



## AGENDA REPORT

**Meeting Date:** June 4, 2013  
**Item Number:** F-2  
**To:** Honorable Mayor & City Council  
**From:** Aaron Kunz, Deputy Director of Transportation  
**Subject:** AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND PSOMAS FOR DESIGN SERVICES FOR THE NORTH SANTA MONICA BOULEVARD RECONSTRUCTION PROJECT; AND APPROVAL OF A PURCHASE ORDER IN THE AMOUNT OF \$1,940,730 TO PSOMAS FOR THE SERVICES

**Attachments:**

1. Agreement
2. Psomas Proposal for NSMBR, Section 6

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### RECOMMENDATION

Staff recommends that City Council approves the Agreement between the City of Beverly Hills and Psomas for design services for the North Santa Monica Boulevard (NSMB) Reconstruction project and approve the associated purchase order.

### INTRODUCTION

In 2005, the State of California relinquished ownership of NSMB within the City of Beverly Hills to the City of Beverly Hills, including approximately 20-feet beyond the existing northern curb face that has predominately been assimilated into Beverly Gardens Park. Along with the relinquishment the City received \$4.3 million from the State towards the rehabilitation of the roadway. The pavement quality, drainage system and other physical elements have deteriorated to the extent that the Boulevard requires significant reconstruction. Staff recommends a budget of \$16 million to be funded in the 2013/14 Proposed Capital Improvement Budget based on a preliminary cost estimate. This cost estimate will be refined continually during the design process.

With the recommended agreement, Psomas, a Civil Engineering firm, will manage a project team to provide all design services needed for the project, including the conceptual design/public outreach process; preparing detailed plans, specifications and construction cost estimates; and providing support services for the construction and bidding phases.

## DISCUSSION

In April 2012, staff presented to City Council a draft Request for Proposal (RFP) to solicit design consultant services for the project. The structure of the RFP called for a civil engineering firm to be lead and subcontract with other firms as needed (e.g., transportation planning & engineering, landscaping throughout the design phase and for construction support to provide continuity).

City Council provided the following direction to staff:

- Revise the schedule to begin construction in early 2015; it was suggested that the conceptual design/public outreach process be conducted as close as practical to the start of construction.
- Incorporate into the RFP the City's desire to incorporate "Complete Streets" concepts into the overall reconstruction project, specifically consideration of bicycle lanes in each direction. The City Council acknowledged that bicycle lanes in each direction would require some widening of the roadway beyond the existing curb face. Prior to the April 2012 discussion with City Council, staff had received direction that no widening of the roadway would occur beyond the existing curb face which would allow a traditional bicycle lane in only one direction along the entire length of the Boulevard.
- Develop a construction mitigation plan (which will determine the timeframe of construction) as part of the conceptual design process.

Staff followed a qualifications-based selection process to develop the recommendation to award an agreement to Psomas. In January 2013, a Request for Proposal (RFP) was released to ten locally based civil engineering firms identified by staff and transportation professionals as having experience with projects of similar scope and prior experience with projects in Beverly Hills and/or similar Cities in the region. Providing environmental review services was provided as an option for firms to provide.

Five firms submitted proposals and all were invited for interviews. A panel consisting of the Chair of the Public Works Commission, Chair of the Traffic & Parking Commission, Assistant Director of Public Works & Transportation, Deputy Director of Transportation, Director of Project Administration, and Principal Civil Engineer interviewed and ranked the five firms. The Psomas team had the highest score based on strength of their proposal, understanding of the project, and the entire team's extensive experience with the City of Beverly Hills. Consistent with the qualifications-based selection process, cost proposals remained sealed until after the panel made their selection and staff negotiated with the highest scoring firm.

With the design services, the consultant is paid on a time and material basis and varies based on the team's estimates of the amount of work anticipated. Of the three highest scoring teams, Psomas' cost proposal was in the midrange. The original Psomas cost proposal had a base cost proposal of \$1,536,544 with options of \$238,766 (for environmental review, additional civil engineering work if traffic signal poles need relocating for bicycle lanes and additional survey work). After discussions with staff, the base cost proposal was reduced to \$1,460,710. Psomas also reduced the cost of

options by 2.4%, however, optional costs in the agreement have increased as it reflects the cost of the Psomas team preparing an Environmental Impact Report (EIR) if deemed necessary.

In comparison, the second highest scoring team, the firm most comparable to Psomas in size and experience, submitted a base cost proposal of \$1,993,110 with optional tasks of \$32,443. The third highest scoring team submitted a cost proposal of \$1,361,511 with no options. In addition to the Psomas team's higher qualifications and more experience with projects of similar scope, the Psomas proposal has significantly more civil engineering and survey work that staff believes is necessary for this project than this third proposal.

The key personnel from the team include Sean Vargas and Ross Barker from Psomas; Michael Meyer of Iteris (Transportation Planning and Engineering); and Steve Smith of Gruen (Landscaping/Urban Design). All four members of this team were key personnel for the Wilshire Bus Rapid Transit (BRT) project in Los Angeles. Psomas was the lead civil engineering firm for the Beverly Hills Urban Design Program Triangle Area and the North Santa Monica Boulevard Signal Synchronization project in Beverly Hills. Michael Meyer was the Project Manager for the design of transportation improvements for the Santa Monica Boulevard Transit Parkway Project west of the City. Steve Smith is the Project Manager for the early NSMB/Gateway project study that was used to develop the environmental assessment. The "References and Relevant Experience" from the Psomas proposal (Exhibit A) provides additional information on the team's background and experience.

The agreement with Psomas is divided into two phases as described below:

#### Phase 1: Conceptual Design/Public Outreach

This phase includes the public outreach, geotechnical surveys, and necessary studies to accomplish the following tasks:

- Facilitate City Council decisions on any enhancements to be included along with the core reconstruction project, including consideration of bicycle lanes, landscaped medians, transit stop amenities and street lighting.
- Evaluation of existing conditions, including existing roadway and intersections, storm drains, pavement, and geotechnical field review. The scope also includes additional "infiltration testing" should the initial testing find the potential for shallower or deeper subsurface water than anticipated.
- Development of construction mitigation plan, schedule and work hours.
- Provide initial cost estimates for design options.
- Prepare the environmental documentation required by the California Environmental Quality Act (CEQA). While CEQA provides for a categorical exemption for projects that are determined not to have a significant effect on the environment (e.g., a street paving project), expansion of the roadway beyond the northern curb face for a bicycle and/or soil contamination issues could require a higher level of environmental review. To minimize any delays should a higher

level of environmental review be required, "initial environmental consulting" has been incorporated into the base budget. At the beginning of Phase 1, Bon Terra, the environmental consultant, will begin to compile information that could be incorporated into an environmental document and support the City with proper noticing for public scoping meetings. Upon selection of a preferred concept, incorporated into the base budget is "initial environmental consulting". To address this issue, approximately 90 days after commencement of Phase 1, the Psomas team will provide an evaluation of the level of environmental review that should be conducted. Upon receipt of the evaluation, the Community Development Department and City Attorney's Office will determine if an Environmental Impact Report (EIR) is needed. The recommended agreement includes the option of the Psomas team conducting an EIR if determined needed at a cost of \$285,000.

- **The first deliverable for Phase 1** is a project management and outreach plan to be presented to City Council. Staff will request that City Council appoint a NSMB Committee comprised of two representatives each of the Traffic & Parking, Public Works, and Recreation & Parks Commissions to provide recommendations to City Council.

Upon completion of Phase 1 and City Council selection of a conceptual design for NSMB, staff would seek direction to proceed with Phase 2.

#### Phase 2: Project Design

This phase involves preparing details of the conceptual design approved by City Council during Phase 1 and support services for construction bidding and construction administration as described below:

- Preparing plans, specifications and estimates of probable construction costs (PS&E) including street improvement drawings, intersection plans, signing and striping plans, street lighting plans, landscape and street furniture plans, and drainage reconstruction.
- Permit and Agency Coordination, including the County of Los Angeles and/or the State of California as required.
- Construction bid and construction support.
- Survey and Investigations.
- Traffic Signal and Interconnect Plans (optional if traffic signals need to be relocated to accommodate a bicycle lane).
- Small Potholes (optional if needed) to identify location of utilities of the design concept selected as part of Phase 1.

With City Council approval of an agreement in June 2013, the following schedule is anticipated:

- Initial presentation to City Council: August 2013
- Public Outreach: Fall 2013
- Determination of level of environmental review required: Fall 2013
- City Council selection of conceptual design/authorization to proceed with Phase 2: January 2014
- Phase 2 Completion: November 2014
- Construction Commences: Spring 2015

**FISCAL IMPACT**

Staff's recommended FY 13-14 Capital Improvement Budget includes \$16 million for the Santa Monica Boulevard Reconstruction Project based on a very preliminary estimate. The April 2012 staff report included a budget estimate of \$12 million. Based on further review and discussions with the proposers during the RFP process, staff updated the estimate to \$16 million. The recommended agreement with Psomas includes updating the cost estimates throughout the planning process.

The recommended agreement with Psomas has a not-to-exceed amount of \$1,940,730. This includes \$1,479,710 of base services, \$411,020 of optional services and \$50,000 for contingency as described below. The agreement includes that the City Manager or designee shall provide a notice to proceed prior to initiating any optional services. Additionally, City Council approval of a conceptual design and acceptance of the Phase 1 final report is needed prior to commencing Phase 2.

Phase 1

<b>Base Services:</b>	
Pre-design	\$389,147
Reimbursable Expenses	\$25,500
<i>Subtotal Phase 1 Base</i>	<i>\$414,647</i>
<b>Optional Services:</b>	
Environmental Field Testing	\$19,000
Environment Impact Report (EIR)	\$145,000
Additional Technical Support for EIR	\$140,000
<i>Subtotal Phase 1 Options</i>	<i>\$345,000</i>
<b>Total Phase 1 Not-to-Exceed amount</b>	<b>\$718,647</b>

Phase 2

Base Services:	
PS&E	\$666,692
Permitting, bid and award support, construction administration and close out support	\$142,876
Survey Work	\$201,695
Reimbursable Expenses	\$34,800
<i>Subtotal Phase 2 Base</i>	<i>\$1,046,063</i>
Optional Services	
Additional required to move traffic signals (if needed and determined warranted by City Council for bicycle facilities)	\$111,020
Additional Survey Work	\$15,000
<i>Subtotal Phase 2 Options</i>	<i>\$126,020</i>
<b>Total Phase 2 Not-to-Exceed Amount</b>	<b>\$1,172,083</b>
<b>Total Phase 1 and 2 Not-to-Exceed Amount</b>	<b>\$1,890,730</b>
Contingency	\$50,000
<b>Total Agreement Not-to Exceed amount</b>	<b>\$1,940,730</b>

Don Rhoads  
Finance Approval



Mahdi Aluzri  
Approved By



# **Attachment 1**

AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND  
PSOMAS FOR DESIGN SERVICES FOR THE NORTH SANTA  
MONICA BOULEVARD RECONSTRUCTION PROJECT

NAME OF CONSULTANT: Psomas

RESPONSIBLE PRINCIPAL OF CONSULTANT: Sean Vargas, Vice President

CONSULTANT'S ADDRESS: 555 S. Flower Street, Suite 4300  
Los Angeles, CA 90071

CITY'S ADDRESS: City of Beverly Hills  
455 N. Rexford Drive  
Beverly Hills, CA 90210  
Attention: Aaron Kunz  
Deputy Director of Transportation

COMMENCEMENT DATE: Upon written notice to proceed from CITY

TERMINATION DATE: December 31, 2017

CONSIDERATION: Not to exceed \$1,890,730, including all reimbursable  
expenses, as described in Exhibit B;

Contingency for additional work not to exceed \$50,000, as  
more particularly described in Exhibit B;

Total not to exceed \$1,940,730

AGREEMENT BETWEEN THE CITY OF BEVERLY HILLS AND  
PSOMAS FOR DESIGN SERVICES FOR THE NORTH SANTA  
MONICA BOULEVARD RECONSTRUCTION PROJECT

THIS AGREEMENT is entered into between the City of Beverly Hills, a municipal corporation (hereinafter called "CITY"), and Psomas (hereinafter called "CONSULTANT") for design services related to the North Santa Monica Boulevard Reconstruction Project.

RECITALS

A. CITY desires to have certain services and/or goods provided as set forth in Exhibit A (the "Scope of Work"), attached hereto and incorporated herein.

B. CONSULTANT represents that it is qualified and able to perform the Scope of Work.

NOW, THEREFORE, the parties agree as follows:

Section 1. CONSULTANT's Scope of Work. CONSULTANT shall perform the Scope of Work described in Exhibit A in a manner satisfactory to CITY and consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. CITY shall have the right to order, in writing, changes in the Scope of Work. Any changes in the Scope of Work by CONSULTANT must be made in writing and approved by both parties. The cost of any change in the Scope of Work must be agreed to by both parties in writing.

Section 2. Time of Performance.

CONSULTANT shall commence its services under this Agreement upon receipt of a written notice to proceed from CITY. CONSULTANT shall complete the performance of services by the Termination Date set forth above and/or in conformance with the project timeline established by the City Manager or his designee.

The City Manager or his designee may extend the time of performance in writing for two additional one-year terms or such other term not to exceed two years from the date of termination pursuant to the same terms and conditions of this Agreement.

Section 3. Compensation.

(a) Compensation. CITY agrees to compensate CONSULTANT for the services and/or goods provides under this Agreement, and CONSULTANT agrees to accept in full satisfaction for such services, a sum not to exceed the Consideration set forth above and more particularly described in Exhibit B, attached hereto and incorporated herein.

(b) Expenses. The amount set forth in paragraph (a) shall include reimbursement for all actual and necessary expenditures reasonably incurred in the performance of this Agreement (including, but not limited to, all labor, materials, delivery, tax, assembly, and installation, as applicable). There shall be no claims for additional compensation for reimbursable expenses.

(c) Additional Services. CITY may from time to time require CONSULTANT to perform additional services not included in the Scope of Work. Such requests for additional services shall be made by CITY in writing and agreed upon by both parties in writing.

Section 4. Method of Payment. Unless otherwise provided for herein, CONSULTANT shall submit to CITY a detailed invoice, on a monthly basis or less frequently, for the services performed pursuant to this Agreement. Each invoice shall itemize the services rendered during the billing period and the amount due. Within 45 days of receipt of each invoice, CITY shall pay all undisputed amounts included on the invoice. CITY shall pay CONSULTANT said Consideration in accordance with the schedule of payment set forth in Exhibit B.

Section 5. Independent Contractor. CONSULTANT is and shall at all times remain, as to CITY, a wholly independent contractor. Neither CITY nor any of its agents shall have control over the conduct of CONSULTANT or any of CONSULTANT's employees, except as herein set forth. CONSULTANT shall not, at any time, or in any manner, represent that it or any of its agents or employees are in any manner agents or employees of CITY.

Section 6. Assignment. This Agreement shall not be assigned in whole or in part, by CONSULTANT without the prior written approval of CITY. Any attempt by CONSULTANT to so assign this Agreement or any rights, duties or obligations arising hereunder shall be void and of no effect.

Section 7. Responsible Principal(s)

(a) CONSULTANT's Responsible Principal set forth above shall be principally responsible for CONSULTANT's obligations under this Agreement and shall serve as principal liaison between CITY and CONSULTANT. Designation of another Responsible by CONSULTANT shall not be made without prior written consent of CITY.

(b) CITY's Responsible Principal shall be the City Manager or his designee set forth above who shall administer the terms of the Agreement on behalf of CITY.

Section 8. Personnel. CONSULTANT represents that it has, or shall secure at its own expense, all personnel required to perform CONSULTANT's Scope of Work under this Agreement. All personnel engaged in the work shall be qualified to perform such Scope of Work.

Section 9. Permits and Licenses. CONSULTANT shall obtain and maintain during the Agreement term all necessary licenses, permits and certificates required by law for the provision of services under this Agreement, including a business license.

Section 10. Interests of CONSULTANT. CONSULTANT affirms that it presently has no interest and shall not have any interest, direct or indirect, which would conflict in any manner with the performance of the Scope of Work contemplated by this Agreement. No person having any such interest shall be employed by or be associated with CONSULTANT.

Section 11. Insurance.

(a) CONSULTANT shall at all times during the term of this Agreement carry, maintain, and keep in full force and effect, insurance as follows:

(1) A policy or policies of Comprehensive General Liability Insurance, with minimum limits of Two Million Dollars (\$2,000,000) for each occurrence, combined single limit, against any personal injury, death, loss or damage resulting from the wrongful or negligent acts by CONSULTANT.

(2) A policy or policies of Comprehensive Vehicle Liability Insurance covering personal injury and property damage, with minimum limits of One Million Dollars (\$1,000,000) per occurrence combined single limit, covering any vehicle utilized by CONSULTANT in performing the Scope of Work required by this Agreement.

(3) Workers' compensation insurance as required by the State of California.

(4) Professional Liability Insurance. A policy or policies of Professional Liability Insurance (errors and omissions) with minimum limits of One Million Dollars (\$1,000,000) per claim and in the aggregate. Any deductibles or self-insured retentions attached to such policy or policies must be declared to and be approved by CITY. Further, CONSULTANT agrees to maintain in full force and effect such insurance for one year after performance of work under this Agreement is completed.

(b) CONSULTANT shall require each of its sub-contractors to maintain insurance coverage which meets all of the requirements of this Agreement.

(c) The policy or policies required by this Agreement shall be issued by an insurer admitted in the State of California and with a rating of at least a B+;VII in the latest edition of Best's Insurance Guide.

(d) CONSULTANT agrees that if it does not keep the aforesaid insurance in full force and effect CITY may either immediately terminate this Agreement or, if insurance is available at a reasonable cost, CITY may take out the necessary insurance and pay, at CONSULTANT's expense, the premium thereon.

(e) At all times during the term of this Agreement, CONSULTANT shall maintain on file with the City Clerk a certificate or certificates of insurance on the form set forth in Exhibit C, attached hereto and incorporated herein, showing that the aforesaid policies are in effect in the required amounts. CONSULTANT shall, prior to commencement of work under this Agreement, file with the City Clerk such certificate or certificates. The general and auto liability insurance shall contain an endorsement naming CITY as an additional insured. All of the policies required

under this Agreement shall contain an endorsement providing that the policies cannot be canceled or reduced except on thirty (30) days prior written notice to CITY, and specifically stating that the coverage contained in the policies affords insurance pursuant to the terms and conditions as set forth in this Agreement.

(f) The insurance provided by CONSULTANT shall be primary to any coverage available to CITY. The policies of insurance required by this Agreement shall include provisions for waiver of subrogation.

(g) Any deductibles or self-insured retentions must be declared to and approved by CITY. At the option of CITY, CONSULTANT shall either reduce or eliminate the deductibles or self-insured retentions with respect to CITY, or CONSULTANT shall procure a bond guaranteeing payment of losses and expenses.

#### Section 12. Indemnification, Hold Harmless, and Duty to Defend

(a) Indemnity for Design Professional Services. In connection with its design professional services and to the maximum extent permitted by law, CONSULTANT shall hold harmless and indemnify CITY, and its officials, officers, employees, agents and independent contractors serving in the role of CITY officials, and designated volunteers (collectively, "Indemnitees"), with respect to any and all claims, demands, causes of action, damages, injuries, liabilities, losses, costs or expenses, including reimbursement of attorneys' fees and costs of defense (collectively, "Claims" hereinafter), including but not limited to Claims relating to death or injury to any person and injury to any property, which arise out of, pertain to, or relate to in whole or in part to the negligence, recklessness, or willful misconduct of CONSULTANT or any of its officers, employees, subcontractors, or agents in the performance of its design professional services under this Agreement.

(b) Other Indemnities. In connection with any and all claims, demands, causes of action, damages, injuries, liabilities, losses, costs or expenses, including attorneys' fees and costs of defense (collectively, "Damages" hereinafter) not covered by this section 12 (a) and to the maximum extent permitted by law, CONSULTANT shall defend, hold harmless and indemnify the Indemnitees with respect to any and all Damages, including but not limited to, Damages relating to death or injury to any person and injury to any property, which arise out of, pertain to, or relate to the acts or omissions of CONSULTANT or any of its officers, employees, subcontractors, or agents in the performance of this Agreement, except for such loss or damage arising from the sole negligence or willful misconduct of the CITY, as determined by final arbitration or court decision or by the agreement of the parties. CONSULTANT shall defend Indemnitees in any action or actions filed in connection with any such Damages with counsel of CITY's choice, and shall pay all costs and expenses, including all attorneys' fees and experts' costs actually incurred in connection with such defense. Consultant's duty to defend pursuant to this section 12 (b) shall apply independent of any prior, concurrent or subsequent misconduct, negligent acts, errors or omissions of Indemnitees.

(c) All duties of CONSULTANT under this section shall survive termination of this Agreement.

Section 13. Termination.

(a) CITY shall have the right to terminate this Agreement for any reason or for no reason upon five calendar days' written notice to CONSULTANT. CONSULTANT agrees to cease all work under this Agreement on or before the effective date of such notice.

(b) In the event of termination or cancellation of this Agreement by CITY, due to no fault or failure of performance by CONSULTANT, CONSULTANT shall be paid based on the percentage of work satisfactorily performed at the time of termination. In no event shall CONSULTANT be entitled to receive more than the amount that would be paid to CONSULTANT for the full performance of the services required by this Agreement. CONSULTANT shall have no other claim against CITY by reason of such termination, including any claim for compensation.

Section 14. CITY's Responsibility. CITY shall provide CONSULTANT with all pertinent data, documents, and other requested information as is available for the proper performance of CONSULTANT's Scope of Work.

Section 15. Information and Documents. All data, information, documents and drawings prepared for CITY and required to be furnished to CITY in connection with this Agreement shall become the property of CITY, and CITY may use all or any portion of the work submitted by CONSULTANT and compensated by CITY pursuant to this Agreement as CITY deems appropriate.

Section 16. Records and Inspections. CONSULTANT shall maintain full and accurate records with respect to all matters covered under this Agreement for a period of 5 years. CITY shall have access, without charge, during normal business hours to such records, and the right to examine and audit the same and to make copies and transcripts therefrom, and to inspect all program data, documents, proceedings and activities.

Section 17. Notice. Any notices, bills, invoices, etc. required by this Agreement shall be deemed received on (a) the day of delivery if: (i) delivered by hand during the receiving party's regular business hours or (ii) by electronic mail or facsimile before or during the receiving party's regular business hours; or (b) on the second business day following deposit in the United States mail, postage prepaid to the addresses set forth above, or to such other addresses as the parties may, from time to time, designate in writing pursuant to this section.

Section 18. Attorney's Fees. In the event that either party commences any legal action or proceeding to enforce or interpret the provisions of this Agreement, the prevailing party in such action shall be entitled to reasonable attorney's fees, costs and necessary disbursements, in addition to such other relief as may be sought and awarded.

Section 19. Entire Agreement. This Agreement represents the entire integrated agreement between CITY and CONSULTANT, and supersedes all prior negotiations, representations or agreements, either written or oral. This Agreement may be amended only by a written instrument signed by both CITY and CONSULTANT.

Section 20. Exhibits; Precedence. All documents referenced as exhibits in this Agreement are hereby incorporated in this Agreement. In the event of any material discrepancy between the express provisions of this Agreement and the provisions of any document incorporated herein by reference, the provisions of this Agreement shall prevail.

Section 21. Governing Law. The interpretation and implementation of this Agreement shall be governed by the domestic law of the State of California.

Section 22. CITY Not Obligated to Third Parties. CITY shall not be obligated or liable under this Agreement to any party other than CONSULTANT.

Section 23. Severability. Invalidation of any provision contained herein or the application thereof to any person or entity by judgment or court order shall in no way affect any of the other covenants, conditions, restrictions, or provisions hereof, or the application thereof to any other person or entity, and the same shall remain in full force and effect.

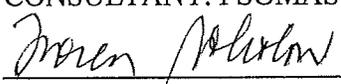
EXECUTED the \_\_\_\_ day of \_\_\_\_\_ 2013, at Beverly Hills, California.

CITY OF BEVERLY HILLS,  
A Municipal Corporation

\_\_\_\_\_  
JOHN A. MIRISCH  
Mayor of the City of  
Beverly Hills, California

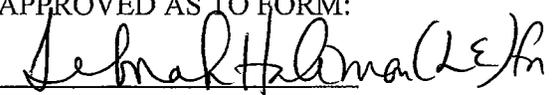
ATTEST:

\_\_\_\_\_(SEAL)  
BYRON POPE  
City Clerk

CONSULTANT: PSOMAS  
  
\_\_\_\_\_  
LOREN SOKOLOW  
Vice President/Chief Financial Officer

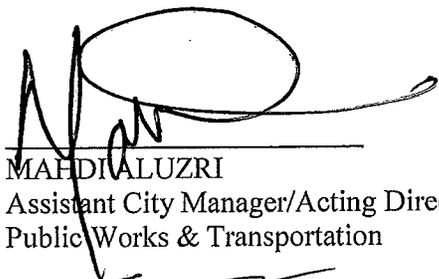
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SEAN P. VARGAS  
Vice President~~

APPROVED AS TO FORM:

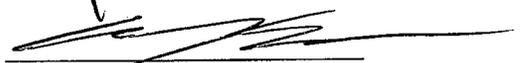
  
\_\_\_\_\_  
LAURENCE S. WIENER  
City Attorney

APPROVED AS TO CONTENT:

\_\_\_\_\_  
JEFFREY C. KOLIN  
City Manager



MAHDIALUZRI  
Assistant City Manager/Acting Director of  
Public Works & Transportation



KARL KIRKMAN  
Risk Manager

## EXHIBIT A

### SCOPE OF WORK

CONSULTANT shall perform the following services:

#### Phase I

##### Pre-Design Phase

The Scope of Work presented herein builds upon the Request for Proposal (RFP) issued by the City. It presents a Phase I planning process that will develop and select a preferred concept for design in the Phase II design effort.

##### Task 1. Project Management and Outreach Plan

###### 1.a. Refine Scope and Schedule

CONSULTANT will develop a Project Management Plan that refines the scope of services and presents a detailed schedule for the work plan. Monthly progress meetings will be held between CONSULTANT Team members and City staff to report on the project status and discuss scope, schedule and budget issues. The Project Management plan will include details of CONSULTANT's quality assurance and quality control plan (QA/QC) to be employed by the Team and will identify deliverables, review schedules for draft work products, and final product deliverable dates.

###### 1.b Outreach Plan

The Project Management Plan will include a section devoted to public outreach. City staff will manage the logistics of public outreach in terms of arranging meeting facilities and notifying the public of the meetings. The CONSULTANT team will be responsible for preparation of the content of the meetings. CONSULTANT will prepare the agendas, presentation materials and handouts, and take meeting minutes. CONSULTANT's Principal-in-charge, Sean Vargas, supported by key team members, will make the public presentations or support City staff in making the presentations, as appropriate for each meeting. CONSULTANT will participate in an initial presentation to the City Council that reviews the work plan and describes the public outreach program and project schedule. It will be important that the City Council understands and concurs in the outreach plan in terms of the number of meetings and types of meetings, the City Commissions and/or Committees that will hold such meetings, and the plan for City Council participation in approval of the concept at the end of Phase I.

###### 1.c. Public Meetings

The public meetings include:

- One (1) City Council meeting to review scope and approve Outreach Plan
- Two (2) scoping meetings to obtain public input on the study
- Four (4) walking tours to educate interested stakeholders
- Five (5) Commission/Committee meetings to review the concepts and obtain feedback on their refinement
- Four (4) City Council meetings to review and approve the recommended plan

As noted above, key CONSULTANT Team members will attend all of these public meetings to make the presentations and respond to public questions. The schedule of meetings will be developed at the outset

of the project to avoid Holiday periods and to allow Commissioners/Committee Members and the Council to know well in advance when this project will be coming to them for review and action.

## Task 2. Pre-Design Report

The pre-design analysis and report that CONSULTANT will prepare as a part of Phase I is critical to the success of the project. Its content and the logical presentation of information will become the basis for the preliminary and detailed design and, ultimately, for the construction and operation of the project. The pre-design report will describe the proposed project in a manner that allows both the City and stakeholders to gain a thorough understanding of the necessity and scope of the project.

### 2 a. Existing Conditions

CONSULTANT will prepare a Setting Section that describes existing conditions along the corridor and identifies key issues to be addressed in the reconstruction project. This section may also be used as the Setting Section of an environmental document, depending upon what type of document is determined to be required.

#### Transportation Setting.

CONSULTANT will collect new average daily traffic counts in each of the segments of the corridor. New peak period turning movement counts will also be collected at each signalized intersection and current levels of service calculated at each location. The peak period turning movement counts will also include bicyclists and pedestrians. If so desired, Saturday afternoon counts will also be collected to capture the shopping peak traffic conditions. CONSULTANT will describe the existing transportation setting.

**Bicycle Routes.** Existing and planned bicycle facilities in the vicinity of Santa Monica Boulevard will be mapped and described. These will include those under consideration in Beverly Hills, as well as the existing bike lanes on Santa Monica Boulevard in West Hollywood to the east and on Santa Monica Boulevard in Los Angeles, west of Avenue of the Stars.

**Transit Stops.** CONSULTANT will describe transit service in the corridor. The amenities provided at the two Metro-rapid bus stops in Beverly Hills will also be described.

**Pedestrian Facilities.** Pedestrian movements within the corridor will be described including east-west and north-south movements.

**Intersections.** The longitudinal riding surface is uneven at several intersections. The uneven riding surface is caused by repeated overlay and crowns with the intersecting streets. There are several constraints to re-profiling the intersections that will be considered during the concept analysis. CONSULTANT will document and describe the existing issues.

**Existing Improvements.** CONSULTANT will conduct a field investigation to verify all existing features on the City-provided survey and to identify all the relevant features that are missing. The field review will include work necessary to inspect the project area with respect to needs for preparing engineering plans. The field information collected will include:

- Curb-to-curb widths
- Sidewalk widths
- Lane dimensions
- Striping type and condition
- Crosswalk location and widths
- Location and widths of all driveways
- Location and length of all painted curbs
- Location and type of street signs

- Existing surface indications of utilities (storm drains, fire hydrants, catch basins, etc.)
- Location and type of all pertinent signal related equipment including poles, conduits and pull boxes
- Controller cabinet and controller condition
- Location of street lighting poles
- Location and size of trees
- Specific land use related considerations

Data Synthesis. CONSULTANT will assemble City-provided existing pertinent information (that CONSULTANT did not prepare or already possess) and data, including traffic signal, street lighting, signing and striping, and utility plans available for the project area. CONSULTANT will develop base plans based on the field investigation and data synthesis.

Storm Drain Videography. CONSULTANT will provide CCTV inspection of approximately 8,250 LF of existing storm drain lines as described in the RFP. CONSULTANT will visit the site to locate manholes and develop plan for CCTV inspection that minimizes potential impacts. CONSULTANT will obtain no-cost permits to perform the work. CONSULTANT will provide traffic control during the video inspection. CONSULTANT will provide a DVD with inspection reports and associated videos. CONSULTANT has assumed that this work will be performed during non-peak hours Monday through Thursday.

Hydrology, Hydraulics, and Stormwater Quality Setting. The drainage within NSMB has been impacted by multiple pavement overlays that have affected gutter drainage, as well as discharge from the north-south alley drainage. CONSULTANT will prepare a comprehensive drainage section, including a roadway drainage report, alley hydrology and hydraulics, and a current confirmation of the findings from the Psomas 2001 Storm Drain Master Plan. CONSULTANT will discuss and describe the current stormwater quality setting, including guidelines, requirements, and best practices including Low Impact Development consideration.

Pavement, Geotechnical, and Environmental Setting. Existing surface and near-surface soils in the area generally consist of fine grained materials including silt to silty sand. Soils and groundwater conditions in Beverly Hills, and specifically the Beverly Gardens Park, vary. There are a number of sites along the corridor that may have the historic potential for subsurface contamination.

#### Geotechnical File Review

CONSULTANT has reviewed the geological conditions at the site using its in-house files and online resources. CONSULTANT will perform further review of previous geotechnical reports for projects adjacent to the site. Information obtained will be used in support of CONSULTANT's subsequent field explorations and geotechnical design.

#### Field Preparation

- Site Reconnaissance. CONSULTANT will complete a site reconnaissance to review field conditions for access and lay out the exploration program. CONSULTANT will obtain the necessary no-cost permits for CONSULTANT's field work.
- Health and Safety Plan. CONSULTANT will prepare a project specific health and safety plan and perform job site safety assessments at each work location along with tailgate safety meetings. The health and safety plan will outline the potential job site hazards with respect to the proposed scope of services, and will cover items including emergency evacuation to the nearest hospital, overhead electrical hazards, subsurface utilities, vehicle traffic, and pedestrian encroachment. This process will be documented during the course of the safety reviews.
- Utility Location and Permits. CONSULTANT will contact Underground Service Alert (USA). CONSULTANT's field representatives will mark the proposed coring locations and notify USA. The field representatives will then review the USA marks prior to commencing with coring and other subsurface exploration.

## Field Explorations

CONSULTANT will employ a two-stage field exploration program to adequately characterize the existing pavement system and subgrade soils. For the first stage of exploration, CONSULTANT will utilize non-destructive Falling Weight Deflectometer (FWD) testing of the pavement for evaluation of the physical properties of the pavement and subgrade system. Data will be gathered at 200-foot intervals along NSMB. During deflection testing, visual observation of the pavement condition and/or distress will be performed and recorded.

The second stage of the exploration program will consist of subsurface pavement cores to observe the existing pavement, base materials (if present), and the upper 1 to 1½ feet of the subgrade materials at regular intervals. The subsurface soils will be collected for laboratory testing. Each core will extend to a depth of about 3½ feet depending on the thickness of the pavement section and density/hardness of the subgrade materials. In general cores will be spaced approximately 1,000 feet apart, with some adjustment to target potentially weaker zones identified by the FWD testing. CONSULTANT plans to use mechanical drilling equipment to accomplish the coring. After coring, each hole will be backfilled and capped with cold patch. Excess material remaining at the completion of CONSULTANT's work field will be disposed of, if necessary. The pavement cores will be brought back to CONSULTANT's laboratory for storage.

For both the FWD testing and coring CONSULTANT has assumed:

- CONSULTANT will obtain no cost permits from the City
- CONSULTANT has assumed working hours for its field services along North Santa Monica Boulevard, including traffic control, are between 9:00AM to 3:00PM. Night work is not included in its field services.
- The potential for contamination of the soil and groundwater at the site is unknown. Soil samples from each core location will be screened for volatile compounds in the field using a photoionization detector (PID). If contamination is detected, the cuttings will be drummed separately and you will be notified. Contaminated soil will have to be properly disposed. Proper disposal of contaminated soil will require environmental testing that is included as an optional service.
- FWD testing will take approximately one (1) day to complete
- Coring will take approximately one day to complete for a minimum of six explorations.

## Laboratory Testing

- Geotechnical Testing. Laboratory tests to estimate geotechnical properties will be conducted on selected soil samples from the cores to determine pertinent physical and engineering characteristics of the subgrade soils. CONSULTANT anticipates performing moisture content determinations, Atterberg limit determinations, and grain size analyses, as appropriate. R-value testing will also be performed for pavement design.

## Analyses and Report

- Subsurface Profile. Based on the file review and field explorations, CONSULTANT will prepare a characterization of the pavement section and subgrade soils. CONSULTANT will also indicate the presence of perched groundwater or saturated subgrade, if encountered.
- Pavement Design. CONSULTANT will make asphalt-concrete design recommendations for the street reconstruction. CONSULTANT's recommendations will be based on the traffic index provided in the RFP, using Caltrans methodologies. CONSULTANT will also provide recommendations for using aggregate base material and alternative pavement sections where appropriate.
- Earthwork and Drainage. CONSULTANT will provide recommendations for site and subgrade preparation including stripping depth, sub-excavation to remove unsuitable material, suitability of on-site soil for structural fill, compaction of structural fill requirements, and drainage. CONSULTANT will provide recommendations for import structural fill using Greenbook specifications, as appropriate.

- Reporting. The pavement investigation data will be provided within CONSULTANT's geotechnical report. It will include CONSULTANT's geotechnical recommendations, appropriate figures, FWD data, coring logs, and the results of laboratory testing.

#### Infiltration Testing

Soils and groundwater conditions in Beverly Hills, and specifically the Beverly Gardens Park area, likely vary sufficiently such that the variation will dictate the type of Low Impact Development approach to stormwater management employed. CONSULTANT proposes to use soil data (i.e. grain-size distribution) only and estimate groundwater data from one 20-foot subsurface exploration. CONSULTANT assumes the depth of a potential infiltration gallery to be between 5 and 10 feet below the ground surface. CONSULTANT will estimate the thickness of unsaturated soils beneath the site with the single boring and literature research as described below. CONSULTANT's revised approach will indicate if the site does not possess suitable characteristics for infiltration.

Below, CONSULTANT outlines a scope of work that addresses the above approach:

#### Preliminary Infiltration Evaluation (PIE)

- Research and Data Collection
  - Review of reports listed on GeoTracker
  - Review of geotechnical reports for nearby projects on file at City of Beverly Hills
  - Drill three hollow-stem auger boreholes to depths between 10 and 20 feet deep (one borehole in each block of the park). CONSULTANT will collect discrete soil samples only at five foot intervals and perform grain size analyses for the purpose of initial estimates of infiltration potential at the site.
  - As with the pavement field exploration described above, the potential for contamination of the soil and groundwater at the site is unknown. Soil samples from the borings will be screened for volatile compounds in the field using a photoionization detector. If contamination is detected, the cuttings will be drummed separately and you will be notified. Contaminated soil will have to be properly disposed. Proper disposal of contaminated soil will require environmental testing that is included as an option below.

#### Laboratory Testing

CONSULTANT will complete grain-size analyses to estimate preliminary infiltration rates. CONSULTANT's testing will include 8 sieve analyses with moisture contents.

#### Analyses and Preliminary Infiltration Memorandum

Based on the information obtained from CONSULTANT's PIE, CONSULTANT will prepare and submit its findings, conclusions and recommendations for infiltration alternatives at Beverly Park Gardens. CONSULTANT will prepare a design memorandum that includes:

- Feasibility and risks of infiltration options
- Preliminary range of infiltration rates for shallow facilities

## **2 b. Concept Development and Analysis**

After the scope has been properly defined, potential concepts to address project goals will be identified. Each of these concepts will be described, the pros and cons will be discussed, and the merits will be documented. The result of the analysis will be a recommended concept.

CONSULTANT will develop concepts that can ultimately be presented to the public for consideration. These will range from simple repaving with no changes to the lane configurations along the corridor, to alternatives that could include bicycle lanes or landscaped medians. It is anticipated that the initial concepts would be presented at the public scoping meetings to gauge public reaction. The potential concepts will likely then be narrowed to a smaller number for more detailed study.

## **2 c. Refine Concepts**

Feedback from Public Meetings. CONSULTANT will summarize the feedback received at the scoping meetings and make a recommendation for the narrowing of the range of options to the appropriate City Commissions and/or Committees. Following receipt of consensus on the list of concepts, the Team will add additional detail to the project descriptions. For budgeting purposes, it has been assumed that no more than four concepts will be carried forward.

Conceptual Plans. CONSULTANT will lay out the concepts on aerial photos of the corridor so that the public can easily understand where the improvements will be located; where widening, if any, would start and stop; and where bicycle lanes could be located. CONSULTANT will provide illustrative and colored plans, sections, elevations, sketches and 3-D visual tools to communicate and assist participants at the open house meetings. CONSULTANT's public presentation exhibits will communicate the intent and differences between the civil engineering and traffic options. In assisting the City in these public presentations, the illustrative documents and PowerPoint presentations will allow participants at all levels to visualize the changes and effects of the varying designs as they relate to the Boulevard reconstruction.

Construction Scenario Plan. Construction impacts will be one of the more highly scrutinized aspects of the reconstruction project analysis. CONSULTANT will develop construction scenarios for the project concepts. It can be expected that many of the elements of the construction scenarios will be similar for each project concept, but where they differ, the differences will be highlighted to assist in selecting a preferred scenario.

The construction scenario plan will address such issues as:

- Time period of construction activity; days of the week and work hours. The approximate length of construction will be estimated based on different work windows and the impact of fewer daily hours of construction activity versus overall duration of construction.
- Haul routes for construction materials.
- Phasing of construction, whether from east to west or north half versus south half of the street.
- Potential street closures, such as residential streets north of the Boulevard to prevent diversion through residential streets.
- Noise management techniques, including equipment noise restrictions and decorative noise walls along Beverly Gardens Park.
- Detour routes, if necessary.

Potential Traffic Impacts. CONSULTANT will assess the likelihood that traffic could be diverted away from the Santa Monica Boulevard corridor during the construction period and will identify the parallel roadways to which it might shift. Potential measures to reduce the impacts on parallel corridors will be investigated, as well as measures to reduce the likelihood of such diversion. This will also address where Traffic Control Plans (TCPs) may be required in the Phase 2 scope of work.

## **2 d. Recommendations and Draft Report**

Identify Preferred Concept and Construction Scenario. Working with the City Commissions and/or Committees in the refinement of the concepts, and responding to questions and comments that arise at their meetings, the CONSULTANT Team will develop consensus on which concept best meets the goals of the project and minimizes impacts on the community. The recommendations will be incorporated into the recommended project concept. The recommended project concept will be presented in detail. CONSULTANT will prepare "10 %" plans to represent the proposed improvements so that pre-design level quantity surveys and cost estimates may be prepared. A narrative supporting the selection of the concept will be included.

- Fatal Flaw Analysis. The recommended project concept will be evaluated for obstacles based on the following considerations:

Construction Budget Compliance and Limitations Based on Type of Funds

Geotechnical Evaluation  
Environmental Evaluation  
Right-of-Way Requirements  
Required Permits  
Utility Interference  
Stakeholder Opposition

- Project Schedule. The schedule will show the five phases of the project: pre-design, design, bid and award, construction, and closeout.
- Construction Cost Estimate. CONSULTANT will coordinate the desired format for the pre-design cost estimate in advance of estimate preparation to ensure that it easily supports reconciliation with project funding and associated requirements/milestones. Cost estimates for each of the concepts will be prepared.
- QA/QC Update. The pre-design report will provide a more detailed schedule for Phase II. CONSULTANT will clearly document design reviews, interdisciplinary (squad) checks, and constructability review.
- Envision — Sustainable Planning Assessment. CONSULTANT will report the result of Phase I of CONSULTANT's pre-design efforts to reflect consideration of the five objective criteria categories described in the Envision sustainability planning and rating tool.

#### **2 e. Final Report**

CONSULTANT will prepare a Final Report following the initial presentation of the Draft Report to the City Council. CONSULTANT will respond to comments on the Draft Final Report and re-submit it to the City Council for final review and approval. In accordance with the RFP, CONSULTANT has assumed that four (4) City Council meetings will be necessary to fine tune and achieve final approval of the recommended project concept and to receive approval to move to Phase II of the work.

#### **2 f. Initial Environmental Consulting**

With the support of CONSULTANT's environmental sub-consultant, CONSULTANT will evaluate and begin to compile the appropriate materials from CONSULTANT's concept development task that could be incorporated into an environmental document for the project. This will include the Setting, Concept Descriptions Considered, and the Selected Concept. CONSULTANT will support the City with sample verbiage for inclusion in the notices for the public scoping meetings. CONSULTANT will assist with distribution and collection of comment cards if deemed appropriate. Upon selection of the preferred concept, and based upon the anticipated relative impact of this concept, CONSULTANT will consult with Community Development Department staff to make a determination to proceed with preparation of the environmental document, including appropriate support materials

#### **2 g. Supplemental Survey and Mapping (Budget)**

If during the course of CONSULTANT's pre-design efforts the elected project concept results in a limit of work that goes beyond the City-provided survey coverage, or if CONSULTANT determine that features or detail are missing, CONSULTANT will provide supplemental topographic/design survey and utility mapping to integrate with the City-provided information. Because the need and/or scope are undetermined at this time, CONSULTANT has provided an optional budgetary fee only.

#### **2 h. Optional Environmental Field Testing**

*Optional environmental field testing shall be performed in the event contamination is detected in CONSULTANT's subsurface explorations with the photoionization detector and/or visual/olfactory*

observations. Note that CONSULTANT's detection of possible soil contamination will be limited to the depth of the planned explorations.

#### File Review

CONSULTANT will conduct a limited historical review of sites located along the alignment to determine the potential to encounter contaminated material during construction. CONSULTANT will also review available historical aerial photographs, maps and environmental documents.

A preliminary review of the GeoTracker sites located along the alignment indicated the presence of six closed Leaking Underground Storage Tank (LUST) Sites, two closed Cleanup Program Sites, and one active LUST site which is presently eligible for closure. The active LUST site is an existing service station located east of the alignment; potential contaminants of concern at this site include petroleum hydrocarbons. In addition, one active Department of Toxic Substance Control (DTSC) Voluntary Cleanup site is located adjacent, south of the alignment on Parcels 12 and 13. Contaminants of concern at this DTSC site include arsenic (associated with former historic railroad use and use of pesticides) and may likely also include petroleum, and other metals.

#### Sampling During Field Exploration

Environmental soil samples will be collected during the geotechnical exploration program of the work to provide assistance for the management of potentially contaminated materials likely to be encountered during construction, and to support site health and safety. In addition to the soil sampling, CONSULTANT recommend collecting samples of concrete and/or asphalt material that is likely to be removed during construction to analyze for proper off-site disposal or for potential reuse on the project.

#### Laboratory Testing

One soil sample will be collected from each core and analyzed for Title 22 Metals, including Antimony, Arsenic, Barium, Beryllium, Cadmium, Chromium, Cobalt, Copper, Lead, Mercury, Molybdenum, Nickel, Selenium, Silver, Thallium, Vanadium, and Zinc, by Environmental Protection Agency (EPA) Method 6010B/7471A, Total Petroleum Hydrocarbons (TPH) as Diesel extended by M8015D, Organochlorine Pesticides by EPA Method 8081A, Polycyclic Aromatic Hydrocarbons (PAHs) by EPA Method 8310, and Volatile Organic Compounds (VOCs) by EPA Method 8260B.

Based on the initial analytical results, follow-up analysis for metals may be required using either the Soluble Threshold Limit Concentration (STLC) and/or the Resource Conservation Recovery Act (RCRA) Toxicity Characteristic Leaching Procedure (TCLP). For cost estimating purposes CONSULTANT assume that up to three (3) samples may require either STLC and/or TCLP testing.

Up to eight of the concrete and/or asphalt samples collected during the pavement investigation will be analyzed for pH, Title 22 Metals and Asbestos.

The samples will be submitted for analytical testing by American Environmental Testing Laboratory (AETL) of Burbank, California, and will be analyzed on standard 5- to 7-day turn-around time.

#### Reporting

CONSULTANT will prepare a short write-up to discuss the analytical results of the samples collected as a part of the testing. The write-up will be incorporated into the Geotechnical Report prepared for the project.

At the completion of CONSULTANT's work, CONSULTANT will prepare a geotechnical report for the project. The report will include the results of CONSULTANT's Pavement Investigation, Infiltration Testing, Environmental Testing, geotechnical recommendations, appropriate figures, FWD data, core logs, and results of laboratory testing.

### 3A. Optional Environmental Impact Report Preparation (Budget)

*The expectation is that the project improvements may include a Class I bicycle path, pedestrian facilities, roadway restoration, landscaping, transit enhancements, utility relocation, and other amenities. The precise footprint of these improvements has not been defined. Without defined limits of the improvements footprint and feedback from stakeholders, CONSULTANT may not definitively state the type of environmental documentation that would be appropriate for the project. It is recommended that the determination of the type of environmental documentation be complete as a part of Task 2f (above), after preliminary concept plans are complete and the initial outreach to the community has been conducted.*

*The California Environmental Quality Act (CEQA) does provide for Categorical Exemptions (CE) for classes of projects which have been determined not to have a significant effect on the environment and are exempt from the provisions of CEQA. There is the potential that the project may qualify as a Class I exempt project (CEQA Guidelines Section 15301). This CE class is for the "operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public or private structures, facilities, mechanical equipment, or topographical features, involving negligible or no expansion of use." However, a key consideration is if the project has the potential for environmental impact; in that case, the CE would not apply.*

*In making the determination as to the type of documentation required, the City will need to assess the potential for impact, a key consideration will be the potential effects on adjacent land uses, particularly Beverly Gardens Park and adjacent residential development. If a CE is deemed inappropriate for the project, it is recommended that a higher level environmental document be prepared, such as a Negative Declaration (ND), Mitigated Negative Declaration (MND), or an Environmental Impact Report (EIR). For budgeting purposes the scope for an EIR is provided below. In the event a ND or MND is deemed appropriate a reflective scope and fee will be provided in lieu.*

#### *Initial Study*

*An Initial Study will be prepared in compliance with Section 15063 of the State CEQA Guidelines and applicable case law. It is assumed that a preferred alternative will be identified as the focus of the environmental document. This Scope of Work assumes that the Initial Study will be prepared for only the preferred alternative. Using the CEQA Initial Study Checklist, CONSULTANT will respond to each checklist question based on project plans, a site visit, and available information.*

*If an EIR is deemed required this Scope of Work would then include a preliminary assessment of environmental topics within the Initial Study (IS), referring the reader to the forthcoming EIR for in-depth analysis and mitigation measures, if necessary. However, if it can be adequately documented that there would be no impact or a less than significant impact, an environmental topic could be "focused out" of the EIR through the IS, and no further EIR analysis would be required. It is anticipated that the following topics will be addressed through the IS and not brought forward into the EIR: Agriculture and Forest Resources; Biological Resources (assuming no heritage/historic trees would be impacted); Geology and Soils; Mineral Resources; and Population/Housing. Adequate technical analyses and substantiating information will be provided to support the findings of impact significance for each topical area.*

*CONSULTANT will electronically submit (i.e., PDF and Word) a Screencheck IS to the Project Team for review and comment. Once comments have been received, CONSULTANT will revise the document and electronically submit the Approval Draft IS to the City for review to ensure comments have been appropriately incorporated and for approval to reproduce the document for public distribution. CONSULTANT will be*

responsible for finalizing the IS and providing up to 50 CDs of the IS to the City for distribution. This Scope of Work assumes that the City will prepare the mailing list, the Notice of Preparation (NOP), and the Notice of Completion (NOC), and will circulate the notices and IS for public review.

### Scoping Meeting

Pursuant to Section 15206 of the CEQA Guidelines, the project has the potential to be of statewide, regional, or areawide significance; therefore, a scoping meeting would be required. CONSULTANT will assist in preparing for, and will lead, one EIR scoping meeting. This Scope of Work assumes that the City will prepare and publish any notices required for the scoping meeting and send them to appropriate parties. CONSULTANT will prepare a PowerPoint presentation, if desired, and be responsible for the Sign-In Sheet, Comment Cards, 10 hardcopies of the IS/NOP, and snacks/water. This Scope of Work assumes that facility reservations and any graphic presentation materials/poster boards will be provided by the City. Following the scoping meeting, CONSULTANT will prepare a Memorandum that summarizes the issues raised at the scoping meeting. No formal recordation (e.g. video/audio recordings or stenographer) of the meeting is anticipated in this Scope of Work.

## DRAFT ENVIRONMENTAL IMPACT REPORT

### **Screencheck Draft EIR**

CONSULTANT will prepare the Screencheck Draft EIR with consideration of the comments received during the NOP public review period and responsible agency input. The Screencheck Draft EIR will be electronically (i.e. PDF and Word) submitted to the Project Team for review and comment. Once comments have been received, CONSULTANT will revise the document and prepare a Second Screencheck Draft EIR, and then an Approval Draft, for final review and approval for public distribution. CONSULTANT's approach to preparing key sections of the EIR is provided below.

**Introduction and Project Description:** CONSULTANT will work closely with the City to prepare a Project Description that articulates the characteristics of the various components of the project and the project objectives.

**Environmental Setting/Existing Conditions:** CONSULTANT will prepare a description of the existing environmental setting for the project site at the time the NOP is released for public review.

**Environmental Analysis:** For each topical issue addressed, the EIR will contain a discussion of the analysis methodology; physical environment in the project area; regulatory framework applicable to the project; project design features; thresholds of significance based on the CEQA Guidelines Appendix G environmental checklist; significant direct and indirect environmental effects; mitigation measures; and the level of significance prior to and after any mitigation. The EIR will differentiate among features of the Project Design Features (e.g. project components intended to avoid impacts); Regulatory Requirements (e.g. codes, regulations, and other requirements that would apply to a project regardless of CEQA); and mitigation measures (e.g. measures required to reduce or avoid an environmental impact). Project effects that cannot be mitigated to a level considered less than significant will be identified.

**Aesthetics:** CONSULTANT will assess potential visual changes resulting from the implementation of the project, including potential changes to scenic vistas; degradation of visual character and quality; and impacts associated with light and glare. Use of ground photography will be used to document public views of the

project site and a narrative description of anticipated changes will be provided. Visual simulations are not included in this Scope of Work, but can be provided upon request with a Scope of Work and Budget Augment.

Air Quality/Greenhouse Gas: Based on the current project definition, the traffic volumes, mix, and speeds on NSMB would not change as a result of the project. Therefore, there would be no operational air quality or greenhouse gas (GHG) emissions. CONSULTANT will describe construction methods and timing, quantities of demolition spoils, soil export and import, anticipated equipment use and other data relative to air quality and GHG emissions. CONSULTANT will calculate the construction phase emissions of criteria pollutants and GHG using California Emission Estimator Model (CalEEMod) or OFFROAD 2011 and EMFAC 2011. CONSULTANT will analyze the proposed project's air quality impacts in accordance with significance criteria established by the South Coast Air Quality Management District (SCAQMD). Potential criteria pollutant impacts to local receptors during the construction phase of the project will be assessed using the SCAQMD Localized Significance Thresholds methodology. The air quality analysis will include qualitative discussions of toxic air pollutant impacts from construction equipment diesel particulate emissions and consistency of the project with the applicable air quality management plans. Since the project would not alter the travel characteristics of the roadway, no dispersion modeling will be required for the air quality analysis.

There are currently no established quantitative significance criteria for GHG emissions for infrastructure improvement projects; CONSULTANT will assess significance using methods considering thresholds recommended by SCAQMD and in consultation with the City. Significance will also be assessed by considering whether implementation of the project would conflict with an applicable plan, policy, or regulation adopted for the purpose of reducing the emissions of GHGs. If potential significant impacts are identified, mitigation will be recommended to reduce pollutant emissions. A description of existing climate, air quality conditions, applicable regulations, and the results of the air quality analysis described above will be included in the Air Quality EIR section; supporting data will be provided in an appendix.

Cultural and Historical Resources: This analysis will contain the level of detail found within a stand-alone technical report, but will be presented within an EIR section to reduce costs.

Cultural Resources Literature Review: CONSULTANT will conduct a records search of the proposed project area at the South Central Coastal Information Center (SCCIC), California State University, Fullerton and the Los Angeles County Museum (LACM). This records search will be reviewed to determine the nature and location of recorded resources and if such resources could potentially be impacted by the proposed project. The results of this research will be used to help guide the subsequent field survey and will then be compiled and summarized in the Cultural Resources EIR section.

Paleontological Resources Literature Review: To meet additional CEQA requirements for Cultural Resources (Appendix G[5][c] of the CEQA Guidelines), CONSULTANT obtained a paleontological records search and literature review for the project site in 2009. The Natural History Museum of Los Angeles County Vertebrate Paleontology Department provided a Letter Report that summarizes (1) the geological formations underlying the project sites; (2) the range of known fossil types and localities in the vicinity; (3) the project's potential to adversely affect fossil resources; and (4) recommendations for mitigating any adverse effects to a less than significant level. This records search will be reviewed by CONSULTANT's Paleontologist and summarized in the Cultural Resources EIR section.

Native American Scoping/Consultation: CONSULTANT will contact the California Native American Heritage Commission (NAHC) and a review of its Sacred Lands File will be initiated to obtain a list of local Native

*American contacts. CONSULTANT will initiate consultation with tribes by sending a project description and site maps and inviting tribes to provide information regarding the presence of cultural resources in the project area. This Scope of Work does not include any formal meetings or other additional consultation with Native American entities, local historical interest groups, or other groups or agencies. Should any of the Native American contacts; local, State, or federal agencies; or any other group, individual or entity, request further consultation or meetings, a Scope of Work and Budget Augment will be provided.*

*Historical Resources: Pam Daly and Associates will complete prepare a Phase 1 Historical Resources IS for the project area. The tasks associated with this study include (1) a “windshield” survey of the proposed project area to identify built-environment resources; (2) a search of property information available from local and regional resources; and (3) a Letter Report presenting the findings to be summarized in the EIR and included in the appendix. The Letter Report will include a brief description of any built-environment resources in the project area over 50 years old that may be physically affected by project activities, and the potential for built-environment resources in the area-of-potential effect being determined as significant under Federal or state criteria. This study will be provided to the City as Draft prior to finalization/inclusion in the EIR.*

*Hazards and Hazardous Materials: CONSULTANT will include an Environmental Data Resources (EDR) Records Search and conduct a review of the GeoTracker sites and data bases to obtain information on the potential for encountering contaminated materials. As stated in the Request for Proposal, there may be soil contamination issues along the south side of NSMB. If it is determined that contamination may be encountered, a Phase I Environmental Site Assessment may be necessary, and a Scope of Work and Budget Augment would be required.*

*Hydrology and Water Quality: The EIR will provide an overview of any existing drainage systems and water quality treatment features that are in place to address water quality issues. CONSULTANT will also evaluate the project’s compliance with National Pollutant Discharge Elimination System (NPDES) permit requirements, and the supporting technical reports will be provided in an appendix.*

*Land Use and Planning: CONSULTANT will describe the existing on-site and surrounding land uses based on a site visit; review of aerial photographs; and information provided in existing documentation. CONSULTANT will analyze the project’s compatibility with and potential impacts on surrounding existing and planned (e.g. zoned or designated) land uses and assess the impact of potential development of existing City right-of-way due to project implementation. CONSULTANT will assess the consistency of the proposed project with relevant local planning documents, including the General Plan.*

*Noise: Based on the current project definition, the traffic volumes, mix, and speeds on NSMB would not change as a result of the project. Therefore, there would be no operational noise impacts. CONSULTANT describe construction methods and timing, quantities of demolition spoils, soil export and import, anticipated equipment use, and other project data related to noise impact. CONSULTANT will estimate existing ambient noise levels at sensitive receptors adjacent to North Santa Monica Boulevard from available traffic data. CONSULTANT will analyze the proposed project’s noise impacts, addressing the issues described in the State of CEQA Guidelines Appendix G and in accordance with standards established in the City’s General Plan and Noise Ordinance (Title 5, Chapter 1 of the Municipal Code). CONSULTANT will analyze impacts from construction noise and, if necessary, provide mitigation measures or conditions to assure compliance with the Noise Ordinance.*

Public Services: Based upon input from City of Beverly Hills Police and Fire Departments CONSULTANT will provide an overview of existing Police and Fire access to NSMB. Specific requirements will be reflected in the Phase II Traffic Control Plans which require coordination with the emergency service providers to ensure that access is maintained and delays are minimized.

Recreation: The proposed project does not include an increase in residential uses and would not increase the demand for recreational facilities. However, there is the potential of reducing the acreage currently being used as the Beverly Gardens Park. CONSULTANT will assess the impacts of potential right-of-way expansion into Beverly Gardens Park, if proposed as part of the project, and will analyze impacts related to recreation.

Transportation/Traffic: Based on information in the traffic impact study, CONSULTANT will provide an overview of the existing circulation system and levels of service on affected streets. Information from the traffic impact study regarding the project's impacts on traffic and alternative transportation (e.g. transit, pedestrian, bicycle) will be incorporated into the EIR. It is assumed that the information will be sufficient for the EIR and that mitigation measures will be identified, if necessary.

Utilities and Service Systems: Using information on the utility infrastructure system available from the Project Team and through coordination with utility purveyors, CONSULTANT will assess potential impacts to utilities. It is assumed that preparation of a water supply analysis would not be required, as the Project would not increase long-term demand for potable water.

Alternatives: CONSULTANT will prepare alternative project scenarios, through consultation with the Project Team, for analysis in the EIR. As required by CEQA, the EIR alternatives must result in reduced environmental impacts. Each alternative will be evaluated and compared to the proposed project, and any other project designs previously considered can be discussed under a separate heading of "Alternatives Considered and Eliminated". This Scope of Work assumes that the alternatives will be qualitatively assessed and compared.

Cumulative Impacts: Based on information provided by the City, CONSULTANT will include a listing of reasonably foreseeable projects that may result in cumulative impacts with the proposed project. CONSULTANT will work with the City to ensure that the EIR is prepared at the appropriate level of detail and that pertinent projects in the project vicinity are included. The evaluation area for cumulative projects will vary depending on the technical issue to be addressed. For each technical section, the cumulative study area to be used for the assessment of the project's contribution to cumulative impacts will be identified.

Required CEQA Topics: The following CEQA-required sections will be prepared as a part of the EIR: Executive Summary; Long-Term Impacts and Significant Irreversible Environmental Changes; Growth-Inducing Impacts; References; and Preparers and Contributors.

### **Second Screencheck Draft EIR**

Upon receipt of comments on the First Screencheck EIR submittal, CONSULTANT will review all comments, identify any conflicting comments/direction, seek clarifications from the City as necessary, and revise the document accordingly. A Response Log will be prepared to note any comments that require further clarification or explanation and to document how comments were addressed. CONSULTANT will electronically (i.e. PDF and Word) submit the Second Screencheck to the City for review and comment.

### **Approval Draft EIR and Public Review**

*Upon receipt of comments on the Second Screencheck, CONSULTANT will review all comments, identify any conflicting comments/direction, seek clarifications from the City as necessary, and revise the document accordingly. An "Approval Draft" electronic copy (i.e. PDF and Word) of the Draft EIR will be provided to the City for confirmation that all comments have been appropriately incorporated based on prior coordination and for final approval prior to reproduction and public distribution. This Scope of Work assumes that any additional revisions would be minimal, with no new or substantive analytic revisions to the document required.*

*CONSULTANT will be responsible for finalizing the EIR and providing 10 hardcopies and 50 CDs of the EIR to the City of distribution. This Scope of Work assumes that the City will prepare the mailing list, the Notice of Availability (NOA), and the Notice of Completion (NOC), and will post NOA with the County Clerk (and local newspapers) and circulate the notices and EIR for public review. Additionally, upon project approval, it is assumed that the City will prepare the Notice of Determination (NOD) to be filed with the County Clerk and the State Clearinghouse, and will be responsible for all filing fees.*

### **Responses to Comments**

*Upon the close of the public review period, CONSULTANT will review all comments received on the Draft EIR and will organize the comments for distribution to Project Team members, as necessary. CONSULTANT will coordinate with the City on the approach to preparing the Responses to Comments. For any repeating comments, topical responses will be prepared.*

*CONSULTANT will prepare written Responses to Comments that raise significant environmental issues; the preliminary draft responses to comments will be electronically submitted to the Project Team for review. The document will include an introduction, list of commenters, and copies of all comments. This proposal assumes a total of 60 hours of technical staff time will be needed to develop adequate responses and to prepare the Response to Comments documentation. Once comments from the Project Team are received, revisions will be made accordingly and a second draft will be submitted to the City for review. Upon receipt of comments, the approval draft will be submitted (in both clean and "track change" format) for approval to print. Four hardcopies and CDs will be provided to the City.*

### **Mitigation Monitoring and Reporting Program**

*In compliance with Section 21081.6 of the Public Resources Code, CONSULTANT will prepare a Mitigation Monitoring and Reporting Program (MMRP) for adoption at the time of the Final EIR. The MMRP ensures compliance with adopted mitigation requirements during Project implementation. The MMRP will be prepared in a matrix format and will provide the timing and entity responsible for each mitigation measure. A draft MMRP will be electronically submitted to the City for review and comment. Once comments are received, revisions will be made accordingly and the approval draft will be submitted (in both clean and "track change" format) to the City for approval to print. Only one round of review/comment is anticipated prior to finalization of the document. Four hardcopies and CDs will be provided to the City.*

### **Findings of Fact and Statement of Overriding Considerations**

*CONSULTANT will prepare a draft Findings of Fact and a Statement of Overriding Considerations for use by the City for review and comment. It is assumed that the City will provide an example Findings document to use as a template. Once comments are received, revisions will be made accordingly and the approval draft will be*

submitted (in both clean and "track change" format) to the City for approval to print. Only one round of review/comment is anticipated prior to finalization of the document. Four hardcopies and CDs will be provided to the City.

### ***Meetings and Project Management***

#### Meetings

In addition to attendance at one project initiation meeting and the Scoping Meeting, this Scope of Work assumes attendance at four working/progress meetings with the Project Team and four Planning Commission and City Council hearings for the project. At public hearings, CONSULTANT will be available to answer questions on the EIR and environmental analysis. A total of 30 hours of Project Manager meeting and preparation time and 10 hours of Principal time have been budgeted in this task.

#### Project Management

Throughout the CEQA process, CONSULTANT will maintain regular telephone and email communications with the Project Team, as appropriate, to discuss the status of the Project or environmental issues as they arise. CONSULTANT will be responsible for managing the CEQA process for the City. This includes ongoing coordination with the City and other team members, as needed, to ensure compliance with the Scope of Work and schedule, and to ensure that Project information is being disseminated in a timely manner. This task also includes internal administrative coordination and invoicing tasks. Up to 50 hours of project management time is assumed for this Scope of Work.

### **3B. Optional Additional Technical Support for EIR (Budget)**

In the event that Task 3A, Environmental Impact Report Preparation is elected, the scope of the traffic and utility studies will be expanded to consider the anticipated impacts. CONSULTANT has proposed a budget that may include these expanded studies and the associated technical consulting to support responses to comments. CONSULTANT will prepare and submit a detailed scope of services for approval upon identification of the considered concepts.

## **Phase II**

Phase II work shall not commence until after the City Council accepts the Final Report and a notice to proceed is provided by the City Manager to CONSULTANT.

CONSULTANT's team will develop and prepare PS&E for improvements to the corridor. Improvements will include new pavement, curb, gutter, sidewalk, street lighting, landscape and irrigation based on the approved concepts from Phase I. Plans will be prepared on City provided title blocks using the most recent City and Public Works Construction Standards and details.

### **1. Plans, Specifications, and Estimate of Probable Construction Cost (PS&E)**

CONSULTANT will prepare PS&E as described below and submit for review and approval at the 35%, 60%, 90% and Final completion as detailed below:

#### **Plan and Profile Street Improvement Drawings**

Preparation of these plans will include the following components:

- Establish street centerline control and stationing for future construction layout
- Verify street cross-section dimensional elements including lane width, curb to curb dimensions, and cross slope criteria
- Review curb radius criteria with City for intersection returns
- Calculate geometric layout for curb lines including transitions to join conditions
- Review geometric layout with City for consistency with design elements and standards
- Develop design cross sections to be used to establish street cross slope and longitudinal profiles of centerline and curb lines
- Establish final centerline and curb line profiles and cross sectional elements

These 20-scale plan and profile drawings will provide the overall horizontal and vertical control that will be used to develop the detailed 10-scale detailed plans for intersection improvements.

#### Detailed Plans for Intersections

These drawings will provide detailed finished surface elevations and details for construction of intersections. Specific elements and activities associated with these drawings include:

- Provide detailed elevations for the vertical control of intersection improvements
- Verify “riding line” profiles for transitional areas at the approach and departure zones for intersections
- Establish detailed finished surface elevations for sidewalk areas including ADA transitions to intersections
- Identify catch basin locations and details for new catch basins and relocated basins at intersections
- Sections and construction details will be included as required with each of these drawing elements

#### Plan and Profile Storm Drain Improvement Drawings

These 20-scale precise paving drawings will be based on the findings of Phase I and will include:

- Plan and profile drawings to describe new alley discharge from the 11 north-south alleys between Crescent Drive and Carmelita Avenue (approximately 100 LF each)
- Plan and Profile drawings for the five main-line drains within/crossing NSMB as identified in Psomas’ 2001 Storm Drain Master Plan
  - 200 LF of 39-Inch Storm Drain perpendicular to NSMB at North Linden Drive
  - 400 LF of 27-inch Storm Drain parallel to NSMB between North Canon Drive and North Rexford Drive
  - 75 LF of 39-inch Storm Drain perpendicular to NSMB at North Elm Drive
  - 400 LF of double 5"x4" box perpendicular to NSMB at North Arden Drive
  - 400 LF of 42-Inch Storm Drain perpendicular to NSMB at Alta/North Palm Drive
- Plans, sections, and details to describe post-construction sustainable stormwater management measures to be constructed as a part of the project

#### Signing and Striping Plans

Signing and striping plans along North Santa Monica Boulevard within the project limits will be prepared. The plans will include all existing, removal and proposed striping and signing in the project area, and will conform to the requirements of the City. New striping will be designed per City and Caltrans Standards and Specifications, while all the new signs will be in conformance with the 2012 California MUTCD standards. The plans will include all notes and details for the removal of old / conflicting striping or pavement markings; removal of dilapidated / non-standard signs; and installation of new striping, pavement markings and signs within the project area. The plans will also provide detail dimensions of lane widths, pocket lengths, and striping transitions for changes in striping alignments or where the existing stripes are joined. These plans will be prepared at a scale of 1"=40'.

## Street Lighting Plans

CONSULTANT will prepare street lighting plans for the new street lighting system. The plans will conform to the requirements of the City. The new lighting will be reflective in character of the existing poles (as determined in Phase I). The plans will include all notes and details for the construction of a complete street lighting system with new poles, mast arms, luminaires, conduits, conductors, and pull boxes. Any changes to the lighting circuit loading and pole locations will be checked for allowable voltage drop and circuit load capacities. Illumination calculations will be performed to ensure the roadway meets the minimum lighting requirements. If additional electrical service feeds are required, CONSULTANT will coordinate closely with Southern California Edison to obtain new service points.

## Landscape, Irrigation, Landscape Lighting, Bus Shelter, and Street Furniture Plans

CONSULTANT will prepare landscape and urban design related plans to accompany and integrate with the roadway, traffic, and storm drain improvements.

## Traffic Control Plans

CONSULTANT will incorporate construction phasing schedule, construction staging diagrams and associated traffic control/detour requirements (approved under Phase 1) into Final Plans.

CONSULTANT will prepare detailed traffic control plans and detour plans, to be implemented by the Contractor during construction to provide safe and efficient work zones for both the Contractor and the public.

The plans will clearly show the work area, and will include pertinent information such as existing signing and striping, placement of delineators, barricades, construction signs, warning signs and proper lengths of lane merge or shift, that will enable the Contractor to accurately and safely set up a traffic control zone at the worksite. The designs will also include all of the details and notes necessary and will follow the local and national guidelines for traffic control, including the California MUTCD, and Work Area Traffic Control Handbook (WATCH).

## Storm Water Pollution Prevention Plan (SWPPP)

The Construction General Permit (CGP) requires that all construction-related stormwater discharges associated with NSMB be permitted under the CGP and have a fully developed site SWPPP on-site prior to beginning any soil disturbing activities. The SWPPP will include the information needed to demonstrate compliance with all the requirements of the CGP. The SWPPP document will be written by a Qualified SWPPP Developer (QSD) and will include a worksite erosion control plan. CONSULTANT will prepare and submit a Notice of Intent (NOI) and Vicinity Map to the SWRCB. CONSULTANT will prepare the SWPPP in conformance with the State Water Resources Control Board, Order No. 2009-0009-DWQ, and General Permit No. CAS000002.

## Specifications

CONSULTANT will prepare the Project Manual to include:

- Notice to Bidders
- Proposal Form
- Specifications
  - Special Provisions section of the Specifications will reflect the plans. The Special provisions will supplement the 2012 Edition of the Standard Specifications for Public Works Construction (Greenbook), with all revisions
- Standard Contractual Requirements (SCR)

## Construction Cost Estimate

CONSULTANT will prepare an engineer's estimate of probable construction cost to be included and updated with the 35%, 65%, 90% and Final submittals. The estimate details will be presented in CSI Divisions (unless the City prefers otherwise) inclusive of general conditions, material quantities, unit costs of labor, Contractor's overhead and profit, bond and insurance, construction contingency, and escalation to the mid-point of construction.

## Submittals

CONSULTANT will submit plans for review and approval at the following milestones. CONSULTANT will submit the quantity specified by the City. The cost for printing and delivery of submittals will be invoiced as a reimbursable expense.

- A. 35% plans and Engineer's estimate of probable construction cost
- B. 65% plans, draft specifications, and Engineer's estimate of probable construction cost
- C. 90% Plans, specifications, and Engineer's estimate of probable construction cost
- D. Final Plans, specifications, and Engineer's estimate of probable construction cost

CONSULTANT will distribute 35%, 65% and 90% Plans to potentially affected agencies and utility owners for review and comment, clearly delineating existing and proposed utilities in current and final locations and clearly identifying all utility conflicts. CONSULTANT will incorporate comments and information provided by the affected agencies and utility owners into the Plans and Specifications. CONSULTANT will coordinate with impacted franchise utility owners for all necessary utility relocation work (pre- or post-construction) and include the cost of said relocations in CONSULTANT's Engineer's estimate of probable construction cost. CONSULTANT will request, review, and assimilate comments from City, Police, Fire and other impacted City departments.

CONSULTANT will submit CONSULTANT's documents in accordance with the City's specific standards for electronic deliverables.

### E. *Optional Traffic Signal and Interconnect Plans*

*In the event that the elected project concept from Phase I includes a widening to NSMB that results in impact to the existing signals and signal interconnect, CONSULTANT will prepare traffic signal modification plans at locations where the existing traffic signal facilities are impacted by the project (e.g., due to roadway widening). If required, the signal and interconnect plans will be submitted as a part of the regular submittals at 35%, 65%, 90%, and Final. If widening is elected, traffic signal modification plans may be required at any or all of the following intersections on North Santa Monica Boulevard:*

- *Moreno Drive (City of Los Angeles' signal)*
- *Wilshire Boulevard*
- *Roxbury Drive*
- *Bedford Drive*
- *Camden Drive*
- *Rodeo Drive*
- *Beverly Drive*
- *Canon Drive*
- *Crescent Drive*
- *Rexford Drive*
- *Beverly Boulevard / Palm Drive*
- *Doherty Drive (City of West Hollywood signal)*

*All the traffic signal modification plans prepared for this project will conform to the standards, formats, and requirements of the City. In addition, the plans will be designed per Caltrans Standard Plans,*

*Caltrans Specifications, and the 2012 California Manual on Uniform Traffic Control Devices (MUTCD). The plans will include all existing, removal and proposed traffic signal facilities, accompanied by detail general and construction notes, pole and conductor schedules, existing and proposed phase diagrams, and necessary details for the construction of a modified traffic signal system. Proposed facilities might include, but are not limited to, new/modified poles, mast arms, luminaires, controller, detection, pull boxes, conduits, pedestrian push buttons, vehicular and pedestrian signals. One sheet will be prepared for each intersection showing the complete design of the signal at a scale of 1"=20'.*

*If it is determined that the interconnect pull boxes and conduits are also affected by the roadway widening, CONSULTANT will prepare plans for the relocation/reinstallation of the traffic signal interconnect system within the project limits. CONSULTANT's design will include connection and splicing details at each signalized intersection. These plans will be prepared at a scale of 1"=40' and will conform to the requirements of the City and Caltrans.*

## 2. Permitting and Agency Coordination

CONSULTANT will coordinate with the County of Los Angeles and/or the State of California (as required) for processing of storm drain connection permits, standard urban stormwater mitigation plans, stormwater pollution prevention plans, and NOI to discharge under the General Construction Permit. Identified permit requirements will be discussed with the City, and implementation established and incorporated during appropriate phases of the project. Application fees will be paid by the City directly or by CONSULTANT and then reimbursed by the City.

## 3. Bid and Award Support

- Draft Responses to Requests for Information (RFI) and/or Clarification (RFC)
- Prepare Bid Addenda Documents where necessary
- Attend Pre-Bid meeting

## 4. Construction Administration and Project Closeout Support

### A. Construction Administration and Project Closeout for Base Improvements

- Attend Pre-Construction meeting and prepare minutes
- Provide review and approval of all submittals, Shop Drawings, RFI's and Change Order Requests required by the construction contract and provide supplemental documents for clarification or resolution of conflicts encountered during construction. Ensure that all specified submittals are responsive to the intent.
- Provide periodic on-site observation during construction to maintain awareness of the project development and project schedule and to observe conformance with the contract documents and the approved construction mitigation plans
- Develop punch lists and recommendations to the City for substantial completion date and acceptance of all corrective and completion work by the contractor
- Prepare "As Built" drawings and submit both in electronic format and hard copy. Mylar costs will be invoiced as a reimbursable cost.
- Attend regularly scheduled meetings to discuss the Project with the City and Contractor

### B. Construction Administration and Project Closeout for Optional Traffic Signal and Interconnect Improvements

*In the event that a widening alternative is elected as a part of Phase I resulting in design and reconstruction of existing signals and interconnect CONSULTANT will provide similar services as described above in 4A for these improvements.*

## 5. Small Potholes (Budget)

After a concept has been agreed upon in Phase I CONSULTANT will determine the locations at which the existing utilities appear to be in conflict based on the record drawing based utility mapping. CONSULTANT will perform vacuum extraction potholing at these locations to locate the horizontal and vertical alignments of the utilities in conflict with the proposed improvements. The potholes will be backfilled with the material that is exhumed from the pothole, compacted and perm-a-patched. At the completion of the work, a potholing report will be prepared with photographs, documenting the location, utility, depth to top of facility, size, material, and soil conditions.

## 6. Construction Staking

### A. Roadway Improvements

- Provide one (1) set of stakes for saw-cutting. Stakes will be set along the saw-cut line at angle points and approximately 50-foot intervals in tangent sections and 25-foot intervals in curves. Since it is anticipated that the project will be phased in thirds (longitudinally), one (1) set of lines will be provided on the north side of the roadway and another set on the southern side of the roadway. Staking shall be performed in a minimum of four hour increments with an available minimum of 1,200 LF.
- Provide one (1) set of stakes for approximately 37 catch basins. Stakes will be set on a convenient offset to curb face at the inside and outside face of box with grades to top of curb. Local depressions will be staked at the time of final curb staking.
- Provide one (1) set of stakes for storm drain construction as called out in the RFP. Stakes will be set on a convenient offset to centerline of pipe at approximately 25-foot intervals with cuts to invert grade.
- Provide one (1) set of stakes for curb construction. Stakes will be set on a convenient offset to face of curb at approximately 25-foot intervals with cuts and fills to top of curb. Staking shall be performed in a minimum of four hour increments with an available minimum of 600 LF.
- Provide one (1) set of stakes for curb returns. Four (4) stakes and one (1) radius point per return will be provided on a convenient offset to curb face with cuts and fills to top of curb grade.
- Provide one (1) set of grade stakes on a convenient offset for grading the interim join conditions and along centerline due to the construction being done in longitudinal sections. Stakes will be set at approximately 50-foot intervals with grades to finish surface.

### B. Miscellaneous Utilities (Budget)

CONSULTANT has budgeted to provide one (1) set of stakes for miscellaneous relocated utility construction such as fire hydrants, street lights, vaults, etc. A budget of 40 hours has been allocated due to the unknown magnitude of relocated utilities.

## 7. Monument Perpetuation

Pursuant to state law (Section 8771 of the Professional Land Surveyor's Act), the location of the various street centerline monuments and their respective tie points that will be destroyed or disturbed during construction must be perpetuated. This will include 25 street intersections and four (4) alleys.

- After Phase II, and prior to construction, CONSULTANT will have a clear understanding of which monuments of record will be either destroyed or disturbed during construction. When this is determined, CONSULTANT will dispatch its survey crews to the impacted intersections to locate, record, and document the location of the existing and missing monuments.
- After construction is complete, CONSULTANT will return to the affected locations and re-establish the monuments or tie points that are missing. The previously recorded Record of Survey is used as the basis for this replacement process and will include, at a minimum, four (4) tie points for each centerline

monument. This information will then be documented in the form of Tie Note Books that will be prepared for each intersection and submitted to the City of Beverly Hills for filing.

CONSULTANT's efforts will require two (2) field crew hours per intersection for the pre-construction work and two (2) hours per intersection for the post-construction work.

**Optional Services.** The City Manager must provide to Consultant a notice to proceed prior to commencing any of the optional services listed in this Agreement.

**EXHIBIT B**

**SCHEDULE OF PAYMENT AND RATES**

CITY shall compensate CONSULTANT for the work described in Exhibit A an amount not to exceed One Million Eight Hundred Ninety Thousand Four Hundred Thirty Dollars (\$1,890,430), including reimbursable expenses in accordance with the fee schedule as follows:

**FEE SCHEDULE:**

**Phase I**

	<u>Task</u>	<u>Fee</u>
1.	Project Management and Outreach Plan	
A)	Refine Scope and Schedule .....	\$ 9,980
B)	Outreach Plan .....	7,780
C)	Public Meetings .....	55,122
2.	Pre-Design Report	
A)	Existing Conditions .....	128,939
B)	Concept Development and Analysis.....	29,586
C)	Refine Concepts.....	40,418
D)	Recommendations and Draft Report .....	31,482
E)	Final Report.....	37,840
F)	Initial Environmental Consulting .....	23,000
G)	Supplemental Survey and Mapping (Budget).....	25,000
H)	OPTIONAL SERVICE Environmental Field Testing.....	19,000
3. A)	OPTIONAL SERVICE Environmental Impact Report (EIR) Preparation (Budget)	145,000
B)	OPTIONAL SERVICE Additional Technical Support for EIR (Budget).....	140,000
	<b>Subtotal - Phase I Fees</b>	<b>\$693,147</b>
	<b>Phase I Reimbursable Expenses</b>	<b>\$ 25,500</b>
	<b>Subtotal Phase I Fees and Reimbursable Expenses</b>	<b>\$718,647</b>

**Phase II**

	<u>Task</u>	<u>Fee</u>
1.	Plans, Specifications, & Estimate	
A)	35% PS&E.....	\$ 266,677
B)	65% PS&E.....	200,008
C)	90% PS&E.....	133,338
D)	Final PS&E.....	66,669
E)	OPTIONAL SERVICE Traffic Signal and Interconnect Plans .....	95,820
2.	Permitting and Agency Coordination .....	16,980
3.	Bid and Award Support .....	13,380
4. A)	Construction Administration and Project Closeout Support.....	112,516
B)	OPTIONAL SERVICE Traffic Signal & Interconnect CA & Closeout Support.....	15,200
5.	OPTIONAL SERVICE Small Potholes (Budget) .....	15,000
6. A)	Survey - Construction Staking.....	144,175
B)	Survey - Utility Staking (Budget).....	15,000
7.	Survey - Monument Perpetuation.....	42,520
	<b>Subtotal - Phase II Fees</b>	<b>\$1,137,283</b>
	<b>Phase II Reimbursable Expenses</b>	<b>\$ 34,800</b>
	<b>Total Phase II Fees and Reimbursable Expenses</b>	<b>\$1,172,083</b>

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Total Phase I Fees and Reimbursable Expenses	\$ 718,647
Total Phase II Fees and Reimbursable Expenses	\$1,172,083
<b>Total Phase I and II Fees and Reimbursable Expenses</b>	<b>\$1,890,730</b>
Total Phase I and II Fees	\$1,830,430
Total Phase I and II Reimbursable Expenses	60,300
<b>Total Phase I and II Fees and Reimbursable Expenses</b>	<b>\$1,890,730</b>

**Optional Services.** The City Manager must provide to Consultant a notice to proceed prior to commencing any of the optional services listed in this Agreement.

**Phase II work.** Phase II work shall not commence until after the City Council accepts the Final Report and a notice to proceed is provided by the City Manager.

**Reimbursable Expenses:** Reimbursable expenses shall be paid on a *Time and Materials* basis. If additional budget is determined necessary to complete the project, CITY's written authorization will be obtained prior to exceeding the budgeted fees. Costs other than time charges are based on usage. Therefore, the costs of blueprints, messenger services, transportation and other specific job-related costs will be charged in accordance with CONSULTANT's current fee schedule. Mileage at current IRS allowable rate and parking expenses incurred by office employees are charged at cost. Prints, plots, messenger service, subsistence, air travel, and other direct expenses will be charged at cost plus ten percent. The services of outside consultants will be charged at cost plus fifteen percent.

**Hourly Rates:** The rates listed below will be for straight time. Overtime will be charged at 150% of the standard hourly rate. Sundays and holidays will be charged at 200% of the standard hourly rates.

Office Services:

\$ 65 - \$ 90	Project Assistants
\$100 - \$135	Drafters and Design Drafters
\$105 - \$155	Surveyors and Project Surveyors
\$105 - \$160	Civil Engineering Designers and Engineers
\$115 - \$155	Planners, Assistant Planners and Senior Planners
\$150 - \$180	Project Engineers and Senior Project Engineers
\$150 - \$230	Project Management, Directors
\$200 - \$250	Principals

Field Services\*:

\$152	Field Engineer
\$175	One-Person Survey Party
\$242	Two-Person Survey Party
\$340	Three-Person Survey Party

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\* Hourly rates for field survey parties include normal usage of electronic distance measuring equipment and survey vehicle expenses. Per Diem is calculated at current State Department of Transportation rates (or other appropriate Agency rate). Fees will be increased yearly on October 1, as granted under the current IUOE Local #12 Master Labor Agreement.

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**Contingency:** In the event CITY requests Additional Services for services outside the scope set forth in Exhibit A, the fee shall be based on the hourly rates set forth below in writing, but shall not exceed Fifty Thousand Dollars (\$50,000).

Total fee, including Reimbursable Expenses and Contingency under this Agreement shall not exceed One Million Nine Hundred Forty Thousand Seven Hundred Thirty Dollars (\$1,940,730).

CONSULTANT shall submit an itemized statement to CITY on a CITY approved form for its services performed monthly, which shall include documentation setting forth in detail a description of the services rendered and the hours of service. CITY shall pay CONSULTANT within forty-five (45) days of receipt of same provided services were satisfactorily rendered.

**EXHIBIT C  
CERTIFICATE OF INSURANCE**

This is to certify that the following endorsement is part of the policy(ies) described below :

**NAMED INSURED**

**COMPANIES AFFORDING COVERAGE**

**ADDRESS**

A.

B.

C.

COMPANY (A.B.C.)	COVERAGE	POLICY NUMBER	EXPIRATION DATE	B.I.	LIMITS P.D.	AGGREGATE
	<input type="checkbox"/> AUTOMOBILE LIABILITY					
	<input type="checkbox"/> GENERAL LIABILITY					
	<input type="checkbox"/> PRODUCTS/COMPLETED OPERATIONS					
	<input type="checkbox"/> BLANKET CONTRACTUAL					
	<input type="checkbox"/> CONTRACTOR'S PROTECTIVE					
	<input type="checkbox"/> PERSONAL INJURY					
	<input type="checkbox"/> EXCESS LIABILITY					
	<input type="checkbox"/> WORKER'S COMPENSATION					

It is hereby understood and agreed that the CITY of Beverly Hills, its CITY Council and each member thereof and every officer and employee of the CITY shall be named as joint and several assureds with respect to claims arising out of the following project or agreement:

It is further agreed that the following indemnity agreement between the CITY of Beverly Hills and the named insured is covered under the policy: Contractor agrees to indemnify, hold harmless and defend CITY, its CITY Council and each member thereof and every officer and employee of CITY from any and all liability or financial loss resulting from any suits, claims, losses or actions brought against and from all costs and expenses of litigation brought against CITY, its CITY Council and each member thereof and any officer or employee of CITY which results directly or indirectly from the wrongful or negligent actions of contractor's officers, employees, agents or others employed by Contractor while engaged by Contractor in the (performance of this agreement) construction of this project.

It is further agreed that the inclusion of more than one assured shall not operate to increase the limit of the company's liability and that Insurer waives any right of contribution with insurance which may be available to the CITY of Beverly Hills.

In the event of cancellation or material change in the above coverage, the company will give 30 days written notice of cancellation or material change to the certificate holder.

Except to certify that the policy(ies) described above have the above endorsement attached, this certificate or verification of insurance is not an insurance policy and does not amend, extend or alter the coverage afforded by the policies listed herein. Notwithstanding any requirement, term, or condition of any contract or other document with respect to which this certificate or verification of insurance may be issued or may pertain, the insurance afforded by the policies described herein is subject to all the terms, exclusions and conditions of such policies.

DATE : \_\_\_\_\_ BY : \_\_\_\_\_  
Authorized Insurance Representative

TITLE : \_\_\_\_\_

AGENCY : \_\_\_\_\_ Address : \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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# **Attachment 2**



## SECTION

## 6

## References and Project Experience

Presented on the following pages are descriptions of public agency projects for which Psomas has provided services similar to those described in the RFP. A client reference is included with each featured project description. We encourage you to contact the individuals shown to verify our work quality, quality control, and our ability to complete each project on time and within budget.

The services that we propose to provide for NSMB are comprehensive. We have chosen a list of representative projects to illustrate:

- The recent record of performance by our team
- Projects of similar magnitude and profile that presented similar challenges
- Projects successfully delivered for and in Beverly Hills
- Projects that showcase our specialized planning and design experience within the Santa Monica Boulevard Corridor
- Projects that showcase progressive sustainable features and stormwater management strategies

Our featured projects include:

### **Wilshire Bus Rapid Transit (BRT) Project**

A recent, local, high ADT, major urban corridor reconstruction project that included similar phases and professional services designed and delivered by our Principal in Charge and proposed team - Psomas, Iteris, and Gruen

### **Beverly Hills Urban Design Program**

An award winning, highly-visible, urban reconstruction project delivered to the City of Beverly Hills by the same Psomas Principal in Charge and Project Manager

### **King Abdullah Road Redesign Project**

A recent, non-local, major urban corridor reconstruction project designed and managed by our proposed Project Manager and Technical Lead

### **Recent, Related, Adjacent Beverly Hills Public Improvement Projects**

Traffic and roadway public improvement projects recently delivered to various departments in Beverly Hills within or immediately adjacent to NSMB

### **Proposition O Clean Stormwater Bond Program**

Progressive, sustainable, maintainable, stormwater management projects recently constructed within major transportation corridor rights-of-way and public parks

### **Santa Monica Boulevard Transit Parkway**

Extensive Santa Monica Boulevard corridor through which we have built relationships and partnerships with NSMB stakeholders





# Wilshire Bus Rapid Transit (BRT) Project

Los Angeles, CA

Wilshire Boulevard is the most heavily used transit corridor in the region. It has one of the highest average daily traffic (ADT) volumes for a roadway of its category in the County of Los Angeles, estimated at 80,000.

Phase I (P1) | Transportation analysis of the entire Corridor extending from downtown Los Angeles to Santa Monica; preparation of the purpose and need sections of the project documentation: evaluation of the traffic and parking impacts of the alternatives; assessment of construction impacts; interface with Metro modeling staff; and participation in community outreach efforts. Assistance to Metro and LADOT with the transportation analysis in the EIR/EA, refinement of the regional travel demand model for use in forecasting corridor volumes, and estimation of diversion of traffic to parallel routes.

Phase II (P2) | Preparation of pre-design documentation and PS&E for the two project segments within the City of Los Angeles for the Bureau of Engineering. Segment No. 1, the largest in the corridor and most significant in the overall project, is the 3.6 miles between Western Avenue and San Vicente Boulevard. Within this segment the existing asphalt concrete curb lanes are removed and reconstructed with Portland cement concrete and are converted to bus and right turn only operation during the peak periods on weekdays. The middle lanes are repaved with asphaltic concrete. Segment No. 2 is approximately 0.1 mile from Federal Avenue to Barrington Avenue where the roadway is widened to accommodate an additional eastbound travel lane.

Project required design and delivery of three separate sets of PS&E to accommodate the unique requirements of Federal and local funding sources.

Local, Recent,  
Major Urban Roadway  
Redevelopment

### Key Personnel

**Sean P. Vargas, PE,**  
**LEED AP BD+C, ENV SP (P2)**

- Principal-in-Charge

**Ross Barker, PE (P2)**

- QA/QC Manager

**Michael Meyer, TE (P1&2)**

- Transportation Planning

**Steve Smith, ASLA (P2)**

- Landscape Architecture and  
Urban Design

**Steve Marvin, PE (P2)**

- Pavement Consulting and  
Life Cycle Cost Analysis

**Timothy Hayes, PE (P2)**

- Civil Technical Lead and  
Cost Control

**Andrew Gust, PE (P2)**

- Constructability and  
Construction Impacts

### Reference

**City of Los Angeles**  
Department of Public Works  
Bureau of Engineering  
1149 S. Broadway, Suite 800  
Los Angeles, CA 90015

**Michael Brown (P2)**

Division Manager,  
Street Improvement and  
Stormwater Division  
(213) 485-4523

**Martha Butler (P1)**

Los Angeles Metro  
One Gateway Plaza  
Los Angeles, CA 90012  
(213) 922-7651

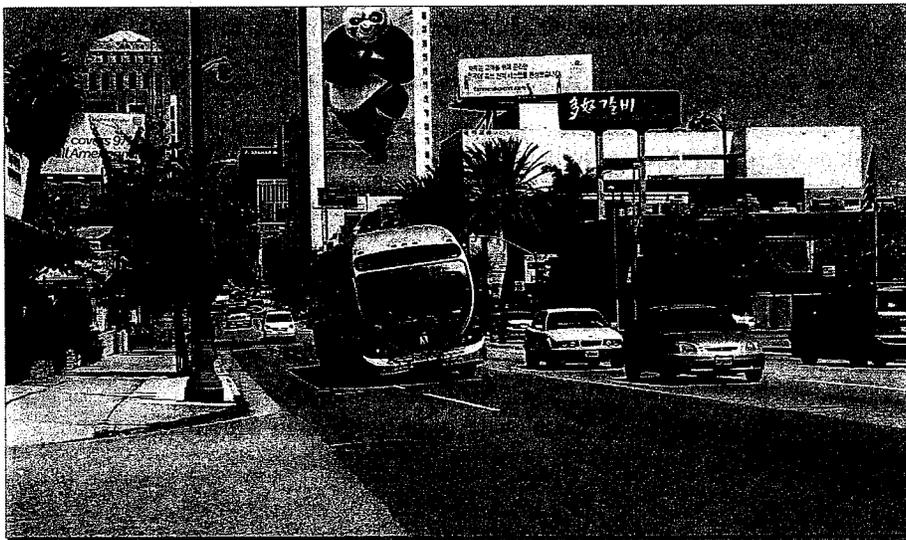
### Project Costs

\$2,200,000 (Fee) P2  
\$12,000,000 (Construction) P2

\$900,000 (Several Phases) P1  
Construction Cost (N/A) P1

### Project Duration

2011 to 2012 (P2)  
2002 to 2012 (P1)



### Wilshire Bus Rapid Transit (BRT) Project

Los Angeles, CA

-- Continued --

Key project considerations included:

- Analysis and mitigation of construction and traffic impacts – seven unique traffic control plans considering peak and off-peak construction scenarios were prepared.
- Stakeholder outreach – our team supported the outreach effort led by our co-consultant.
- Prescription of sustainable alternatives.
- Coordination with franchise utility owners – 20 different utility owners were represented in this congested corridor.
- Coordination with concurrent projects – Psomas considered, coordinated, and integrated the requirements of major concurrent projects including the Westside Subway Extension, the segment of the Wilshire BRT prepared by Los Angeles County, and the City of Los Angeles Stormdrain Buildout Study which was also prepared by Psomas.
- Adaptable schedule management – Elected officials within the City of Los Angeles committed to a compressed schedule through partnership with stakeholders in the City family (Bureau of Engineering, LADOT, etc.). Psomas was able to meet this schedule via a proactive, responsive, and cooperative approach.





# Beverly Hills Urban Design Program, Triangle Area

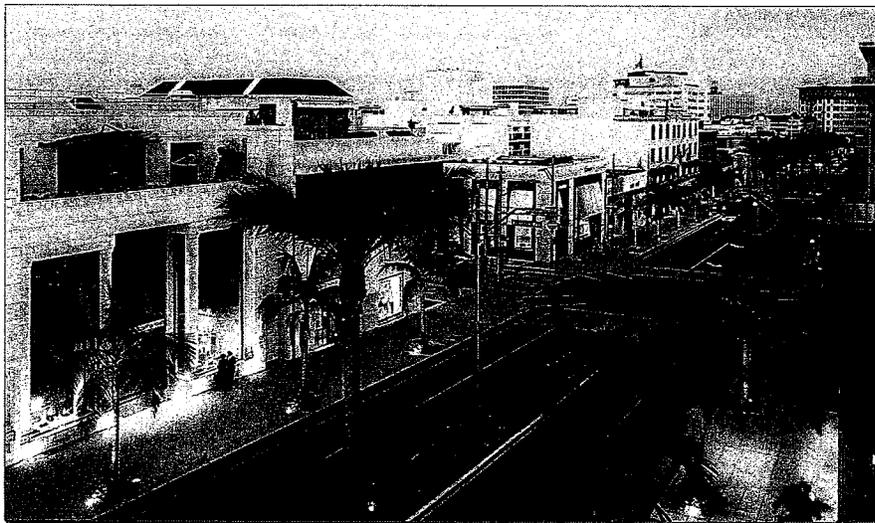
Beverly Hills, CA

The Beverly Hills Urban Design Program was an award-winning urban enhancement project within the Beverly Hills “Golden Triangle,” one of the most prestigious retail shopping districts on the planet. The goal of the improvements was to transform the urban roadway and streetscape via complete building-to-building right-of-way removal and reconstruction within this 5,000 to 11,000 vehicle ADT district. This comprehensive program encompassing 1.4 miles of Rodeo Drive, Canon Drive, Beverly Drive, Brighton Way and Dayton Way was designed and constructed over a six-year period. Construction was completed at night while maintaining access to retail, restaurant, and cultural addresses within the district.

The City of Beverly Hills selected Psomas to provide survey, design, construction staking, and construction administration services for this comprehensive street reconstruction project. The revitalized roadway and streetscape includes reconstructed roadway; new landscape and irrigation; stormwater improvements; utility relocations; custom hardscape; custom pedestrian lighting, traffic signal poles and street light poles; custom street furniture; and new pedestrian-friendly mid-block crosswalks. The result is a sustainable, pedestrian friendly, “park-once” retail and dining experience beyond compare.

Psomas’ successful delivery of the project resulted from a combination of our Project Manager’s coordination and collaboration with the City’s family of departments and our technical competence.

Coordination and Collaboration | Our management team maintained an atmosphere of proactive communication throughout the project, where we regularly met concurrently with PW&T and Economic Development staff to ensure project goals and project outcomes were consistent and became reality. We engaged the Fire and Police Department staff for their input and implemented design features to



Highly Visible Urban  
Roadway Redevelopment  
for Beverly Hills

### Key Personnel

**Sean P. Vargas, PE,**  
**LEED AP BD+C, ENV SP**  
- Project Manager

**Ross Barker, PE**  
- Principal-in-Charge

**Steven Marvin, PE**  
- Pavement Consulting and  
Life Cycle Cost Analysis

### References

**City of Beverly Hills**  
Public Works and Transportation  
Bureau of Engineering  
Street Improvement and  
Stormwater Division  
345 Foothill Road  
Beverly Hills, CA 90210

**Ara Maloyan**  
Project Manager, PW&T(former)  
(562) 570-6771 (current contact  
information)

**Daniel Cartagena**  
Project Manager, Economic  
Development (former)  
Senior Management Analyst  
(current)  
(310) 285-1189

**David Lightner**  
Director of Economic Development  
(former)  
Deputy City Manager (current)  
(310) 285-1080

### Project Cost

\$2.2 million (Psomas Fee)  
\$12 million (Construction)

### Project Duration

2002 to 2008

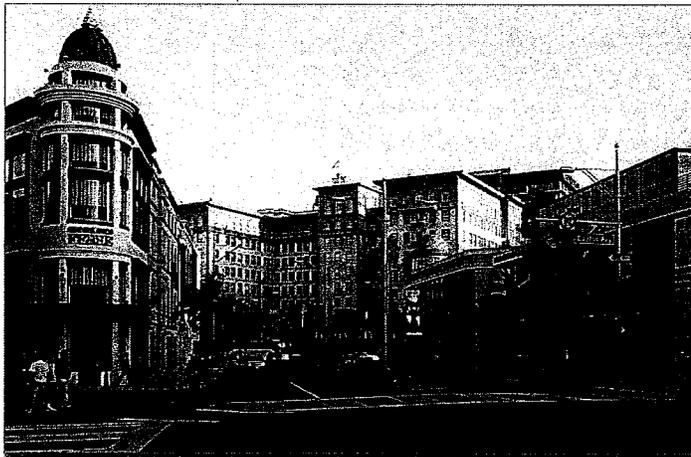


**Urban Design Program,  
Triangle Area**  
Beverly Hills, CA

-- *Continued* --

accommodate their operational needs. The Psomas Team supported City staff in communications to stakeholders. We worked closely with the staff and Contractor to accommodate unforeseen and unique interruptions to the construction resultant from the inaugural Walk of Style, Baccarat chandelier holiday displays, and installation of the iconic Robert Graham "Torso" public art display.

Technical Competence | There were several technical challenges on the project. Design challenges included developing design cross sections and re-designing the streets and sidewalks in a manner that positive drainage and stormwater management was maintained and Americans with Disabilities Act (ADA) compliant access to all public areas was achieved. Our design featured unique custom lighting and street furniture requiring a heightened focus on subconsultant and coconsultant oversight.





**NSMB Signal Synchronization** | Beverly Hills, CA

**Key Personnel:** Sean Vargas, PE, LEED AP BD+C, Env SP - Project Manager

As a part of our on-call agreement, Psomas prepared plans, specifications and cost estimates (PS&E) for traffic signal modification and Americans with Disabilities Act (ADA) upgrades at nine intersections along a 1.1-mile, 40,000-ADT stretch of NSMB between Wilshire Boulevard and Beverly Boulevard. The project included full inventory and mapping of all subsurface utilities within the corridor, design and replacement of controllers and cabinets, transit priority system support, design of the video detection system, and detector loops for the transit priority system.

City of Beverly Hills  
NSMB Related Projects

**Reference**

**Tristan Malabanar**  
Project Manager, (310) 285-2512

**Project Cost**

**Design Cost:** \$165,000  
**Construction Cost:** \$2 million

**Project Duration**

2012

**NSMB/Doheny Gateway Project** | Beverly Hills, CA

**Key Personnel:** Steve Smith, ASLA - Project Manager | Jeffrey Chess, PE - Civil Engineering | Michael Meyer, TE - Transportation Planning

Gruen, along with Psomas and Iteris, teamed to prepare a study and PS&E for this high profile City gateway including grading, accessible path of travel, and coordination of new water service to the project. The design team considered the NSMB reconstruction and developed project scope and work limits, accordingly. The project required design approval from both City of Beverly Hills and City of West Hollywood.

**Reference**

**Community Services Department**  
455 N. Rexford Drive, Suite 200  
Beverly Hills, CA 90210  
**Steven Zoet**  
Director, (310) 285-2533

**Project Duration**

2013

**Rexford Drive Intersection Improvements** | Beverly Hills, CA

**Key Personnel:** Sean Vargas, PE, LEED AP BD+C, Env SP - Principal-in-Charge | Jeffrey Chess, PE - Project Manager | Michael Meyer, TE - Transportation Planning | Steve Smith, ASLA - Landscape Architecture and Urban Design

Psomas was selected to prepare the Pre-Design Study for reconfiguring the stop controlled intersection of Rexford Drive and the City Hall parking garage entrance. The Pre-Design Study documents the impacts of eliminating the existing turn-around entrance and creating a "T" configuration intersection, and demonstrates feasibility, constraints, and magnitude of construction cost of the improvements required. Iteris prepared a warrant analysis and incorporated findings into the project recommendations. Psomas, Iteris and Gruen are currently preparing PS&E for the project consistent with the pre-design recommendations.

**Reference**

**Project Administration Division**  
345 Foothill Road  
Beverly Hills, CA 90210  
**Alan Schneider**  
Director, (310) 288-2823

**Project Duration**

2013

**NSMB/Crescent Drive, Right-of-Way Bollards and Street Closure** | Beverly Hills, CA

**Key Personnel:** Sean Vargas, PE, LEED AP BD+C, Env SP - Principal-in-Charge | Jeffrey Chess, PE - Project Manager | Michael Meyer, TE - Transportation Planning

Psomas prepared the Pre-Design Study for construction of a manually operated counterweighted bollard system in Crescent Drive to provide for temporary event street closure between NSMB and Little Santa Monica Boulevard. The Pre-Design Study studied access, subsurface impacts, aesthetics, costs, and appropriateness of each system for the application. Psomas prepared PS&E identifying location of the bollard system, modifications to impacted utility systems, and surface restoration.

**Reference**

**Project Administration Division**  
345 Foothill Road  
Beverly Hills, CA 90210  
**Alan Schneider**  
Director, (310) 288-2823

**Project Duration**

2013



Recent, Non-Local,  
Major Urban Roadway  
Redevelopment

#### Key Personnel

**Ross Barker, PE**  
- Project Manager

#### Client

**Arriyadh Development  
Authority**

#### Project Cost

**Design Cost**  
\$600,000 (Psomas)

**Construction Cost**  
\$160 million

#### Project Duration

2010 to 2011

## King Abdullah Road Redesign

Riyadh, Kingdom of Saudi Arabia

King Abdullah Road was redesigned from a standard urban roadway to a six-lane urban freeway providing free flow of traffic to new interchanges serving King Saud University at Book Gate, and providing a new freeway interchange at King Khalid Freeway to improve access. The project was constrained by existing development, which limited available right-of-way, as well as a major expansion program being constructed by King Saud University adjacent to King Abdullah road.

#### Special Unique Design Issues

- Limited right-of-way conditions and LRT space requirements required innovative solutions to highway geometrics.
- Existing right-of-way and locations of existing entry and exit ramps required innovative solutions for the new freeway interchange. There was insufficient land available for traditional interchange designs.
- Traffic analysis was integrated with the City-wide traffic model.
- Infrastructure elements including storm drainage, water and sewer systems required significant upgrades and relocations to accommodate the new design.
- Multiple alternatives were developed for the freeway interchange to substantiate the optimal design developed for the project.

#### Benefit to Client

Psomas brought a new perspective to the road design approach and innovative interchange alternatives. We provided multiple alternative design studies for the interchange to develop the selected design, which provided optimal efficiency within the existing right-of-way constraints. The final design included a three-level interchange and was within the allocated construction budget.

#### Project Statistics

- 60,000 ADT
- 3.5-km-long (11,500 feet) urban freeway
- Interchange design at King Saud University
- Interchange design at King Khalid Freeway
- Integrated LRT system
- Integrated King Saud University expansion program





# Proposition O Clean Stormwater Bond Program

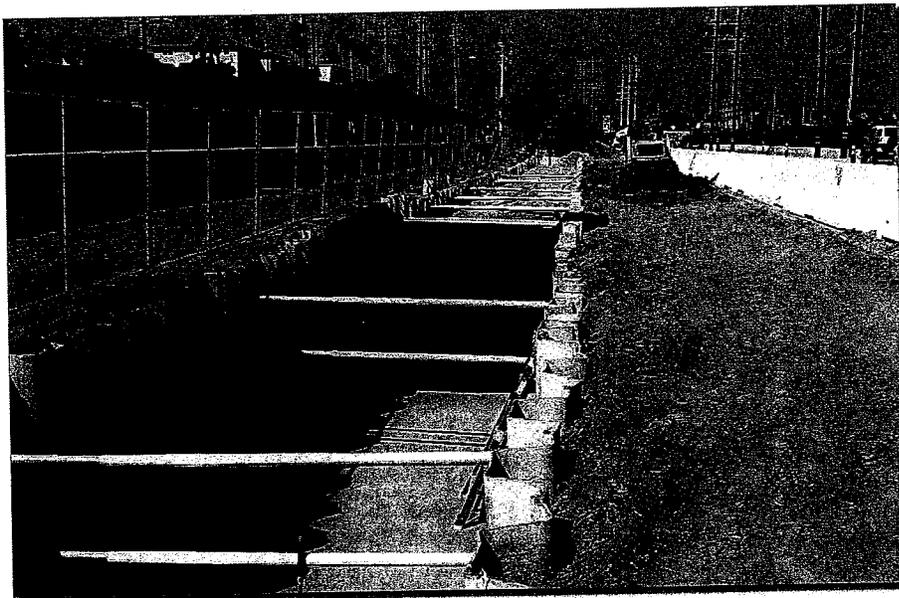
Los Angeles, CA

On November 2, 2004, the voters of Los Angeles overwhelmingly passed Proposition O, which authorized the City of Los Angeles to issue a series of general obligation bonds for up to \$500 million for projects to protect public health by cleaning up pollution, including bacteria and trash, in the City’s watercourses, beaches and ocean, in order to meet Federal Clean Water Act requirements.

Psomas was the first design consultant selected by the City under this program. We provided pre-design services, detailed design services, design services during construction, and program management support/staff augmentation. Our efforts involved extensive public outreach, evaluation, design and implementation of retrofit and purpose-built facilities within the public right-of-way and on City owned and acquired property. Projects ranged from installation of structural and “green” treatment measures within existing streetscapes, to new stormwater diversion, treatment, and re-use systems, to new purpose-built complementary-use sustainable stormwater treatment/public park facilities. Psomas led multi-discipline teams to deliver these projects including public outreach, instrumentation and controls, MEP engineering, structural engineering, geotechnical engineering, construction cost control, architecture and landscape architecture, traffic engineering, and wetland biology.

Specific relevant projects included:

- Imperial Highway BMP Project | Roadway and urban runoff capture and subsurface treatment from 7.5 acres (1 mile) of Imperial Highway via subsurface retention within the right-of-way. This project mitigated and minimized discharge of pollutants, including oil and grease, suspended solids, and metals to receiving waters.



Local, Sustainable  
Public Works  
Stormwater Management

### Key Personnel

**Sean P. Vargas, PE,**  
**LEED AP BD+C, ENV SP**  
- Principal-in-Charge, Program  
Manager, Project Manager

**Jeffrey Chess, PE**  
- Project Manager

### Client

**City of Los Angeles**  
Bureau of Engineering  
Los Angeles, CA 90015-2213

### Contact

**Kenneth Redd**  
Deputy City Engineer  
(213) 485-4906

### Project Cost

**Design Cost**  
\$8.5 million

**Construction Cost**  
\$30+ million

### Project Duration

2004 to 2012

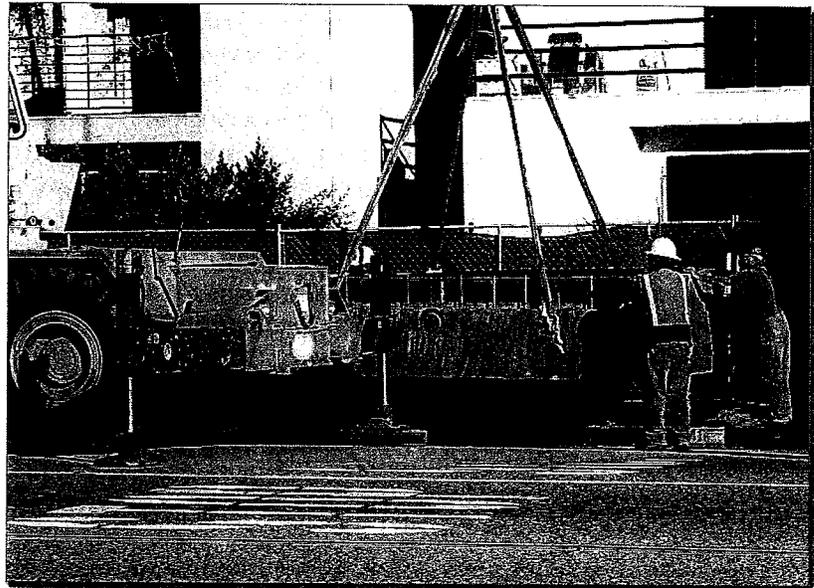


### Proposition O Clean Stormwater Bond Program

Los Angeles, CA

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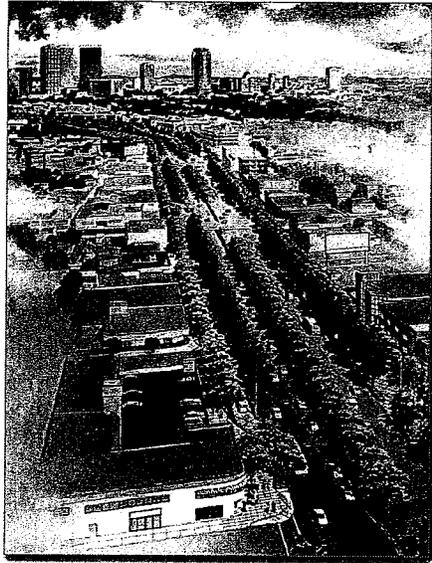
- Grand Boulevard BMP Project | Roadway runoff capture and treatment from 7 acres in the Venice area via behind the curb LID measures. This project improved surface water quality and beautified the existing streetscape.
- Westside Rainwater Park | Purpose-built Universally Accessible play park. Diversion and treatment of urban runoff from a 10'x11.5' RCB serving a 3,700-acre watershed for reuse as subsurface irrigation.
- Mar Vista Park BMP Project | Regional diversion and runoff capture from a 270-acre subwatershed from 78-inch drain in Sawtelle Boulevard. Subsurface detention, treatment (chlorination/dechlorination), and stormwater reuse for surface park irrigation.
- Westminster Dog Park | Dog park runoff capture and treatment with modular treatment wetland.
- South Los Angeles Wetland Park | Award winning brownfield urban redevelopment project. Regional diversion and runoff capture, new treatment wetland, and public park
- Coastal Low Flow Diversions Interceptor Relief Sewer (CIRS) | Eight coastal Low Flow Diversions to divert and treat winter-dry weather runoff from major ocean outfalls to Hyperion WWTP for treatment. Improvements included new and retrofit pump stations and approximately 5,000 LF of new Coastal Interceptor Relief Sewer within Pacific Coast Highway.





# Santa Monica Boulevard Transit Parkway

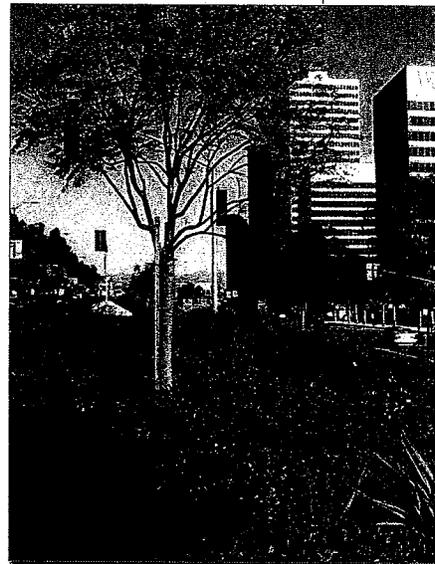
Beverly Hills, CA



Iteris, with Gruen, led a multi-disciplinary team in the design of transportation improvements along Santa Monica Boulevard between the San Diego Freeway and Beverly Hills. Iteris completed the Major Investment Study (MIS), which included the evaluation of arterial High Occupancy Vehicle (HOV) lanes, bicycle lanes, bus transit improvements, and the potential for future rail transit, as well as mixed flow traffic lane capacity improvements. A major community outreach effort was included in the study to involve nearby homeowners and businesses in the alternatives refinement component of the project. Parking issues and neighborhood

traffic intrusion were important to the community. The evaluation of traffic operations along this corridor was complicated by the fact that the existing facility consisted of two parallel two-way roadways separated by an abandoned railroad right-of-way. Standard intersection level of service analysis did not accurately reflect the congestion caused by the interlocking of the closely spaced intersections on either side of the railroad right-of-way. Iteris used the CORSIM model to evaluate existing conditions and future conditions with and without the proposed improvement project, which combined both roadways into one boulevard. The CORSIM simulation was also used to visually present the benefits of the proposed project to the public in public open houses. Urban design elements were also proposed to be implemented as part of this project, including pedestrian amenities, billboard removal, landscaping, aesthetically pleasing retaining walls, and entry statements. Iteris led the team preparing the Environmental Assessment/Environmental Impact Report (EA/EIR) for the Classic Boulevard concept, which was recommended in the MIS. Iteris also managed the preparation of the Project Report, including preliminary engineering, for the proposed project. Traffic forecasts for the year 2020 were developed by Iteris through use of a customized emme/2 model derived from the City of Los Angeles' City-wide model.

The Average Daily Traffic count for the 2.5-mile-long segment was 56,600.



Local Transportation Planning

### Key Personnel

**Michael Meyer**  
- Project Manager

### Client

**Metro**  
One Gateway Plaza  
Los Angeles, CA 90012

**Al Patashnik**  
(213) 922-3080

### Project Cost

**Design Cost**  
\$975,000 (Fee)

**Construction Cost**  
N/A

### Project Duration

1995 to 2000



Additional Recent  
Relevant Projects



#### Project Dates

2006 to 2009

## PCH Traffic Congestion Relief

Dana Point, CA

Psomas provided full engineering services for the widening of Pacific Coast Highway from the San Juan Creek Bridge to Crystal Lantern. The widening added an extra lane in both directions, turning a four-lane facility into a six-lane facility. The project included CEQA/NEPA environmental documentation; geotechnical investigation; widening the roadway to six lanes with curbs and gutters; coordinating with Caltrans for encroachment permit; design of off-site improvements to enhance the public right-of-way including a pedestrian bridge; all signage, striping and construction period traffic control plan; sidewalks to ADA standards; street lights and traffic signal modifications; Class II bike lanes; drainage structures; and preparing a Storm Water Management Plan. This multiple award winning project met and exceeded its goal of reducing traffic congestion due to heavy pedestrian traffic and resulted in an iconic “gateway” to the City.



#### Project Dates

2006 to 2010

## Van Buren Boulevard Widening

Riverside, CA

Psomas was the lead design and public outreach consultant for a two-mile improvement to Van Buren Boulevard, a major arterial from Jackson Street to 1,000 feet northerly of Jurupa Avenue. The project included an additional traffic lane in each direction and improved parkways for pedestrian access. The roadway was widened to provide up to six travel lanes, and intersections were improved to reduce congestion and improve traffic flow. The project also incorporated new landscaped medians, complete redesign of the drainage system that previously drained to the open medians, new street lights, new curbs and gutters, ADA compliant sidewalks and curb ramps, new bus stops, parkway and median landscaping, and new traffic signals. Psomas coordinated all utility relocations and adjustments. Signage, striping, construction phase traffic control, and water quality management were also provided.

Right-of-way acquisition was required to construct project improvements. The Psomas Team provided the roadway engineering and right-of-way engineering to the City in support of their appraisal and acquisition services.



#### Project Date

2011

## Crenshaw Boulevard Rehabilitation

Torrance, CA

The City of Torrance awarded Psomas a contract to provide design services for the rehabilitation of approximately two miles of Crenshaw Boulevard from 182<sup>nd</sup> Street to 190<sup>th</sup> Street, including ramp improvements at the I-405, and from Sepulveda Boulevard to Maricopa. The project also involved pavement rehabilitation on this major arterial, ADA improvements, traffic signalization, and capacity improvements at the I-405. These capacity improvements required coordination with Caltrans and the submittal of an encroachment permit to construct the improvements.