate existing electrical, gas, telephone, fiber optic, and cable television services. Utilities for sanitary and storm sewers, water mains, and fire hydrants will be researched, and “A” letters will be prepared as necessary.

Research will be facilitated by meeting with the utility companies, public agencies, and service districts and will be verified by field investigations in the following phase of work to identify the characteristics and infrastructure needs of the Project area. We will coordinate with all utilities in accordance with Caltrans “Manual on High and Low Risk Underground Facility Within Highway Rights of Way” to eliminate conflicts encountered during construction.

**TASK 1.2: TRAFFIC AND PARKING STUDY**

Stantec will utilize Synchro 8.0 software for the intersection level of service analysis and determine the required lane configuration and the left turn lane queuing length for each intersection. The objective of the Synchro analysis will be to minimize traffic queues and delays at the intersections. We will obtain traffic counts from the City. The hourly traffic counts will be used to determine the peak periods for the a.m. peak and p.m. peak hour traffic analysis. If current counts are not available, we will conduct the turning movement traffic counts. The existing left turn lanes may be sufficient to meet the queuing needs at the intersection, since both intersections operate as LOS C under existing conditions as well as improvement conditions during p.m. peak hour.

No additional parking restrictions are anticipated within the study area. Stantec will complete an on- and off-street parking inventory and occupancy survey to determine the supply and demand for on-street parking in the vicinity of the project site. Based on additional data collected as part of the background research, additional recommendations will be prepared. Stantec will provide preliminary recommendations based on the operations analysis and parking occupancy study for City's review, prior to finalizing the conceptual plans for the corridor.
Our traffic and parking study report will include the intersection level of service analysis and the findings of the on street parking survey. Stantec will prepare a letter report that will summarize the level of service analysis for the intersections and the findings of the parking survey.

**Deliverables:** Draft and Final Traffic and Parking Study Memo.

**TASK 1.3: ENVIRONMENTAL CLEARANCE**

The first task for this project would be the environmental clearance process. Environmental clearance will be in accordance with Caltrans Local Assistant Procedures Manuals and Local Programs Procedures. Stantec team will meet with the Project Engineer, City staff and other subcontractors to discuss the project, the project schedule and the environmental review process. Stantec team will continue to coordinate with the Project Engineer during the design process to obtain project information and coordinate environmental processing with the design process.

The Stantec team will initially review potential for use of a Categorical Exemption for the project in consultation with the Project Engineer, City and Caltrans Local Assistance and environmental staff. This review will be summarized in a brief technical memo to the Project Engineer to be forwarded to the City and Caltrans for acceptance.

Stantec assumes that a Categorical Exemption would be acceptable based on that Stantec will prepare the Notice of Exemption and file the Notice on the City’s behalf upon project approval. This would conclude the CEQA compliance process. Based on our review of the project, CirclePoint believes that the proposed intersection improvements would qualify for the following CEQA categorical exemption and NEPA categorical exclusion (CE/CE):

- **CEQA Guidelines Section 15301(c) states that repair, maintenance, or minor alteration of existing highways and streets potentially qualifies for a categorical exemption.**
- **NEPA 23 CFR 771.117 (d) sets for a number of provisions under which the installation of signs, pavement markings, and traffic signals, where no substantial land acquisition or traffic disruption will occur, can qualify for a categorical exclusion.**

Typically the CE/CE determination is supported by appropriate technical studies to demonstrate the proposed improvements would not result in adverse effects on the environment. For a project with Caltrans involvement, like these intersection improvements, the appropriate technical studies are determined through the preparation of a Preliminary Environmental Study (PES). The PES determines the scope of the environmental studies to be conducted and the appropriate level of NEPA environmental documentation to be prepared for the project. A PES form for the project was submitted to Caltrans on November 18, 2013; however, the final determination of the required NEPA environmental documentation has not been made.

Based on our experience with Caltrans on similar projects, the PES may require preparation of the following studies and/or memoranda. Therefore, we have included traffic and transportation study as part of our scope of work. We also understand that City would use the traffic and transportation study to prepare a noise study for the project if required by Caltrans. Additional studies, including cultural resources, visual resources, biological resources, water quality, etc. is not anticipated to be required for this project.

**TASK 2 – PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E)**

Our design approach entails the following design tasks:

**TASK 2.1: SURVEYING AND BASE PLANS**

The Stantec team will verify the location of all underground and overhead utilities as well as physical ground features. Topographic survey data and mapping shall include but is not limited to the following:

- Vertical and horizontal control tied to the City of Stockton Horizontal and Vertical System
- All existing topography, within the designated intersections, including all existing utility facilities that are visible or that are available from utility company, and record drawings
• Location and flow lines of pertinent underground
• Striping and face of curb on Harding Way between N. Hunter Street and N. Commerce Street for the re-striping design
• Striping and face of curb approximately 200 feet for each approach on El Dorado Street and Center Street for the re-striping design.
• If right of way dedications are required for any stage of the Project work Stantec shall rely on the City to provide the required title reports. However right of way dedication is not anticipated as part of this project.

The Stantec team will complete the topographic survey and AutoCAD base for design of the project improvements.

**TASK 2.2 - 65% DESIGN**

Prior to initiating the 65% PS&E, Stantec will submit a memo to the City that summarizes the findings of our initial field review. This will include an intersection by intersection description of all work to be included in the PS&E. Stantec will then finalize the 65% PS&E based on input from City staff.

**TASK 2.2.1 STREET IMPROVEMENT PLANS**

In accordance with the City standards and on City standard plan and profile sheets, the Stantec Team will prepare the civil improvement plans, special provisions, and cost estimates for the ADA accessible ramps at the corners of the intersections. The plans will address the design of the following:

• Street hardscape and sidewalk heaving repair immediately adjacent to the curb returns
• Street sidewalk and gutter pan repair approximately 75 feet from the southwest return where drainage issues exist.
• Underground wet utilities (if necessary)

The improvement plans will be drawn at 1:10 or 20-scale, 24x36 plan sheets, and prepared according to the City’s standards. The plans will contain the following sheets:

• Grading Details
• Typical Street Cross Sections as required by the reviewing agency
• Any and all details necessary to clarify the plan intent

**TASK 2.2.2 TRAFFIC SIGNAL IMPROVEMENT PLANS**

The traffic signal modification design plans will be produced in AutoCAD (2011) format. Stantec will field verify all the information on the as-built drawings provided by the City. The survey information will be used to develop a base map that shows the existing curbs and gutters, roadway striping, and the locations of existing traffic signal equipment. This would serve as the base map for the project. Stantec will visit the project site for an additional field review, including verification of existing electrical conduits, electrical pull boxes, and existing layout of signing, pavement markings, and surface utilities. We will make field observations, investigations, and review safety issues of existing conditions. The Stantec team will coordinate with all utilities in accordance with Caltrans “Manual on High and Low Risk Underground Facility Within Highway Rights of Way” to eliminate conflicts encountered during construction.

Stantec will use the base map to prepare the 65% design level plan showing the layout of the traffic signal equipment, including locations of the new signal controller/cabinet, poles, pedestrian countdown signals, traffic signal interconnect, emergency vehicle pre-emption, traffic marking, striping and signage design, intersection safety lighting, etc. Designs will be in accordance with Caltrans design standards, California MUTCD guidelines, and the City of Stockton’s current design standards. The design will include all existing traffic signal equipment to be removed, upgrade of controller/software (as needed), cabinet
replacement, pole and signal head replacement, video cameras relocation and detail, and Opticom equipment on traffic signal poles.

The traffic signal modification plan sheet will be drawn to the scale of 1”=20” showing the traffic signal treatments and upgrades. Fiber termination and details will be shown on the plans at both the intersections, since both cabinets will be replaced. Fiber assignment and splicing diagram, if any change is needed, will be shown as needed such that AT&T can build directly from the plans.

Opinion of probable construction cost (estimate) will be prepared at the 65% design submittal. The estimate will be based on the latest pricing data available from Caltrans based on recent similar bids.

**Deliverables:** 6 sets of 65% plans, project specifications, and construction estimate

**TASK 2.3 - 95% DESIGN**

After the City’s review of the 65% design documents, including the civil improvements and signal modification, Stantec will set up a review meeting with City staff. At this meeting we will go through the comments together and reach a resolution on approaching forward with the design. Stantec will prepare a resolution matrix based on the 65% design review meeting.

Once the resolution matrix is accepted, Stantec will proceed and make revisions based to the 65% plans and start preparing the 95% plans.

Stantec will prepare 95% construction drawings, contract specifications, and a detailed opinion of probable construction cost estimate incorporating all comments from City staff.

The 95% design package will be submitted to the City for their review and approval.

**Deliverables:** Comment resolution matrix  
6 sets of 95% plans, project specifications, and construction estimate

**TASK 2.4 - 100% DESIGN**

After the City’s review of the 95% design documents, Stantec will set up a review meeting with City staff. At this meeting we will go through the comments together and reach a resolution on approaching forward with the design. Stantec will prepare a resolution matrix based on the 95% design review meeting and submit to City for their approval. Once the resolution matrix is accepted, Stantec will proceed and make revisions based to the 95% plans and start preparing the 100% plans.

Stantec will prepare 100% construction drawings, contract specifications, and a detailed opinion of probable construction cost estimate incorporating all comments from City staff. Stantec will prepare and submit the 100% construction drawings, contract specifications, and a detailed opinion on probable construction cost estimate and submit for City staff review.

If City has minor editorial comments, Stantec will update the plans to reflect those changes as the Final Plans for the project. The Final Plans will be signed by the project manager, a licensed professional engineer in the state of California. The final plans will be provided to the City as Mylars and also in electronic format.

**Deliverables:** Comment resolution matrix  
100% plans, project specifications, and construction estimate  
Final plans in Mylars  
Electronic Files (Plans in AutoCAD, Specification in MS Word, and Estimates in Excel format.

**TASK 3 - MEETINGS AND AGENCY COORDINATION**

**TASK 3.1: GENERAL MEETINGS AND COORDINATION**

Upon notice of selection, Stantec will:

- Prepare an agenda for a project initiation meeting. The meeting agenda will include the following:
  - Introduction to the meeting
- Establish a protocol for communicating project information
- Review scope of work and project specifics
- Project schedule in Microsoft Project format, including time for City reviews. The project schedule will show tasks, duration, milestones, assignment, and critical paths for the project.
- Review available information, including:
  - Aerial photos in digital form, if available (or Google Earth Professional will be used)
  - As-built plans for each study intersection
- Formats for drawings and specifications
- Construction and procurement support
- Issues regarding project requirements for grant administration
- Other issues, as appropriate
- Milestones and invoicing information
- Coordinate with utility companies and AT&T
- Attend one pre-construction meeting
- Attend one post-construction meeting after completion of construction
- Meet with City staff, as needed, during the design phase of the project to review the PS&E
- Attend meetings, as needed, during construction to assist City staff
- Prepare and coordinate with Caltrans for RFA
- Resolve any utility issues
- Maintain Microsoft Project schedule for the project with baseline information.

**TASK 3.2: PUBLIC OUTREACH AND PUBLIC MEETING**

An organized, inclusive public outreach program has been designed and will be implemented by the Stantec team. The Outreach efforts will be led by Judith Buethe Communications (JBC), a local firm experienced in public involvement projects and with recent experience on several City of Stockton and Caltrans projects. JBC will lead the public outreach effort on this project under the direction of Judith Buethe, the Owner.

The public outreach program for the project will include, but is not limited to, a public meeting, a database coded by interest and activity, creating a call log, a web page, news releases, and other materials as needed.

**TASK 3.2.1 IDENTIFICATION OF STAKEHOLDERS**

JBC will work with the City of Stockton and the Project Development Team to identify a geographic area of interest to the project. JBC will research and develop a stakeholder database of residents, property owners from Assessor Rolls, business owners, community and civic organizations, transit, first responders, Miracle Mile Improvement District, and other potentially interested parties, which will be updated throughout the project with names from the public meeting sign-ins, information from the project team, and from telephone, e-mail and personal contacts. The stakeholder database, which will be designed to meet State CEQA Guidelines and requirements for noticing, will also be coded according to interest and ongoing involvement/interaction with the project. Groups in the stakeholder database will include, but not be limited to, the following:

- City of Stockton elected and appointed officials, Stockton Unified School District, and other pertinent governmental and quasi-governmental entities
- Caltrans
- Residents and property owners nearby the intersection
- Businesses and other establishments nearby the project area
- Groups representing businesses, e.g., Miracle Mile Improvement District and the five Chambers of Commerce in Stockton
- Civic, community, and environmental groups
- Emergency responders
- Transit
- Pertinent City staff
• Other pertinent local, state and federal agencies and stakeholders

**Deliverables:** Stakeholder database, which will include recent Assessor rolls of property owners, will be updated as additions and/or changes occur; and will include notations of stakeholder activity/involvement.

### 3.2.2 PUBLIC INFORMATION MEETING (1)

A Public Information Meeting will be held to present the need for the project, as well as concepts and design features to neighboring property owners, residents and businesses and to the general public and to receive comments on environmental issues. The meeting will be held in a nearby facility—perhaps El Dorado School—and will be designed to provide information and to obtain feedback on the project features, design alternatives, and perceived impacts to adjacent properties and businesses.

JBC will schedule the public meeting; make all site arrangements; compose, design, and issue meeting notices by first-class mail to the stakeholder database; prepare agendas, sign-in sheets, comment sheets, signage, and other print materials; facilitate meeting proceedings; assist with preparing exhibits to illustrate concepts and plan elements; provide refreshments; provide Spanish-language translation; and assist with appropriate responses to public comments.

JBC will compile all comments and recommendations for administrative and public review in a detailed summary meeting report. JBC will also include Title VI reporting.

Preparation for the public meeting will include a “dry run” with the Project Development Team. The dry run will review the format and information that will be presented at the public meeting.

**Deliverables**

- Dry run meeting for Public Information Meeting
- Up to 250 first-class mailed meeting notices for the Public Information Meeting to the stakeholder database (See 3.2.1 Identification of Stakeholders), agendas, comment sheets, sign-in sheets, a frequently asked questions document, signage, exhibits (up to five), public meeting facilitation; and provide record of public comments and responses, meeting summaries, refreshments, Title VI reports. Spanish-language translation will be available.

### 3.2.3. PUBLICITY/ADVERTISING

JBC will prepare news releases for the City’s Public Information Officer and Webmaster, to publicize the Public Information Meeting, to announce the start of construction, and to announce other significant information during construction.

### TASK 3.3 – ENVIRONMENTAL CLEARANCE

The proposed project will require environmental clearance, since it is federally funded by HSIP funds. Stantec will interact with the DLAE and staff on behalf of the City to facilitate Caltrans’ completion of PES and NEPA review for the project. Stantec will review the Caltrans Local Assistance Work Plan and Tracking Sheet, which will be used to track work progress on items related to the NEPA review. Stantec will prepare the CEQA compliance letter and Stantec does not anticipate any need for technical studies, except the traffic and noise study, for this project.

Stantec will support in preparing the documents needed for the E-76 Authorization to Proceed with Construction document. Stantec will prepare and submit the construction request for authorization, the award package to the low bidder, and the post-construction package according to the Local Assistant Procedures Manuals (LAPM) and Local Programs Procedures (LPPs). As part of the RFA document Stantec anticipates preparing the following documents provided the LAPM procedures does not change:

- Request for Construction Authorization (Exhibit 3-D)
- Completed Request for Construction Authorization Data Sheet (Exhibit 3-E)
- Approved NEPA – Provided by City
- Categorical Exception Forms – Provided by City
- PS&E Certification (Exhibit 12-c)
Stantec will prepare additional documents and forms as needed by LAPM to obtain the Authorization to Proceed with construction. Stantec do not anticipate conducting or generating any technical studies or report as part of this task.

**TASK 4 - BIDDING AND CONSTRUCTION PHASE**

Stantec will answer bidders’ questions and provide clarifications to the bid documents during the bidding process. Specifically, we will assist the City as follows:

- Answer contractor bid questions and requests for information/clarification (RFI) of the design and/or construction documents.
- Attend the pre-construction meeting.
- Answer contractor’s Request for Information (RFI). Stantec will provide clarifications and respond to contractor’s questions during the construction phase, as needed. We will review and respond to contractor’s RFIs during construction within two working days.
- Assist the City inspector with specific design issues during construction.
- When requested by City staff, Stantec will attend meetings to answer design questions and clarify design elements.
- Prepare record drawings from City/Contractor redline as-builts and submit reproducible mylars and disks in acceptable electronic format.

**EXCEPTIONS TO THE SCOPE OF SERVICES**

It is understood that the following are not included in the scope of services:

- hazardous waste testing, monitoring and contingency plan for both site and building demolition work,
- Phase I Environmental Assessment, Phase II Subsurface Investigation, and asbestos and lead containing material investigation and report,
- Geotechnical monitoring,
- Environmental impact report,
- Permit applications and fees,
- Construction management, inspection, supervision and scheduling,
- Building interior plumbing and fire sprinkler plan,
- Gas, electric and telephone service plans, storm pump and sewage lift stations, and water pressurizing system plans,
- Design of any structural elements,
- Record Survey Maps, Tentative Maps, Parcel Maps, Final Maps and legal descriptions and sketches,
- PUE or right of way dedications,
- Construction staking.
Our proposed project team members have successfully completed similar projects throughout California and the United States. Under the section Proposed Team are summaries of Stantec’s firm information and short Key Team bios.
Staffing Plan

We have carefully selected a team of professionals with in-depth knowledge and successful experience providing consulting services for numerous transportation engineering projects. Our team brings a high level of commitment, enthusiasm, and background to meet the requirements for providing the required services for the City of Stockton.

We understand that continuity of staff is critical to the successful completion of your projects. No Key Staff will be removed or replaced without the prior written concurrence of the City.

The staffing plan for Stantec is shown in the table below.
Proposed Team

We have assembled the same team that completed the Airport Way project for the City. We have teamed with local consultant, Siegfried Engineering, Inc. to provide topographical survey and ADA ramp improvements for the project. Public Outreach will be provided by a local outreach firm Judith Bueth Communications (JBC). JBC is a local DBE firm and have been involved with multiple outreach projects for the City. Environmental support will be provided by CirclePoint, a very well reputed firm for environmental and Caltrans local assistance process.

Prime Consultant

Stantec, founded in 1954, provides professional consulting services in transportation, planning, engineering, architecture, surveying, environmental sciences, and project management for infrastructure and facilities projects. We support public clients in a diverse range of markets, at every stage, from initial concept and financial feasibility to project completion and beyond. Our services are provided on projects around the world through approximately 13,000 employees operating out of more than 193 locations in North America, and 4 internationally. Stantec has 20 locations in California, including an office in Modesto.

Stantec Proposed Key Personnel

Stantec – Traffic Engineering

JOY BHATTACHARYA, P.E. PTOE., Project Manager
Senior Project Manager

Mr. Bhattacharya specializes in PS&E Design, Traffic Operations, and ITS and has in-depth experience in the development, design and implementation of various engineering strategies in major metropolitan areas, including Adaptive/Responsive Traffic Signal Systems and Transit Priority Systems; preparation of Incident Management Plans; design of fully automated Electronic Toll Collection systems; preparation of PS&E for field implementation of CCTV, Changeable Message Signs, Highway Advisory Radio, Ramp Metering and ATMS systems; and freeway and arterial operations using micro-simulation. Local projects to his credit include the Mountain House ATMS, City of Hayward Adaptive Signal Systems, Sacramento Intermodal Transfer Facility Concept Plan and the Santa Clara VTA Capitol Corridor Transportation Study.

Mr. Bhattacharya is an active member of the Bay Area Section of ITE and served as the 2006-2007 President. He also served on the ITE Transportation Software Development Task Force, Intelligent Traffic Signal Operations Committee, and the ITE Highway/Railway Active Controls Committee. His in-depth involvement with this organization keeps him abreast of traffic issues faced by jurisdictions in the Bay Area and the latest, developing technologies/ methodologies being utilized in the field of transportation engineering. Joy is a registered Civil Engineer and a Professional Traffic Operations Engineer, with advanced degrees from the University of Tokyo, Japan, and the University of Delaware. He has worked with numerous agencies on a variety of traffic engineering assignments. He is very familiar with government protocol relating to transportation studies and projects, and has experience with a variety of agencies as well as the public.

In addition, he is an instructor for two courses offered through the UC-Berkeley Technology Transfer Program: TE-10 Advanced Signal Timing and Operations, and California Traffic Engineering License Review. He teaches Transit Signal Priority as part of TE-10.

HABIB SHAMSHKHOU, Principle-in-Charge
Global Practice Leader

Habib Shamshkhou brings nearly 30 years of experience managing a wide variety of transportation projects. Originally trained as a transportation systems engineer, he is now a recognized authority on emerging advanced technologies in transportation. Habib's specialties include program management,
congestion management, active traffic management, strategic planning, and alternative analysis, as well as system architecture, system evaluation, system integration, transportation safety, funding, P3, O&M, and program implementation.

Mr. Shamshkhou has been involved in the transit industry, providing feasibility analysis for major transit corridors. He has completed feasibility studies, and system evaluation, System Engineering Management Plan (SEMP) for transit corridors throughout the US.

**VASAVI PANNALA, PE – Traffic Engineering Team Lead**  
**Senior Traffic Engineer**

Vasavi Pannala is a licensed Civil Engineer with more than 12 years of experience in all aspects of transportation engineering. Vasavi is experienced in working on projects as a project manager and in technical lead role right from the inception, securing funding, feasibility study to design and project completion. Technical experience includes systems engineering, traffic signal design, traffic operational analysis, Intelligent Transportation Systems design, traffic control and lighting design. Vasavi has extensive training and experience in the use of software tools including HCS, Synchro, Corsim, TRAFFIX, PARAMICS, VISSIM, Integration, Lumen Micro, AGI 32, Microstation and AUTOCAD.

**MARK PEKAREK, PE – Lead Engineer**  
**Project Manager**

Mr. Pekarek is a project manager with more than eight years of experience overseeing engineering design of projects, infrastructure master plans, special design assignments, client contact, improvement plans, project management, and construction support. He has been involved in a number of urban and residential projects in California. His experience includes the application and design of water, wastewater, man-made lakes, sewer and storm drain systems, utility improvements, and grading plans.

**VINAY VANAPALLI, PE, PTOE – Assistant Engineer**  
**Transportation Engineer**

Mr. Vanapalli has been working in the roadway and traffic engineering field for eight years. His specific experience includes geometric roadway design, traffic operations analysis, traffic impact analysis, traffic signal design and transportation planning. He is an experienced user of traffic analysis software, including SYNCHRO, SIMTRAFFIC, and HCS. He also has familiarity with AUTOCAD, INROADS, PARKCAD and AUTOTURN softwares.

**CASEY BARKMAN – CAD Lead**  
**Engineering CAD Technician**

Mr. Casey Barkman has more than 13 years of experience in roadway design, land development engineering, and project and construction management. His experience includes drafting, project design, project management, planning and engineering, quality control, and coordination among public agencies, developers, sub-consultants, and surveyors.

Casey has accrued much project design and management experience through his work on numerous roadway and residential projects in California. He has specific design and drafting experience in the areas of highways, grading design, drainage design, roadways, bikeways, site development, site balancing, pavement design, traffic control, sanitary sewer, domestic water systems, and agricultural irrigation. Casey has been involved in a number of highway, urban, and residential projects in the Central Valley.

**ADAM REED – CAD Lead**  
**Engineering CAD Technician**

Mr. Casey Barkman has more than 13 years of experience in roadway design, land development engineering, and project and construction management. His experience includes drafting, project design, project management, planning and engineering, quality control, and coordination among public agencies, developers, sub-consultants, and surveyors.
Subconsultants

**SIEGFRIED - Civil Engineering**

Siegfried is recognized as one of the foremost design and engineering firms in northern and central California, as measured by our clients, our employees, and our community. We have been shaping success for businesses and communities since 1955.

Siegfried solves our clients’ toughest challenges, making complex projects not only manageable but truly successful. Our innovative approach and technical expertise continue to shape the success of communities and businesses throughout the region and beyond.

At Siegfried we have:

- **A multidisciplinary approach** to engineering, surveying, architecture, planning, and landscape architecture which gives our clients the efficiency of a full service firm with a depth of knowledge unmatched.
- **An open and efficient management process** that keeps projects moving seamlessly from concept to execution.
- **Advanced technological tools** with clear benefits: faster turnaround, fewer mistakes and often, significant cost reduction.

Clients appreciate our clear communication, and ability to anticipate and follow through on client and agency needs. Most importantly, clients benefit from our ability to handle the budgetary, regulatory and other details that determine the success of every project.

**PAUL SCHNEIDER, PE – Civil Engineering Team Lead**

Mr. Schneider is recognized throughout the engineering community for his comprehensive knowledge, technical skills and ability to manage major private and public development projects. His expertise is showcased in his strong ability to direct Siegfried’s major projects, beginning with the acquisition of entitlements and conceptual master planning, continuing through design of infrastructure and improvement plans.

As Vice President and Principal of Siegfried, Mr. Schneider is held in high regard for his strong ability to solve complex engineering and construction problems and finish projects on time and on budget.

**MATT CUNNINGHAM, PLS – Survey Lead**

As Siegfried’s Survey Department Manager, Matt is responsible for the continued success of large public and private surveying projects throughout California and beyond. In addition to managing the department, his responsibilities include developing and reviewing subdivision maps, lot line adjustments, and preliminary parcel maps.

Matt and his team of surveyors perform boundary surveys, ALTA surveys, map the topography of land, establish elevations, perform title surveys, lay out photo controls for aerial photography, and lay out buildings, subdivisions, roadways, and other construction projects.

**JUDITH BUETHE – Public Outreach**

Judith Buethe Communications (JBC), a local DBE/SWBE firm, will design and implement a public outreach program to assist the project team in presenting the Harding Way at El Dorado Street and Center Street Intersections Project to the public, promoting public participation in the process, building community consensus, and ensuring communication and understanding between decision-makers, property owners, businesses, residents, and other stakeholders. The outreach will include community education on the importance of the Project and on the current condition of the existing project location.

**JUDITH BUETHE – Public Outreach Team Lead**

Judith Buethe, founder and owner of Judith Buethe Communications, has 36 years of private and public sector experience in public relations, event coordination, and consensus building. Judith designs and implements effective strategic public outreach and education programs, project team communication plans, public meetings and open houses, newsletters, direct mail campaigns, and advertising, cross-cultural communications, social marketing, stakeholder identification; media relations; produces events (up to 4,000 people); focus groups, consensus development programs, and large-scale meetings and
hearings; coordinates websites and social media; and staffs Hotlines. She has effectively served as a hearing officer and worked closely with Caltrans staff on many projects. She has designed and managed regional surveys, as well as programs to satisfy environmental justice requirements, and has satisfied CEQA/NEPA requirements for community outreach on many projects.

**MIRANDA WINTERS – PR Specialist**
Miranda Winters, Deputy Project Manager, designs and implements public outreach programs and events in San Joaquin and Stanislaus Counties, working with community and governmental agencies. She works closely with the firm’s owner to address client and community needs.

**CirclePoint - Environmental**

**SCOTT STEINWERT – Environmental Team Lead**
Scott Steinwert has 25 years of experience preparing environmental documents and planning studies and conducting public involvement programs for a wide range of projects. He is recognized as a leader in the field of visual impact assessments for transportation projects and has overseen the visual impact analysis of several high profile projects such as the Golden Gate Bridge Suicide Barrier. Scott’s depth of experience allows him to be particularly effective in strategizing with clients about the most efficient approach to environmental review. He is a skilled project manager and oversees interdisciplinary teams of specialists in all areas of environmental analysis and planning. His areas of focus include land use, socioeconomics, and environmental justice evaluations; Section 4(f) evaluations; Section 106 compliance procedures; and visual impact assessments. Scott also organizes and facilitates public meetings and workshops on planning, environmental, and design issues.

Scott has prepared more than 200 environmental documents and studies involving coordination and approvals from state and federal agencies, including Caltrans, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Surface Transportation Board, Bureau of Land Management, and the Environmental Protection Agency.

**JENNIFER GALLERANI MARQUE, LEED AP – Project Engineer**
Jennifer Gallerani Marquez has eight years of experience as an environmental analyst. She is a highly-motivated project manager with a diverse knowledge in a number of fields including environmental documentation, urban planning, economic development for transportation projects, and the historical and regulatory review of hazardous materials records for infrastructure development. Jennifer has worked directly with regional planning and transportation agencies and city and county development agencies in California. Her focus is the preliminary identification of environmental constraints that may affect project design, alternatives, cost, schedule, and delivery. Jennifer often plays a lead role as the quality control/quality assurance reviewer for the environmental documents and supporting technical reports prepared by project teams.

**WILTEC**
Wiltec is a professional traffic engineering firm that specializes in the conduct and analysis of all transportation-related surveys. With a staff of over 20 employees and offices in Pasadena and San Jose, California, the firm provides survey services to numerous clients in both the public and private sectors. On average, Wiltec conducts about 200 different transportation surveys per year throughout California and in Nevada and Hawai'i.

Wiltec’s strength is in its core group of professionals, including a registered professional traffic engineer; most of whom have been with the firm for over five years and collectively have over 40 years experience in the planning, conduct, analysis, summary and documentation of transportation surveys. Beyond the undisputed quality of its survey capabilities, Wiltec is widely respected for its commitment to understanding each individual client’s particular needs and “going the extra mile” to meet and exceed them. To many clients, Wiltec is the only firm upon whom they rely for all of their survey needs.

Wiltec maintains one of the largest permanent traffic survey crews in California and offers a wide range of services including the following:
- Manual Intersection Traffic Counts
- Manual Vehicle Axle Classification
- Manual Mainline Freeway and Ramp Surveys
- 24-Hour ADT Machine Counts
- Travel Time and Speed Surveys
- Saturation Flow Rate Surveys
- Queuing Surveys
- Vehicle Occupancy Surveys
- Origin and Destination Surveys

Wiltec is certified as a Disadvantaged Business Enterprise (DBE), Minority Business Enterprise (MBE) and Small Business Enterprise (SBE) by the California Uniform Certification Program.

Wiltec will serve to meet the 5.27% DBE requirement set forth in the RFP. The letter of their latest DBE certification, dated September 27, 2013 is attached under forms in Appendix B, along with their last DBE certificate.

**Staff Resumes**

Attached in Appendix A are full-length resumes for all proposed Team Staff that are highlighted in the Organizational Chart, including all proposed subconsultant.

**Project Manager**

The Stantec team was developed specifically to serve you, and we selected our team members for their specialized expertise, related experience, and quality of delivery. We offer you a fully qualified and experienced team that brings you many years of relevant experience, staff familiar with your operations, and the stability and resources to meet your needs, both safely and efficiently. Stantec will be fully responsible and accountable to City of Stockton for the team’s performance on this assignment, and will work as partners with you in the implementation of your assignments. We offer you an overall Contract/Project Manager who will serve as your main point of contact, and specialized Task Leaders for the categories of traffic engineering, civil engineering, public outreach and environmental services.

Once Stantec is selected for providing engineering services to the City of Stockton, Stantec’s project manager, Joy Bhattacharya will be the point of contact for the City. As the Project Manager, he will be responsible for contractual actions for this contract. All the work for this project will be performed from the Walnut Creek office.

**Joy Bhattacharya, PE, PTOE**

Senior Associate, Transportation
Stantec
1340 Treat Boulevard, Suite 300
Walnut Creek CA 94597
Ph (925) 296-2107
joy.bhattacharya@stantec.com
Sample of Similar Work Experience
Traffic Signal Modification on Airport Way at Park Street, Oak Street & Fremont Street
Stockton, CA

Joy as the Project Manager was responsible for preparing the PS&E for three intersections on Airport Way. The traffic signals were upgraded to current Caltrans standards and protected left turn phasing was added on Airport Way for the three intersections. The project included traffic and parking study, environmental clearance, design for ADA compliance, modified signing and striping design, signal timing, emergency vehicle preemption, installation of PTZ video cameras, and modified fiber interconnect from AT&T. The parking and traffic study was completed to determine intersection level of service and parking impacts. Environmental clearance was required in accordance with Caltrans Local Assistance Procedures Manual and Local Program Procedures.

PS&E for SR238 Improvement Project
Hayward, California

The purpose of the project is to reduce congestion in downtown Hayward to accommodate current and projected future traffic demand in the corridor and improve accessibility to Cal State Hayward College and Moreau High School. The project adds travel lanes on Foothill Boulevard north of Mission/Foothill/Jackson intersection by removing parking during the peak hours, and south of Mission/Foothill/Jackson up to Palisades Street. The project involves spot widening at Mission Boulevard/Carlos Bee Boulevard and improvements and upgrades at 28 intersections along the SR 238 corridor. The project also constructs a one-way loop system in downtown Hayward by converting Foothill Boulevard between Jackson and A Street to 6 lanes northbound, A Street between Foothill Boulevard and A Street to 5 lanes westbound and Mission Boulevard to 5 lanes southbound between A Street and
Jackson Street. In addition to the roadway improvements, the project includes additional landscaping, sidewalks and LED, street lighting along the corridor.

On the ITS side, the project included evaluation and design of an Advanced Traffic Management System with adaptive coordination capabilities. The design plans were completed on a fast-track schedule, and the roadway improvements and signal modifications are now under construction. ITS services for the project included, Developing the ATMS functional requirements, Preparing draft and Final Concept of Operations reports, Analyzing traffic detection and communications requirements, and Evaluating adaptive control traffic signal systems and selecting the system that most effectively meets the City’s signal system requirements.

Webster Street SMART Corridor Project
Alameda, California

Future development and redevelopment plans along the western estuary and within the cities of Alameda and Oakland will significantly increase traffic demand in the Posey and Webster Tubes, the two parallel underwater tunnels connecting the cities of Oakland and Alameda. A study of expected 2030 conditions anticipates traffic volumes in the Posey Tube will increase by 45 percent during the p.m. peak hour and traffic in the Webster Tube will increase by 75 percent in the a.m. peak hour. Current traffic conditions within the tubes result in significant traffic congestion as traffic backs up into both Alameda and Oakland.

The primary goals of this project, being administered by the Alameda County Congestion Management Agency, are to address current traffic congestion, improve transit service, enhance emergency access, be proactive in planning for the future, provide better traveler information, and improve air quality through reduction of vehicle emissions – without widening roadways. The Webster Street SMART Corridor project will achieve these goals through implementation of advanced signal system technology and Intelligent Transportation Systems (ITS) strategies.

- To enhance the efficiency of the existing transportation network, including both the Posey and Webster Street Tubes, the project included:
  - Developing a Transit Signal Priority (TSP) system to reduce travel time along five AC Transit lines
  - Designing traffic signal coordination systems along Webster Street and for Constitution Way/Lincoln Avenue
  - Designing a new traffic signal at Webster/Pacific Avenues and signal modifications at five intersections
  - Designing and implementing an Advance Vehicle Detection system (VDS) to monitor traffic conditions along the corridor and alert the public of current travel conditions
• Designing and implementing a closed-circuit television camera (CCTV) system to assist with incident removal or equipment failures
• Implement Advanced Traveler Information System (ATIS) to disseminate traveler information via http://www.smartcorridors.com/, and
• Implement Incident Management System (IMS).

I-80 Integrated Corridor Mobility Project
Alameda and Contra Costa County, CA

As a sub to the System Integrator, Stantec is responsible for evaluating the existing system and providing solution by designing, developing and implementing communication between the field elements and the TMC and between the City TMC and Regional TMC. Stantec is working closely with 11 cities and 2 transit agencies to implement the system. Stantec is responsible for the successful implementation and operation of all the advanced strategies implemented as part of the project. The I-80 ICM project includes the implementation and integration of traffic and transit operations strategies including adaptive ramp metering, ramp metering priority for transit, traffic operations systems, active traffic management, and incident management along a 19.5 mile section of I-80 between the Bay Bridge Toll Plaza and the Carquinez Bridge. In addition to the freeway improvements, the project consists of local arterial and transit improvements along San Pablo Avenue, including signal synchronization, transit signal priority and flush plan for incidents.
Cost Proposal & Local Assistance Procedures Manual
Forms/Documents

The cost proposal and forms have been included in a separately sealed envelope as required by the RFP directions.
Appendices

APPENDIX A – RESUMES

APPENDIX B – LOS ANALYSIS
APPENDIX A
RESUMES
Mr. Bhattacharya is a Senior Project Manager with expertise in municipal traffic engineering, freeway operations, arterial system planning, circulation studies, traffic impact studies, traffic operations and simulation, Intelligent Transportation Systems, Systems Integration, general/specific plans, parking studies, corridor studies, expert witness testimony, transportation planning for major developments, geometric design, safety studies, and oversight of traffic signal system projects.

EDUCATION
M.S. Transportation Engineering/Operations Research, University of Delaware, Newark, Delaware, 2001
M.Eng Transportation Engineering, University of Tokyo, Tokyo, Tokyo, 1995
B.Tech (hons) Civil, Indian Institute of Technology, Kharagpur, West Bengal, 1992

REGISTRATIONS
Professional Engineer #71263 (Inactive), Professional Engineers of Oregon
Professional Engineer #91600 (Inactive), Texas Board of Professional Engineers
Professional Engineer #68928, California Board for Professional Engineers, Land Surveyors, and Geologists
Professional Engineer #1103, Professional Traffic Operations Engineer

MEMBERSHIPS
Board of Directors, ITS-California, Intelligent Transportation Society of America
Board Member, Bay Area Section, Institute of Transportation Engineers
Member, Highway/Railway Active Controls Committee, Institute of Transportation Engineers
President, Bay Area Section, Institute of Transportation Engineers

Member, Transportation Software Development Task Force, Institute of Transportation Engineers

PROJECT EXPERIENCE
Traffic Operations
US 54 Freeway Management System*, El Paso, TX (Deputy Project Manager)
Metropolitan Transportation Commission’s Program for Arterial Systems Synchronization* (Project Manager)
Mr. Bhattacharya was the project manager for one of three firms selected by MTC to synchronize traffic signal timing for various municipalities through their PASS program. The PASS project replaces MTC’s previous Regional Signal Timing Program (RSTP) and focuses on traffic signal timing upgrades for arterials that carry regional traffic, serve as transit corridors, traverse through multiple jurisdictions, and intersect freeway on ramps and off ramps.

Intelligent Transportation Systems
I-580/Castro Valley Interchanges Improvement, Alameda CTC*, Castro Valley, CA (Project Manager)
Mr. Bhattacharya was responsible for the provision of traffic engineering design services for improvements on Interstate 580 (I-580) near Castro Valley in Alameda County. The overall purpose of this project was to provide a more direct connection from the Castro Valley Business District and the Castro Valley BART Station to I-580. Services provided included preparing the PS&E package for signing and striping, overhead highway signs, new and modified traffic signals, highway lighting, traffic management plans and lane closure report, ramp metering with provision for HOV lanes and CHP enforcement area, and traffic signal timing and operations study.

Houston Uptown Traffic Surveillance System Phases and ITS Support Services*, Houston (Project Manager)
ITS On-Call Services*, El Paso, TX (Deputy Project Manager)

Webster Street SMART Corridor Project*, Alameda County, CA (Project Manager)

Mr. Bhattacharya acted as the Project Manager for the Webster Street SMART Corridor Project. The project included the development of a TSP system to reduce travel time along five AC Transit lines; design of traffic signal coordination systems along Webster Street and Constitution Way/Lincoln Avenue; design of a new traffic signal at Webster/Pacific Avenues and signal modifications at five intersections; design and implementation of an Advance(VDS); design and implementation of a CCTV system; and implementation of an ATIS.

Advanced Traffic Management System (ATMS) Design for Route 238 Improvements*, Hayward, CA (Project Manager)

Mr. Battahacharya managed the evaluation and design of an Advanced Traffic Management System with adaptive coordination capabilities. The design plans were completed on a fast-track schedule, and the roadway improvements and signal modifications are now under construction. ITS services for the project included: Developing the ATMS functional requirements; Preparing draft and Final Concept of Operations reports; Analyzing traffic detection and communications requirements, and Evaluating adaptive control traffic signal systems and selecting the system that most effectively meets the City’s signal system requirements.

Citywide Advanced Traffic Management System (ATMS) Upgrade Project*, Milpitas, CA (Project Manager)

Mr. Bhattacharya supervised the upgrade of the City’s signal system to the state-of-the-art ATMS now system provided by Naztec. The project included developing and updating the timing plans for all the signalized intersection within the City of Milpitas.

Hesperian/Winton/Tennyson/Clawiter ITS Upgrade Project*, Hayward, CA (Project Manager)

Mr. Bhattacharya supervised the completions of the 100% PS&E for traffic signal upgrades at 31 intersections along three major corridors in Hayward. The project will upgrade signal controllers at 31 intersections, provide last-mile interconnection between traffic signals to enable communication between the Hayward Traffic Operations Center (TOC) and field elements, install video detection at seven critical intersections, and GPS clocks to synchronize operation between traffic signals maintained by the City and Caltrans. He also supervised and guided the design of the wireless communication system for the Winton Avenue Corridor.

Grant Line CCTV and Communications Upgrade Project*, Tracy, CA (Project Manager)

Mr. Bhattacharya supervised the preparation of the design plans for the installation of CCTV cameras at six key intersections along Grant Line Road in Tracy.

ATMS for the Community of Mountain House,*, San Joaquin County, CA (Project Manager)

Mr. Bhattacharya worked as the Mountain House Community Services District’s contracted System Engineering Consultant for the implementation of their Advanced Traffic Management System (ATMS). He supervised and designed several dozen traffic signals within Mountain House, and worked with the County to design and develop a system that will coordinate the community’s signals as they are built.

Ramp Meter Design for I-880 HOV Lane Widening Project*, Santa Clara, CA (Project Manager)

Mr. Battahacharya supervised preparation of PS&E for the I-880 HOV Lane Widening project. The scope of work specifically included: PS&E for removal of the existing traffic signals and installation of new traffic signals; PS&E for ramp meter modifications; PS&E for highway lighting modifications for each ramp meter modification location; preparation of lane closure report for highway widening construction; traffic operations system (TOS) for ramp meter.
**Rail Signal Systems Design**
Sacramento Intermodal Transfer Facility Concept Plan*, Sacramento, CA (Project Manager)

Advanced Signal Preemption for Railway/Highway Grade Crossing at Corral Hollow Rd./Byron Rd.*, Tracy, CA (Project Manager)
Mr. Bhattacharya assisted the City of Tracy in the completion of the CPUC GO 88, railroad utility permit for the required advanced railroad preemption timing at the intersection of Corral Hollow Road and Byron Road. During railroad preemption, the signal served a railroad clearance phase to clear the tracks followed by a dwell phase to allow movements that did not conflict with the railroad crossing. He prepared the advanced railroad timing preemption report for review and approval by the California Public Utilities Commission (CPUC) and the Union Pacific Railroad.

**Traffic Signals Design**
Traffic Signal Modifications on Airport Way at Park Street, Oak Street, & Fremont Street*, Stockton, CA (Project Manager)
Mr. Bhattacharya supervised the completion of 100% PS&E for three intersections on Airport Way. The traffic signals were upgraded to current Caltrans standards with protected left turn phasing for Airport Way. The project included design requirements for ADA compliance, and modified signing and striping plans. The signal design includes emergency vehicle pre-emption and fiber optic signal interconnect. A parking and traffic study was completed to determine intersection level of service and parking impacts. Environmental clearance was required in accordance with Caltrans Local Assistance Procedures Manual and Local Program Procedures.

**Traffic Calming**
Miller Creek Road Interchange Traffic Calming Evaluation and Design Alternatives*, Marin County, CA (Project Manager)
Under Marin County direction, Mr. Bhattacharya collected extensive travel time and volume data to estimate the extent of the cut-through traffic via the off-ramp at Miller Creek Road. The focus of our study was to develop effective solutions to keep commute traffic on the U.S. 101 freeway and prevent the bypass of freeway congestion via local county roads. Stantec staff developed five preliminary recommended alternatives with the goal of reducing or eliminating cut-through commute traffic. The design alternatives included features such as bulbouts to narrow pedestrian crossing distances, elimination of free right turns, adding crosswalks, shifting medians, and signage changes.

**Willows Area-Wide Traffic Study*, Menlo Park, CA (Project Manager)**
Mr. Bhattacharya completed a thorough and comprehensive study of practical solutions to improve neighborhood livability by reducing traffic volumes and speeds through the Willows Neighborhood. The project study area is located between US 101, Willow Road, Middlefield Road, Woodland Avenue and Manhattan Avenue in Menlo Park, including a small portion that falls within the jurisdiction of the City of East Palo Alto.
Habib Shamskhou brings nearly 31 years of experience managing a wide variety of transportation projects. Originally trained as a transportation systems engineer, he is now a recognized authority on emerging advanced technologies in transportation. Habib’s specialties include program management, congestion management, active traffic management, strategic planning, and alternative analysis, as well as system architecture, system evaluation, system integration, transportation safety, funding, P3, O&M, and program implementation.

Habib is focused on developing and growing Stantec’s Intelligent Transportation Systems (ITS) practice across North America and internationally. He will be working closely with Stantec’s experienced transportation professionals and system engineers across North America.

Recent multi-million-dollar projects Habib has been involved in include the I-5/I-90/SR520 Active Traffic Management System (ATMS) Design-Build project in Seattle, developing Corridor System Management Plans (CSMPs) for Caltrans, and implementing several ITS SMART corridor and system integration projects for the Alameda County Congestion Management Agency, as well as ITS projects in Florida, Arizona, Texas, Nevada and Oregon.

EDUCATION

Master of Science, Transportation Engineering, Polytechnic Institute of New York, Brooklyn, New York, 1980

ABD for Ph.D, Polytechnic Institute of New York, Brooklyn, New York, 1985

Bachelor of Science, Civil Engineering, New Jersey Institute of Technology, Newark, New Jersey, 1979

PROJECT EXPERIENCE

Intelligent Transportation Systems

Mr. Shamskhou served as technical director and project manager for a number of ITS projects throughout United States. His project involvement in ITS arena includes:

Active Traffic Management (ATM) including speed harmonization; Advanced Traveler Information System (ATIS); Congestion Management and Integrated Corridor Management (ICM); system evaluation and analysis; Advanced Traffic Management Systems (ATMS); Advanced Public Transit Systems (APTS); traffic surveillance and control systems; Transportation Management Center (TMC) design; ITS coalition and consensus building; ITS strategic planning and design; development of System Engineering Management Plan (SEMP); procurement of ITS devices; ITS homeland security; system integration; and operation and maintenance.

I-80 Integrated Corridor Management Project (ICM) - Active Traffic Management*, San Francisco, California (Co-Project Manager and Technical Director)

The project components includes: Freeway Management Systems; Adaptive Ramp Metering; Active Traffic Management; Speed Harmonization; Incident Management; Arterial Management Systems; Transit Management Systems; Advanced Traveler Information Systems; Traffic Surveillance and Monitoring Systems; and Commercial Vehicle Operation

I-5/I-90/SR520 Active Traffic Management System (ATMS)*, Seattle, Washington (Project Director)

Project director and member of Project Management Executive Steering Committee for the I-5/I-90/SR520 Active Traffic Management System (ATMS) Design-Build project in Seattle – first major installation of European style ATM system in the US
**Program Management**

Various Program Management projects throughout the US.

Mr. Shamskhou is an experienced program manager capable of managing large, complex, and controversial transportation projects. He is a consensus builder with expertise in developing conceptual design for multidisciplinary projects toward operational, functional and aesthetic excellence within budget. He is an expert in funding and grant application and assisted several agencies to secure funding for their ITS programs.

**Automated Highway System (AHS) program** *(Project Manager)*

Automated Highway System (AHS) program, a nine-company consortium led by General Motors. The NAHSC was a $200 million dollar program in partnership with the US Department of Transportation to specify, develop and demonstrate a prototype AHS by the year 2002. As a program manager, Mr. Shamskhou directed the precursor system analysis of automated highway system for FHWA, evaluating issues pertinent to AHS in the areas of applications.

**Alameda County Congestion Manager Agency (ACCMA) for several ITS SMART corridors and infrastructure projects** *(Program Manager)*

The projects includes: ITS planning; assistance in several grant applications; development of ITS programs; software integration; system evaluation; construction management assistance; preparation of RFP/RFQ; system integration; and enhancement of SMART Corridors program

**Caltrans Corridor System Management Plans (CSMPs)** *(California (Program Manager))*

Program manager for development of several Corridor System Management Plans (CSMPs) for California Department of Transportation (Caltrans). The CSMP are requirements of the CA Bond Measure program related to Corridor Mobility Improvement Account (CMA). The CMSP's provide for integrated management of all travel modes to facilitate the efficient and effective mobility of people and goods within California’s most congested corridors utilizing the latest techniques in micro-simulation modeling and advance technologies.

**Strategic Planning**

Various Strategic Planning projects throughout the US.

Mr. Shamskhou is trained strategic planner with expertise of developing short and long term strategic plans for all kind of organizations based on key stakeholder input. He conducted workshops and training and worked on several ITS early deployment and strategic plans including the following projects.

- ITS Element of Valley Transportation Plan 2020, Strategic Plan, Santa Clara County, California*
- Vancouver Area Smart Trek (VAST) Strategic Plan, Vancouver, Washington*
- Automated Vehicle Location System and Transit Priority Control System, Fairfield / Solano County, California*
- Tahoe Basin Intelligent Transportation System Strategic Plan, Tahoe, California*
- Intelligent Transportation Management Systems Project (ITMS), San Francisco, California*

**Systems Integration**

Mr. Shamskhou successfully completed several transportation system integration projects on various scales.

He designed and deployed fully operational integrated transportation infrastructure solutions applying advanced technology to solve traffic and transportation problems. He designed and delivered several tunnel ATMS systems that includes Supervisory And Data Acquisitions (SCADA). Selected notable projects includes:

- I-580 TMP System integration project in Tri-valley cities of Dublin, Livermore and Pleasanton in California* (Project Director)
- SMART Corridor Software Audit for Alameda County Congestion Management Agency, Oakland, California* (PIC)

**Reversible HOV Lane Operations, Kalanianaʻole Highway**, Honolulu, Hawaii *(Project Engineer)*

- Developed plans for TSCS for a six-lane arterial with a two-lane reversible center median high occupancy vehicle (HOV) facility for the Kalanianaʻole Highway, Honolulu, Hawaii. The system was first of its kind that provides automatic reversible operation during peak hours.
- Developed the basic design concept for TSCS, incorporating the latest ITS technologies for the Southeast 17th Street Causeway, Fort Lauderdale, Florida
Central Artery/Third Harbor Tunnel project*, Boston, Massachusetts (Project Manager for Traffic Systems)

Mr. Shamskhou directed a team that developed a new concept for provision of TSCS incorporating latest ITS technologies and participated in the development of the SCADA system. Unique aspects of this system include systematic lane control, continuous monitoring, and early detection of traffic incidents and provision of traffic flow/demand management during recurrent congestion. Also was responsible manager for the design and preparation of standard/directive drawings, including block diagrams and operation control center layout for this $13 billion urban freeway improvement project. Reviewed the final design contract documentation for QA/QC

Traffic Surveillance Control Systems (TSCS) for Hanging Lake Tunnel for Colorado Department of Transportation*, Colorado (System Engineer)

Procured and installed LED VMS/LUS – first application in US. Designed and implemented a fully operational ATMS and reviewed TSCS contract drawings and specifications at conceptual, preliminary and final design stages. As part of TSCS system design effort, conducted a comprehensive study to evaluate different operational/technical characteristics of light-emitting diodes (LEDs) as an emerging variable message sign (VMS) technology versus fiber-optic technology for 150 proposed VMSs for this project.

Traffic Surveillance Control Systems (TSCS) for one-mile Cumberland Gap Highway Tunnel between Tennessee and Kentucky* (Project Engineer)

The system is designed to provide surveillance by closed-circuit television; data acquisition by loop detectors; communication with the motorist by variable message signs and highway advisory radio; traffic control by traffic and lane use signals; incident response plan; and the operating control/monitoring center. Earlier in the project, coordinated a major effort in preparing the tunnel concept report and developed tunnel section schemes; plans for operation and maintenance of tunnels; a traffic monitoring program, and portal traffic plans.

Cooper River Bridge Fog Mitigation Project*, Charleston, South Carolina

Evaluated the visual range of illuminated traffic control devices such as auto tail and stop lights; pavement markers; VMS and other luminous sources through reduced visibility conditions for a sophisticated fog mitigation system in a technical study for the Cooper River Bridge Fog Mitigation Project, Charleston, South Carolina.

Toll Facilities

Mr. Shamskhou has been active member of IBTTA and has been engaged in Toll and Revenue (T&R) studies, technology evaluation, market studies, design and rehabilitations of several toll plazas across US.

Design and design support services for the installations of VMSs and VSLs on the Throgs Neck Bridge for Trighorough Bridge and Tunnel Authority*, Bronx, New York (Project Manager)

Newport Bridge Toll Plaza Expansion Project*, Newport, Rhode Island (Project Manager)

As project manager for expansion of the Newport Bridge Toll Plaza, Rhode Island, responsibilities included technology evaluation of new toll systems, supervising preliminary and final design of alignments; drainage, grading and utility relocation; pavement structures; toll booth and canopy design; and preparation of cost estimates and contract documents. The unique design of this toll plaza included installation of fiber-optic VMS in toll plaza canopy and provision of an Automated Vehicle Identification (AVI)/Electronic Toll and Traffic Management (ETTM) system.

Jordan Bridge Toll Facilities*, Chesapeake, Virginia (Task Leader)

Assisted in developing transportation and toll revenue studies for relocating toll booths and provided technical assistance in the preliminary and final design of the toll plaza.

San Francisco Bay Bridge Fast Track ETC Lane Utilization Toll, Technology and Revenue Study for San Francisco Bridge And Tunnel Authority (BATA)*, San Francisco, California (Task Manager)

Benjamin Franklin Bridge Toll Plaza Rehabilitation project*, Philadelphia, Pennsylvania (Project Engineer)

Coordinated a multi-disciplinary team of geotechnical, structural, electrical, mechanical and traffic engineers to develop various toll plaza rehabilitation schemes for the Benjamin Franklin Bridge Toll Plaza Rehabilitation project Philadelphia, Pennsylvania.
Traffic Signals Design
Mr. Shamskhou served as Principal-In-Charge (PIC) role in numerous advanced traffic signal projects throughout the US. Some of the projects were the following.

• Orange County, California Traffic Light and Synchronization Program (TLSP)* - OCTA
• Walnut Creek Traffic Light and Synchronization Program (TLSP), Walnut Creek, California* (PIC)
• Center-to-Center Communications, Alameda County Congestion Management Agency and Metropolitan Transportation Commission, Alameda County, California* (PIC)
• Downtown Dallas Signal Optimization Program, Dallas, Texas* (PIC)
• Mesa Adaptive Traffic Signal System Evaluation Phoenix, Arizona* (PIC)
• City of Frisco Traffic Signal VISSIM Commuter Model Development, Frisco, Texas* (PIC)
• Concord Traffic Signal Upgrade II, Concord California* (PIC)
• Sunnyvale Adaptive Traffic Signal Systems, Sunnyvale, California* (PIC)

Transit
Various Transit projects throughout the US.
Mr. Shamskhou has been involved in transit industry, providing providing feasibility analysis for major transit corridors. He has completed feasibility studies, and system evaluation, System Engineering Management Plan (SEMP) for transit corridors throughout the US. Selected project include the following.

• Feasibility studies, design and system integration of Grand MacArthur Bus Rapid Transit (BRT) project for Alameda County Congestion Management agency and AC Transit in Oakland, California* (Program Manager)
• Evaluation of Transit Signal Priority (TSP) in Las Vegas for Regional Transportation Council (RTC) in Southern Nevada, Nevada* (Project Manager)
• Evaluation and Implementation of Light Rail Transit (LRT)/Transit Signal Priority and Train Detection System for City of Dallas and DART, Dallas, Texas* (Project Director)
• Geary Boulevard BRT system stimulation modeling and feasibility study in San Francisco, California
• San Jose Parking Guidance Systems, San Jose, California*
Vasavi Pannala is a licensed Civil Engineer with more than 10 years of experience in all aspects of transportation engineering. Vasavi has experience both as a project manager and working in a technical lead role; from the inception of the project, securing funding, conducting feasibility studies to the design and project completion. As a project manager she has a proven record of completing projects on time and within budget. Technical experience includes systems engineering, traffic signal design, traffic operational analysis, Intelligent Transportation Systems design, traffic control and lighting design. Vasavi has extensive training and experience in the use of software tools including HCS, Synchro, Corsim, TRAFFIX, PARAMICS, VISSIM, Integration, Lumen Micro, AGI 32, Microstation and AUTOCAD.

EDUCATION
Master of Science, Civil Engineering, West Virginia University, Morgantown, West Virginia, 2001
Bachelor of Science, Civil Engineering, Andhra University, Visakhapatnam, India, 1999

REGISTRATIONS
Professional Engineer #C 76410, California Board for Professional Engineers, Land Surveyors, and Geologists

PROJECT EXPERIENCE
System Integration
Alameda County Congestion Management Agency Grand MacArthur SMART Corridor Project*, Oakland, California (System Engineer) Ms Pannala served as project manager responsible for traffic operational analysis, preparation of SEMP and assisting in system integration activities. These activities are part of transit enhancements project along West Grand Avenue Corridor. The project included transit system engineering analysis, traffic signal modification, signal retiming, interconnect and intersection improvements along MacArthur/Grand/West Grand corridor.

I-880 Integrated Corridor Management Project*, Oakland, California (System Engineer)
As the project lead, Ms. Pannala assisted in the preparation of concept of operation, data needs and system performance requirements for an integrated corridor management system for I-880 Corridor. Additional responsibilities included providing technical assistance, team coordination, and document production.

Alameda County Congestion Management Agency Integrated Corridor Management Project, Oakland, California (System Engineer)
This project involved delivering a fully operational and integrated system that includes variable message signs, highway advisory radio, CCTV and vehicle detection system. Project tasks included coordination of day to day activities of the project to ensure schedule adherence, resolve any issues that needs intervention of a system integrator, work with contractors and vendors to deliver a fully operational and integrated system.

I-25 HOT lane Electronic Toll Facility*, Denver, Colorado (Project Engineer)
Ms Pannala was responsible for conceptual layout of a dynamic HOT lane Electronic Toll Collection (ETC) facility and cost estimate of the project. Responsibilities also included fiber optic design for the project. This project involved conversion of existing HOV lanes to HOT lanes; with an ETC facility, ultimately having dynamic tolling capability.

* denotes projects completed with other firms
Corridor System Management Plans*, Multiple Sites, California (Project Coordinator)

Ms. Pannala was the deputy program manager and project coordinator for various District 4 Caltrans Corridor System Management Plans. The CMPS’s provide integrated management of all travel modes to facilitate the efficient and effective mobility of people and goods within California’s most congested corridors, utilizing the latest techniques in micro-simulation modeling and advance technologies. Her project role included client and sub-consultant coordination; supervision of project administration, resource allocation, and reviewing the technical reports developed.

I-80 Integrated Corridor Mobility (ICM) Project*, San Francisco, California (Deputy Project Manager)

Ms. Pannala served as deputy project manager for this Active Traffic Management (ATM) project. Project involvement included client coordination, project meeting schedules and stakeholder updates, resource allocations and project coordination. Technical work included review of PARAMICS traffic simulation modeling results, preparation of various traffic technical reports including Corridor System Management Plan, System Engineering Management Plan (SEMP) and Concept of Operation.

Traffic Operations

Alaskan Way Viaduct and Seawall Replacement Project*, Seattle, Washington (Project Engineer)

Ms. Pannala was responsible for developing a network of downtown Seattle in MapInfo using ITS to perform micro-simulation analysis. The project role also included extensive Corsim modeling which analyzed the five build alternatives proposed for the study.

SCVTA Corridor Planning On-Call*, Santa Clara County, California (Project Engineer)

As the Traffic Operations lead for the project, Ms. Pannala was responsible for operational analysis of I-880 Corridor Study. This study examined the segment of I-880 in Santa Clara County between US 101 and I-280. This study looked at various freeway and interchange improvements, and involved conceptual design of the proposed improvements and extensive operational analysis using a combination of CORSIM, Synchro and TRAFFIX.

Geary BRT Project*, San Francisco, California (Project Engineer)

As the project engineer, Ms. Pannala was responsible for analyzing traffic impacts for various BRT alternatives, including side running and center running using VISSIM.

 Transit Signal Priority in Las Vegas, Regional Transportation Council Southern Nevada*, Las Vegas, Nevada (Project Manager)

Ms. Pannala was responsible for developing a VISSIM model for a study corridor that demonstrated transit signal priority for the nine study intersections. Additional responsibilities included evaluating the transit operation improvements, and impacts to overall traffic along the corridor.

I-80 Integrated Corridor Mobility (ICM) Project*, San Francisco, California (Task Lead)

Ms. Pannala served as task lead for the traffic operations analysis work using PARAMICS software. The analysis includes traffic analysis of the 20.5 mile I-80 corridor during existing conditions and project built conditions with various Active Traffic Management (ATM) elements including ramp metering, variable speed limit signs and lane management signs.

I-880 Integrated Corridor Mobility (ICM) Systems Engineering and Management Project, Multiple Sites, California—Oakland to San Jose (Project Coordinator and Technical Lead)

Ms. Pannala is the project coordinator and technical lead on the project. Her responsibilities include coordination with the client, Stantec team members and sub-consultants to deliver a quality product in a timely fashion required for the project’s success. I-880 Corridor from Oakland to San Jose serves as a major thoroughfare serving the region’s commute needs, as well as goods movement needs. The corridor has historically been plagued with both recurrent and non-recurrent congestion which makes it often unreliable and unpredictable. The goal and objectives of the I-880 ICM project is to create a balanced and stable traffic flow throughout the corridor with an emphasis on multi-modal, responsive, and equitable solutions that will reduce congestion, enhance safety, and improve mobility in the corridor. The project elements include: preparation of Concept of Operations, Systems Engineering Management Plan and Project Study Report/Project Report for Incident Management project.

* denotes projects completed with other firms
Grade Separation over Dunmore Road, City of Medicine Hat, Canada (Project Engineer)
Ms. Pannala was the lead traffic engineer responsible for traffic analysis as part of the Highway 1 and Dunmore Road grade separation project for Alberta Transportation. The traffic analysis was conducted using VISSIM 5.3 for the Dunmore Road corridor including the ramp terminals and two other adjacent intersections. The analysis included comparing the traffic operations with signalized and roundabout intersections for three traffic volume horizons.

Suncor Energy Oil Sands Main Gate Electronic Access, Calgary, Canada (Project Engineer)
Ms. Pannala was responsible for conducting VISSIM analysis for the Oil Sands electronic access project. The purpose of this analysis was to evaluate the number of gates and length of access lanes required for serving vehicles during AM peak hour passing through electronic security.

Traffic Signals and Signage
SR 520 Spur Widening Project*, Redmond, Washington (Project Engineer)
As the project engineer, Ms. Pannala developed signing, striping, and traffic control plans for the SR 520 spur widening project. Project tasks included leading the traffic counts and data collection needed for the study, as-built information, preparation of construction cost estimate and specifications.

Fremont Draw Bridge Replacement Project*, Seattle, Washington (Project Engineer)
Ms. Pannala was responsible for signing, striping, traffic control and signal interconnect plans for this draw bridge replacement project. Her role in this project involved preparation of all traffic related plan sheets for various phases of construction, cost estimation and specifications.

Alameda County CMA Rapid Bus Project-Grand Avenue/MacArthur Corridor*, Oakland, California (Project Manager)
Ms. Pannala was the lead engineer responsible for the design and implementation of Transit Signal Priority at 15 intersections along Grand Avenue and MacArthur Boulevard. Installation included an emergency vehicle preemption system, a video detection system to replace existing inductive loops, audible pedestrian signal equipment, and installation of signal poles.

Transportation Planning
Scottsdale Road Streetscape and Design Guidelines Project, Scottsdale, Arizona (Project Engineer)
Acting as the project engineer, Ms. Pannala prepared traffic-pedestrian circulation studies and parking studies, including the study of vehicular traffic, pedestrian traffic, and transit circulation the study area.

Dos Rio LRT Study, Sacramento, California (Project Engineer)
Ms. Pannala was responsible for preparing traffic-pedestrian circulation studies and parking studies. The projects included the study of vehicular traffic, pedestrian, and transit circulation the study area.

SR 82 Corridor Study*, Sunnyvale, California (Project Engineer)
Ms. Pannala conducted a highway planning study of the State Route 82 for the Santa Clara Valley Transportation Authority. The objectives of this study were to assess the existing and forecasted traffic operations within the study corridor. A FREQ12 model developed for the study was used for this assessment. This was augmented by the use of TRAFFIX for assessing intersection level of service for local roadway, Leisch curve methods for evaluating weaving sections and Highway Capacity Manual (HCM 2000) methods for assessing ramp operations.

Lighting Design
SR 51 HOV Widening Project*, Phoenix, Arizona (Project Engineer)
As the lead lighting designer, Ms. Pannala was responsible for lighting analysis using Lumen Micro and the preparation of lighting design plans, construction cost estimates for lighting, and specifications. This project included ten miles of freeway segment with high mast lighting, under deck lighting and short tunnel lighting.

I-5 HOV Study*, Seattle, Washington (Project Engineer)
Ms. Pannala served as a project engineer responsible for conducting lighting analysis for the I-5 study corridor in Seattle, Washington. The analysis was done using AGI 32 software.

* denotes projects completed with other firms
Mr. Pekarek is a project manager with more than eight years of experience overseeing engineering design of projects, infrastructure master plans, special design assignments, client contact, improvement plans, project management, and construction support. He has been involved in a number of urban and residential projects in California. His experience includes the application and design of water, wastewater, man-made lakes, sewer and storm drain systems, utility improvements, and grading plans.

**EDUCATION**

B.S. Civil Engineering, University of the Pacific, Stockton, California, 2004

**REGISTRATIONS**

Professional Engineer #70951, State of California

**PROJECT EXPERIENCE**

**Education**

Merryhill School, Stockton, California (Project Manager)

Mr. Pekarek was responsible for converting an existing restaurant building site to a daycare/school facility. His design included grading and drainage plans to demolish the existing loading dock and parking lot and expand the site to include a playground and a basketball court. He was also responsible for grading the site to bring it up to current ADA standards.

**Multi-Unit / Family Residential**

Sunset Lane Apartments, El Dorado, California (Project Manager)

As the project manager, Mr. Pekarek prepared street grading and drainage plans for a hillside apartment complex project. Design included roadway expansion of the adjacent street and a new street immediately adjacent to the project. Design of storm water treatment devices was also included to treat and discharge the water from the project site.

Canyon Hills, Los Angeles County, California (Design Engineer)

Mr. Pekarek was responsible for design and preparation of grading plans for a 250 lot hillside subdivision in southern California. His activities included improvement plan preparation, street alignment, and grading to serve the hillside lots.

Masonic Homes, Covina, California (Design Engineer)

Mr. Pekarek was responsible for design of sewer and storm drain systems on a hillside senior living facility in southern California. His activities included improvement plan preparation, pipe sizing, and design of an underground storage facility to treat and contain the stormwater.

**Roads and Highways**

Ridge Road, Amador County, California (Design Engineer)

Mr. Pekarek was responsible for design and preparation of grading plans for a hillside intersection widening in Amador County, California. Activities included improvement plan preparation, street alignment and grading, and retaining wall design to widen an existing intersection.

**Sports, Recreation & Leisure**

Hillview Junior High School Play Field Renovation, Pittsburg, California (Civil Engineer)

As civil engineer, Mr. Pekarek participated in the renovation of an existing turf play field to be used jointly by the City and the school district. Services included landscape architecture; sport facility design; and civil, structural, and electrical engineering. Improvements included a new parking lot for 62 cars, a restroom building with storage space, and a lighted synthetic turf sports play field. The field includes striping for a 300 foot by 195 foot soccer field and an overlaid practice baseball diamond with backstop.

**Urban Land**

Walker Community Park, Galt, California (Project Manager)

Mr. Pekarek prepared grading and drainage plans for the first phase of a 24 acre community park. Design included roadway expansion of the two adjacent streets, an access roadway through the park, and a storm water basin and overland flow area to treat and contain the storm water on-site.
North Stockton Sewer Master Plan Revision, Stockton, California (Project Manager)
Mr. Pekarek was responsible for analyzing the capacity of a 42-inch north Stockton sewer trunk line. His activities included identifying and calculating sewer flows for all existing and proposed facilities that contribute to the sewer line.

Montego Estates, Stockton, California (Design Engineer)
Mr. Pekarek was responsible for the preparation of residential improvement plans. His activities included design of water, sewer, and storm drain systems as well as grading and pavement design.

Cannery Park, Stockton, California (Design Engineer)
As design engineer, Mr. Pekarek was responsible for infrastructure street improvement plans. Activities included design and layout of new arterial streets. Design included street design over box culverts and a bridge alignment over a creek.

Westlake Villages Spine Street Plans, Stockton, California (Project Manager)
Mr. Pekarek was responsible for infrastructure street improvement plans. Activities included design and layout of new arterial streets as well as widening of an existing arterial street. New street design included a bridge alignment over an existing slough and an arch over a proposed lake.

Mariposa Lakes Utility Infrastructure, Stockton, California (Project Manager)
Mr. Pekarek was responsible for preliminary alignment and design of approximately 1.5 miles of sewer and water trunk lines to serve a 3,800 acre residential planned community. His activities included sewer and water analysis of the entire project to size trunk lines accordingly.

Wolfe Road Water Line, Stockton, California (Project Manager)
Mr. Pekarek was the project manager responsible for the design and preparation of improvement plans for approximately one mile of 18 and 12-inch water lines through existing roadways. His tasks also included research of existing utilities and layout of proposed water line alignments based on location of existing improvements.
Mr. Vanapalli has been working in the roadway and traffic engineering field for eight years. His specific experience includes geometric roadway design, traffic operations analysis, traffic impact analysis, traffic signal design and transportation planning. He is an experienced user of traffic analysis software, including SYNCHRO, SIMTRAFFIC, and HCS. He also has familiarity with INROADS, PARKCAD and AUTOTURN softwares.

EDUCATION
MS, Transportation Engineering, University of Las Vegas, Las Vegas, Nevada, 2006
MS, Technology, Regional Engineering College, Warangal, Andhra Pradesh, 1999
BE, Engineering, Andhra University, Visakhapatnam, Andhra Pradesh, 1997

REGISTRATIONS
Certified Professional Traffic Operations Engineer #3234, Institute of Transportation Engineers
Registered Engineer #50172, State of Arizona
Engineer-In-Training #OT5318, Nevada State Board of Professional Engineers and Land Surveyors

MEMBERSHIPS
Student Member, Institute of Transportation Engineers
Student Member, Transportation Research Board

PROJECT EXPERIENCE
Roadways
I-8 Frontage Roads - Avenue 8E to Avenue 13E, Yuma, Arizona (Traffic Engineer)
Provided Traffic Engineering services for the widening of I-8 Frontage Roads from the two-lane roadway to two-lane with center turn lane from Avenue 10 East to Fortuna Road.

Expansion and Modernization of the Mariposa Land Port of Entry, Nogales, Arizona (Transportation Engineer)
Responsible for preparing conceptual designs for roundabout and super-street at the intersection of SR 189 at Freeport Drive as part of the traffic impact assessment for the Mariposa port of entry project.

Evaluation of the Effectiveness of Rumble Strips*, Las Vegas, Nevada
Carried out the complete analysis of this research project using ArcGIS.

Conversion of NH-2 to Four Lanes from km 180.00-398.75*, Kolkata, India
Responsible for the design of the project's horizontal/vertical alignment using the InRoads software package.

Conversion of NH4 to Four Lanes from Ranipel to Chennai (RC1 and RC2)*, Chennai, India
Responsible for the review and correction of the horizontal/vertical alignment using the InRoads software package.

Traffic Operations
Ramar and Gold Rush Road Improvements, Bullhead City, Arizona (Traffic Engineer)
Performed the trip generation and distributed the trips in accordance with the existing and proposed landuses in the project vicinity.

Laughlin Bullhead International Airport, Bullhead, Arizona (Traffic Engineer)
Responsible for performing a traffic impact study evaluating the impact of the proposed increase in the flight operations at the Airport. Also performed a detailed parking and traffic circulation study for the Airport.
Usery Pass Candidate Assessment Report, Maricopa County, Arizona (Traffic/Transportation Engineer)
Performed capacity (level of service) analysis as per the HCM methodology for the new alignment for various scenarios like two-lane roadway and four-lane divided roadway. Also responsible for data collection of ROW details, accident data, flood plan details, and utility information from various communication agencies.

Traffic Signals and Signage
Higley-Recker-Williams Field Road Improvements, Gilbert, Arizona (Traffic Engineer)
Traffic Engineer for part of the Traffic Signal Design, prepared the plan, pole, conduit, conductor, and equipment schedule. Prepared the Internally Illuminated Street Name Signs (ISNS) details for all the seven project intersections in accordance with the Town of Gilbert Guidelines.

Traffic Impact Assessments
Industrial Park at 55th Avenue, Phoenix, Arizona (Traffic Engineer)
A detailed traffic impact study was performed as per the City of Phoenix Traffic Impact Study guidelines to evaluate the effect of the proposed 200-acre industrial park in the City of Phoenix. Signal warrant analysis was also performed to examine the necessity of a signal at the park entrance on 55th Avenue.

Los Verdes Development, North Las Vegas, Nevada (Traffic Engineer)
Responsible for delivery of a traffic impact study of the proposed mixed-use development in the City of North Las Vegas consisting of Fast Food Drive-thru Restaurants, Shopping center and Retail land uses. A shared parking study was performed to examine the adequacy of the allotted parking.

Mountain Vail Subdivision, Tucson, AZ (Traffic Engineer)
Responsible for delivery of a traffic impact study of the proposed Mountain Vail subdivision in the southeast region of City of Tucson. The subdivision consisted of 521 single family detached dwelling units. Signal warrant analysis was performed to evaluate the necessity of a signal at the development's entrance.

Wal-Mart, San Luis, Arizona (Traffic Engineer)
Responsible for performing a signal warrant analysis for the intersection of Hwy 95 and County 22nd Street.

Park West Unit 1, Yuma, Arizona (Traffic Engineer)
Responsible for delivery of a traffic impact study of the proposed Park West Unit 1 subdivision in the City of Yuma. The subdivision consisted of single family detached residential units and a high school. Signal warrant analysis was also performed as part of the impact assessment.

El Rancho Encantado Subdivision, Yuma, Arizona (Traffic Engineer)
Responsible for preparing the traffic impact study focused on evaluating the traffic impacts of constructing the proposed El Rancho Encantado subdivision on the surrounding City of Yuma street network. Signal Warrant Analysis was also performed to evaluate the necessity of a signal at an existing unsignalized project intersection.

Jackson Street Entertainment District, Phoenix, Arizona (Traffic Engineer)
Performed the capacity analysis for the study area intersections using SYNCHRO 7.0 for the pre-event, post-event and build-out scenarios for the proposed Jackson Street Entertainment District. This is a unique mixed-use development consisting of residential condominiums, specialty retail, restaurant/entertainment, and office space.

Transportation Planning
Town of Buckeye Comprehensive Transportation Master Plan, Buckeye, Arizona (Transportation Engineer)
Modified the socio-economic input matrix from the Maricopa Association of Governments (MAG) in accordance with the latest available general plan of Town of Buckeye.
Mr. Casey Barkman has more than 13 years of experience in roadway design, land development engineering, and project and construction management. His experience includes drafting, project design, project management, planning and engineering, quality control, and coordination among public agencies, developers, sub-consultants, and surveyors.

Casey has accrued much project design and management experience through his work on numerous roadway and residential projects in California. He has specific design and drafting experience in the areas of highways, grading design, drainage design, roadways, bikeways, site development, site balancing, pavement design, traffic control, sanitary sewer, domestic water systems, and agricultural irrigation. Casey has been involved in a number of highway, urban, and residential projects in the Central Valley.

EDUCATION
AA, Drafting, Universal Technical Institute, Phoenix, Arizona, 1999

PROJECT EXPERIENCE
Roadways
Tesoro, Manteca, California (Designer/Drafter)
Mr. Barkman provided design services for the planning, utility design, grading, and roadways of this 145-acre community. He was responsible for the design and preparation of the street improvement plans. This development also includes a park and a school site.

Shadowbrook Estates, Manteca, California (Project Manager/Designer)
Mr. Barkman worked as project manager and designer for the preparation of improvement plans for this 492-lot private residential development. Mr. Barkman also prepared the improvement plans for the streets, and the water system and project grading plans. Challenges included project frontage along State Highway 99 and open drainage ditches.

River Pointe, Waterford, California (Project Manager/Designer)
Mr. Barkman worked as project manager and designer for this 355-lot private community. Mr. Barkman gained valuable experience working with the Department of Fish and Game and the Army Corps of Engineers while obtaining all required permits for the storm drain outfall to the river. This project also included the design and widening of approximately one mile of State Highway 132. Challenges included 40-foot vertical drop between State Highway 132 and the Tuolumne River and a fire break between the river frontage and the lots fronting the river.

Santa Lucia Preserve, Carmel Valley, California (Designer/Drafter)
Mr. Barkman provided engineering services for the design, grading, and roadways of this 18,000-acre private residential estates development. Mr. Barkman also prepared the improvement plans for the streets, and the water system, and the project grading plans. Challenges included preserving critical habitat, Indian burial grounds and various native trees. Also included are a gate house, equestrian center and maintenance grounds.

Alden Meadows, Tracy, California (Designer/Drafter)
Casey provided design services for the planning, utility design, grading, and roadways of this 233-lot community. He was responsible for the design and preparation of the street improvement plans. This development also includes a stormwater detention basin and a five-acre park.

Crossroads, Tracy, California (Designer/Drafter)
Casey was responsible for developing the infrastructure street improvement plan. Activities included the design and layout of new arterial streets as well as the widening of an existing arterial street.

Sterling Park, Tracy, California (Designer/Drafter)
Mr. Barkman provided design services for the planning, utility design, grading, and roadways of this 264-lot community. He was responsible for the design and preparation of the street improvement plans. This development also includes a stormwater detention basin and a ten-acre school site.

San Marco, Tracy, California (Designer/Drafter)
Mr. Barkman was responsible for developing the infrastructure street improvement plan. Activities included the design and layout of new arterial streets as well as the widening of an existing arterial street.
Empire District Street Reconstruction Project
(Designer/Drafter)
Mr. Barkman provided design and drafting services, and prepared improvement plans for the reconstruction of approximately two miles of street improvements in the community of Empire. The project included the full reconstruction of streets with new curbs and gutters, new pavement sections and a new drainage collection system.

Keyes Improvement Project, Modesto, California
(Designer/Drafter)
Mr. Barkman provided design and drafting services, and prepared improvement plans for the reconstruction of approximately eight miles of street improvements in the community of Keyes. The project included the full reconstruction of streets with new curbs and gutters, new pavement sections and a new drainage collection system.

Salida Street Reconstruction Project, Modesto, California
(Designer/Drafter)
Mr. Barkman provided design and drafting services, and prepared improvement plans for the reconstruction of approximately five miles of street improvements in the community of Salida. The project included the full reconstruction of streets with new curbs and gutters, new pavement sections and a new drainage collection system.

Mission Village, Los Banos, California
(Designer/Drafter)
Mr. Barkman provided design and drafting services on the improvement plans for the widening of approximately one mile of State Highway 165. The project included the full reconstruction of streets with new curbs and gutters, new pavement sections, and a new drainage collection system.

Bicycle and Pedestrian Paths
Union Ranch, Manteca, California (Project Manager/Designer)
Mr. Barkman provided engineering support for development of the Union Ranch Specific Plan including authoring Chapter 9: Infrastructure and Utilities. He oversaw development of Potable Water Master Plan, Storm Drainage Master Plan, and Sanitary Sewer Master Plan. Mr. Barkman also prepared all construction cost estimates. Union Ranch is a 1,500-unit master planned community featuring a sales center, a recreation center, parks, and trails. The project consisted of more than 8 miles of new road ways and the widening and reconstruction of more than 2 miles of existing roadways. The development also included the design of a regional sewer pump station as well as two storm drain pump stations.

Bennett III, Fresno, California (Designer/Drafter)
Casey provided design and drafting assistance for electrical plans for the 80 unit residential development. The project included street lighting, conduit sizing, pull box locations, trench details, and detailed enlargements for service tie in locations. Casey was also responsible for specifying the type and power requirements for each street light as well as coordination with City of Fresno electrical department to number each street light.

UC Merced, Merced, California (Designer/Drafter)
Casey provided design and drafting assistance for electrical plans for the Corporation Yard. The project included site lighting, conduit sizing, pull box locations, trench details, electrical outlets, and provisions for future fuel tank pump. Casey was also responsible for specifying the type of fixtures and power requirements.

Industrial Development
Bluewater Environmental Services, San Leandro, California (Designer/Drafter)
Casey provided design and drafting for on-site development plans including grading, paving, and drainage. He also prepared street improvement plans for the project frontage.
Adam has over 11 years of design experience. He currently serves as a CAD technician in Stantec’s Modesto office.

**PROJECT EXPERIENCE**

**Bicycle and Pedestrian Paths**
Weston Ranch, Stockton, California (Drafter)
Adam designed and created improvement plans for approximately 2 miles of levee with a bike/pedestrian path.

**Electrical CCTV Systems**
Lighthouse Development Corporate Office*, Atwater, California (Drafter/Designer)
Adam was responsible for designing the CCTV system and alarm integration. He coordinated with the contractor and the alarm company.

**Commercial / Retail Development**
Lighthouse Development Corporate Office*, Atwater, California (Designer/Drafter)
Adam served as the designer and drafter for this 1 acre commercial development project.

Eagle Tile Plant, Stockton, California (Designer/Drafter)
Adam coordinated with the architect on the plant building placement and grading. Additional responsibilities included railroad spur design and coordination with the railroad.

**Residential Development**
Valle del Sol*, Firebaugh, California (Designer/Drafter)
Adam worked with FEMA to design a flood wall / levee system with an integrated emergency pump station for this 186 lot development in a 100 year flood plain.

Tract 5287*, Fresno, California (Project Manager/Designer)
Adam served as the project manager and designer for a 186 lot development/4.2 acre park design.

Vineyard Estates*, Madera, California (Drafter/Designer)
Adam coordinated with multiple developers in this 46 lot master planned community.

Knox Estates*, Madera, California (Drafter/Designer)
Adam coordinated testing and removal of asbestos and contaminated soil with an environmental engineer and the county health department.

Olive Estates*, Madera, California (Drafter/Designer)
As the drafter/designer for this 150 lot development Adam was responsible for city domestic water well design; coordination with multiple adjacent developers in a master planned community; design widening of Tozer Street (approximately 1.25 miles); and design widening of Olive Ave (approximately 1 mile).

El Coronado Estates*, Madera, California (Designer/Project Manager)
Adam served as the designer and project manager for this 204 lot development of a 4 acre commercial site.

Rocky Hill*, Porterville, California (Drafter/Designer)
As the drafter/designer for this this unique 182 lot hill side development, Adam mitigated onsite Indian artifacts; designed approximately 1000 feet of hillside drainage diversion channel; and designed a sound wall to control sound from adjacent property (Rocky Hill Speedway).

Serra Estates*, Corcoran, California (Designer/Project Manager)
This 111 lot development included 2 acres of park site, a detention basin and a storm drain pump station.

Juniper Meadows*, Atwater, California (Designer/Project Manager)
For this 18 lot infill development project, Adam coordinated with adjacent property owners to quit claim MID irrigation easement. He also worked with the city planning department and city council to rezone from park zoning to low density residential.
Electrical Engineering
Valle del Sol*, Firebaugh, California
(Designer/Drafter)
Adam provided electrical service design for the onsite sewer pump station and the onsite storm drain pump station. He coordinated with the electrical contractor on the design and installation of these pump stations.

Sierra Estates*, Corcoran, California
(Designer/Drafter)
Adam’s responsibilities included electrical service design for offsite storm drain pump station; electrical service for an offsite sewer pump station; electrical design for city alarm system for the storm drain pump station; and electrical design for the city sewer pump station monitoring and timing system.

Railroads
Eagle Tile Plant, Stockton, California
Adam was responsible for railroad spur design and coordination with Union Pacific Rail Road.
Paul J. Schneider, P.E.
Vice President - Principal

Mr. Schneider is recognized throughout the engineering community for his comprehensive knowledge, technical skills and ability to manage major private and public development projects. His expertise is showcased in his strong ability to direct Siegfried’s major projects, beginning with the acquisition of entitlements and conceptual master planning, continuing through design of infrastructure and improvement plans.

As Vice President and Principal of Siegfried, Mr. Schneider is held in high regard for his strong ability to solve complex engineering and construction problems and finish projects on time and on budget.

PROFESSIONAL PROFILE

ROLE AND RESPONSIBILITY

Mr. Schneider will serve as Project Manager and Principal-in-Charge for Siegfried. He will be the main point of contact for Siegfried and will provide project management, technical support, technical and specification drawing production, sub-consultant coordination, construction administration, and bidding assistance.

EDUCATION

B.S. Civil Engineering - 1999
University of the Pacific
Stockton, CA

B.A. Liberal Arts - 1998
St. Mary’s College
Moraga, CA

LICENSE

California Civil Engineer No. 62498
Qualified SWPP Developer (QSD)

AFFILIATIONS

American Society of Civil Engineers
CASQA

AWARDS

Plan of the Year - Livable Communities
Rio Vista River Promenade Park (2010)

YEARS OF EXPERIENCE

13 - Total
12 - Siegfried

CONTACT INFORMATION

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RELEVANT PROJECTS - INTERSECTIONS AND SIGNALS

PALO ALTO STREET SURVEY, PHASE II - Palo Alto, CA (2012)
Siegfried is currently providing surveying services for approximately 50,000 LF of residential and commercial streets. All topographic base maps are being prepared in AutoCAD Civil 3D format and will serve as the basis of design for a utility gas main replacement Capital Improvement Project. The survey area will cover the full street and intersections and in addition, Siegfried obtained approval from business and home owners to access private properties.

PALO ALTO STREET SURVEY, PHASE I - Palo Alto, CA (2010)
Siegfried provided surveying services for approximately 84,000 LF of residential and commercial streets. All topographic base maps were prepared in AutoCAD Civil 3D format and served as the basis of design for two waste water collection system upgrade Capital Improvement Projects. The survey area covered the full street and intersections, and in addition, Siegfried obtained approval from business and home owners to access private properties.

MLK BLVD. AND EL DORADO ST. INTERSECTION/SIGNALS - Stockton, CA (2011)
Siegfried provided civil engineering and surveying services for the intersection and signal improvements including researching right-of-ways, topographic survey, and improvements for ADA ramps at all four corners, hardscape materials, underground wet utilities, grading details, and an erosion control plan. In addition, Siegfried provided CA services.

AIRPORT WAY INTERSECTIONS AND SIGNALS - Stockton, CA (2011)
Siegfried provided civil engineering and surveying for three intersections and three traffic signals including researching right-of-ways, topographic surveys, and preparing improvements for ADA ramps at all twelve corners, hardscape materials, underground wet utilities, grading details, and erosion control plans. In addition, Siegfried provided CA services.

TAM O’SHANTER DR. AND HAMMERTOWN LN. SIGNAL - Stockton, CA (2011)
Siegfried provided civil engineering and surveying for the intersection including researching right-of-ways, topographic survey, and preparing street improvements for ADA ramps at all four corners, hardscape materials, underground wet utilities, grading details, and an erosion control plan. In addition, Siegfried provided CA services.

EL DORADO STREET IMPROVEMENTS - Stockton, CA (2010 - Present)
Siegfried is currently providing civil engineering, landscape architecture, and surveying services for the improvements along a 5,400 LF stretch of El Dorado Street in the City of Stockton, CA. Project elements include treatment of the median, curb, gutter, and sidewalk improvements, and the replacement of site drainage facilities. The overall objective of the project is to resolve existing traffic deficiencies and accommodate future increased traffic volumes while addressing the concerns of community members regarding the appearance of the street corridor.

WEBER AVENUE IMPROVEMENTS - Stockton, CA (2008 - Present)
Prepared civil engineering and landscape architectural plans for the three block extension of the Weber Avenue Beautified Corridor. The focus of the project is to link the RTD Transit Center with the ACE train station which are approximately 5 blocks apart. The enhanced streetscape and walkways will encourage pedestrian and bike flow from one facility to another and promote business growth along the extended corridor.
As Siegfried's Survey Department Manager, Matt is responsible for the continued success of large public and private surveying projects throughout California and beyond. In addition to managing the department, his responsibilities include developing and reviewing subdivision maps, lot line adjustments, and preliminary parcel maps.

Matt and his team of surveyors perform boundary surveys, ALTA surveys, map the topography of land, establish elevations, perform title surveys, lay out photo controls for aerial photography, and lay out buildings, subdivisions, roadways, and other construction projects.

### RELEVANT EXPERIENCE

**Arundel Elementary Safe Routes To School** - San Carlos, CA
Civil engineering, surveying, structural engineering, and landscape architecture services for various intersection, crosswalk, retaining wall, and sidewalk improvements. In addition, our team developed a new traffic circle to resolve congestion and safety concerns at a complicated intersection in a dense residential neighborhood. A large portion of this project involved meeting with project stakeholders and local residents to gain community consensus and gather valuable feedback.

**Harrison Elementary Safe Routes To School** - Stockton, CA
The project is intended to increase safety along El Pinal Drive and Alpine Avenue, both of which are heavily used by trucks. For the project, Siegfried is providing design and engineering services for frontage improvements, a raised curb median with left turn pocket, and an in-pavement LED lit crosswalk and two radar feedback signs. Public outreach is a major component of the project and was needed to gain community support and consensus and gather valuable feedback regarding the proposed improvements.

**Marin Elementary Safe Routes To School** - Albany, CA
Designs for a Rapid Flashing Pedestrian Beacon (RRFB), sidewalk replacement and widening, curb and drainage improvements, several bulb outs, and the installation of signage, striping, ladder crosswalks, and curb ramps.

**Portola Avenue Sidewalk Improvements** - Los Altos, CA
The sidewalk improvements along Portola Avenue just west of Egan Junior High School, consists of a 640 LF section of roadway that has no sidewalk. This route is a popular section of roadway which is frequently used by students. The project consists of installing new curb, gutter, and sidewalks along the roadway that will ultimately connect to the existing sidewalk at each end of the section.

**Dragoon Gulch Trail Master Plan** - Sonora, CA
Development of a Master Trails Plan for the 102 acre open space oak woodland park. The Plan will provide the road map for the expansion of the current trail system and explore complementary recreational trail facilities. The Plan also includes a Safe Routes to Schools component to link the trail to Sonora Union High School.

**Miramonte and Covington Intersection** - Los Altos, CA
Civil engineering, surveying, and landscape architecture services for the improvements at the Miramonte Avenue and Covington Road intersection in the City of Los Altos, CA. The project consisted of intersection and traffic signal improvements, a visual analysis, and several alternative design options, which were presented to the stakeholders.

**Remington and Bernardo Intersection** - Sunnyvale, CA
Civil engineering, surveying, and landscape architecture services for the improvements at the Remington and Bernardo intersection in the City of Sunnyvale, CA. The project consisted of intersection and traffic signal improvements, a visual analysis, and several alternative design options, which were presented to the stakeholders.

**Standard Road Survey** - Tuolumne County, CA
Siegfried prepared a topographic survey, boundary survey, and right-of-way takes for the widening of Standard Road in Tuolumne County. The road will ultimately be widened and a new traffic signal and turn lanes will be added.
Judith Buethe, founder and owner of Judith Buethe Communications, has 36 years of private and public sector experience in public relations, event coordination, and consensus building. Judith designs and implements effective strategic public outreach and education programs, project team communication plans, public meetings and open houses, newsletters, direct mail campaigns, and advertising, cross-cultural communications, social marketing, stakeholder identification; media relations; produces events (up to 4,000 people); focus groups, consensus development programs, and large-scale meetings and hearings; coordinates websites and social media; and staffs Hotlines. She has effectively served as a hearing officer and worked closely with Caltrans staff on many projects. She has designed and managed regional surveys, as well as programs to satisfy environmental justice requirements, and has satisfied CEQA/NEPA requirements for community outreach on many projects.

The firm’s mission, Making Your Best Intentions Happen, drives every project.

Project Experience

Relevant Public Outreach and Public Participation Programs

Among the more than 450 public participation programs designed and implemented in the Central Valley and Foothills are these:

- Major improvement projects from feasibility studies through ribbon-cuttings on interstates, state highways, and roadways, e.g., I-5 Sperry Road Extension; SR-99 Hammett-Kiernan; SR-132 Expressway; North County Corridor Route Adoption; Eleventh Street Corridor Study; Lammers Road/I-205 Interchange; Eleventh Street/Grant Line Road Roundabout; I-5/French Camp; SR99/Arch Road to SR120; Interstate 5 North Stockton Corridor; SR-99/Hammer; I-5/March Lane; I-5/Hammer Lane; I-5/Eight Mile Road; McHenry Avenue Corridor Study; Benjamin Holt Improvement Project; Tuolumne County North-South Connector
- Neighborhood and local roadway improvement projects, e.g., Airport Way Signalization, Claribel Road Widening
- Bridges, e.g., Wilson Way Bridge, 9th Street Bridge Seismic Safety Replacement Project, Modesto; Franklin Blvd./Thornton Road Bridge Project, Sacramento and San Joaquin Counties
- San Joaquin Rail Corridor Strategic Business Plan (Contra Costa County to Sacramento to Kern County)
- Regional Transportation Plans
- California Health Care Facility-Stockton
- Revitalization/beautification projects
- Water supply and quality (e.g., Groveland Chloramine Conversion), pipelines, water transfer projects, flood protection, drainage projects, reclamation districts
- Pollution prevention
- Corridor studies
- Transit center
- Construction
- Energy and utilities
- Creative groundbreakings and ribbon-cuttings
Miranda Winters, Deputy Project Manager

Miranda Winters, Deputy Project Manager, designs and implements public outreach programs and events in San Joaquin and Stanislaus Counties, working with community and governmental agencies. She works closely with the firm’s owner to address client and community needs.

**Transportation Projects**

*Deputy Project Manager.* Miranda has had a major role with planning, production, and follow-up of public meetings, groundbreaking, and other activities for the Lathrop Road/UPRR Westerly Grade Separation Project; SR-99 Morada Lane/SR-99 Eight Mile Road Projects; Cherokee Road Safety Project; McHenry Avenue Corridor Improvement Project; and groundbreaking/public outreach for the SR99-SR219/Kiernan Avenue Interchange Reconstruction project.

**On-Call Event Coordinator, San Joaquin RTD**

*Deputy Project Manager.* Miranda works with the RTD Marketing Department to organize and publicize events, involving the community, e.g., Stuff the Bus and Fall Festival.

**Valley Clean Air Now**

*Deputy Project Manager.* Miranda organizes, publicizes, and implements community activities in Stanislaus and San Joaquin Counties to encourage individual and organizational responsibility for cleaning the Central Valley’s air. This includes creating themes and organizing staff for information booths at community events. She recruits community organizations and government agencies to participate in the highly successful Tune In Tune Up and assists with strategies and logistics to produce this highly successful program to remove major pollutants caused by vehicles from Valley air.

**Kaiser Permanente Family Wellness Day and Health Care Forum**

*Deputy Project Manager.* Miranda organized logistics for these events totaling more than 3,500 people; worked closely with the client and more than two dozen providers; and backed up all other activities.

**Stockton Is Magnificent**

*Co-Chair.* Miranda co-chaired the development of and continues to co-chair, organize participants and logistics, and oversee all aspects of this annual event, attracting thousands of people to Stockton’s Miracle Mile. The event focuses on Stockton entertainment and on the not-for-profit organizations that serve the community.
Scott Steinwert has 25 years of experience preparing environmental documents and planning studies and conducting public involvement programs for a wide range of projects. He is recognized as a leader in the field of visual impact assessments for transportation projects and has overseen the visual impact analysis of several high profile projects such as the Golden Gate Bridge Suicide Barrier. Scott’s depth of experience allows him to be particularly effective in strategizing with clients about the most efficient approach to environmental review. He is a skilled project manager and oversees interdisciplinary teams of specialists in all areas of environmental analysis and planning. His areas of focus include land use, socioeconomics, and environmental justice evaluations; Section 4(f) evaluations; Section 106 compliance procedures; and visual impact assessments. Scott also organizes and facilitates public meetings and workshops on planning, environmental, and design issues.

Scott has prepared more than 200 environmental documents and studies involving coordination and approvals from state and federal agencies, including Caltrans, Federal Highway Administration, Federal Railroad Administration, Federal Transit Administration, U.S. Army Corps of Engineers, U.S. Fish and Wildlife Service, Surface Transportation Board, Bureau of Land Management, and the Environmental Protection Agency.

Selected Project Experience

Principal-in-Charge, Sunnyvale Avenue/Old San Francisco Road Intersection Improvements, City of Sunnyvale
Project involved improvements to this intersection including minor road widening, restriping, and sidewalk and bicycle lane modifications. Scott assisted the City in its coordination with Caltrans Office of Local Assistance to obtain NEPA environmental clearance for the project.

Principal-in-Charge, Route 101/Holly Street Interchange Preliminary Environmental Analysis Report (PEAR), San Carlos
The Route 101/Holly Street Interchange project is designed to improve vehicle, pedestrian, and bicycle circulation and to reduce delay at the Holly Street/Industrial Road intersection. The purpose of the project is to also reduce pedestrian and bicycle conflicts with motor vehicles within the Interchange and improve pedestrian and bicycle east-west circulation across Route 101. Scott led the preparation of the PEAR, including the development of an Alternatives Comparison Matrix to quantify the viability of 10 project alternatives.

Principal-in-Charge, Atwater Merced Expressway EIR, Merced Council of Associated Governments
The Atwater Merced Expressway would replace SR 59 between Bellevue Road and Highway 99, increasing the north/south roadway capacity to accommodate anticipated business growth in the Atwater-Merced area and residential growth within the cities of Atwater and Merced and the intervening unincorporated area. Scott is directing the preparation of an EIR for the Atwater Merced Expressway, including preparing a Visual Impact Assessment; Natural Environment Study; Air Quality Technical Report; Noise and Vibration Impact Study; Historic, Cultural, and Paleontological Resources; Community Impact Assessment; Water Quality/Floodplain Evaluation; Hazardous Materials Initial Site Assessment; and Geotechnical Report. The EIS/EIR will analyze three alignments within a proposed corridor and identify the environmentally superior alternative.
Principal-in-Charge, State Route 101 Interchange Implementation PEAR, Santa Clara Valley Transportation Authority
The interchange implementation plan studied ways to improve local circulation and freeway access in an area that currently experiences very heavy traffic congestion. Scott directed the preparation of the PEAR to evaluate the five alternatives and determine the likely scope, schedule, and costs associated with completing environmental compliance. As part of this initial screening, Circlepoint looked closely at issues in the project area that may hinder later project development.

Principal-in-Charge, Highway 101 Greenbrae Corridor Improvement Project Environmental Documentation, Transportation Authority of Marin
The Highway 101 Greenbrae/Twin Cities Corridor Improvement Project will include the modification, realignment, addition, and/or removal of US 101 on- and off-ramps. Scott provides senior level support for the environmental process and assists in preparing the draft and final environmental documents for the project. His tasks include reviewing draft environmental technical reports for consistency with Caltrans template requirements and providing input to the project consultant team.

Principal-in-Charge, I-880-Broadway/Jackson Interchange Project, Alameda County Transportation Improvement Authority & Caltrans District 4
The I-880-Broadway/Jackson Project is designed to facilitate access between 1-880, Downtown Oakland, and the Posey and Webster tunnels, which provide connections to and from the island city of Alameda. Scott directed the Preliminary Environmental Assessment Report (PEAR). Significant issues include pedestrian safety—particularly in the Chinatown Area, high existing noise levels, and potentially-hazardous materials and vehicle exhaust.

Principal-in-Charge, Fairgrounds Drive-Redwood Parkway Improvement Project EIR/EA, Solano Transportation Authority
The Fairgrounds Drive-Redwood Parkway Improvement Project proposes to modify the existing Interstate 80 (I-80)/Redwood Parkway interchange to a tight diamond configuration, relocate the Fairgrounds Drive/Redwood Parkway intersection, widen Fairgrounds Drive between Redwood Street and State Route (SR 37), and improve the intersections at the SR 37/Fairgrounds Drive interchange. The project area is presently developed with a mixture of commercial and residential properties and adjoins the Six Flags Discovery Kingdom amusement park and the Solano County Fairgrounds. Key project issues consist of right-of-way acquisitions and potential relocations required for realignment of the Fairgrounds Drive/Redwood Parkway intersection; noise impacts; potential historic resources such as the Solano County Fairgrounds property and historic homes; potential for subsurface archaeological or paleontological resources; biological impacts including the relocation of riparian habitat in Rindler Creek, potential occurrences of special status species, and the potential presence of wetlands or other Waters of the United States; and hazardous material contamination from current and former automobile service stations in the area. Scott was responsible for CEQA and NEPA strategic guidance.
Jennifer Gallerani Marquez has eight years of experience as an environmental analyst. She is a highly-motivated project manager with a diverse knowledge in a number of fields including environmental documentation, urban planning, economic development for transportation projects, and the historical and regulatory review of hazardous materials records for infrastructure development. Jennifer has worked directly with regional planning and transportation agencies and city and county development agencies in California. Her focus is the preliminary identification of environmental constraints that may affect project design, alternatives, cost, schedule, and delivery. Jennifer often plays a lead role as the quality control/quality assurance reviewer for the environmental documents and supporting technical reports prepared by project teams.

Selected Project Experience

Deputy Project Manager, West B Pedestrian Grade Separation Project CE, City of Dixon/Solano Transportation Authority
The City of Dixon proposed to construct a new pedestrian/bicycle undercrossing beneath the existing Union Pacific Railroad (UPRR) tracks, and remove the existing at-grade crossing. The proposed improvements included the construction of a retaining wall, security fencing, temporary sheet pile placement, installation of a ramp and stairway, and relocation of utility lines. Circlepoint prepared the NEPA clearance (CE) for the project and associated technical studies. Jennifer coordinated directly with the Client and assisted in managing internal staff members. Jennifer also served as a primary technical memoranda writer/reviewer for the Preliminary Environmental Study (PES), and was responsible for ensuring that the document followed guidance materials available on Caltrans’ Standard Environmental Reference (SER) on-line resource center.

Project Manager, John Muir Parkway Extension Project, City of Brentwood
The John Muir Parkway Extension (Phase II) is the realignment of Concord Avenue west of its existing location. This project was the preparation of the PES form for the California Department of Transportation (Caltrans) Local Assistance Division. Jennifer coordinated directly with the Client and assisted in managing internal staff members. Jennifer also served as a primary technical section writer/reviewer for the PES, and was responsible for ensuring that the document followed guidance materials available on Caltrans’ Standard Environmental Reference (SER) on-line resource center.

Project Manager, State Route 99/Applegate Road Interchange PEAR, City of Atwater
This project is an analysis of a proposed implementation plan to widen more than three miles of Route 99 and reconstruct the Applegate Road Interchange. The project seeks to increase traffic circulation across Route 99 and to relieve congestion along local routes. Jennifer managed the preparation of the Preliminary Environmental Analysis Report (PEAR) for the project. The PEAR provided an initial evaluation of environmental issues associated with project development and an estimate of the costs associated with completing environmental documentation and compliance.

Deputy Project Manager, Fairgrounds Drive-Redwood Parkway Improvement Project EIR/EA, Solano Transportation Authority
The Fairgrounds Drive-Redwood Parkway Improvement Project proposes to modify the existing Interstate 80 (I-80)/Redwood Parkway interchange to a tight diamond configuration, relocate the Fairgrounds Drive/Redwood Parkway intersection, widen Fairgrounds Drive between Redwood Street and State Route (SR 37), and improve...
the intersections at the SR 37/Fairgrounds Drive interchange. The project area is presently developed with a mixture of commercial and residential properties and adjoins the Six Flags Discovery Kingdom amusement park and the Solano County Fairgrounds. Key project issues consist of right-of-way acquisitions and potential relocations required for realignment of the Fairgrounds Drive/Redwood Parkway intersection; noise impacts; potential historic resources such as the Solano County Fairgrounds property and historic homes; potential for subsurface archaeological or paleontological resources; biological impacts including the relocation of riparian habitat in Rindler Creek, potential occurrences of special status species, and the potential presence of wetlands or other Waters of the United States; and hazardous material contamination from current and former automobile service stations in the area.

Jennifer coordinated directly with the Client and assisted in managing internal staff members and subconsultants. Jennifer also served as a primary technical section writer/reviewer for the EIR/EA, and was responsible for ensuring that the document followed guidance materials available on Caltrans’ Standard Environmental Reference (SER) on-line resource center, particularly conformance with the current EIR/EA annotated outline (AO).

**Project Manager, SR 242/Clayton Road Interchange Project, Contra Costa Transportation Authority**

The Contra Costa Transportation Authority (CCTA) and City of Concord, in cooperation with the California Department of Transportation (Caltrans), propose to provide interchange and local road improvements on State Route (SR) 242 from east of I-680 to Concord Avenue. The State Route 242/Clayton Road Ramps Project is intended to alleviate congestion and balance traffic flows to and from downtown businesses and office complexes in the City of Concord. Jennifer was responsible for the preparation of the Preliminary Environmental Analysis Report (PEAR) for this project. The PEAR provided an initial evaluation of environmental issues associated with project development and included an estimate of the costs associated with completing environmental documentation and compliance. Jennifer has played key role in providing support through the preliminary environmental review of the initial project designs. Environmental services include strategic guidance of the CEQA and NEPA environmental process including risk assessment, environmental documentation requirements, preparation of project purpose and need, and procedural schedule. Jennifer is currently assisting the environmental team manager responsible for preparing the CEQA and NEPA environmental document (Initial Study/Environmental Assessment). In addition to playing a lead role in the development of the project description, she acts as the quality control/quality assurance reviewer for the environmental document and supporting technical reports prepared by the project team.

**Project Associate, Atwater-Merced Expressway Project, Merced County Association of Governments**

The Atwater-Merced Expressway Project is a proposed 7-mile-long north-south transportation corridor located in the northeast portion of Merced County, north and west of the City of Merced, and south and East of the City of Atwater. Jennifer assisted with the organization of public responses and helped with the preparation of the Final EIR.
MOSES R. WILSON, P.E.             President

Education:  Bachelor of Science in Civil Engineering
California State Polytechnic University, Pomona, California

Registrations:  Professional Traffic Engineer, State of California – TR1592

Experience:  Moses' 25-year professional experience ranges from the conduct of small traffic impact studies to the direction of large regional survey projects.

Representative Projects

- Directed the conduct of detailed field surveys at over 3,000 intersections for signal timing projects throughout California, Nevada and Hawaii.

- Directed the conduct of a wide variety of surveys including manual and mechanical vehicular volume counts at over 150 locations, vehicular classification counts, and a very unique-format inbound traffic route distribution survey for the Los Angeles International Airport Expansion Master Plan.

- Directed the conduct of manual traffic counts at 141 intersections and ADT machine counts at 126 locations for Los Angeles County Supervisory District No. 4 Congested Corridors Study.

- Directed the conduct of vehicular traffic surveys at over 80 intersections and manual axle classification surveys at over 100 mid-block locations for various projects associated with the Alameda Corridor Transportation Study.

- Directed the conduct of over 1,000 intersection, mainline freeway and ADT traffic surveys for Congestion Management Monitoring projects in the Counties of Los Angeles, Marin, Contra Costa, Santa Clara and Alameda.

- Directed the conduct of 24-hour ADT machine counts at 174 locations for a citywide survey project in the City of Pleasant Hill.

- Directed the conduct of 24-hour ADT surveys at 9 locations for 7 consecutive days within the San Francisco Central Business District for the Embarcadero Replacement EIR.

- Directed the conduct of ADT machine counts for 2 weeks each at 35 locations in the general proximity of I-880 for several I-880 Corridor Evaluation Projects.

- Directed the conduct of 3 to 7-day ADT machine counts at over 60 locations for a citywide traffic-monitoring project in the City of Culver City.
APPENDIX B
LOS ANALYSIS
## Movement

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### Timer

| Assigned Phs | 2 | 1 | 6 | 4 |
| Phs Duration (G+Y+Rc), s | 29.0 | 22.0 | 51.0 | 24.6 |
| Change Period (Y+Rc), s | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Green Setting (Gmax), s | 23.0 | 20.0 | 47.0 | 25.0 |
| Max Q Clear Time (g_c+H1), s | 14.3 | 17.7 | 15.9 | 15.4 |
| Green Ext Time (p_c), s | 7.3 | 0.3 | 19.9 | 5.2 |

### Intersection Summary

**HCM 2010 Ctrl Delay**: 20.6

**HCM 2010 LOS**: C

**Notes**
### Movement

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### Timer

- **Assigned Phs**: 5, 2, 6, 8
- **Phs Duration (G+Y+Rc), s**: 7.6, 41.0, 33.4, 35.8
- **Change Period (Y+Rc), s**: 4.0, 4.0, 4.0, 4.0
- **Max Green Setting (Gmax), s**: 4.0, 37.0, 29.0, 35.0
- **Max Q Clear Time (g_c+I1), s**: 4.8, 17.5, 25.9, 23.1
- **Green Ext Time (p_c), s**: 0.0, 14.6, 2.8, 8.7

### Intersection Summary

- **HCM 2010 Ctrl Delay**: 24.1
- **HCM 2010 LOS**: C

### Notes
### Movement

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<th>Max Q Clear Time (g_c+H1), s</th>
<th>Green Ext Time (p_c), s</th>
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#### Intersection Summary

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#### Notes

Existing Condition 11/21/2013 PM Peak

Synchro 8 Report

JB
## Movement

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<td><strong>Grp Volume(v), veh/h</strong></td>
<td>65</td>
<td>826</td>
<td>0</td>
<td>0</td>
<td>1250</td>
<td>103</td>
<td>582</td>
<td>1081</td>
<td>228</td>
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<tr>
<td><strong>Grp Sat Flow(s),veh/h/ln</strong></td>
<td>1774</td>
<td>1863</td>
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<td>0</td>
<td>1863</td>
<td>1583</td>
<td>1820</td>
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<td>1863</td>
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<tr>
<td><strong>Q Serve(g_s), s</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>25.1</td>
<td>3.5</td>
<td>24.0</td>
<td>20.9</td>
<td>8.6</td>
<td>20.9</td>
<td>8.6</td>
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<tr>
<td><strong>Cycle Q Clear(g_c), s</strong></td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>25.1</td>
<td>3.5</td>
<td>24.0</td>
<td>20.9</td>
<td>8.6</td>
<td>20.9</td>
<td>8.6</td>
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<tr>
<td><strong>Prop In Lane</strong></td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
<td>1.00</td>
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<tr>
<td><strong>Lane Grp Cap(c), veh/h</strong></td>
<td>307</td>
<td>2014</td>
<td>0</td>
<td>0</td>
<td>1401</td>
<td>596</td>
<td>653</td>
<td>1337</td>
<td>568</td>
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<tr>
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<td>307</td>
<td>2014</td>
<td>0</td>
<td>0</td>
<td>1452</td>
<td>617</td>
<td>664</td>
<td>1358</td>
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<td><strong>HCM Platoon Ratio</strong></td>
<td>2.00</td>
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<td><strong>Upstream Filter(I)</strong></td>
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<td>0.77</td>
<td>0.00</td>
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<td>1.00</td>
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<tr>
<td><strong>Uniform Delay (d), s/veh</strong></td>
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<td>0.0</td>
<td>0.0</td>
<td>23.3</td>
<td>16.6</td>
<td>24.0</td>
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<td>19.1</td>
<td>23.0</td>
<td>19.1</td>
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<td><strong>Incr Delay (d2), s/veh</strong></td>
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<td>0.5</td>
<td>0.0</td>
<td>0.0</td>
<td>7.2</td>
<td>0.1</td>
<td>14.1</td>
<td>3.7</td>
<td>0.5</td>
<td>3.7</td>
<td>0.5</td>
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<td><strong>Initial Q Delay(d3),s/veh</strong></td>
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<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
<td>0.0</td>
</tr>
<tr>
<td><strong>%ile Back of Q (50%), veh/ln</strong></td>
<td>1.0</td>
<td>0.1</td>
<td>0.0</td>
<td>0.0</td>
<td>12.5</td>
<td>1.3</td>
<td>12.9</td>
<td>9.9</td>
<td>3.3</td>
<td>9.9</td>
<td>3.3</td>
<td>3.3</td>
</tr>
<tr>
<td><strong>Lane Grp Delay (d), s/veh</strong></td>
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<td>0.0</td>
<td>0.0</td>
<td>30.5</td>
<td>16.7</td>
<td>38.1</td>
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<td>19.6</td>
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<tr>
<td><strong>Lane Grp LOS</strong></td>
<td>C</td>
<td>A</td>
<td>C</td>
<td>B</td>
<td>D</td>
<td>C</td>
<td>B</td>
<td>C</td>
<td>C</td>
<td>B</td>
<td>C</td>
<td>C</td>
</tr>
</tbody>
</table>

## Timer

| Assigned Phs | 5   | 2   | 6   | 8   |
| Phs Duration (G+Y+Rc), s | 13.1| 47.0| 33.9| 32.5|
| Change Period (Y+Rc), s | 4.0 | 4.0 | 4.0 | 4.0 |
| Max Green Setting (Gmax), s | 8.0 | 43.0| 31.0| 29.0|
| Max Q Clear Time (g_c+H1), s | 2.0 | 2.0 | 27.1| 26.0|
| Green Ext Time (p_c), s | 2.9 | 7.2 | 2.9 | 2.6 |

## Intersection Summary

| HCM 2010 Ctrl Delay | 23.6 |
| HCM 2010 LOS | C   |

## Notes
CONSULTANT shall procure and maintain for the duration of the Agreement, insurance against all claims for injuries to persons or damages to property which may arise from or in connection with the performance of the work hereunder by the CONSULTANT, its agents, representatives, volunteers, or employees.

1. **INSURANCE**

Throughout the life of this Contract, the Consultant shall pay for and maintain in full force and effect with an insurance company admitted by the California Insurance Commissioner to do business in the State of California and rated not less than “A: VII” in Best Insurance Key Rating Guide, the following policies of insurance:

   A. **AUTOMOBILE LIABILITY** insurance, endorsed for “any auto” with the following limits of liability: Bodily Injury $250,000 each person, and $500,000 each occurrence. Property Damage $100,000 each occurrence.

   B. **WORKERS’ COMPENSATION** insurance as required under the California Labor Code and Employers Liability Insurance with limits not less than $1,000,000 per accident/injury/disease.

   C. **COMMERCIAL OR COMPREHENSIVE GENERAL LIABILITY AND MISCELLANEOUS SUPPLEMENTARY INSURANCE;**

   FOR ADDITIONAL REQUIREMENT(S):

   (i) **COMMERCIAL OR COMPREHENSIVE GENERAL LIABILITY** insurance which shall include Contractual Liability, Products and Completed Operations coverage’s, Bodily Injury and Property Damage Liability insurance with combined single limits of not less than $1,000,000 per occurrence, and $2,000,000 Aggregate limit.

   (ii) **PROFESSIONAL LIABILITY**, Not less than $1,000,000 per Claim/$2,000,000 Aggregate (3 yr discovery and reporting tail period coverage). Certificate of Insurance only required.

Deductibles and Self-Insured Retentions must be declared and are subject to approval by the CITY.

The Policy(s) shall also provide the following:

1. The Commercial General Liability insurance shall be written on ISO approved occurrence form with additional insured endorsement naming: City of Stockton, its Mayor, Council, officers, representatives, agents, employees and volunteers are additional insureds.

2. All insurance required by this Agreement shall be with a company acceptable to the CITY and issued and executed by an admitted insurer authorized to transact insurance business in the State of California. Unless otherwise specified by this Agreement, all such insurance shall be written on an occurrence basis, or, if the policy is not written on an occurrence basis, such policy with the coverage required herein shall continue in effect for a period of three years following the date CONSULTANT completes its performance of services under this Agreement.
3. For any claims related to services or products provided under this contract, the Consultant’s insurance coverage shall be primary insurance as respects the City of Stockton its officers, agents, and employees. Any coverage maintained by the CITY shall be excess of the Consultant’s insurance and shall not contribute with it. Policy shall waive right of recovery (waiver of subrogation) against the CITY.

4. Each insurance policy required by this clause shall have a provision that coverage shall not be cancelled by either party, except after thirty (30) days’ prior to written notice by certified mail, return receipt requested, has been given to the CITY. Further, the thirty (30) day notice shall be unrestricted, except for workers’ compensation, or non-payment of premium, which shall permit ten (10) days advance notice. The insurer and/or the contractor and/or the contractor’s insurance agent shall provide the CITY with notification of any cancellation, major change, modification or reduction in coverage.

5. Regardless of these contract minimum insurance requirements, the Consultant and its insurer shall agree to commit the Consultant’s full policy limits and these minimum requirements shall not restrict the Consultant’s liability or coverage limit obligations.

6. Coverage shall not extend to any indemnity coverage for the active negligence of the additional insured in any case where an agreement to indemnify the additional insured would be invalid under Subdivision (b) of Section 2782 of the California Civil Code.

7. The Company shall furnish the City of Stockton with the Certificates and Endorsement for all required insurance, prior to the CITY’s execution of the Agreement and start of work.

8. Proper address for mailing certificates, endorsements and notices shall be:

   City of Stockton  
   Attention: Risk Services  
   425 N. El Dorado Street  
   Stockton, CA 95202

9. Upon notification of receipt by the CITY of a Notice of Cancellation, major change, modification, or reduction in coverage, the Consultant shall immediately file with the CITY a certified copy of the required new or renewal policy and certificates for such policy.

Any variation from the above contract requirements shall only be considered by and be subject to approval by the CITY’s Risk Manager (209) 937-8617. Our fax is (209) 937-8558.

If at any time during the life of the Contract or any extension, the Consultant fails to maintain the required insurance in full force and effect, all work under the Contract shall be discontinued immediately. Any failure to maintain the required insurance shall be sufficient cause for the CITY to terminate this Contract.

If the Consultant should subcontract all or any portion of the work to be performed in this contract, the Consultant shall cover the sub-contractor, and/or require each sub-contractor to adhere to all subparagraphs of these Insurance Requirements section. Similarly, any cancellation, lapse, reduction or change of sub-contractor’s insurance shall have the same impact as described above.
Exhibit “C”

TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET

City Project No. 12-10 / Federal-Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

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FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”
TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
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*Exhibit 10-K “Consultant Certification of Costs and Financial Management System”
*Exhibit 10-L “Local Agency Certification of Cost Analysis”
Exhibit 10-O1 “Consultant Proposal Disadvantaged Business Enterprise Commitment”
Exhibit 10-O2 “Consultant Contract Disadvantaged Business Enterprise Information”
Exhibit 10-P “Non-Lobbying Certification for Federal-Aid Contracts”
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Exhibit 10-T “Panel Member Conflict of Interest & Confidentiality Statement”
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Exhibit 15-H “DBE Information – Good Faith Efforts”
Exhibit 17-F “Final Report-Utilization of DBE First Tier Subcontractors”
Exhibit 17-O “DBE Certification Status Change”

*(applicable when cost is over $150,000)

ARTICLE I INTRODUCTION

The provisions contained in this exhibit are hereby made a part of the consultant contract for this project. The provisions are additive to the Professional Services Master Contract and shall be physically attached to the Amendment to Professional Services Master Contract.

“Scope of Services” in the following articles is defined as the combination of the project scope of work and the corresponding fee to complete the scope of work.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”

TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
City Project NO. 12-10 / Federal-Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

ARTICLE II  STATEMENT OF WORK

A. Services to be Furnished
   See Exhibit “A”, Scope of Services of the Amendment to Professional Services Master Contract.

B. Design Standards
   The FIRM shall perform the services in accordance with the City of Stockton Standard Plan & Specifications (current edition), and Caltrans 2010 Standard Plans & Specifications and any amendments thereto.

C. Firm’s Endorsement on Plans, Specification and Estimates/other Data
   The responsible firm/engineer shall sign all plans, specifications, estimates (PS&E) and engineering data furnished by him/her, and where appropriate, indicate his/her California registration number.

D. Right of Way
   See Exhibit “A”, Scope of Services of the Amendment to Professional Services Master Contract.

E. Subsurface Investigation
   See Exhibit “A”, Scope of Services of the Amendment to Professional Services Master Contract.

F. The City’s Obligations
   See Section 4 “Rights and Duties of City”, of the Professional Service Master Contract.

G. Conferences, Visits to Site, Inspection of Work
   The FIRM and any subcontractor shall permit the CITY, the state, and the FHWA if federal participating funds are used in this contract; to meet, review, and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis. Cost incurred by FIRM for meetings, subsequent to the initial meeting shall be included in the fee.

H. Checking Shop Drawings/Submittals
   See Exhibit “A”, Scope of Services of the Amendment to Professional Services Master Contract.

I. Documentation
   The FIRM shall document the results of their services to the satisfaction of the CITY, and if applicable, the state and FHWA. This may include preparation of progress and final reports, plans, specifications and estimates, or similar evidence of attainment of the scope of work objectives.

J. Number of Copies
   See Exhibit “A”, Scope of Services of the Amendment to Professional Services Master Contract.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”

TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
City Project NO. 12-10 / Federal-Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

ARTICLE III  FIRM’S REPORTS OR MEETINGS

A. FIRM shall submit progress reports at least once a month. The report should be sufficiently detailed for the Project Manager to determine, if FIRM is performing to expectations, or is on schedule; to provide communication of interim findings, and to sufficiently address any difficulties or special problems encountered, so remedies can be developed.

B. FIRM’s Project Manager shall meet with CITY’S Project Manager, as needed, to discuss progress on the contract.

ARTICLE IV  PERFORMANCE PERIOD

A. Effective Contract Dates
   See Section 3 – Schedule for Completion of the Amendment to Professional Services Master Contract.

B. Contract Award
   FIRM is advised that any recommendation for contract award is not binding on the CITY until the contract is fully executed and approved by the CITY.

ARTICLE V  ALLOWABLE COSTS AND PAYMENTS

A. The method of payment for this contract will be based on actual cost plus a fixed fee. The CITY will reimburse FIRM for actual costs (including labor costs, employee benefits, travel, equipment rental costs, overhead and other direct costs) incurred by FIRM in performance of the work. FIRM will not be reimbursed for actual costs that exceed the estimated wage rates, employee benefits, travel, equipment rental, overhead, and other estimated costs set forth in the approved FIRM’S Scope of Services, unless additional reimbursement is provided for by contract amendment. In no event, will FIRM be reimbursed for overhead costs at a rate that exceeds the CITY’s approved overhead rate set forth in the Scope of Services. In the event, that the CITY determines that a change to the work from that specified in the Scope of Services and contract is required, the contract time or actual costs reimbursable by the CITY shall be adjusted by contract amendment to accommodate the changed work. The maximum total cost as specified in Paragraph “H” shall not be exceeded, unless authorized by contract amendment.

B. In addition to the allowable incurred costs, the CITY will pay FIRM a fixed fee of $\text{[AMOUNT]}$. The fixed fee is nonadjustable for the term of the contract, except in the event of a significant change in the scope of work and such adjustment is made by contract amendment.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”
TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
City Project NO. 12-10 / Federal-Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

C. Reimbursement for transportation and subsistence costs shall not exceed the rates specified in the approved Scope of Services.

D. When milestone cost estimates are included in the approved Scope of Services, FIRM shall obtain prior written approval for a revised milestone cost estimate from the Project Manager before exceeding such cost estimate.

E. Progress payments will be made monthly in areas based on services provided and allowable incurred costs. A pro rata portion of FIRM’s fixed fee will be included in the monthly progress payments. If FIRM fails to submit the required deliverable items according to the schedule set forth in the Statement of Work, the CITY shall have the right to delay payment or terminate this Contract in accordance with the provisions of Article V Termination.

F. No payment will be made prior to approval of any work, nor for any work performed prior to approval of this contract.

G. FIRM will be reimbursed, as promptly as fiscal procedures will permit upon receipt by the CITY’s Project Manager of itemized invoices in triplicate. Invoices shall be submitted no later than 45 calendar days after the performance of work for which FIRM is billing. Invoices shall detail the work performed on each milestone and each project as applicable. Invoices shall follow the format stipulated for the approved Scope of Services and shall reference this contract number and project title. Final invoice must contain the final cost and all credits due the CITY including any equipment purchased under the provisions of Article XV Equipment Purchase of this contract. The final invoice should be submitted within 60 calendar days after completion of FIRM’s work. Invoices shall be mailed to the CITY’s Project Manager at the following address:

City of Stockton, Public Works Department
22 E. Weber Avenue, Room 301
Stockton, CA, 95202

H. The total amount payable by the CITY including the fixed fee shall not exceed the amount noted in Section 2 – Compensation of the Amendment to Professional Services Master Contract.

I. Salary increases will be reimbursable if the new salary is within the salary range identified in the approved Scope of Services and is approved by the Public Works Director.

For personnel subject to prevailing wage rates as described in the California Labor Code, all salary increases, which are the direct result of changes in the prevailing wage rates are reimbursable.

J. All subcontracts in excess of $25,000 shall contain the above provisions.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”
TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
City Project NO. 12-10 / Federal-Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

ARTICLE VI TERMINATION

A. Termination of Contract
   See Section 8 of the Professional Services Master Contract.

B. Liable Amount
   The maximum amount for which the Government shall be liable if this contract is terminated is for only those costs incurred up to termination of contract.

ARTICLE VII FUNDING REQUIREMENTS

A. It is mutually understood between the parties that this contract may have been written before ascertaining the availability of funds or appropriation of funds, for the mutual benefit of both parties, in order to avoid program and fiscal delays that would occur if the contract were executed after that determination was made.

B. This contract is valid and enforceable only, if sufficient funds are made available to the CITY for the purpose of this contract. In addition, this contract is subject to any additional restrictions, limitations, conditions, or any statute enacted by the Congress, State Legislature, or the CITY governing board that may affect the provisions, terms, or funding of this contract in any manner.

C. It is mutually agreed that if sufficient funds are not appropriated, this contract may be amended to reflect any reduction in funds.

D. The CITY has the option to void the contract under the 30-day cancellation clause, or by mutual agreement to amend the contract to reflect any reduction of funds.

ARTICLE VIII CHANGE IN TERMS

A. This contract may be amended or modified only by mutual written agreement of the parties.

B. FIRM shall only commence work covered by an amendment/contract change order after the amendment/contract change order is executed and notification to proceed has been provided by the CITY’s Project Manager.

C. There shall be no change in FIRM’s Project Manager or members of the project team, as listed in the approved Scope of Services, which is a part of this contract without prior written approval by the CITY’s Project Manager.

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit "C"
Federal Aid Consultant Contract Provisions

TRAFFIC SIGNAL AND SAFETY LIGHTING MODIFICATIONS ON HARDING WAY AT CENTER STREET AND EL DORADO STREET
City Project No. 12-10 / Federal Aid Project No. HSIPL-5008(128)

This form shall be physically attached to Amendment to Professional Services Master Contract

ARTICLE IX DISADVANTAGED BUSINESS ENTERPRISES (DBE) PARTICIPATION

The following attachments are made to the contract and made a part of:

- Exhibit 10-I “Notice to Proposers DBE Information”
- Exhibit 15-H “Good Faith Effort”
- Exhibit 17-F “Final Report-Utilization of DBE’s”

Firms must give consideration to DBE firms as specified in 23 CFR §172.5(b), 49 CFR, Part 26. If the contract has a DBE goal, FIRM must meet the goal by using DBEs as subconsultants or document a good faith effort to have met the goal. If a DBE subconsultant is unable to perform, FIRM must make a good faith effort to replace him/her with another DBE subconsultant if the goal is not otherwise met.

A DBE may be terminated only with written approval by the CITY and only for the reasons specified in 49 CFR 26.53 (f). Prior to requesting the CITY’s consent for the proposed termination, the prime consultant must meet the procedural requirements specified in 49 CFR 26.53(f).

ARTICLE X COST PRINCIPLES

A. FIRM agrees that the Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., shall be used to determine the cost allowability of individual items.

B. FIRM also agrees to comply with federal procedures in accordance with 49 CFR, Part 18, Uniform Administrative Requirements for Grants and Cooperative Agreements to State and Local Governments.

C. Any costs for which payment has been made to FIRM that are determined by subsequent audit to be unallowable under 49 CFR Part 18 and 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31.000 et seq., are subject to repayment by FIRM to the CITY.

ARTICLE XI CONTINGENT FEE

FIRM warrants, by execution of this contract that no person or selling agency has been employed, or retained, to solicit or secure this contract upon an agreement or understanding, for a commission, percentage, brokerage, or contingent fee, excepting bona fide employees, or bona fide established commercial or selling agencies maintained by FIRM for the purpose of securing business. For breach or violation of this warranty, CITY has the right to annul this contract without liability; pay only for the value of the work actually performed, or in its discretion

Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)
Exhibit “C”

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This form shall be physically attached to Amendment to Professional Services Master Contract to deduct from the contract price or consideration, or otherwise recover the full amount of such commission, percentage, brokerage, or contingent fee.

ARTICLE XII RETENTION OF RECORDS/AUDIT

For the purpose of determining compliance with Public Contract Code 10115, et seq. and Title 21, California Code of Regulations, Chapter 21, Section 2500 et seq., when applicable and other matters connected with the performance of the contract pursuant to Government Code 8546.7; FIRM, subconsultants, and CITY shall maintain and make available for inspection all books, documents, papers, accounting records, and other evidence pertaining to the performance of the contract, including but not limited to, the costs of administering the contract. All parties shall make such materials available at their respective offices at all reasonable times during the contract period and for three years from the date of final payment under the contract. The state, State Auditor, CITY, FHWA, or any duly authorized representative of the Federal Government shall have access to any books, records, and documents of FIRM that are pertinent to the contract for audit, examinations, excerpts, and transactions, and copies thereof shall be furnished if requested. Subcontracts in excess of $25,000 shall contain this provision.

ARTICLE XIII DISPUTES

A. Any dispute, other than audit, concerning a question of fact arising under this contract that is not disposed of by agreement shall be decided by a committee consisting of the CITY’s Project Manager and Public Works Director, who may consider written or verbal information submitted by FIRM.

B. Not later than 30 days after completion of all work, including deliverables necessary to complete the plan, specifications, and estimate, if applicable, under the contract, FIRM may request review by the CITY Governing Board of unresolved claims or disputes, other than audit. The request for review will be submitted in writing.

C. Neither the pendency of a dispute, nor its consideration by the committee will excuse FIRM from full and timely performance in accordance with the terms of this contract.

ARTICLE XIV AUDIT REVIEW PROCEDURES

A. Any dispute concerning a question of fact arising under an interim or post audit of this contract that is not disposed of by agreement, shall be reviewed by the CITY’s Chief Financial Officer.

B. Not later than 30 days after issuance of the final audit report, FIRM may request a review by the CITY’s Chief Financial Officer of unresolved audit issues. The request for review will be submitted in writing.
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C. Neither the pendency of a dispute nor its consideration by the CITY will excuse FIRM from full and timely performance, in accordance with the terms of this contract.

D. For contracts totaling $150,000 or greater, FIRM and subconsultants’ contracts, including Scope of Services and indirect cost rates (ICR), are subject to audits or reviews such as, but not limited to, a Contract Audit, an Incurred Cost Audit, an ICR Audit, or a certified public accountant (CPA) ICR Audit Workpaper Review. If selected for audit or review, the contract, Scope of Services and ICR and related workpapers, if applicable, will be reviewed to verify compliance with 48 CFR, Part 31 and other related laws and regulations. In the instances of a CPA ICR Audit Workpaper Review it is FIRM’s responsibility to ensure federal, state, or local government officials are allowed full access to the CPA’s workpapers. The contract, Scope of Services, and ICR shall be adjusted by FIRM and approved by CITY project manager to conform to the audit or review recommendations. FIRM agrees that individual terms of costs identified in the audit report shall be incorporated into the contract by this reference if directed by the CITY at its sole discretion. Refusal by FIRM to incorporate audit or review recommendations, or to ensure that the Federal, State, or local governments have access to CPA workpapers, will be considered a breach of contract terms and cause for termination of the contract and disallowance of prior reimbursed costs.

ARTICLE XV SUBCONTRACTING

A. FIRM shall perform the work contemplated with resources available within its own organization; and no portion of the work pertinent to this contract shall be subcontracted without written authorization by the CITY’s Public Works Director, except that, which is expressly identified in the approved Scope of Services.

B. Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all the provisions stipulated in this contract to be applicable to subconsultants.

C. Any substitution of subconsultants must be approved in writing by the CITY’s Project Manager prior to the start of work by the subconsultant.

ARTICLE XVI EQUIPMENT PURCHASE

A. Prior authorization in writing, by the CITY’s Project Manager shall be required before FIRM enters into any unbudgeted purchase order, or subcontract exceeding $5,000 for supplies, equipment, or FIRM services. FIRM shall provide an evaluation of the necessity or desirability of incurring such costs.

B. For purchase of any item, service or consulting work not covered in FIRM’s Scope of Services and exceeding $5,000 prior authorization by the CITY’s Project Manager; three competitive quotations must be submitted with the request, or the absence of bidding must be adequately justified.

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C. Any equipment purchased as a result of this contract is subject to the following: “FIRM shall maintain an inventory of all nonexpendable property. Nonexpendable property is defined as having a useful life of at least two years and an acquisition cost of $5,000 or more. If the purchased equipment needs replacement and is sold or traded in, the CITY shall receive a proper refund or credit at the conclusion of the contract, or if the contract is terminated, FIRM may either keep the equipment and credit the CITY in an amount equal to its fair market value, or sell such equipment at the best price obtainable at a public or private sale, in accordance with established CITY procedures; and credit the CITY in an amount equal to the sales price. If FIRM elects to keep the equipment, fair market value shall be determined at FIRM’s expense, on the basis of a competent independent appraisal of such equipment. Appraisals shall be obtained from an appraiser mutually agreeable to by the CITY and FIRM, if it is determined to sell the equipment, the terms and conditions of such sale must be approved in advance by the CITY.” 49 CFR, Part 18 requires a credit to Federal funds when participating equipment with a fair market value greater than $5,000 is credited to the project.

D. All subcontracts in excess $25,000 shall contain the above provisions.

ARTICLE XVII INSPECTION OF WORK

FIRM and any subconsultant shall permit the CITY, the state, and the FHWA if federal participating funds are used in this contract; to review and inspect the project activities and files at all reasonable times during the performance period of this contract including review and inspection on a daily basis.

ARTICLE XVIII SAFETY

A. FIRM shall comply with OSHA regulations applicable to FIRM regarding necessary safety equipment or procedures. FIRM shall comply with safety instructions issued by the CITY Safety Officer and other CITY representatives. FIRM personnel shall wear hard hats and safety vests at all times while working on the construction project site.

B. Pursuant to the authority contained in Section 591 of the Vehicle Code, the CITY has determined that such areas are within the limits of the project and are open to public traffic. FIRM shall comply with all of the requirements set forth in Divisions 11, 12, 13, 14, and 15 of the Vehicle Code. FIRM shall take all reasonably necessary precautions for safe operation of its vehicles and the protection of the traveling public from injury and damage from such vehicles.

C. Any subcontract entered into as a result of this contract, shall contain all of the provisions of this Article.

D. FIRM must have a Division of Occupational Safety and Health (CAL-OSHA) permit(s), as outlined in California Labor Code Sections 6500 and 6705, prior to the initiation of any practices, work, method, operation, or process related to the construction or excavation of trenches which are five feet or deeper.

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ARTICLE XIX INSURANCE

See Section 13 of the Amendment to Professional Services Master Contract.

ARTICLE XX OWNERSHIP OF DATA

A. Upon completion of all work under this contract, ownership and title to all reports, documents, plans, specifications, and estimates produce as part of this contract will automatically be vested in the CITY; and no further contract will be necessary to transfer ownership to the CITY. FIRM shall furnish the CITY all necessary copies of data needed to complete the review and approval process.

B. It is understood and agreed that all calculations, drawings and specifications, whether in hard copy or machine-readable form, are intended for one-time use in the construction of the project for which this contract has been entered into.

C. FIRM is not liable for claims, liabilities, or losses arising out of, or connected with the modification, or misuse by the CITY of the machine-readable information and data provided by FIRM under this contract; further, FIRM is not liable for claims, liabilities, or losses arising out of, or connected with any use by the CITY of the project documentation on other projects for additions to this project, or for the completion of this project by others, except only such use as many be authorized in writing by FIRM.

D. Applicable patent rights provisions regarding rights to inventions shall be included in the contracts as appropriate (48 CFR 27, Subpart 27.3 - Patent Rights under Government Contracts for federal-aid contracts).

E. The CITY may permit copyrighting reports or other contract products. If copyrights are permitted; the contract shall provide that the FHWA shall have the royalty-free nonexclusive and irrevocable right to reproduce, publish, or otherwise use; and to authorize others to use, the work for government purposes.

F. Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXI CLAIMS FILED BY THE CITY’s CONSTRUCTION CONTRACTOR

A. If claims are filed by the CITY’s construction contractor relating to work performed by FIRM’s personnel, and additional information or assistance from FIRM’s personnel is required in order to evaluate or defend against such claims; FIRM agrees to make its personnel available for consultation with the CITY’s construction contract administration and legal staff and for testimony, if necessary, at depositions and at trial or arbitration proceedings.

B. FIRM’s personnel that the CITY considers essential to assist in defending against construction contractor claims will be made available on reasonable notice from the CITY.

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Consultation or testimony will be reimbursed at the same rates, including travel costs that are being paid for FIRM’s personnel services under this contract.

C. Services of FIRM’s personnel in connection with the CITY’s construction contractor claims will be performed pursuant to a written contract amendment, if necessary, extending the termination date of this contract in order to resolve the construction claims.

D. Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

ARTICLE XXII CONFIDENTIALITY OF DATA

A. All financial, statistical, personal, technical, or other data and information relative to the CITY’s operations, which are designated confidential by the CITY and made available to FIRM in order to carry this contract, shall be protected by FIRM from unauthorized use and disclosure.

B. Permission to disclose information on one occasion, or public hearing held by the CITY relating to the contract, shall not authorize FIRM to further disclose such information, or disseminate the same on any other occasion.

C. FIRM shall not comment publicly to the press or any other media regarding the contract or the CITY’s actions on the same, except to CITY’s staff, FIRM’s own personnel involved in the performance of this contract, at public hearings or in response to questions from a Legislative committee.

D. FIRM shall not issue any news release or public relations item of any nature, whatsoever, regarding work performed or to be performed under this contract without prior review of the contents thereof by the CITY, and receipt of the CITY’s written permission.

E. Any subcontract entered into as a result of this contract shall contain all of the provisions of this Article.

F. As it relates to the preparation of plans, specifications and estimates, if applicable:
   All information related to the construction estimate is confidential, and shall not be disclosed by FIRM to any entity other than the CITY.

ARTICLE XXIII NATIONAL LABOR RELATIONS BOARD CERTIFICATION

In accordance with Public Contract Code Section 10296, FIRM hereby states under penalty of perjury that no more than one final unappealable finding of contempt of court by a federal court has been issued against FIRM within the immediately preceding two-year period, because of FIRM’s failure to comply with an order of a federal court that orders FIRM to comply with an order of the National Labor Relations Board.

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ARTICLE XXIV EVALUATION OF FIRM

FIRM’s performance will be evaluated by the CITY. A copy of the evaluation will be sent to FIRM for comments. The evaluation together with the comments shall be retained as part of the contract record.

ARTICLE XXV STATEMENT OF COMPLIANCE

A. FIRM’s signature affixed herein, and dated, shall constitute a certification under penalty of perjury under the laws of the State of California that FIRM has, unless exempt, complied with the nondiscrimination program requirements of Government Code Section 12990 and Title 2, California Administrative Code, Section 8103.

B. During the performance of this Contract, firm and its subconsultants shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Firm and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Firm and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Firm and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Contract.

ARTICLE XXVI DEBARMENT AND SUSPENSION CERTIFICATION

A. FIRM’s signature affixed herein, shall constitute a certification under penalty of perjury under the laws of the State of California, that FIRM has complied with Title 2 CFR Part 180, “OMB Guidelines to Agencies on Governmentwide Debarment and Suspension (nonprocurement)”, which certifies that he/she or any person associated therewith in the capacity of owner, partner, director, officer, or manager, is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any federal agency; has not been suspended, debarred, voluntarily excluded, or determined ineligible by any federal agency within the past three (3) years; does not have a proposed debarment pending; and has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent Amendment – STANTEC CONSULTING SERVICES, INC. – PROJECT NO. 12-10, FEDERAL PROJECT NO. CML-5008(128)

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This form shall be physically attached to Amendment to Professional Services Master Contract jurisdiction in any matter involving fraud or official misconduct within the past three (3) years. Any exceptions to this certification must be disclosed to the CITY.

B. Exceptions will not necessarily result in denial of recommendation for award, but will be considered in determining FIRM responsibility. Disclosures must indicate to whom exceptions apply, initiating agency, and dates of action.

C. Exceptions to the Federal Government Excluded Parties List System maintained by the General Services Administration are to be determined by the Federal highway Administration.

ARTICLE XXVII STATE PREVAILING WAGE RATES

A. FIRM shall comply with the State of California’s General Prevailing Wage Rate requirements in accordance with California Labor Code, Section 1770, and all Federal, State, and local laws and ordinances applicable to the work.

B. Any subcontract entered into as a result of this contract if for more than $25,000 for public works construction or more than $15,000 for the alteration, demolition, repair, or maintenance of public works, shall contain all of the provisions of this Article.

ARTICLE XXVIII CONFLICT OF INTEREST

A. FIRM shall disclose any financial, business, or other relationship with the CITY that may have an impact upon the outcome of this contract, or any ensuing CITY construction project. FIRM shall also list current clients who may have a financial interest in the outcome of this contract, or any ensuing CITY construction project, which will follow.

B. FIRM hereby certifies that it does not now have, nor shall it acquire any financial or business interest that would conflict with the performance of services under this contract.

C. Any subcontract in excess of $25,000 entered into as a result of this contract, shall contain all of the provisions of this Article.

D. FIRM hereby certifies that neither FIRM, nor any firm affiliated with FIRM will bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract. An affiliated firm is one, which is subject to the control of the same persons through joint-ownership, or otherwise.

E. Except for subconsultants whose services are limited to providing surveying or materials testing information, no subconsultant who has provided design services in connection with this contract shall be eligible to bid on any construction contract, or on any contract to provide construction inspection for any construction project resulting from this contract.
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ARTICLE XXIX REBATES, KICKBACKS OR OTHER UNLAWFUL CONSIDERATION

FIRM warrants that this contract was not obtained or secured through rebates kickbacks or other unlawful consideration, either promised or paid to any CITY employee. For breach or violation of this warranty, the CITY shall have the right in its discretion; to terminate the contract without liability; to pay only for the value of the work actually performed; or to deduct from the contract price; or otherwise recover the full amount of such rebate, kickback or other unlawful consideration.

ARTICLE XXX PROHIBITION OF EXPENDING CITY, STATE OR FEDERAL FUNDS FOR LOBBYING

A. FIRM certifies to the best of his or her knowledge and belief that:

1. No state, federal or City appropriated funds have been paid, or will be paid by-or-on behalf of FIRM to any person for influencing or attempting to influence an officer or employee of any state or federal agency; a Member of the State Legislature or United States Congress; an officer or employee of the Legislature or Congress; or any employee of a Member of the Legislature or Congress, in connection with the awarding of any state or federal contract; the making of any state or federal grant; the making of any state or federal loan; the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any state or federal contract, grant, loan, or cooperative agreement.

2. If any funds other than federal appropriated funds have been paid, or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency; a Member of Congress; an officer or employee of Congress, or an employee of a Member of Congress; in connection with this federal contract, grant, loan, or cooperative agreement; FIRM shall complete and submit Standard Form-LLL, “Disclosure Form to Report Lobbying”, in accordance with its instructions.

B. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, US. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

C. FIRM also agrees by signing this document that he or she shall require that the language of this certification be included in all lower-tier subcontracts, which exceed $100,000, and that all such sub recipients shall certify and disclose accordingly.

ARTICLE XXXI NOTIFICATION

See Section 10-Notices of the Professional Services Master Contract.

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ARTICLE XXXII CONTRACT

Refer to the Amendment to Professional Services Master Contract.

ARTICLE XXXIII SIGNATURES

Refer to the Amendment to Professional Services Master Contract
EXHIBIT 10-F CERTIFICATION OF LOCAL AGENCY, COMMISSIONS & FEES

I HEREBY CERTIFY that I am the 

City Traffic Engineer, and duly authorized representative of the Agency City of Stockton, whose address is 22 E. Weber Avenue Stockton, CA, and that, except as hereby expressly stated, neither I nor the above Agency that I represent have:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract; nor

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; nor

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind, for or in connection with, procuring or carrying out this contract.

I acknowledge that this Certificate is to be made available to the California Department of Transportation (Caltrans) in connection with this contract involving participation of federal-aid highway funds, and is subject to applicable state and federal laws, both criminal and civil.

2/13/14
(Date)

Signature

Distribution: 1) Local Agency Project File (Original & Contract)

2) DLAE (with contract copy)
EXHIBIT 10-F CERTIFICATION OF CONSULTANT, COMMISSIONS & FEES

I HEREBY CERTIFY that I am the ____________________________, and duly authorized representative of the firm of ____________________________, whose address is

1340 Treat Boulevard, Suite 300, Walnut Creek, CA 94597, and that, except as hereby expressly stated, neither I nor the above firm that I represent have:

(a) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this contract; nor

(b) agreed, as an express or implied condition for obtaining this contract, to employ or retain the services of any firm or person in connection with carrying out the contract; nor

(c) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind, for or in connection with, procuring or carrying out this contract.

I acknowledge that this Certificate is to be made available to the California Department of Transportation (Caltrans) in connection with this contract involving participation of federal-aid highway funds, and is subject to applicable state and federal laws, both criminal and civil.

2/10/14
(Date)

(Signature)
EXHIBIT 10-I NOTICE TO PROPOSERS DBE INFORMATION

The Agency has established a DBE goal for this Contract of 4.33 %.

OR

The Agency has not established a goal for this Contract. However, proposers are encouraged to obtain DBE participation for this contract.

1. TERMS AS USED IN THIS DOCUMENT

- The term “Disadvantaged Business Enterprise” or “DBE” means a for-profit small business concern owned and controlled by a socially and economically disadvantaged person(s) as defined in Title 49, Code of Federal Regulations (CFR), Part 26.5.
- The term “Agreement” also means “Contract.”
- Agency also means the local entity entering into this contract with the Contractor or Consultant.
- The term “Small Business” or “SB” is as defined in 49 CFR 26.65.

2. AUTHORITY AND RESPONSIBILITY

A. DBEs and other small businesses are strongly encouraged to participate in the performance of Contracts financed in whole or in part with federal funds (See 49 CFR 26, “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”). The Consultant must ensure that DBEs and other small businesses have the opportunity to participate in the performance of the work that is the subject of this solicitation and should take all necessary and reasonable steps for this assurance. The proposer must not discriminate on the basis of race, color, national origin, or sex in the award and performance of subcontracts.

B. Proposers are encouraged to use services offered by financial institutions owned and controlled by DBEs.

3. SUBMISSION OF DBE INFORMATION

If there is a DBE goal on the contract, Exhibit 10-O1 Consultant Proposal DBE Commitment must be included in the Request for Proposal. In order for a proposer to be considered responsible and responsive, the proposer must make good faith efforts to meet the goal established for the contract. If the goal is not met, the proposer must document adequate good faith efforts. All DBE participation will be counted towards the contract goal; therefore, all DBE participation shall be collected and reported.

Exhibit 10-O2 Consultant Contract DBE Information must be included with the Request for Proposal. Even if no DBE participation will be reported, the successful proposer must execute and return the form.

4. DBE PARTICIPATION GENERAL INFORMATION

It is the proposer’s responsibility to be fully informed regarding the requirements of 49 CFR, Part 26, and the Department’s DBE program developed pursuant to the regulations. Particular attention is directed to the following:

A. A DBE must be a small business firm defined pursuant to 13 CFR 121 and be certified through the California Unified Certification Program (CUCP).
B. A certified DBE may participate as a prime consultant, subconsultant, joint venture partner, as a vendor of material or supplies, or as a trucking company.

C. A DBE proposer not proposing as a joint venture with a non-DBE, will be required to document one or a combination of the following:
   1. The proposer is a DBE and will meet the goal by performing work with its own forces.
   2. The proposer will meet the goal through work performed by DBE subconsultants, suppliers or trucking companies.
   3. The proposer, prior to proposing, made adequate good faith efforts to meet the goal.

D. A DBE joint venture partner must be responsible for specific contract items of work or clearly defined portions thereof. Responsibility means actually performing, managing, and supervising the work with its own forces. The DBE joint venture partner must share in the capital contribution, control, management, risks and profits of the joint venture commensurate with its ownership interest.

E. A DBE must perform a commercially useful function pursuant to 49 CFR 26.55, that is, a DBE firm must be responsible for the execution of a distinct element of the work and must carry out its responsibility by actually performing, managing and supervising the work.

F. The proposer shall list only one subconsultant for each portion of work as defined in their proposal and all DBE subconsultants should be listed in the bid/cost proposal list of subconsultants.

G. A prime consultant who is a certified DBE is eligible to claim all of the work in the Contract toward the DBE participation except that portion of the work to be performed by non-DBE subconsultants.

5. RESOURCES

A. The CUCP database includes the certified DBEs from all certifying agencies participating in the CUCP. If you believe a firm is certified that cannot be located on the database, please contact the Caltrans Office of Certification toll free number 1-866-810-6346 for assistance.

B. Access the CUCP database from the Department of Transportation, Office of Business and Economic Opportunity Web site at: http://www.dot.ca.gov/hq/bep/.
   1. Click on the link in the left menu titled Disadvantaged Business Enterprise;
   2. Click on Search for a DBE Firm link;
   3. Click on Access to the DBE Query Form located on the first line in the center of the page.

Searches can be performed by one or more criteria. Follow instructions on the screen.

6. MATERIALS OR SUPPLIES PURCHASED FROM DBES COUNT TOWARDS THE DBE GOAL UNDER THE FOLLOWING CONDITIONS:

A. If the materials or supplies are obtained from a DBE manufacturer, count 100 percent of the cost of the materials or supplies. A DBE manufacturer is a firm that operates or maintains a factory, or establishment that produces on the premises the materials, supplies, articles, or equipment required under the Contract and of the general character described by the specifications.

B. If the materials or supplies purchased from a DBE regular dealer, count 60 percent of the cost of the materials or supplies. A DBE regular dealer is a firm that owns, operates or maintains a store, warehouse, or other establishment in which the materials, supplies, articles or equipment of the general character described by the specifications and required under the Contract are bought, kept in stock, and regularly sold or leased to the public in the usual course of business. To be a DBE regular dealer, the firm must be an established, regular business that engages, as its principal business and under its own name, in the
purchase and sale or lease of the products in question. A person may be a DBE regular dealer in such bulk items as petroleum products, steel, cement, gravel, stone or asphalt without owning, operating or maintaining a place of business provided in this section.

C. If the person both owns and operates distribution equipment for the products, any supplementing of regular dealers’ own distribution equipment shall be, by a long-term lease agreement and not an ad hoc or Agreement-by-Agreement basis. Packagers, brokers, manufacturers’ representatives, or other persons who arrange or expedite transactions are not DBE regular dealers within the meaning of this section.

D. Materials or supplies purchased from a DBE, which is neither a manufacturer nor a regular dealer, will be limited to the entire amount of fees or commissions charged for assistance in the procurement of the materials and supplies, or fees or transportation charges for the delivery of materials or supplies required on the job site, provided the fees are reasonable and not excessive as compared with fees charged for similar services.
EXHIBIT 10-J STANDARD CONTRACT PROVISIONS FOR SUBCONSULTANT/DBE PARTICIPATION

1. Subconsultants
   A. Nothing contained in this Contract or otherwise, shall create any contractual relation between the Agency and any subconsultants, and no subcontract shall relieve the Consultant of his her responsibilities and obligations hereunder. The Consultant agrees to be as fully responsible to the Agency for the acts and omissions of its subconsultants and of persons either directly or indirectly employed by any of them as it is for the acts and omissions of persons directly employed by the Consultant. The Consultant’s obligation to pay its subconsultants is an independent obligation from the Agency’s obligation to make payments to the Consultant.
   B. Any subcontract in excess of $25,000, entered into as a result of this Contract, shall contain all the provisions stipulated in this Contract to be applicable to subconsultants.
   C. Consultant shall pay its subconsultants within ten (10) calendar days from receipt of each payment made to the Consultant by the Agency.
   D. Any substitution of subconsultants must be approved in writing by the Agency’s Contract Administrator in advance of assigning work to a substitute subconsultant.

2. Disadvantaged Business Enterprise (DBE) Participation
   A. This Contract is subject to 49 CFR, Part 26 entitled “Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs”. Proposers who obtain DBE participation on this contract will assist Caltrans in meeting its federally mandated statewide overall DBE goal.
   B. If the contract has a DBE goal, the Consultant must meet the goal by committing DBE participation or document a good faith effort to meet the goal. If a DBE subconsultant is unable to perform, the Consultant must make a good faith effort to replace him her with another DBE subconsultant, if the goal is not otherwise met. A DBE is a firm meeting the definition of a DBE as specified in 49 CFR.
   C. DBEs and other small businesses, as defined in 49 CFR, Part 26 are encouraged to participate in the performance of contracts financed in whole or in part with federal funds. The Consultant or subconsultant shall not discriminate on the basis of race, color, national origin, or sex in the performance of this Contract. The Consultant shall carry out applicable requirements of 49 CFR, Part 26 in the award and administration of US DOT- assisted agreements. Failure by the Consultant to carry out these requirements is a material breach of this Contract, which may result in the termination of this Contract or such other remedy as the local agency deems appropriate.
   D. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.
   E. A DBE may be terminated only with prior written approval from the local agency and only for the reasons specified in 49 CFR 26.53(f). Prior to requesting local agency consent for the termination, the prime consultant must meet the procedural requirements specified in 49 CFR 26.53(f).
3. Performance of DBE Consultant and other DBE Subconsultants/Suppliers

A. A DBE performs a commercially useful function when it is responsible for execution of the work of the Contract and is carrying out its responsibilities by actually performing, managing, and supervising the work involved. To perform a commercially useful function, the DBE must also be responsible with respect to materials and supplies used on the Contract, for negotiating price, determining quality and quantity, ordering the material, and installing (where applicable) and paying for the material itself. To determine whether a DBE is performing a commercially useful function, evaluate the amount of work subcontracted, industry practices; whether the amount the firm is to be paid under the Contract is commensurate with the work it is actually performing; and other relevant factors.

B. A DBE does not perform a commercially useful function if its role is limited to that of an extra participant in a transaction, Contract, or project through which funds are passed in order to obtain the appearance of DBE participation. In determining whether a DBE is such an extra participant, examine similar transactions, particularly those in which DBEs do not participate.

C. If a DBE does not perform or exercise responsibility for at least 30 percent of the total cost of its Contract with its own work force, or the DBE subcontracts a greater portion of the work of the Contract than would be expected on the basis of normal industry practice for the type of work involved, it will be presumed that it is not performing a commercially useful function.

4. Prompt Payment of Funds Withheld to Subconsultants

A. Any subcontract entered into as a result of this Contract shall contain all of the provisions of this section.

(Local agency to include either B. C. or D below: delete the other two)

B. No retainage will be withheld by the Agency from progress payments due the prime Consultant. Retainage by the prime Consultant or subconsultants is prohibited, and no retainage will be held by the prime Consultant from progress due subconsultants. Any violation of this provision shall subject the violating prime Consultant or subconsultants to the penalties, sanctions, and other remedies specified in Section 7108.5 of the California Business and Professions Code. This requirement shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime Consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime Consultant or deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime Consultants and subconsultants.

C. No retainage will be held by the Agency from progress payments due the prime Consultant. Any retainage held by the prime Consultant or subconsultants from progress payments due subconsultants shall be promptly paid in full to subconsultants within 30 days after the subconsultant’s work is satisfactorily completed. Federal law (49 CFR26.29) requires that any delay or postponement of payment over the 30 days may take place only for good cause and with the Agency’s prior written approval. Any violation of this provision shall subject the violating prime Consultant or subconsultant to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime Consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime consultant, deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultant and subconsultants.
D. The Agency shall hold retainage from the prime consultant and shall make prompt and regular incremental acceptances of portions, as determined by the Agency, of the contract work, and pay retainage to the prime consultant based on these acceptances. The prime consultant, or subconsultant, shall return all monies withheld in retention from a subconsultant within 30 days after receiving payment for work satisfactorily completed and accepted including incremental acceptances of portions of the contract work by the agency. Federal law (49 CFR26.29) requires that any delay or postponement of payment over 30 days may take place only for good cause and with the agency’s prior written approval. Any violation of this provision shall subject the violating prime consultant or subconsultant to the penalties, sanctions and other remedies specified in Section 7108.5 of the Business and Professions Code. These requirements shall not be construed to limit or impair any contractual, administrative, or judicial remedies, otherwise available to the prime consultant or subconsultant in the event of a dispute involving late payment or nonpayment by the prime Consultant, deficient subconsultant performance, or noncompliance by a subconsultant. This provision applies to both DBE and non-DBE prime consultant and subconsultants.

5. DBE Records

A. The Consultant shall maintain records of materials purchased or supplied from all subcontracts entered into with certified DBEs. The records shall show the name and business address of each DBE or vendor and the total dollar amount actually paid each DBE or vendor, regardless of tier. The records shall show the date of payment and the total dollar figure paid to all firms. DBE prime consultants shall also show the date of work performed by their own forces along with the corresponding dollar value of the work.

B. Upon completion of the Contract, a summary of these records shall be prepared and submitted on the form entitled, “Final Report-Utilization of Disadvantaged Business Enterprise (DBE), First-Tier Subconsultants,” CEM-2402F (Exhibit 17-F, Chapter 17, of the LAPM), certified correct by the Consultant or the Consultant’s authorized representative and shall be furnished to the Contract Administrator with the final invoice. Failure to provide the summary of DBE payments with the final invoice will result in 25 percent of the dollar value of the invoice being withheld from payment until the form is submitted. The amount will be returned to the Consultant when a satisfactory “Final Report-Utilization of Disadvantaged Business Enterprises (DBE), First-Tier Subconsultants” is submitted to the Contract Administrator.

6. DBE Certification and Decertification Status

If a DBE subconsultant is decertified during the life of the Contract, the decertified subconsultant shall notify the Consultant in writing with the date of decertification. If a subconsultant becomes a certified DBE during the life of the Contract, the subconsultant shall notify the Consultant in writing with the date of certification. Any changes should be reported to the Agency’s Contract Administrator within 30 days.
EXHIBIT 10-O1 CONSULTANT PROPOSAL DBE COMMITMENT

(Inclusive of all DBEs listed at bid proposal. Refer to instructions on the reverse side of this form)

Consultant to Complete this Section

1. Local Agency Name: City of Stockton - Public Works Department

2. Project Location: Harding Way at El Dorado Street and Center Street, Stockton, CA

3. Project Description: Consulting services to design traffic signal modifications.

4. Consultant Name: Stantec Consulting Services Inc.

5. Contract DBE Goal %: 4.33

<table>
<thead>
<tr>
<th>Description of Services to be Provided</th>
<th>DBE Firm Contact Information</th>
<th>DBE Cert. Number</th>
<th>DBE %</th>
</tr>
</thead>
<tbody>
<tr>
<td>Public Outreach</td>
<td>Judith Buethe Communications</td>
<td>37196</td>
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<td>Wiltec</td>
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<tr>
<td></td>
<td>610 N. Lake Avenue</td>
<td>Pasadena, CA 91101</td>
<td></td>
</tr>
</tbody>
</table>

Local Agency to Complete this Section

16. Local Agency Contract Number: ________________

17. Federal-aid Project Number: ________________

18. Proposed Contract Execution Date: ____________

Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:

19. Local Agency Representative Name (Print) ________________

20. Local Agency Representative Signature ________________

21. Date ____________

22. Local Agency Representative Title ________________

23. (Area Code) Tel. No. ____________

10. Total % Claimed ________________

11. Preparer’s Signature ________________

12. Preparer’s Name (Print) Paul Menaker, Ph.D.

13. Preparer’s Title Senior Principal

14. Date 1/21/2014

15. (Area Code) Tel. No. (925) 296-2106

Distribution: (1) Original – Consultant submits to local agency with proposal
(2) Copy – Local Agency files
INSTRUCTIONS - CONSULTANT PROPOSAL DBE COMMITMENT

Consultant Section

The Consultant shall:

1. Local Agency Name - Enter the name of the local or regional agency that is funding the contract.
2. Project Location - Enter the project location as it appears on the project advertisement.
3. Project Description - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc.).
4. Consultant Name - Enter the consultant’s firm name.
5. Contract DBE Goal % - Enter the contract DBE goal percentage, as it was reported on the Exhibit 10-1 Notice to Proposers DBE Information form. See LAPM Chapter 10.
6. Description of Services to be Provided - Enter item of work description of services to be provided. Indicate all work to be performed by DBEs including work performed by the prime consultant’s own forces, if the prime is a DBE. If 100% of the item is not to be performed or furnished by the DBE, describe the exact portion to be performed or furnished by the DBE. See LAPM Chapter 9 to determine how to count the participation of DBE firms.
7. DBE Firm Contact Information - Enter the name and telephone number of all DBE subcontracted consultants. Also, enter the prime consultant’s name and telephone number, if the prime is a DBE.
8. DBE Cert. Number - Enter the DBE’s Certification Identification Number. All DBE’s must be certified on the date bids are opened. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
9. DBE % - Percent participation of work to be performed or service provided by a DBE. Include the prime consultant if the prime is a DBE. See LAPM Chapter 9 for how to count full partial participation.
10. Total % Claimed - Enter the total DBE participation claimed. If the Total % Claimed is less than item “6. Contract DBE Goal”, an adequately documented Good Faith Effort (GFE) is required (see Exhibit 15-1 DBE Information - Good Faith Efforts of the LAPM).
11. Preparer’s Signature - The person completing this section of the form for the consultant’s firm must sign their name.
12. Preparer’s Name (Print) - Clearly enter the name of the person signing this section of the form for the consultant.
13. Preparer’s Title - Enter the position title of the person signing this section of the form for the consultant.
14. Date - Enter the date this section of the form is signed by the preparer.
15. (Area Code) Tel. No. - Enter the area code and telephone number of the person signing this section of the form for the consultant.

Local Agency Section:

The Local Agency representative shall:

16. Local Agency Contract Number - Enter the Local Agency Contract Number.
17. Federal-Aid Project Number - Enter the Federal-Aid Project Number.
18. Contract Execution Date - Enter date the contract was executed and Notice to Proceed issued. See LAPM Chapter 10, page 23.
19. Local Agency Representative Name (Print) - Clearly enter the name of the person completing this section.
20. Local Agency Representative Signature - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
21. Date - Enter the date the Local Agency Representative signs the form.
22. Local Agency Representative Title - Enter the position title of the person signing this section of the form.
23. (Area Code) Tel. No. - Enter the area code and telephone number of the Local Agency representative signing this section of the form.
# EXHIBIT 10-02 CONSULTANT CONTRACT DBE INFORMATION

(Inclusive of all DBEs listed at contract award. Refer to instructions on the reverse side of this form)

## Consultant to Complete this Section

1. **Local Agency Name:** City of Stockton - Public Works Department
2. **Project Location:** Stockton, CA
3. **Project Description:** Consulting services to design traffic signal modifications.
4. **Total Contract Award Amount:** $57,973.20
5. **Consultant Name:** Stantec Consulting Services Inc.
6. **Contract DBE Goal %:** 4.33
7. **Total Dollar Amount for all Subconsultants:** $21,891.20
8. **Total Number of all Subconsultants:** 4

## Award DBE/DBE Information

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<tr>
<th>Description of Services to be Provided</th>
<th>DBE/DBE Firm Contact Information</th>
<th>11. DBE Cert. Number</th>
<th>12. DBE Dollar Amount</th>
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<tr>
<td>Public Outreach</td>
<td>Judith Buethe Communications</td>
<td>37196</td>
<td>$5,331.20</td>
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<tr>
<td></td>
<td>445 Weber Avenue, Suite 221</td>
<td></td>
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<td>Stockton, CA 95203</td>
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<td>Data Collection</td>
<td>Wiltec</td>
<td>UCP 8440</td>
<td>$640.00</td>
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<td>610 N. Lake Avenue</td>
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</tr>
<tr>
<td></td>
<td>Pasadena, CA 91101</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

## Local Agency to Complete this Section

13. **Total Dollars Claimed:** $5,971.20
14. **Total % Claimed:** 10.3%

Local Agency certifies that all DBE certifications are valid and the information on this form is complete and accurate:

15. **Preparer’s Signature:**
   Paul Menaker, Ph.D.
16. **Preparer’s Name (Print):**
   Senior Principal
17. **Preparer’s Title:**
   1/21/2014
18. **Date:**
   (925) 296-2106
19. **(Area Code) Tel No:**

## Caltrans to Complete this Section

Caltrans District Local Assistance Engineer (DLAE) certifies that this form has been reviewed for completeness:

28. **DLAE Name (Print):**
29. **DLAE Signature:**
30. **Date:**

**Distribution:**
1. Copy – Email a copy to the Caltrans District Local Assistance Engineer (DLAE) within 30 days of contract award. Failure to send a copy to the DLAE within 30 days of contract award may result in delay of payment.
2. Copy – Include in award package sent to Caltrans DLAE.
3. Original – Local agency files.
INSTRUCTIONS - CONSULTANT CONTRACT AWARD DBE INFORMATION

Consultant Section

The Consultant shall:

1. **Local Agency Name** - Enter the name of the local or regional agency that is funding the contract.
2. **Project Location** - Enter the project location as it appears on the project advertisement.
3. **Project Description** - Enter the project description as it appears on the project advertisement (Bridge Rehab, Seismic Rehab, Overlay, Widening, etc).
4. **Total Contract Award Amount** - Enter the total contract award dollar amount for the prime consultant.
5. **Consultant Name** - Enter the consultant’s firm name.
6. **Contract DBE Goal %** - Enter the contract DBE goal percentage as it was reported on the Exhibit 10-1 Notice to Proposers DBE Information form. See LAPM Chapter 10.
7. **Total Dollar Amount for all Subconsultants** - Enter the total dollar amount for all subcontracted consultants. SUM = (DBE’s + all Non-DBE’s). Do **not** include the prime consultant information in this count.
8. **Total number of all Subconsultants** - Enter the total number of all subcontracted consultants. SUM = (DBE’s + all Non-DBE’s). Do **not** include the prime consultant information in this count.
9. **Description of Services to be Provided** - Enter item of work description of services to be provided. Indicate all work to be performed by DBE’s including work performed by the prime consultant’s own forces, if the prime is a DBE. If 100% of the work performed or furnished by the prime consultant is not to be performed, do not include the prime consultant information in this count.
10. **DBE Certified Number** - Enter the DBE’s Certification Identification Number. All DBE’s must be certified on the date bids are opened. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
11. **DBE Dollar Amount** - Enter the subcontracted dollar amount of the work to be performed or service to be provided. (DBE subcontracted consultants should notify the prime consultant in writing with the date of the decertification if their status should change during the course of the contract.)
12. **Total Dollars Claimed** - Enter the total dollar amounts for column 13. SUM = (item “14. Total Participation Dollars Claimed” divided by item “4. Total Contract Award Amount”). If the Total % Claimed is less than item “6. Contract DBE Goal”, an adequately documented Good Faith Effort (GFE) is required (see Exhibit 10-1 Notice to Proposers DBE Information - Good Faith Efforts of the LAPM).
13. **Preparer’s Signature** - The person completing this section of the form for the consultant’s firm must sign their name.
14. **Preparer’s Name (Print)** - Clearly enter the name of the person signing this section of the form for the consultant.
15. **Preparer’s Title** - The person completing this section of the form for the consultant’s firm must sign this section of the form for the consultant.
16. **Date** - Enter the date the local agency representative signs the form.
17. **Local Agency Representative Name (Print)** - Clearly enter the name of the person completing this section.
18. **Local Agency Representative Title** - Enter the position title of the person signing this section of the form.
19. **Local Agency Representative Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
20. **Date** - Enter the date the local agency representative signs the form.
21. **Local Agency Contract Number** - Enter the Local Agency Contract Number.
22. **Federal-Aid Project Number** - Enter the Federal-Aid Project Number.
23. **Contract Execution Date** - Enter the date the contract was executed and Notice to Proceed issued. See LAPM Chapter 10, page 23.

Local Agency Section:

The Local Agency representative shall:

24. **Local Agency Representative Name (Print)** - Clearly enter the name of the person completing this section.
25. **Local Agency Representative Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
26. **Date** - Enter the date the local agency representative signs the form.
27. **Local Agency Representative Title** - Enter the position title of the person signing this section of the form.
28. **Local Agency Representative Signature** - The person completing this section of the form for the Local Agency must sign their name to certify that the information in this and the Consultant Section of this form is complete and accurate.
29. **Date** - Enter the date that the DLAE signs this section the form.

Caltrans Section:

Caltrans District Local Assistance Engineer (DLAE) shall:

30. **DLAE Name (Print)** - Clearly enter the name of the DLAE.
31. **DLAE Signature** - DLAE must sign this section of the form to certify that it has been reviewed for completeness.
32. **Date** - Enter the date that the DLAE signs this section the form.
EXHIBIT 10-P  NONLOBBYING CERTIFICATION FOR FEDERAL-AID CONTRACTS

The prospective participant certifies by signing and submitting this proposal/bid to the best of his or her knowledge and belief that:

(1) No federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any federal contract, the making of any federal grant, the making of any federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any federal contract, grant, loan, or cooperative agreement.

(2) If any funds other than federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any federal agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure of Lobbying Activities," in accordance with its instructions.

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

The prospective participant also agrees by submitting his/her proposal/bid that he/she shall require that the language of this certification be included in all lower-tier subcontracts which exceed $100,000 and that all such sub-recipients shall certify and disclose accordingly.
## EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

COMPLETE THIS FORM TO DISCLOSE LOBBYING ACTIVITIES PURSUANT TO 31 U.S.C. 1352

<table>
<thead>
<tr>
<th>1. Type of Federal Action:</th>
<th>N/A</th>
<th>2. Status of Federal Action:</th>
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<th>3. Report Type:</th>
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<td>a. contract</td>
<td></td>
<td>a. bid/offer/application</td>
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<td>a. initial</td>
<td></td>
</tr>
<tr>
<td>b. grant</td>
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<td>b. initial award</td>
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<td>b. material change</td>
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<td>c. cooperative agreement</td>
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<td>c. post-award</td>
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<td>For Material Change Only:</td>
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<td>d. loan</td>
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<td>e. loan guarantee</td>
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<tr>
<td>f. loan insurance</td>
<td></td>
<td></td>
<td></td>
<td>date of last report:</td>
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</tr>
</tbody>
</table>

4. Name and Address of Reporting Entity: N/A

- [ ] Prime
- [ ] Subawardee

5. If Reporting Entity in No. 4 is Subawardee, Enter Name and Address of Prime: N/A

6. Congressional District, if known

Federal Department/Agency: N/A

7. Federal Program Name/Description: N/A

8. Congressional District, if known

Federal Action Number, if known: N/A

9. Award Amount, if known: N/A

10. Name and Address of Lobby Entity: N/A

- (If individual, last name, first name, MI)

11. Individuals Performing Services (including address if different from No. 10a): N/A

- (last name, first name, MI)

12. Amount of Payment (check all that apply)

- [ ] $ N/A
- [ ] actual
- [ ] planned

13. Form of Payment (check all that apply): N/A

- [ ] a. cash
- [ ] b. in-kind; specify: nature:

Value:

14. Type of Payment (check all that apply): N/A

- [ ] a. retainer
- [ ] b. one-time fee
- [ ] c. commission
- [ ] d. contingent fee
- [ ] e. deferred
- [ ] f. other, specify

15. Brief Description of Services Performed or to be performed and Date(s) of Service, including officer(s), employee(s), or member(s) contacted, for Payment Indicated in Item 11: N/A

16. Continuation Sheet(s) attached: Yes

Signature: [Signature]

Print Name: Paul Menaker, Ph.D.

Title: Senior Principal

Telephone No.: (926) 296-2106 Date: 2/10/14

Authorized for Local Reproduction

Standard Form - L.L.L.

Distribution: Orig-Local Agency Project Files
INSTRUCTIONS FOR COMPLETING EXHIBIT 10-Q DISCLOSURE OF LOBBYING ACTIVITIES

This disclosure form shall be completed by the reporting entity, whether subawardee or prime federal recipient at the initiation or receipt of covered federal action or a material change to previous filing pursuant to title 31 U.S.C. Section 1352. The filing of a form is required for such payment or agreement to make payment to lobbying entity for influencing or attempting to influence an officer or employee of any agency, a Member of Congress an officer or employee of Congress or an employee of a Member of Congress in connection with a covered federal action. Attach a continuation sheet for additional information if the space on the form is inadequate. Complete all items that apply for both the initial filing and material change report. Refer to the implementing guidance published by the Office of Management and Budget for additional information.

1. Identify the type of covered federal action for which lobbying activity is or has been secured to influence the outcome of a covered federal action.
2. Identify the status of the covered federal action.
3. Identify the appropriate classification of this report. If this is a follow-up report caused by a material change to the information previously reported, enter the year and quarter in which the change occurred. Enter the date of the last, previously submitted report by this reporting entity for this covered federal action.
4. Enter the full name, address, city, state, and zip code of the reporting entity. Include Congressional District if known. Check the appropriate classification of the reporting entity that designates if it is or expects to be a prime or subawardee recipient. Identify the tier of the subawardee, e.g., the first subawardee of the prime is the first tier. Subawards include but are not limited to: subcontracts, subgrants, and contract awards under grants.
5. If the organization filing the report in Item 4 checks "Subawardee" then enter the full name, address, city, state, and zip code of the prime federal recipient. Include Congressional District, if known.
6. Enter the name of the federal agency making the award or loan commitment. Include at least one organization level below agency name, if known. For example, Department of Transportation, United States Coast Guard.
7. Enter the federal program name or description for the covered federal action (item 1). If known, enter the full Catalog of Federal Domestic Assistance (CFDA) number for grants, cooperative agreements, loans and loan commitments.
8. Enter the most appropriate federal identifying number available for the federal action identification in item 1 (e.g., Request for Proposal (RFP) number, Invitation for Bid (IFB) number, grant announcement number, the contract grant, or loan award number, the application proposal control number assigned by the federal agency). Include prefixes, e.g., "RFP-DE-90-001."
9. For a covered federal action where there has been an award or loan commitment by the Federal agency, enter the federal amount of the award loan commitments for the prime entity identified in item 4 or 5.
10. Enter the full name, address, city, state, and zip code of the lobbying entity engaged by the reporting entity identified in Item 4 to influence the covered federal action.
11. Enter the full names of the individual(s) performing services and include full address if different from 10 (a). Enter Last Name, First Name and Middle Initial (MI).
12. Enter the amount of compensation paid or reasonably expected to be paid by the reporting entity (Item 4) to the lobbying entity (Item 10). Indicate whether the payment has been made (actual) or will be made (planned). Check all boxes that apply. If this is a material change report, enter the cumulative amount of payment made or planned to be made.
13. Check all boxes that apply. If payment is made through an in-kind contribution, specify the nature and value of the in-kind payment.
14. Check all boxes that apply. If other, specify nature.
15. Provide a specific and detailed description of the services that the lobbyist has performed or will be expected to perform and the date(s) of any services rendered. Include all preparatory and related activity not just time spent in actual contact with federal officials. Identify the federal official(s) or employee(s) contacted or the official(s) employee(s) or Member(s) of Congress that were contacted.
16. Check whether or not a continuation sheet(s) is attached.
17. The certifying official shall sign and date the form, and print his/her name and telephone number.

Public reporting burden for this collection of information is estimated to average 30-minutes per response, including time for reviewing instruction, searching existing data sources, gathering and maintaining the data needed, and completing and reviewing the collection of information. Send comments regarding the burden estimate or any other aspect of this collection of information, including suggestions for reducing this burden, to the Office of Management and Budget, Paperwork Reduction Project (0348-0046), Washington, D.C. 20503, SF-111-Instructions Rev. 06-04
EXHIBIT 10-V NON-DISCRIMINATION CLAUSE

(To be included in Consultant Contract)

NON-DISCRIMINATION CLAUSE

During the performance of this Contract, Consultant and its subconsultant shall not unlawfully discriminate, harass, or allow harassment against any employee or applicant for employment because of sex, race, color, ancestry, religious creed, national origin, physical disability (including HIV and AIDS), mental disability, medical condition (e.g., cancer), age (over 40), marital status, and denial of family care leave. Consultant and subconsultants shall insure that the evaluation and treatment of their employees and applicants for employment are free from such discrimination and harassment. Consultant and subconsultants shall comply with the provisions of the Fair Employment and Housing Act (Gov. Code §12990 (a-f) et seq.) and the applicable regulations promulgated thereunder (California Code of Regulations, Title 2, Section 7285 et seq.). The applicable regulations of the Fair Employment and Housing Commission implementing Government Code Section 12990 (a-f), set forth in Chapter 5 of Division 4 of Title 2 of the California Code of Regulations, are incorporated into this Contract by reference and made a part hereof as if set forth in full. Consultant and its subconsultants shall give written notice of their obligations under this clause to labor organizations with which they have a collective bargaining or other Agreement.

Consultant shall include the nondiscrimination and compliance provisions of this clause in all subcontracts to perform work under the Contract.
# EXHIBIT 12-B BIDDER’S LIST OF SUBCONTRACTORS (DBE AND NON-DBE)

## PART I

The bidder shall list all subcontractors (both DBE and non-DBE) in accordance with Section 2-1.054 of the Standard Specifications and per Title 49, Section 26.11 of the Code of Federal Regulations. This listing is required in addition to listing DBE Subcontractors elsewhere in the proposal. **Photocopy this form for additional firms.**

<table>
<thead>
<tr>
<th>Firm Name/Address</th>
<th>Phone/Fax</th>
<th>Annual Gross Receipts</th>
<th>Description of Portion of Work to be Performed</th>
<th>Local Agency Use Only (Certified DBE?)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Judith Buethe</td>
<td>Phone</td>
<td>$&lt; 1 million</td>
<td>Public Outreach</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Fax</td>
<td>$&lt; 5 million</td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$&lt; 10 million</td>
<td></td>
<td>If YES list DBE #:</td>
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<tr>
<td></td>
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<td></td>
</tr>
<tr>
<td></td>
<td></td>
<td>$&gt; 15 million</td>
<td></td>
<td>Age of Firm (Yrs.)</td>
</tr>
<tr>
<td>445 Weber Ave, Ste 221</td>
<td>209.464.8707</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stockton, CA 95203</td>
<td>209.942.3080</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Siegfried</td>
<td>Phone</td>
<td>$&lt; 1 million</td>
<td>Civil Engineering</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Fax</td>
<td>$&lt; 5 million</td>
<td></td>
<td>No</td>
</tr>
<tr>
<td></td>
<td></td>
<td>$&lt; 10 million</td>
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<td>If YES list DBE #:</td>
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<td>$&lt; 15 million</td>
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<td></td>
<td></td>
<td>$&gt; 15 million</td>
<td></td>
<td>Age of Firm (Yrs.)</td>
</tr>
<tr>
<td>3244 Brookside Rd, Ste 100</td>
<td>209.943.2021</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Stockton, CA 95219</td>
<td>209.942.0214</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Cicrlepoint</td>
<td>Phone</td>
<td>$&lt; 1 million</td>
<td>Environmental</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Fax</td>
<td>$&lt; 5 million</td>
<td></td>
<td>No</td>
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<td>$&lt; 10 million</td>
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<td>If YES list DBE #:</td>
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<td>$&lt; 15 million</td>
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<td></td>
<td></td>
<td>$&gt; 15 million</td>
<td></td>
<td>Age of Firm (Yrs.)</td>
</tr>
<tr>
<td>1814 Franklin St, Ste 100</td>
<td>510.285.6700</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Oakland, CA 94612</td>
<td>510.285.6799</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Wiltex</td>
<td>Phone</td>
<td>$&lt; 1 million</td>
<td>Data Collection</td>
<td>Yes</td>
</tr>
<tr>
<td></td>
<td>Fax</td>
<td>$&lt; 5 million</td>
<td></td>
<td>No</td>
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<td></td>
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<td>$&lt; 10 million</td>
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<td>If YES list DBE #:</td>
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<td>$&lt; 15 million</td>
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<td></td>
<td></td>
<td>$&gt; 15 million</td>
<td></td>
<td>Age of Firm (Yrs.)</td>
</tr>
<tr>
<td>610 N Lake Ave</td>
<td>626.564.1944</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Pasadena, CA 91101</td>
<td>626.564.0969</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Distribution:** 1) Original - Local Agency File
## Exhibit 12-B  Bidder’s List of Subcontractors (DBE and Non-DBE)

### Part II

The bidder shall list all subcontractors who provided a quote or bid but were not selected to participate as a subcontractor on this project. This is required for compliance with Title 49, Section 26 of the Code of Federal Regulations. Photocopy this form for additional firms.

<table>
<thead>
<tr>
<th>Firm Name/Address/City, State, ZIP</th>
<th>Phone/Fax</th>
<th>Annual Gross Receipts</th>
<th>Description of Portion of Work to be Performed</th>
<th>Local Agency Use Only (Certified DBE?)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Name</td>
<td>Phone</td>
<td>$1 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Address</td>
<td>Fax</td>
<td>$5 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>City State ZIP</td>
<td></td>
<td>$10 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Name</td>
<td>Phone</td>
<td>$15 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Address</td>
<td>Fax</td>
<td>&gt; $15 million</td>
<td>Age of Firm (Yrs.)</td>
<td>YES</td>
</tr>
<tr>
<td>City State ZIP</td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Name</td>
<td>Phone</td>
<td>$1 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Address</td>
<td>Fax</td>
<td>$5 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>City State ZIP</td>
<td></td>
<td>$10 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
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<tr>
<td>Name</td>
<td>Phone</td>
<td>$15 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Address</td>
<td>Fax</td>
<td>&gt; $15 million</td>
<td>Age of Firm (Yrs.)</td>
<td>YES</td>
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<tr>
<td>City State ZIP</td>
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<td></td>
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<tr>
<td>Name</td>
<td>Phone</td>
<td>$1 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
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<td>Address</td>
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<td>If YES list DBE #:</td>
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<td>City State ZIP</td>
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<td>$10 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
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<tr>
<td>Name</td>
<td>Phone</td>
<td>$15 million</td>
<td>If YES list DBE #:</td>
<td>NO</td>
</tr>
<tr>
<td>Address</td>
<td>Fax</td>
<td>&gt; $15 million</td>
<td>Age of Firm (Yrs.)</td>
<td>YES</td>
</tr>
<tr>
<td>City State ZIP</td>
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</tbody>
</table>

Distribution: 1) Original – Local Agency File
DEBARMENT AND SUSPENSION CERTIFICATION

TITLE 49, CODE OF FEDERAL REGULATIONS, PART 29

The bidder, under penalty of perjury, certifies that, except as noted below, he/she or any other person associated therewith in the capacity of owner, partner, director, officer, manager:

- is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal agency;
- has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal agency within the past 3 years;
- does not have a proposed debarment pending; and
- has not been indicted, convicted, or had a civil judgment rendered against it by a court of competent jurisdiction in any matter involving fraud or official misconduct within the past 3 years.

If there are any exceptions to this certification, insert the exceptions in the following space.

Exceptions will not necessarily result in denial of award, but will be considered in determining bidder responsibility. For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

Notes: Providing false information may result in criminal prosecution or administrative sanctions. The above certification is part of the Proposal. Signing this Proposal on the signature portion thereof shall also constitute signature of this Certification.

[Signature]

Page 9 of 21
August 12, 2013
**EXHIBIT 15-H DBE INFORMATION — GOOD FAITH EFFORTS**

**DBE INFORMATION - GOOD FAITH EFFORTS**

Federal-aid Project No. ____________________________ Bid Opening Date ____________________________

The ____________________________ (City/County of) established a Disadvantaged Business Enterprise (DBE) goal of 4.33% for this project. The information provided herein shows that a good faith effort was made.

Lowest, second lowest and third lowest bidders shall submit the following information to document adequate good faith efforts. Bidders should submit the following information even if the “Local Agency Bidder DBE Commitment” form indicates that the bidder has met the DBE goal. This will protect the bidder’s eligibility for award of the contract if the administering agency determines that the bidder failed to meet the goal for various reasons, e.g., a DBE firm was not certified at bid opening, or the bidder made a mathematical error.

Submittal of only the “Local Agency Bidder DBE Commitment” form may not provide sufficient documentation to demonstrate that adequate good faith efforts were made.

The following items are listed in the Section entitled “Submission of DBE Commitment” of the Special Provisions:

A. The names and dates of each publication in which a request for DBE participation for this project was placed by the bidder (please attach copies of advertisements or proofs of publication):

<table>
<thead>
<tr>
<th>Publications</th>
<th>Dates of Advertisement</th>
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</table>

B. The names and dates of written notices sent to certified DBEs soliciting bids for this project and the dates and methods used for following up initial solicitations to determine with certainty whether the DBEs were interested (please attach copies of solicitations, telephone records, fax confirmations, etc.):

<table>
<thead>
<tr>
<th>Names of DBEs Solicited</th>
<th>Date of Initial Solicitation</th>
<th>Follow Up Methods and Dates</th>
</tr>
</thead>
<tbody>
<tr>
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</tbody>
</table>

**NOT APPLICABLE**
C. The items of work which the bidder made available to DBE firms including, where appropriate, any breaking down of the contract work items (including those items normally performed by the bidder with its own forces) into economically feasible units to facilitate DBE participation. It is the bidder’s responsibility to demonstrate that sufficient work to facilitate DBE participation was made available to DBE firms.

<table>
<thead>
<tr>
<th>Items of Work</th>
<th>Bidder Normally Performs Item (Y/N)</th>
<th>Breakdown of Items</th>
<th>Amount ($)</th>
<th>Percentage Of Contract</th>
</tr>
</thead>
<tbody>
<tr>
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</tr>
</tbody>
</table>

D. The names, addresses and phone numbers of rejected DBE firms, the reasons for the bidder’s rejection of the DBEs, the firms selected for that work (please attach copies of quotes from the firms involved), and the price difference for each DBE if the selected firm is not a DBE:

Names, addresses and phone numbers of rejected DBEs and the reasons for the bidder’s rejection of the DBEs:

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

Names, addresses and phone numbers of firms selected for the work above:

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

E. Efforts made to assist interested DBEs in obtaining bonding, lines of credit or insurance, and any technical assistance or information related to the plans, specifications and requirements for the work which was provided to DBEs:

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

___________________________________________________________________________

NOT APPLICABLE
F. Efforts made to assist interested DBEs in obtaining necessary equipment, supplies, materials or related assistance or services, excluding supplies and equipment the DBE subcontractor purchases or leases from the prime contractor or its affiliate:


G. The names of agencies, organizations or groups contacted to provide assistance in contacting, recruiting and using DBE firms (please attach copies of requests to agencies and any responses received, i.e., lists, Internet page download, etc.):


<table>
<thead>
<tr>
<th>Name of Agency/Organization</th>
<th>Method/Date of Contact</th>
<th>Results</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
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<td></td>
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</tr>
</tbody>
</table>

H. Any additional data to support a demonstration of good faith efforts (use additional sheets if necessary):


NOTE: USE ADDITIONAL SHEETS OF PAPER IF NECESSARY.

NOT APPLICABLE