Prepared for:
City of Cathedral City

Prepared by:
Kimley»Horn
Expect More. Experience Better.

PROPOSAL TO

Provide Professional Engineering Design Services for Highway Safety Improvement Program (HSIP) Cycle 11 Projects

HSIPL-5430-039 (C08754) - 18 Unsignalized Intersection Upgrades

HSIPL-5430-040 (C08755) - 2 Signalized Pedestrian Crossings

HSIPL-5430-042 (C08757) - 1 Pedestrian Crossing

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i. Cover Letter

September 19, 2024
City of Cathedral City, Engineering Department
68700 Avenida Lalo Guerrero, Cathedral City, CA 92234

73-700 Dinah Shore Drive, Unit 101
Palm Desert, CA 92211 TEL 760.565.5103

RE: Proposal to Provide Professional Engineering Design Services for Highway Safety Improvement Program (HSIP) Cycle 11 Projects

Dear Engineering Department and Members of the Selection Committee:

Having received grant funding through Highway Safety Improvement Program (HSIP) Cycle 11, the **City of Cathedral City** (City) is seeking qualified consultants to prepare professional engineering design services for improvements for one or multiple projects. **Kimley-Horn** has the Caltrans Local Assistance Procedures Manual (LAPM), Local Assistance Program Guidelines (LAPG), and additional Caltrans requirements knowledge requested, and our team offers the City the following benefits to your projects:

An Efficient Team With Notable Expertise. **Kameron Qureshi, PE,** a licensed professional civil engineer in the state of California, will serve as the project manager/contact for the remainder of the selection process and projects. Kameron is a seasoned project manager with comprehensive experience in civil engineering and traffic management, and he is passionate about providing innovative solutions. Kameron will be supported by a team of skilled professionals including quality control/quality assurance (QC/QA) manager, **Jean Fares, PE**, who has led over 30 HSIP projects. Completing our team is subconsultant, **The Holt Group, Inc.** to provide surveying services as needed for these projects.

Widespread Caltrans and HSIP Experience. Kimley-Horn has completed numerous Caltrans HSIP projects for clients in District 8, including the City. Kimley-Horn's successful track record completing Caltrans and HSIP projects will support the City in implementing these projects effectively and methodically. Through our team's experience completing comparable HSIP grant funded projects for local agencies including the City of Cathedral City, you can trust that your project will be in the right hands.

Local Familiarity and Responsiveness. With our Indian Wells office located just 15 miles away and with team members who are long-time Coachella Valley residents, we assure you that we will be responsive, are personally invested in the enhancement of the local area and are mindful of the region's climate. Additionally, we are dedicated to growing our Indian Wells office by giving opportunities to local, young professionals. With this, our goal is to provide proactive support and communication to the City.

Please don't hesitate to contact **Kameron Qureshi, PE** at 714.786.6097, kameron.qureshi@kimley-horn.com, or at 73-700 Dinah Shore Drive, Unit 101 Palm Desert, CA 92211 with any questions.

Sincerely,
KIMLEY-HORN AND ASSOCIATES, INC.

Kameron Qureshi, PE #92631
Project Manager

Jean Fares, PE* #TR2097
QC/QA Manager; Senior Vice President

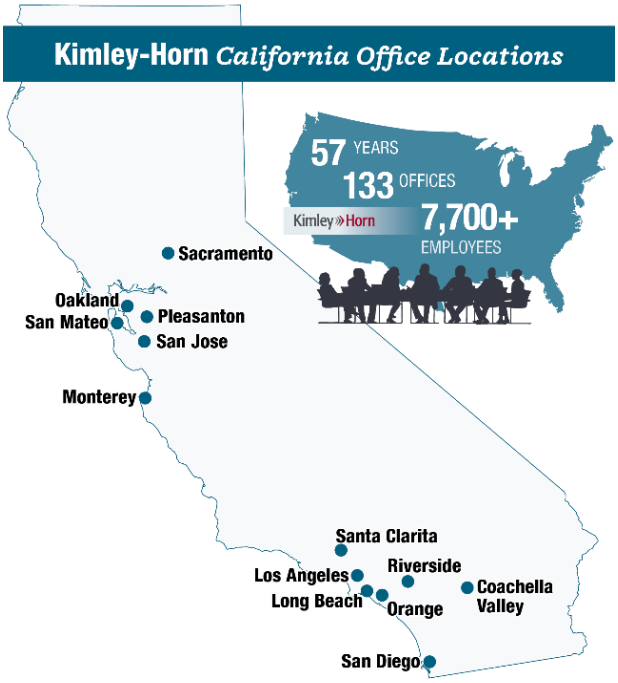
As Senior Vice President, **Jean Fares, PE is the company officer authorized to bind Kimley-Horn.*

Addenda Acknowledgement: Kimley-Horn acknowledges receipt of Addendum No.1 dated September 12, 2024.
Conflict of Interest: Kimley-Horn has reviewed our existing contracts, and we do not believe that we have any existing or potential commitments that may impact our ability to perform work under this contract, if awarded. Should we discover a conflicting commitment, we will immediately notify the City.
Contract Exceptions: Kimley-Horn can accept the terms provided in the Sample Professional Services Agreement with the following exception. The requirement to provide a contractual liability endorsement for our professional liability policy exceeds the scope of commercially available professional liability insurance. Additionally, professional liability policies only cover the negligence of the insured.
Exhibit "C" Insurance
Professional Liability Insurance: Professional liability insurance appropriate to the Service Provider's profession in an amount not less than one million dollars $1,000,000 per occurrence. This coverage may be written on a "claims made" basis~~, and must include coverage for contractual liability~~. […].

ii. Statement of Qualifications

Firm Overview and Qualifications

Kimley-Horn is a full-service engineering, planning, and environmental consulting firm providing services to clients nationwide. Since our founding in 1967, Kimley-Horn has grown from a small group of traffic engineers and transportation planners to a firm of more than 7,700 personnel in 133 offices nationwide, including seven offices in Southern California with one office located in the Coachella Valley (located 15 miles from the City), meaning we will be available to the City at a moment's notice to help you with whatever challenges you may encounter throughout these projects. Likewise, Kimley-Horn has been responsible for the planning and designing of hundreds of local roadway improvement projects (both federal and non-federal aided projects) over the past decade, and our growth over the last 57 years is the result of the firm's commitment to integrity and dedication to providing quality services. The firm's commitment to client service has enabled us to become one of the premier consulting firms in the nation. Kimley-Horn's growth is reflected in its steady rise on ***Engineering News-Record's*** list of top design firms in the nation—ranking 10th overall.



A Few Landmarks of Our Success:

- We are leaders in safety statewide and have helped dozens of cities and tribal governments secure Highway Safety Improvement Program (HSIP) funds for systemic planning, design, and construction. **Notably, we prepared 28 HSIP Cycle 10 applications and won 25 of them!**
- We understand the ins and outs of **Senate Bill 1 competitive funding programs** and have helped secure Local Partnership Program (LPP), Trade Corridor Enhancement Program (TCEP), and Solutions for Congested Corridors (SCCP) funds throughout the state.
- We have assisted clients with Active Transportation Program (ATP) applications resulting in multiple awards in every ATP cycle since the program began in 2014, resulting in more than **$30M** in awards.
- We have provided grant assistance for non-transit grant programs resulting in more than **$850M** in awards for California clients over the last decade.

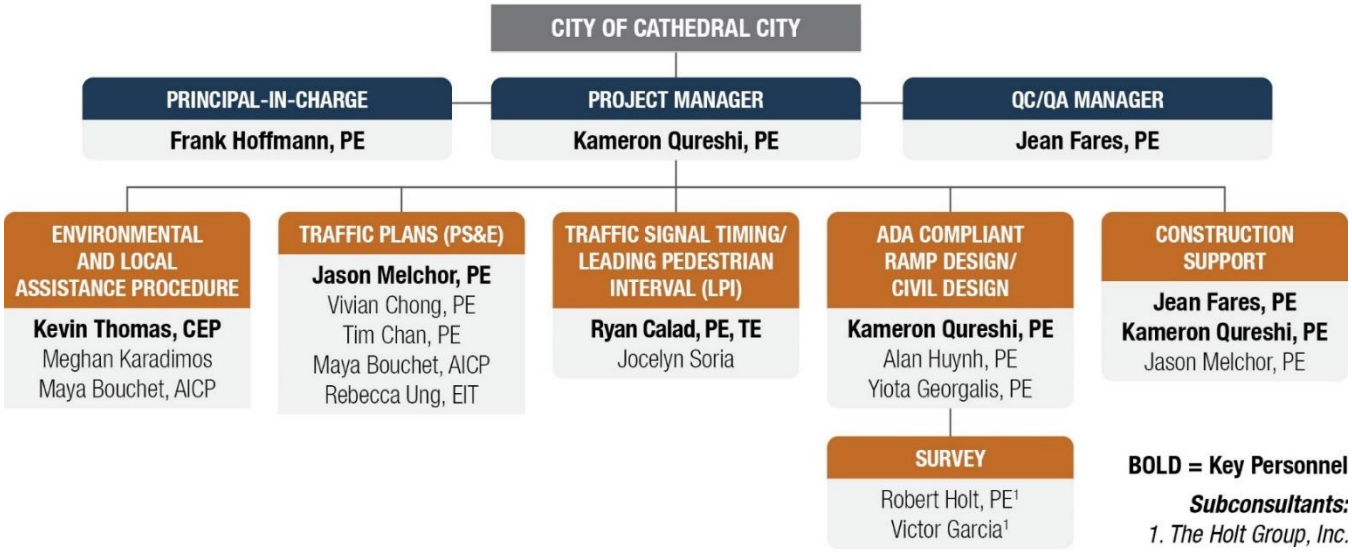
Our Services

Our proposed team is made up of highly qualified professionals who have the necessary skills requested, understand the complexities of an HSIP project, and can develop informed solutions tailored to your specific needs to complete these projects. Our technical qualifications and strengths cover a wide variety of project types and requirements that will be utilized as determined at each project site, including:

- Traffic Engineering
- Traffic Signals/Traffic Control Devices
- Traffic Signal Timing and Coordination/Leading Pedestrian Interval (LPI)
- Roadway and Intersection Design
- American with Disabilities Act (ADA) Street and Design Guidelines
- Environmental
- Caltrans Coordination
- Construction Support
- Experience with State and Federally Funded Projects

Project Team

Our team includes professionals that are familiar with local laws and regulations and have a strong understanding of how to use this knowledge to complete projects. Project manager, **Kameron Qureshi, PE**, will be the primary point of contact for the City, providing management of the project team from kick-off through completion of the projects. As project manager, Kameron will commit his time to this project and will be supported by QC/QA manager **Jean Fares, PE** and principal-in-charge/Coachella Valley resident **Frank Hoffmann, PE** who have a multitude of local project experience spanning across the Coachella Valley along with a team of dedicated specialists and support staff who have experience with federal procedures to ensure project funding. Because our personnel were selected using two criteria: their experience and locality with similar projects, and their availability to assume major technical responsibilities, all staff members are available to begin work on the project and have sufficient workload capacity to meet the project's requirements. The organizational chart below delineates the roles/responsibilities of the Kimley-Horn team. Full resumes for the key team members describing their relevant experience can be found in the Appendix.



Subconsultant Partner

THE HOLT GROUP, INC.
ENGINEERING • PLANNING • SURVEYING

The Holt Group, Inc. (Survey) is a full-service consulting firm offering engineering, construction management, inspection, resident engineering, plan checking, surveying, labor standards compliance, planning, environmental, grant administration, and related professional services. If selected, all the services provided to Cathedral City will be provided out of their office located at 36951 Cook Street, Suite 103, Palm Desert, California 92211. The Holt Group, Inc. offices are staffed with a combined 32 full-time professionals, including four licensed professional land surveyors and two seasoned survey crews with the most up-to-date GPS and robotic total station capabilities, and five Project/Construction Managers with over 100 years combined experience. They have maintained an office location in the Coachella, Palo Verde, and Imperial Valleys for the last 40 years, during which they have had the opportunity to provide services for the Counties of Riverside and Imperial and the Cities of Blythe, Brawley, Calexico, Calipatria, Cathedral City, Coachella, El Centro, Holtville, Imperial, Indio, Mecca, Palm Desert, Palm Springs, Rancho Mirage, and Yucca Valley. Due to their extensive local experience, they are intimately familiar with the local engineering and planning standards, regulations, and guidelines.

Experience with Similar Work and Client References

Kimley-Horn has more than five decades of experience performing similar work for agencies throughout the Coachella Valley and Southern California, including those listed in the below graphic. Following the below graphic are **select, recent references for similar projects within the past three years showcasing our experience performing comparable services**, in addition to the client references in the Appendix.

Projects	Project Management	Background Research	Field Check/ Data Collection	Utility Coordination	Environmental Analysis	Right-of-Way	Traffic Signal Design (PS&E)	Signal Timing	Contractor Coordination	Local Assistance Procedures Manual (LAPM)	Bidding	Construction Support
City of Cathedral City, Professional Engineering Services for Date Palm Drive and Varner Road HSIP Cycle 9 Safety Improvements, Cathedral City, CA [HSIP]	✓	✓	✓	✓	✓	✓			✓	✓	✓	✓
City of Palm Springs, Traffic Signal Improvements, Palm Springs, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Desert Hot Springs, Local Road Safety Plan, Desert Hot Springs, CA	✓	✓	✓									
Coachella Valley Association of Governments (CVAG), Traffic Signal Synchronization Project (TSSP), Coachella Valley, CA	✓					✓		✓	✓	✓	✓	✓
City of San Bernardino, Upgrade of Various Signal Hardware on 224 Signalized Intersections on Various Arterials, San Bernardino, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓		✓			
City of West Covina, Preliminary Engineering Phase Services, HSIP Cycle 10 Improvements, West Covina, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of South El Monte, Design Services for Traffic Signal Improvements at Various Signalized Intersections, South El Monte, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of South El Monte, Traffic Signal Improvements at Lee Avenue/Garvey Avenue and Durfee Avenue/Peck Road, South El Monte, CA [HSIP]	✓	✓	✓		✓	✓	✓		✓	✓	✓	✓
City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue, Monterey Park, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Culver City, Signal Upgrade and Left Turn Phasing, Culver City, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
City of West Hollywood, Civil Engineering Design Services for Sunset/Santa Monica Fiber Loop, West Hollywood, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Downey, Paramount Boulevard Traffic Signal Upgrade and Fiber-Optic Communication System, Downey, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
City of Santa Clarita, Wiley Canyon Road at Orchard Village Road and Newhall Avenue at Railroad Avenue Intersection Improvement, Santa Clarita, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
County of Ventura, Systemic Countywide Signalized Intersection Improvements, HSIP Cycle 10, Ventura County, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓		✓	✓	✓	✓
Caltrans, On-Call Electrical Engineering Services, Various locations, CA	✓	✓	✓	✓			✓					
City of Orange, Traffic Engineering Services, South Glassell Street at Palmyra Avenue, New Traffic Signal Project, Orange, CA [HSIP]	✓	✓	✓	✓			✓		✓		✓	✓
City of Moreno Valley, Road Safety Audit (RSA)/Roadway Safety Signing Audit (RSSA), Moreno Valley, CA					✓	✓						
City of Santa Monica, Transit Priority System, Phase 2 and Advanced Traffic Management System (ATMS), Phase 3, Santa Monica, CA	✓	✓	✓	✓			✓		✓		✓	✓
City of Norwalk, Final Design Services for Traffic Signal Improvements Along Studebaker Road, Norwalk, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Norwalk, Design Services Traffic Signal Improvements Along Alondra Boulevard, Norwalk, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
City of Rancho Cucamonga, Seven Traffic Signals and Flashing Yellow Arrow Signal Modifications Project, Rancho Cucamonga, CA	✓	✓	✓	✓			✓		✓		✓	✓
City of Burbank, Traffic Signal Improvements (135 intersections), Burbank, CA	✓	✓	✓	✓			✓	✓	✓		✓	✓
City of Corona, On-Call Traffic and Transportation Services, Corona, CA	✓	✓	✓	✓			✓	✓	✓		✓	✓
City of Agoura Hills, On-Call Traffic Engineering Services, Agoura Hills, CA	✓	✓	✓	✓			✓	✓	✓		✓	✓
City of Thousand Oaks, Rancho Road Sidewalks and Bike Lanes, Thousand Oaks, CA [HSIP]	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
County of Los Angeles, Woodruff Avenue TSSP, Los Angeles County, CA	✓	✓	✓	✓			✓		✓		✓	✓
County of Los Angeles, Traffic Signal System Design Select List (200 traffic signal upgrades), Los Angeles County, CA	✓	✓	✓	✓			✓					
City of Glendale, Smart Corridor—San Fernando Road, Glendale, CA	✓	✓	✓	✓			✓				✓	✓
City of Palmdale, On-Call Traffic Signal Design Services (25 intersections), Palmdale, CA	✓	✓	✓	✓			✓				✓	✓
City of Industry, On-Call Traffic Engineering Services, Industry, CA	✓	✓	✓	✓			✓				✓	✓
City of Santa Clarita, San Fernando Road Improvements, Santa Clarita, CA	✓	✓	✓	✓			✓	✓	✓		✓	✓
City of South El Monte, On-Call Engineering Services, South El Monte, CA	✓	✓	✓	✓			✓	✓	✓		✓	✓
Port of Long Beach, Harbor Scenic Drive and Harbor Plaza Intersection Improvements, Long Beach, CA	✓	✓	✓	✓	✓	✓	✓	✓	✓		✓	✓
County of Imperial, Systemic Safety Analysis Report Program (SSARP) for Varied Roadways, Imperial County, CA										✓		
City of Glendale, Traffic Signal Design at 75 Locations, Glendale, CA	✓	✓	✓	✓			✓		✓		✓	✓
City of Chino, On-Call Traffic Engineering Services, Chino, CA	✓	✓	✓	✓			✓		✓		✓	✓
City of Los Angeles, As-Needed Traffic Engineering Services, Los Angeles, CA	✓	✓	✓	✓			✓		✓		✓	✓
City of Arcadia, Traffic Signal Upgrades, Arcadia, CA	✓	✓	✓	✓			✓		✓		✓	✓

City of Cathedral City, Professional Engineering Services for Date Palm Drive and Varner Road Safety Improvements, Cathedral City, CA

The City of Cathedral City received an HSIP Cycle 9 grant to improve safety on Varner Road between Mountain View to Bob Hope Drive and on Date Palm Drive between I-10 and Varner Road. These two roadways have the most severe roadway collisions of any roadway in the City. In addition to coordinating with Caltrans and the local Agua Caliente Band of Cahuilla Indians on tribal lands adjacent to the project, Kimley-Horn is working with the City to implement proposed safety improvements, adapting quickly to accommodate various project iterations and meet budget requirements.

Team Members Involved: Frank Hoffmann (Project Manager), Jean Fares (Project Engineer), Jason Melchor (Project Engineer)
Reference Contact: Armando Baldizzone, City Engineer, City of Cathedral City, 760.770.0329

City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA

Kimley-Horn is working with the City of Palm Springs to upgrade traffic signal equipment at nine intersections to improve motorist and pedestrian and bicyclist safety. The nine project intersections were identified based on a high number of unsafe speeding vehicles, traffic signals and signs, and automobile right-of-way related collisions. Kimley-Horn's services include the installation of Advanced Dilemma Zone Detection, implementing a protected left-turn phase, and the upgrade of pedestrian signal heads and push buttons (PPBs). In addition, Kimley-Horn is upgrading the ADA curb ramps to improve pedestrian safety where ADA compliant ramps are currently not present. This project also includes the implementation of new traffic signal timing plans to improve traffic operations and safety throughout the day. The project controllers have Q-Free Kinetic software and are controlled by a Kinetic Mobility central system. Kimley-Horn is providing civil, traffic, and environmental services which includes environmental preliminary engineering services (PES) and California Environmental Quality Act/National Environmental Policy Act (CEQA/NEPA) documents. The project was just released for construction bidding and will be starting construction shortly.

Team Members Involved: Kameron Qureshi (Project Engineer), Jean Fares (Project Manager), Frank Hoffmann (Principal-in-Charge), Jason Melchor (Project Engineer), Ryan Calad (Project Engineer), Kevin Thomas (Environmental Task Manager), Maya Bouchet (Project Planner), Vivian Chong (Project Analyst)
Reference Contact: Francisco Jaime, Senior Civil Engineer, City of Palm Springs, 760.323.8299

Relevant Project Highlights:
- Nine intersection improvements
- Citywide roadway safety analysis
- Signal hardware upgrades to intersections with highest collision frequency
- Installed Advanced Dilemma Zone Detection
- Implementation of left-turn phase
- ADA curb ramp improvements
- Traffic signal timing improvements

City of Indian Wells, Golf Course Sidewalk Improvements, Indian Wells, CA

The City of Indian Wells selected Kimley-Horn to design a new sidewalk within the Indian Wells Resort Campus, connecting the Hyatt Regency, Indian Wells Golf Resort, and Renaissance Indian Wells Resort & Spa. This project consisted of approximately 400 feet of new pedestrian path pavement, which included a mix of new sidewalk construction, three stop-controlled crosswalks, and utilization of the existing path. Design complied with ADA guidelines and all local ordinances.

Team Members Involved: Kameron Qureshi (Project Manager), Frank Hoffmann (Project Engineer), Jean Fares (Principal-in-Charge)
Reference Contact: Dina Purvis, Assistant Public Works Manager, City of Indian Wells, 760.346.2489

iii. Project Understanding and Approach

HSIPL-5430-039 (C08754) – 18 Unsignalized Intersection Upgrades

The **City of Cathedral City** (City) is looking to improve safety and operability through the upgrade of 18 existing unsignalized intersections in various locations throughout the City. Per the City's RFP, the project will be funded with HSIP funding.

These project intersections and improvements are shown in **Figure 1** on page 8.

Improvements will include providing pedestrian crosswalk upgrades such as LED street lighting, ADA ramps, flashing stop signs, high visibility crosswalk striping, and advanced warning pavement markings and signs.

Grant administration is a key element to confirm that the City follows through with procurement. When agencies have appropriated funding, it is their responsibility to work with the administering agencies to submit the required documents as well as reimbursement requests. Funding administration involves various steps, such as the tracking of all eligible and non-eligible expenditures through a project's lifespan, providing advisement on programmatic changes and updates, and building relationships with each agency granting or administering the funding.

In addition to the design and integration of this project, Kimley-Horn understands the importance of coordination with Caltrans District 8 for successful implementation of the project. Our team will verify that our submittals are complete and meet Caltrans' Local Assistance Procedures Manual (LAPM) requirements for each submission. It is further understood that the project, along with all others receiving funding under HSIP Cycle 11, are funded by state-only funds and are also subject to the state's process for state-funded HSIPs.

Kimley-Horn is committed to working with the City to deliver a project that is comprehensive, timely, and cost-effective.

Kimley-Horn will submit preliminary plans that will include one intersection per sheet at a 1"=20' scale. The plans will show the full extent of intersection improvements. Base mapping within each sheet will include curb, property lines, and gutter.

HSIPL-5430-040 (C08755) – 2 Signalized Pedestrian Crossings

The City is looking to improve safety and operability through the upgrade of two existing unsignalized intersections at the intersection of 30th Avenue and Avenida La Paz and at the intersection of Cathedral Canyon Drive and Ortega Drive. Per the City's RFP, the project will be funded with HSIP funding.

Improvements will include providing pedestrian crosswalk upgrades such as pedestrian signals/hybrid beacons, LED safety lighting, ADA ramps, crosswalk striping, and advanced warning pavement markings and signs.

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In addition to the design and integration of this project, Kimley-Horn understands the importance of coordination with Caltrans District 8 for successful implementation of the project. Our team will verify that our submittals are complete to meet Caltrans' LAPM requirements for each submission. It is further understood that the project, along with all others receiving funding under HSIP Cycle 11, are funded by state-only funds and are also subject to the state's process for state-funded HSIPs.

Kimley-Horn is committed to working with the City to deliver a project that is comprehensive, timely, and cost-effective.

Kimley-Horn will submit preliminary plans that will include one intersection per sheet at a 1”=20’ scale. The plans will show the full extent of intersection improvements. Base mapping within each sheet will include curb, property lines, and gutter.

HSIPL-5430-042 (C08757) – 1 Pedestrian Crossing

The City is looking to improve safety and operability through the upgrade of an existing unsignalized intersection at 30th Avenue and San Eljay Drive. Per the City’s RFP, the project will be funded with HSIP funding.

Improvements will include providing pedestrian school crosswalk upgrades such as LED safety lighting, ADA Ramps, flashing stop signs, school zone flashing beacons, and flashing stop signs.

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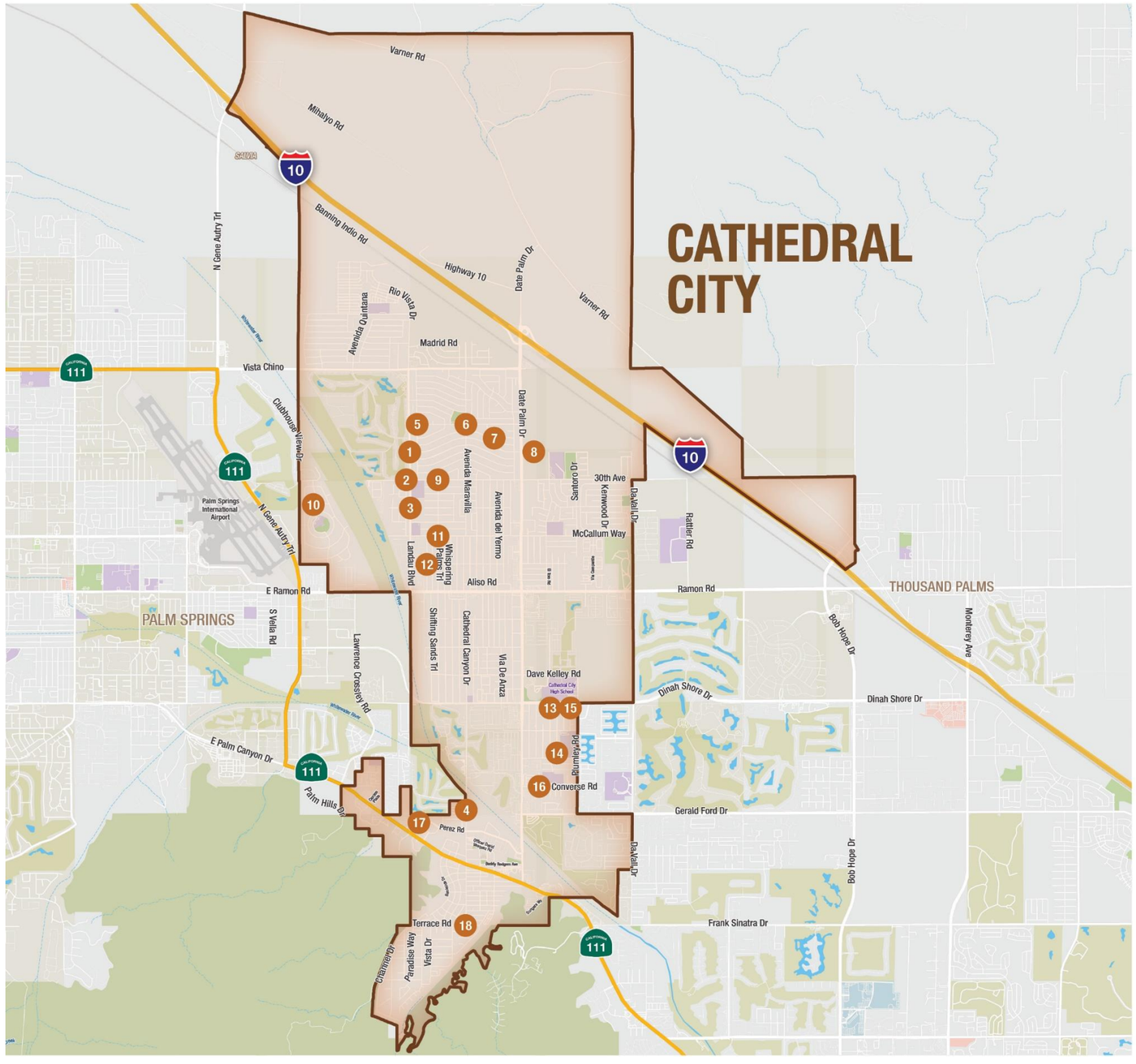
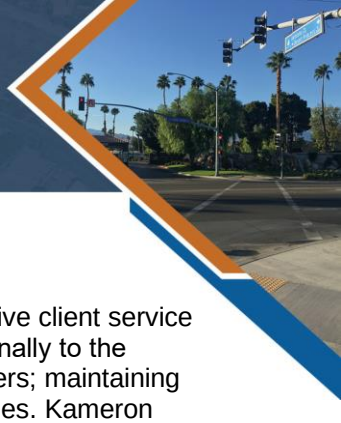
Kimley-Horn will submit preliminary plans that will include one intersection per sheet at a 1”=20’ scale. The plans will show the full extent of intersection improvements. Base mapping within each sheet will include curb, property lines, and gutter.

Figure 1: Vicinity Map with Proposed Improvements



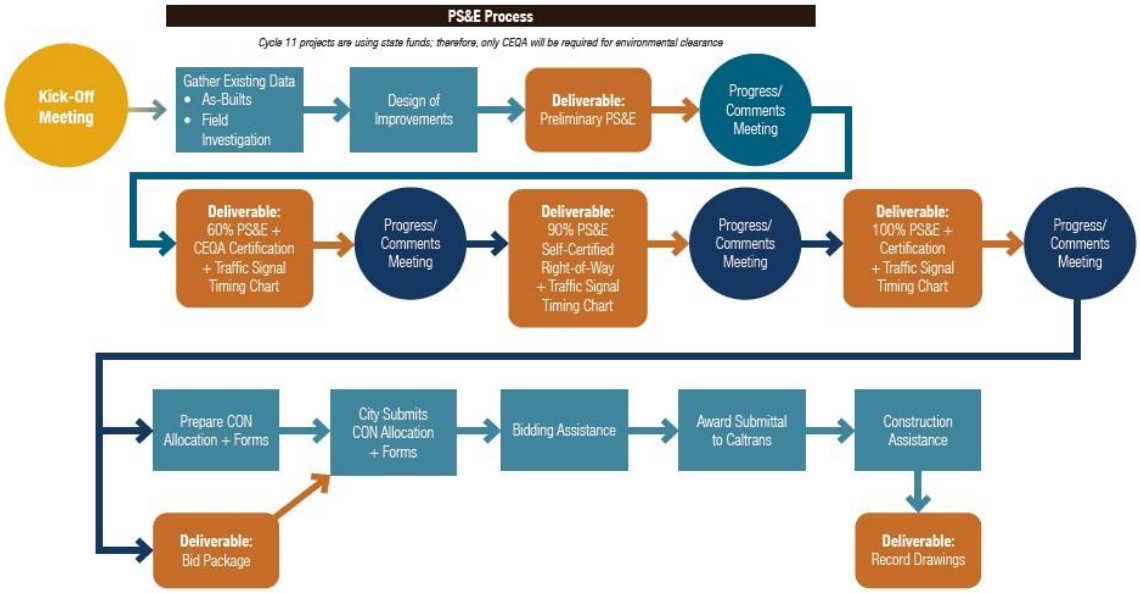
#	Unsignalized Intersection	Improvements
1	Landau Boulevard & Tortuga Road	♿ 🚶 🏫
2	30th Avenue & Travis Aveue	♿ 🚶 🏫
3	Landau Boulevard & Vega Road	♿ 🚶 🏫
4	Cathedral Canyon Drive & Paseo Azulejo	♿ 🚶
5	Avenida La Paz & Tachevah Drive	♿ 🚶
6	Avenida La Maravilla & Tachevah Drive	♿ 🚶 🏫
7	Avenida La Vista & Minerva Road	♿ 🚶
8	Avenida La Vista & Tortuga Road	♿ 🚶
9	30th Avenue & Whispering Palms Trail	♿ 🚶
10	Asistencia Drive & San Luis Rey Drive	♿ 🚶 🏫
11	McCallum Way & Whispering Palms Trail	♿ 🚶
12	Avenida La Paloma & Baristo Road	♿ 🚶
13	Vaquero Road & Victoria Road	♿ 🚶 🏫
14	Judy Lane & Victoria Drive	♿ 🚶 🏫
15	Suncrest Drive & Victoria Drive	♿ 🚶 🏫
16	Converse Road & Corregidor Drive	♿ 🚶 🏫
17	Perez Road & Kyle Road	♿ 🚶
18	Terrace Road & Cathedral Canyon Road	♿ 🚶

Legend: ♿ ADA Ramp 🚶 Ped Crossing 🏫 School/Park Route



Project Management Approach/Methodology

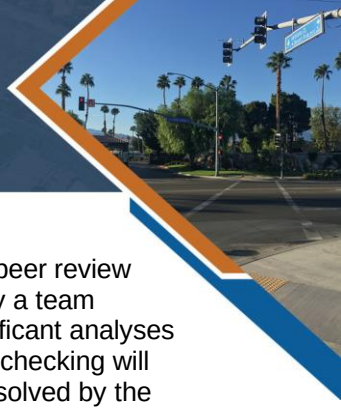
Our project manager, **Kameron Qureshi, PE** will be responsible for providing exceptional, proactive client service by maintaining overall control of the projects' delivery; managing the flow of information both internally to the project team and with the agency and key stakeholders; managing integration of our team members; maintaining adherence to budget and schedule; and being responsible for the quality control of final deliverables. Kameron has successful experience managing similar projects, and he will utilize a proven set of project control tools to ultimately minimize risks and complete these projects successfully. The flow chart below illustrates the plans, specifications, and estimate (PS&E) process our team will employ for the project, followed by tools that our project manager and team will utilize to perform the volume and quality of work needed within the projects' schedule milestones.



Quality Control/Quality Assurance (QC/QA)

Recognizing the importance of careful quality control, Kimley-Horn developed a QC/QA manual that every project manager and QC/QA manager is required to know and use. We strive for our procedures to facilitate the delivery of high-quality services that satisfy our client's needs. There will be no learning curve relative to quality for the Kimley-Horn team. Our QC/QA program will include the review of project documents and supporting data by our project manager and/or key staff who will direct individual tasks. Our QC/QA program will include the following procedures:

- Project manager, **Kameron Qureshi, PE** and QC/QA manager, **Jean Fares, PE**, will be responsible for being thoroughly familiar with the requirements and will be given the authority to direct the project team and call upon our corporate resources, as required, to satisfy the projects' needs
- An internal "kick-off" meeting will be held with key individuals assigned to the task to clearly define the scope of services and establish the schedule
- Project meetings and decisions will be documented by a "paper trail." All documents will be supported by appropriate data that will clearly show the choices evaluated and the basis for our recommendations
- Supporting calculations, text, or data used to develop a document will be signed and dated by the individual involved when the services are performed. Also, telephone conversations and meetings that include or affect a project decision will be documented



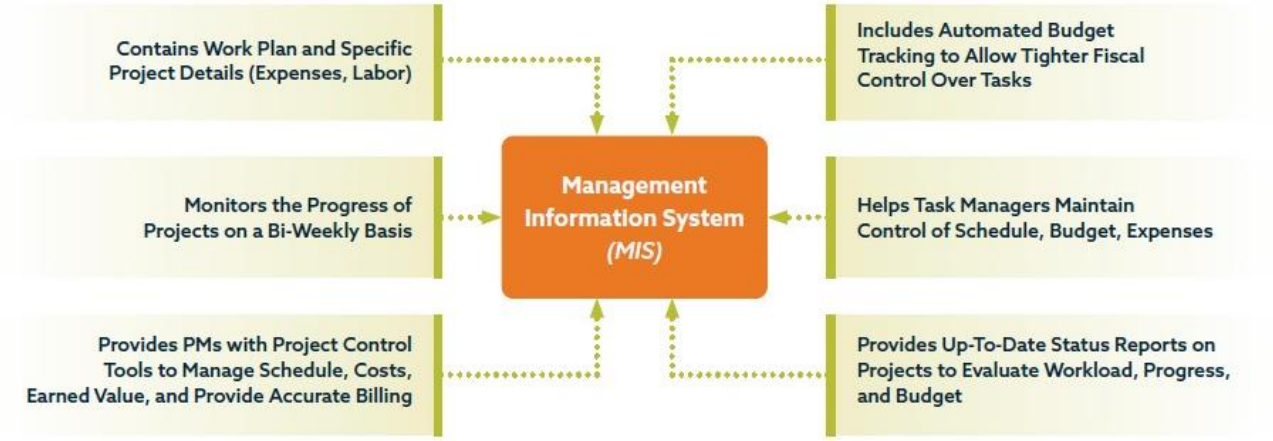
- Team network review will be undertaken. Team network quality control is the day-to-day peer review that is undertaken by the project team. Documents, analyses, letters, etc. are reviewed by a team member other than the individual preparing the documents and analyses. Review of significant analyses and documents are provided by the task manager for each task. The individual doing the checking will sign and date the documents and prepare a record of the findings. The findings will be resolved by the originator of the document and checked again until corrected. Quality control review comments will be maintained in a quality assurance file. This network review will be enhanced by weekly or bi-monthly full team meetings.

Staffing

In order to confirm our team member's availability, Kimley-Horn uses a proactive management system known as "castaheads" to detail every project's personnel needs and determine each staff person's availability. This system forecasts our workload over a six-month period and helps to avoid work overload and shortfalls for each office and discipline. Castaheads help us confirm sufficient staff is available to meet your needs. By continuously matching project needs with staff availability, our castaheads system is an accurate tool for keeping our projects on schedule and guaranteeing that the right resources are assigned to the right projects. Based on a review of our current and anticipated workload, our proposed team members are available to assist you, and our team is adequately staffed so that the projects will be performed completely without risk or delay.

Budget and Schedule Control

Kimley-Horn understands the importance of meeting the City's schedule and is committed to completing these projects on time. Our confidence in being able to meet the City's timeline is attributed to our stringent approach to schedule control. We understand that schedule control must begin with a clear understanding of the scope of work and budget as well as the subsequent preparation of a detailed schedule that includes milestone completion dates, critical path items, and risks for interim deliverables. We maintain a detailed, integrated Management Information System (MIS), designed primarily to focus on schedule control. MIS tracks both effort and performance by recording time spent and percent of projects completed. Twice monthly, MIS produces a project effort report, which shows the actual effort expended by task. This internal control allows us to make any timely adjustments reasonably necessary to maintain project schedules. Budget control is achieved through two independent processing systems integrated into the MIS, providing a complete financial and reporting overview of each individual task as well as the entire project. Our project managers receive detailed status reports twice a month but can also access the system and obtain real time information on an ongoing basis. This level of tracking controls task budgets, allowing us to keep our clients fully informed of all administrative aspects of each task at a moment's notice. Evidence of successful budget management for a similar project is provided in the **Experience with Similar Work and Client References** section on page 5 and in the Appendix.



iv. Scope of Work

HSIPL-5430-039 (C08754) – 18 Unsignalized Intersection Upgrades

Task 1: Project Management

This task will consist of project coordination with the team, administration, and set-up and attendance at project meetings. Kimley-Horn's administration efforts will include initial development and maintenance of the project schedule, work plan, budget, and filing system and process monthly invoices/progress reports. We will create and maintain a detailed schedule, updating it as needed to manage the project and as requested by the City. Kimley-Horn will attend a pre-design (kick-off) meeting with City staff after the award of the contract to conduct introductions and discuss the scope of work, information needed from various City departments, overall schedule, and the implementation process. After the kick-off meeting, monthly progress meetings will be scheduled for the duration of the design phase (assumed up to six months) along with meetings to review the preliminary design, 90%, and 100% submittals with City staff. Difficulties that may impede progress will be communicated, resolved, and expedited so that all deadlines are met on time.

Task 1 Deliverables:

- Attendance at up to six project meetings
- Electronic copy of meeting agendas, meeting minutes, and action items
- Schedule updates at each submittal milestone (90% and 100%)

Task 2: Field Work/Preliminary Plans/Inventory/Standards

Kimley-Horn will review base data documents, including as-built improvement plans, utility information, survey information, and other available record data. Kimley-Horn will conduct field investigations at each of the intersections to document existing street and traffic signal equipment and assess existing conditions.

There are some intersections in the project that may require extra coordination due to locations near other jurisdictions. It is assumed that the City will coordinate with the shared jurisdictions.

Kimley-Horn will prepare preliminary engineering plans for each intersection that shows tentative intersection improvements, including LED street lighting, ADA ramps, flashing stop signs, crosswalk striping and advanced warning pavement markings and signs. Plans will be completed in AutoCAD Version 2024 and will be presented with four intersections per plan sheet at scale 1"=20'.

It is assumed that conduit tracing, conductor schedules, cabinet inventory, and acquiring permits will not be included in this project.

A City inventory will be developed in Microsoft Excel format based on the preliminary plans.

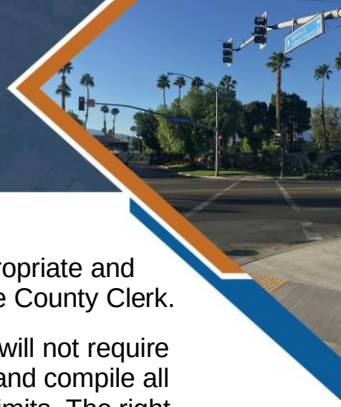
Our team will provide a topographic field survey at a scale of 1"=40' at each intersection for design of curb ramps. Field survey limits will extend 15' beyond ECR and BCR and will consist of back of walk, top of curb, flow line, edge of pavement.

Task 2 Deliverables:

- Field notes
- Field photos
- Preliminary engineering plans (up to 18 sheets) in electronic PDF format
- City inventory in PDF, electronic format

Task 3: Environmental Documentation

Kimley-Horn will prepare the Categorical Exception (CE) documents and coordinate with the City to receive approval. As this project is state funded as part of HSIP Cycle 11, local HSIPs must meet the requirements of CEQA. Based upon our preparation of environmental documentation for similar projects and a review of the project as presented in the RFP, Kimley-Horn anticipates that the project will be categorically exempt under CEQA Guidelines Section 15301 – Existing Facilities. The Notice of Exemption (NOE) is a brief project description



and analysis/explanation as to why this exemption under CEQA Guidelines Section 15301 is appropriate and confirms that no exceptions or unusual circumstances exist. Kimley-Horn will file the NOE with the County Clerk.

Kimley-Horn understands the project will be completed within the public right-of-way. The project will not require any utility relocation or right-of-way acquisition or easements. Kimley-Horn will perform research and compile all available right-of-way maps, assessor parcel maps, and easement information within the project limits. The right-of-way information will be shown on the plans. Any Temporary Construction Easements (TCEs) will be obtained by the City from adjacent property owners, and Kimley-Horn will show them on the plans.

Task 3 Deliverables:

- Preparation of CEQA CE

Task 4: Plans, Specifications, & Estimate (PS&E)

Task 4.1: 90% PS&E Package

Based on one set of non-conflicting comments on the preliminary plans, Kimley-Horn will advance the construction documents to a 90% level of design. Kimley-Horn will prepare a comment response matrix to be submitted with the 90% submittal. The comment response matrix will have the original comments, Kimley-Horn's responses to the comments, and final resolution. Plans will be updated to show details for the 60 curb ramps requiring ADA upgrades throughout the project. It is assumed single ramps will be placed at all corners. Detailed callouts, elevations, and slopes will be provided along the curb return profiles. Back of ramp and sidewalk elevations will be verified to comply with current ADA guidelines. Detailed curb ramp elevation callouts are not anticipated since curb ramps will be designed to standard configurations. Curb ramps will be designed using Caltrans Standard Plans, Standard Plans for Public Works Construction (SPPWC), City of Cathedral City Standard Plans, and Public Right-of-Way Accessibility Guidelines (PROWAG). Deviations from applicable standards will be indicated on the plans. Exceptions will require approval by the City.

Kimley-Horn will prepare an opinion of probable construction costs (OPCC) based on anticipated construction items and quantities from the 90% submittal for comparison to project budget and assistance during the contractor's bidding process. Unit prices will be derived from readily available current bid information based on similar projects within the area. Backup will be generated for lump sum items. Contingencies will be shown, as agreed upon with City staff.

The City is specifically cautioned that unit prices for construction have been and remain unpredictable and escalating, and we advise that the City consider contingencies and engage in independent contractor pricing exercises. Kimley-Horn will exercise reasonable efforts to overcome the challenges presented by current circumstances.

We anticipate the following plan sheet counts for the project:

- **Cover Sheet:** one sheet
- **Notes, Legends, and Construction Details:** one sheet
- **Intersection Improvement Plans:** up to 18 sheets
  - **Estimated Total sheets:** 20 sheets

Task 4.1 Deliverables:

- One set of 90% plans in electronic PDF format
- 90% OPCC in PDF electronic format

Task 4.2: 100% PS&E Package

Based on one set of non-conflicting comments from the 90% PS&E comments, Kimley-Horn will advance the PS&E to the 100% level of design. It is expected that the comments will not result in a major change in design. Kimley-Horn will adjust the plans and technical specifications based on the City comments accordingly. Kimley-Horn will prepare a comment response matrix to be submitted with the final submittal. The comment response matrix will have the original comments, Kimley-Horn responses to the comments, and final resolution. A licensed professional engineer will conduct a peer review and QC/QA review of the design plans, OPCC, and technical specifications. A licensed professional engineer will stamp and sign all plan sheets for this submittal.

Kimley-Horn will prepare technical specifications based upon the boilerplate supplied by the City. Bid items will be described as reasonably required in the General Provisions and will be incorporated in the contractor's bid list. References for the technical provisions to the City Standards and Standard Specifications for Public Works Construction (Greenbook), Caltrans, or other appropriate specifications will be shown.

Task 4.2 Deliverables:

- One set of 24"x36" hardcopy 100% plans with wet signed mylars and in .dwg format
- One set of hardcopy technical specifications, electronic PDF, and electronic Microsoft Word format
- 100% OPCC in electronic PDF and Microsoft Excel format

Task 4.3: Caltrans LAPM Forms and CON Allocation

As this is a HSIP Cycle 11 state-funded project, Caltrans LAPM forms for PS&E Certification and E-76 Construction Authorization are not required.

Kimley-Horn will prepare and submit right-of-way self-certification forms as well as prepare and submit construction allocation request and other documents for Caltrans.

Task 4.3 Deliverables:

- Right-of-way self-certification package
- Construction allocation package

Task 5: Bidding Assistance

This task consists of coordination and support during the bidding phase of the project. Kimley-Horn will attend the pre-bid meeting and assist City staff and/or potential contractors in answering pre-bid questions and interpretations of the plans and specifications. It is assumed the pre-bid meeting will be virtual. Kimley-Horn will log those questions and provide responses to up to five requests for information (RFIs) during the bidding phase and prepare one project addenda. Changes in the overall design concept are not accounted for in this scope.

Task 5 Deliverables:

- Prepare up to one project addenda
- Response to up to five sets of pre-bid questions and questions during bidding phase
- Attendance at up to one pre-bid meeting

Task 6: Construction Support

Kimley-Horn will also assist the City during the construction phase of the project. Kimley-Horn will attend the pre-construction meeting and address items for the construction management team to be aware of. Kimley-Horn will be involved during construction stages by responding to up to two RFIs and reviewing and responding to up to five submittals. Kimley-Horn will prepare record drawings after construction based on one consolidated set of redline markups from the contractor. It is assumed the pre-construction meeting is virtual.

Kimley-Horn has no control over the contractor's or construction manager's means, methods, techniques, sequence, schedule, and other activities. Therefore, the associated effort for Kimley-Horn during construction detailed in this fee sheet are an estimate only. Kimley-Horn will provide its services during construction on a time and materials basis and will notify the client prior to exceeding the budgets stated herein.

Task 6 Deliverables:

- Review of up to two RFIs
- Review of up to five submittals
- Record drawings in PDF electronic format
- Attendance at up to one pre-construction meeting

Task 7: Utility Coordination

Kimley-Horn will obtain readily available record drawings and data pertinent to the scope of services such as record drawings, geographic information systems (GIS) mapping, and utility atlases. We will initiate the utility company notification process and identify potential conflicts. We will maintain a utility agency tracking list to

indicate the status of communication and add a contact list for substructure and utility owner-operators for the specifications. We will prepare utility notification letters consisting of the following:

1. Utility Information Request
2. Prepare to Relocate Notice/Final Utility Notice Form
3. Notice to Relocate (If Needed)

It is assumed that utility notices will be submitted on the City's letterhead to avoid utility record search fees. Related fees from utility companies are excluded from this proposal. Utility relocation design is not anticipated for this project. Kimley-Horn will coordinate with utility agencies on relocation of surface utilities in conflict with proposed improvements.

As part of this task, we anticipate our staff will provide two field observations with City personnel for project kick-off and to review existing conditions.

Task 7 Deliverables:

- Utility agency tracking list
- Utility notification letters
- Field photos and notes

HSIPL-5430-040 (C08755) – 2 Signalized Pedestrian Crossings

Task 1: Project Management

This task will consist of project coordination with the team, administration, and set-up and attendance at project meetings. Kimley-Horn's administration efforts will include initial development and maintenance of the project schedule, work plan, budget, and filing system and process monthly invoices/progress reports. We will create and maintain a detailed schedule, updating it as needed to manage the project and as requested by the City.

Kimley-Horn will attend a pre-design (kick-off) meeting with City staff after the award of the contract to conduct introductions and discuss the scope of work, information needed from various City departments, overall schedule, and the implementation process. After the kick-off meeting, monthly progress meetings will be scheduled for the duration of the design phase, assumed up to four months, along with meetings to review the preliminary design, 90%, and 100% submittals with City staff. Difficulties that may impede progress will be communicated, resolved, and expedited so that all deadlines are met on time.

Task 1 Deliverables:

- Attendance at up to four project meetings
- Electronic copy of meeting agendas, meeting minutes, action items
- Schedule updates at each submittal milestone (90% and 100%)

Task 2: Field Work/Preliminary Plans/Inventory/Standards

Kimley-Horn will review base data documents, including as-built improvement plans, utility information, survey information, and other available record data.

Kimley-Horn will conduct field investigations at each of the intersections to document existing street and traffic signal equipment and assess existing conditions. There are some intersections in the project that may require extra coordination due to locations near other jurisdictions. It is assumed the City will coordinate with the shared jurisdictions.

Kimley-Horn will prepare preliminary engineering plans for each intersection that shows tentative intersection improvements, including pedestrian signals/hybrid beacons, LED safety lighting, ADA ramps, crosswalk striping, and advanced warning pavement markings and signs. Plans will be completed in AutoCAD Version 2024 and will be presented with four intersections per plan sheet at scale 1"=20'.

It is assumed that conduit tracing, conductor schedules, cabinet inventory, and acquiring permits will not be included in this project.

A City inventory will be developed in Microsoft Excel format based on the preliminary plans. Our team will provide a topographic field survey at a scale of 1"=40' at each intersection for design of curb ramps. Field survey limits will extend 15' beyond ECR and BCR and will consist of back of walk, top of curb, flow line, edge of pavement.

Task 2 Deliverables:

- Field notes
- Field photos
- Preliminary engineering plans (up to 2 sheets) in electronic PDF format
- City inventory in electronic PDF format

Task 3: Environmental Documentation

Kimley-Horn will prepare the CE documents and coordinate with the City to receive approval. As this project is state funded as part of HSIP Cycle 11, local HSIPs must meet the requirements of the CEQA. Based upon our preparation of environmental documentation for similar projects and a review of the project as presented in the RFP, Kimley-Horn anticipates that the project will be categorically exempt under CEQA Guidelines Section 15301 – Existing Facilities. The NOE is a brief project description and analysis/explanation as to why this exemption under CEQA Guidelines Section 15301 is appropriate and confirms that no exceptions or unusual circumstances exist. Kimley-Horn will file the NOE with the County Clerk.

Kimley-Horn understands the project will be completed within the public right-of-way. The project will not require any utility relocation or right-of-way acquisition or easements. Kimley-Horn will perform research and compile all available right-of-way maps, assessor parcel maps, and easement information within the project limits. The right-of-way information will be shown on the plans. Any TCEs will be obtained by the City from adjacent property owners, and Kimley-Horn will show them on the plans.

Task 3 Deliverables:

- Preparation of CEQA CE

Task 4: Plans, Specifications, & Estimate (PS&E)

Task 4.1: 90% PS&E Package

Based on one set of non-conflicting comments on the preliminary plans, Kimley-Horn will advance the construction documents to a 90% level of design. Kimley-Horn will prepare a comment response matrix to be submitted with the 90% submittal. The comment response matrix will have the original comments, Kimley-Horn's responses to the comments, and final resolution. Plans will be updated to show details for the 7 curb ramps requiring ADA upgrades throughout the project. It is assumed single ramps will be placed at all corners. Detailed callouts, elevations and slopes will be provided along the curb return profiles. Back of ramp and sidewalk elevations will be verified to comply with current ADA guidelines. Detailed curb ramp elevation callouts are not anticipated since curb ramps will be designed to standard configurations. Curb ramps will be designed using Caltrans Standard Plans, SPPWC, City of Cathedral City Standard Plans, and PROWAG. Deviations from applicable standards will be indicated on plans. Exceptions will require approval by the City.

Kimley-Horn will prepare an opinion of probable construction costs based on anticipated construction items and quantities from the 90% submittal for comparison to project budget and assistance during the contractor's bidding process. Unit prices will be derived from readily available current bid information based on similar projects within the area. Backup will be generated for lump sum items. Contingencies will be shown, as agreed upon with City staff.

The City is specifically cautioned that unit prices for construction have been and remain unpredictable and escalating and we advise that the City consider contingencies and engage in independent contractor pricing exercises. Kimley-Horn will exercise reasonable efforts to overcome the challenges presented by current circumstances.

We anticipate the following plan sheet counts for the project:

- **Cover Sheet:** one sheet
- **Notes, Legends, and Construction Details:** one sheet
- **Intersection Improvement Plans:** up to two sheets
  - **Estimated Total sheets:** four sheets

Task 4.1 Deliverables:
- One set of 90% plans in electronic PDF format
- 90% OPCC in electronic PDF format

Task 4.2: 100% PS&E Package
Based on one set of non-conflicting comments from the 90% PS&E comments, Kimley-Horn will advance the PS&E to the 100% level of design. It is expected that the comments will not result in a major change in design. Kimley-Horn will adjust the plans and technical specifications based on the City comments accordingly. Kimley-Horn will prepare a comment response matrix to be submitted with the final submittal. The comment response matrix will have the original comments, Kimley-Horn responses to the comments, and final resolution. A licensed professional engineer will conduct a peer review and QC/QA of the design plans, OPCC, and technical specifications. A licensed professional engineer will stamp and sign all plan sheets for this submittal.

Kimley-Horn will prepare technical specifications based upon the boilerplate supplied by the City. Bid items will be described as reasonably required in the General Provisions and will be incorporated in the contractor's bid list. References for the technical provisions to the City Standards and Standard Specifications for Public Works Construction (Greenbook), Caltrans, or other appropriate specifications will be shown.

Task 4.2 Deliverables:
- One set of 24"x36" hardcopy 100% plans with wet signed mylars and in .dwg format
- One set of hardcopy technical specifications, electronic PDF, and electronic Microsoft Word format
- 100% OPCC in electronic PDF and Microsoft Excel format

Task 4.3: Caltrans LAPM Forms and CON Allocation
As this is a HSIP Cycle 11 state-funded project, Caltrans LAPM forms for PS&E Certification and E-76 Construction Authorization are not required.

Kimley-Horn will prepare and submit right-of-way self-certification forms as well as prepare and submit construction allocation request and other documents for Caltrans.

Task 4.3 Deliverables:
- Right-of-way self-certification package
- Construction allocation package

Task 5: Bidding Assistance
This task consists of coordination and support during the bidding phase of the project. Kimley-Horn will attend the pre-bid meeting and assist City staff and/or potential contractors in answering pre-bid questions and interpretations of the plans and specifications. It is assumed the pre-bid meeting will be virtual. Kimley-Horn will log those questions and provide responses to up to three RFIs during the bidding phase and prepare one project addenda. Changes in the overall design concept are not accounted for in this scope.

Task 5 Deliverables:
- Prepare up to one project addenda
- Response to up to three sets of pre-bid questions and questions during bidding phase
- Attendance at up to one pre-bid meeting

Task 6: Construction Support
Kimley-Horn will also assist the City during the construction phase of the project. Kimley-Horn will attend the pre-construction meeting and address items for the construction management team to be aware of.

Kimley-Horn will be involved during construction stages by responding to up to two RFIs and reviewing and responding to up to five submittals. Kimley-Horn will prepare record drawings after construction based on one consolidated set of redline markups from the contractor. It is assumed the pre-construction meeting is virtual.

Kimley-Horn has no control over the contractor's or construction manager's means, methods, techniques, sequence, schedule, and other activities. Therefore, the associated effort for Kimley-Horn during construction

detailed in this fee sheet are an estimate only. Kimley-Horn will provide its services during construction on a time and materials basis and will notify the client prior to exceeding the budgets stated herein.

Task 6 Deliverables:

- Review of up to two RFIs
- Review of up to five submittals
- Record drawings in PDF electronic format
- Attendance at up to one pre-construction meeting

Task 7: Utility Coordination

Kimley-Horn will obtain readily available record drawings and data pertinent to the scope of services such as record drawings, GIS mapping, and utility atlases. We will initiate the utility company notification process and identify potential conflicts. We will maintain a utility agency tracking list to indicate the status of communication and add a contact list for substructure and utility owner-operators for the specifications. We will prepare utility notification letters consisting of the following:

1. Utility Information Request
2. Prepare to Relocate Notice/Final Utility Notice Form
3. Notice to Relocate (If Needed)

It is assumed that utility notices will be submitted on the City's letterhead to avoid utility record search fees. Related fees from utility companies are excluded from this proposal. Utility relocation design is not anticipated for this project. Kimley-Horn will coordinate with utility agencies on relocation of surface utilities in conflict with proposed improvements.

As part of this task, we anticipate our staff will provide two field observation with City personnel for project kick-off and to review existing conditions.

Task 7 Deliverables:

- Utility agency tracking list
- Utility notification letters
- Feld photos and notes

HSIPL-5430-042 (C08757) – 1 Pedestrian Crossing

Our scope of services has the following key tasks:

1. Project Management
2. Field Work/Preliminary Plans/Inventory/Standards
3. Environmental Documentation
4. PS&E
5. Bidding Assistance
6. Construction Support

Task 1: Project Management

This task will consist of project coordination with the team, administration, and set-up and attendance at project meetings. Kimley-Horn's administration efforts will include initial development and maintenance of the project schedule, work plan, budget, and filing system and process monthly invoices/progress reports. We will create and maintain a detailed schedule, updating it as needed to manage the project and as requested by the City.

Kimley-Horn will attend a pre-design (kick-off) meeting with City staff after the award of the contract to conduct introductions and discuss the scope of work, information needed from various City departments, overall schedule, and the implementation process.

After the kick-off meeting, monthly progress meetings will be scheduled for the duration of the design phase, assumed up to four months, along with meetings to review the preliminary design, 90%, and 100% submittals with

City staff. Difficulties that may impede progress will be communicated, resolved, and expedited so that all deadlines are met on time.

Task 1 Deliverables:
- Attendance at up to four project meetings
- Electronic copy of meeting agendas, meeting minutes and action items
- Schedule updates at each submittal milestone (90% and 100%)

Task 2: Field Work/Preliminary Plans/Inventory/Standards

Kimley-Horn will review base data documents, including as-built improvement plans, utility information, survey information, and other available record data. Kimley-Horn will conduct field investigations at each of the intersections to document existing street and traffic signal equipment and assess existing conditions.

There are some intersections in the project that may require extra coordination due to locations near other jurisdictions. It is assumed the City will coordinate with the shared jurisdictions.

Kimley-Horn will prepare preliminary engineering plans for each intersection that show tentative intersection improvements, including pedestrian crossings, ADA ramps, flashing stop signs, school zone flashing beacons, and LED safety lighting. Plans will be completed in AutoCAD Version 2024 and will be presented with four intersections per plan sheet at scale 1”=20’.

It is assumed that conduit tracing, conductor schedules, cabinet inventory, and acquiring permits will not be included in this project.

A City inventory will be developed in Microsoft Excel format based on the preliminary plans. Our team will provide a topographic field survey at a scale of 1”=40’ at each intersection for design of curb ramps. Field survey limits will extend 15’ beyond ECR and BCR and will consist of back of walk, top of curb, flow line, edge of pavement.

Task 2 Deliverables:
- Field notes
- Field photos
- Preliminary engineering plans (up to one sheet) in electronic PDF format
- City inventory in electronic PDF format

Task 3: Environmental Documentation

Kimley-Horn will prepare the CE documents and coordinate with the City to receive approval. As this project is state funded as part of HSIP Cycle 11, local HSIPs must meet the requirements of CEQA. Based upon our preparation of environmental documentation for similar projects and a review of the project as presented in the RFP, Kimley-Horn anticipates that the project will be categorically exempt under CEQA Guidelines Section 15301 – Existing Facilities. The NOE is a brief project description and analysis/explanation as to why this exemption under CEQA Guidelines Section 15301 is appropriate and confirms that no exceptions or unusual circumstances exist. Kimley-Horn will file the NOE with the County Clerk.

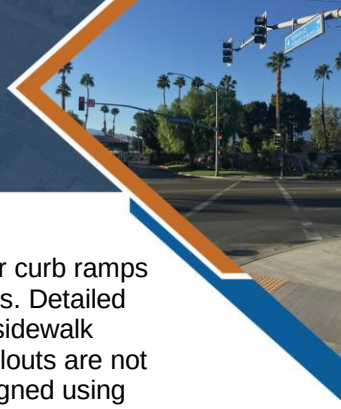
Kimley-Horn understands the project will be completed within the public right-of-way. The project will not require any utility relocation or right-of-way acquisition or easements. Kimley-Horn will perform research and compile all available right-of-way maps, assessor parcel maps, and easement information within the project limits. The right-of-way information will be shown on the plans. Any TCEs will be obtained by the City from adjacent property owners, and Kimley-Horn will show them on the plans.

Task 3 Deliverables:
- Preparation of CEQA CE

Task 4: Plans, Specifications, & Estimate (PS&E)

Task 4.1: 90% PS&E Package

Based on one set of non-conflicting comments on the preliminary plans, Kimley-Horn will advance the construction documents to a 90% level of design. Kimley-Horn will prepare a comment response matrix to be submitted with the 90% submittal. The comment response matrix will have the original comments, Kimley-Horn’s



responses to the comments, and final resolution. Plans will be updated to show details for the four curb ramps requiring ADA upgrades at the intersection. It is assumed single ramps will be placed at all corners. Detailed callouts, elevations, and slopes will be provided along the curb return profiles. Back of ramp and sidewalk elevations will be verified to comply with current ADA guidelines. Detailed curb ramp elevation callouts are not anticipated since curb ramps will be designed to standard configurations. Curb ramps will be designed using Caltrans Standard Plans, SPPWC, City of Cathedral City Standard Plans, and PROWAG. Deviations from applicable standards will be indicated on plans. Exceptions will require approval by the City.

Kimley-Horn will prepare an opinion of probable construction costs based on anticipated construction items and quantities from the 90% Submittal for comparison to project budget and assistance during the contractor's bidding process. Unit prices will be derived from readily available current bid information based on similar projects within the area. Backup will be generated for lump sum items. Contingencies will be shown, as agreed upon with City staff.

The City is specifically cautioned that unit prices for construction have been and remain unpredictable and escalating and we advise that the City consider contingencies and engage in independent contractor pricing exercises. Kimley-Horn will exercise reasonable efforts to overcome the challenges presented by current circumstances.

We anticipate the following plan sheet counts for the project:

- **Cover Sheet:** one sheet
- **Notes, Legends, and Construction Details:** one sheet
- **Intersection Improvement Plans:** up to one sheet
  - **Estimated Total sheets:** three sheets

Task 4.1 Deliverables:

- One set of 90% plans in electronic PDF format
- 90% OPCC in electronic PDF format

Task 4.2: 100% PS&E Package

Based on one set of non-conflicting comments from the 90% PS&E comments, Kimley-Horn will advance the PS&E to the 100% level of design. It is expected that the comments will not result in a major change in design. Kimley-Horn will adjust the plans and technical specifications based on the City comments accordingly. Kimley-Horn will prepare a comment response matrix to be submitted with the final submittal. The comment response matrix will have the original comments, Kimley-Horn responses to the comments, and final resolution. A licensed professional engineer will conduct a peer review and QC/QA of the design plans, OPCC, and technical specifications. A licensed professional engineer will stamp and sign all plan sheets for this submittal.

Kimley-Horn will prepare technical specifications based upon the boiler plate supplied by the City. Bid items will be described as reasonably required in the General Provisions and will be incorporated in the contractor's bid list. References for the technical provisions to the City Standards and Standard Specifications for Public Works Construction (Greenbook), Caltrans, or other appropriate specifications will be shown.

Task 4.2 Deliverables:

- One set of 24"x36" hardcopy 100% plans with wet signed mylars and in .dwg format
- One set of hardcopy technical specifications, electronic PDF, and electronic Microsoft Word format
- 100% OPCC in electronic PDF and Microsoft Excel format

Task 4.3: Caltrans LAPM Forms and CON Allocation

As this is a HSIP Cycle 11 state-funded project, Caltrans LAPM forms for PS&E Certification and E-76 Construction Authorization are not required.
Kimley-Horn will prepare and submit right-of-way self-certification forms as well as prepare and submit construction allocation request and other documents for Caltrans.

Task 4.3 Deliverables:

- Right-of-way self-certification package
- Construction allocation package

Task 5: Bidding Assistance

This task consists of coordination and support during the bidding phase of the project. Kimley-Horn will attend the pre-bid meeting and assist City staff and/or potential contractors in answering pre-bid questions and interpretations of the plans and specifications. It is assumed the pre-bid meeting will be virtual. Kimley-Horn will log those questions and provide responses to up to three RFIs during the bidding phase and prepare one project addenda. Changes in the overall design concept are not accounted for in this scope.

Task 5 Deliverables:

- Prepare up to one project addenda
- Response to up to three sets of pre-bid questions and questions during bidding phase
- Attendance at up to one pre-bid meeting

Task 6: Construction Support

Kimley-Horn will also assist the City during the construction phase of the project. Kimley-Horn will attend the pre-construction meeting and address items for the construction management team to be aware of. Kimley-Horn will be involved during construction stages by responding to up to two RFIs and reviewing and responding to up to five submittals. Kimley-Horn will prepare record drawings after construction based on one consolidated set of redline markups from the contractor. It is assumed the pre-construction meeting is virtual.

Kimley-Horn has no control over the contractor's or construction manager's means, methods, techniques, sequence, schedule, and other activities. Therefore, the associated effort for Kimley-Horn during construction detailed in this fee sheet are an estimate only. Kimley-Horn will provide its services during construction on a time and materials basis and will notify the client prior to exceeding the budgets stated herein.

Task 6 Deliverables:

- Review of up to two RFIs
- Review of up to five submittals
- Record drawings in PDF electronic format
- Attendance at up to one pre-construction meeting

Task 7: Utility Coordination

Kimley-Horn will obtain readily available record drawings and data pertinent to the scope of services such as record drawings, GIS mapping, and utility atlases. We will initiate the utility company notification process and identify potential conflicts. We will maintain a utility agency tracking list to indicate the status of communication and add a contact list for substructure and utility owner-operators for the specifications. We will prepare utility notification letters consisting of the following:

1. Utility Information Request
2. Prepare to Relocate Notice/Final Utility Notice Form
3. Notice to Relocate (If Needed)

It is assumed that utility notices will be submitted on the City's letterhead to avoid utility record search fees. Related fees from utility companies are excluded from this proposal. Utility relocation design is not anticipated for this project. Kimley-Horn will coordinate with utility agencies on relocation of surface utilities in conflict with proposed improvements.

As part of this task, we anticipate our staff will provide two field observations with City personnel for project kick-off and to review existing conditions.

Task 7 Deliverables:

- Utility agency tracking list
- Utility notification letters
- Field photos and notes

v. Project Schedule

HSIPL-5430-039 (C08754) – 18 Unsignalized Intersection Upgrades

Task/Description	Months to Proceed								
	1	2	3	4	5	6	7	Bidding Phase	Until Project Completion
Task 1 - Project Management									
Project Kick-Off Meeting	◆								
Project Team Meetings		◆	◆	◆					
Task 2 - Field Work/Preliminary Plans/ Inventory/Standards	■	■	■	■	■	■	■		
Task 3 - Environmental Documentation			■	■	■	■			
Task 4 - PS&E									
90% Plans, Specifications, and Estimate			■	■	■	■	■		
100% Plans, Specifications, and Estimate					■	■	■		
Environmental Analysis and Caltrans Coordination							■		
Task 5 - Bidding Assistance								◆	■
Task 6 - Construction Support									◆ ■
Task 7 - Utility Coordination			■	■	■	■	■		

◆ Project Meeting ■ Kimley-Horn Effort ■ City Review Period

HSIPL-5430-040 (C08755) – 2 Signalized Pedestrian Crossings

Task/Description	Months to Proceed					
	1	2	3	4	Bidding Phase	Until Project Completion
Task 1 - Project Management						
Project Kick-Off Meeting	◆					
Project Team Meetings		◆	◆	◆		
Task 2 - Field Work/Preliminary Plans/ Inventory/Standards	■	■				
Task 3 - Environmental Documentation		■	■			
Task 4 - PS&E						
90% Plans, Specifications, and Estimate			■			
100% Plans, Specifications, and Estimate				■		
Environmental Analysis and Caltrans Coordination				■		
Task 5 - Bidding Assistance					■	
Task 6 - Construction Support						■

◆ Project Meeting ■ Kimley-Horn Effort ■ City Review Period

Kimley»Horn

HSIPL-5430-042 (C08757) – 1 Pedestrian Crossing

Task/Description	Months to Proceed					
	1	2	3	4	Bidding Phase	Until Project Completion
Task 1 - Project Management						
Project Kick-Off Meeting	◆					
Project Team Meetings		◆	◆	◆		
Task 2 - Field Work/Preliminary Plans/ Inventory/Standards	■	■				
Task 3 - Environmental Documentation		■	■			
Task 4 - PS&E						
90% Plans, Specifications, and Estimate			■	■		
100% Plans, Specifications, and Estimate				■	■	
Environmental Analysis and Caltrans Coordination					■	■
Task 5 - Bidding Assistance					◆	■
Task 6 - Construction Support						◆ ■

◆ Project Meeting ■ Kimley-Horn Effort ■ City Review Period

Kimley»Horn

Appendix

Key Team Member Resumes

Kameron Qureshi, PE

Project Manager; ADA Compliant Ramp Design/Civil Design; Construction Support

Kameron is a seasoned project manager that brings nearly a decade of comprehensive experience in civil engineering, traffic management, utility management, and drainage design for diverse transportation and public works projects. His proficiency extends to overseeing the design and coordination of roadway developments including the design of ADA improvements, roadway widenings, bike improvements, park improvements, traffic signal improvements, stripling improvements, grade separations, and intersection improvements.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, California State Polytechnic University of Pomona
- Professional Engineer in California #92631

Relevant Experience

- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Project Engineer
- **San Bernardino County, Third Street Resurfacing and ADA Improvements, San Bernardino, CA** – Project Manager
- **City of Indian Wells, Golf Course Sidewalk Improvements, Indian Wells, CA** – Project Manager
- **County of San Bernardino, Third Street and Other Roads, San Bernardino, CA** – Project Manager
- **City of Indian Wells, On-Call Civil Engineering Services, Indian Wells, CA** – Project Engineer
- **City of Palm Springs, Demuth Park, Palm Springs, CA** – Project Engineer
- **Riverside County Transportation Department, Mission Boulevard Bridge Replacement, Riverside, CA** – Project Manager
- **City of Coachella, Local Roadway Safety Plan, Coachella, CA** – Project Engineer
- **City of Corona, McKinley Street Grade Separation, Corona, CA** – Assistant Project Engineer
- **Town of Apple Valley, Yucca Loma Road Widening, Apple Valley, CA** – Project Manager
- **City of Palmdale, On-Call Engineering Services, Palmdale, CA** – Project Manager
- **City of Beaumont, Pennsylvania Avenue Widening, Beaumont, CA** – Project Engineer
- **City of Fontana, Central City Park, Fontana, CA** – Project Engineer
- **City of Santa Ana, Main Street Water Line Improvements** – Project Manager
- **City of Santa Ana, On-Call Engineering Services, Santa Ana, CA** – Project Engineer
- **City of Santa Ana, Santa Ana Boulevard and 5th Street Protected Bike Lane PS&E, Santa Ana, CA** – Assistant Project Engineer
- **City of Santa Ana, South Main Street Corridor Improvements, Santa Ana, CA** – Project Engineer
- **City of Anaheim, Gene Autry Way Improvements (I-5 to State College Boulevard) and State College Boulevard Improvements (West Side), Anaheim, CA** – Project Engineer

Jean Fares, PE

QC/QA Manager; Construction Support

PROFESSIONAL CREDENTIALS

- Bachelor of Science, California State Polytechnical University, Pomona
- Professional Engineer in California #TR2097

Jean has 35 years of experience with the planning and design of traffic and transportation projects throughout California and the western US. As a registered Professional Engineer in California, he has provided traffic signal timing at over 2,500 locations, traffic signal design at over 2,000 locations, and signal system design at over 1,500 locations, and has wide-ranging experience with traffic operations, signing and marking plans preparation, Transportation Management Plans (TMPs), and traffic control plans. Jean also has extensive experience in applying traffic engineering, Intelligent Transportation Systems (ITS) technologies, and communications infrastructure design to leading design-build transportation and transit projects.

Relevant Experience

- **City of Cathedral City, Professional Engineering Services for Date Palm Drive and Varner Road Safety Improvements, Cathedral City, CA** – Project Engineer
- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Project Manager
- **City of Indian Wells, Golf Course Sidewalk Improvements, Indian Wells, CA** – Principal-in-Charge
- **City of San Bernardino, Upgrade of Various Signal Hardware on 224 Signalized Intersections on Various Arterials (HSIP Project), San Bernardino, CA** – Project Manager
- **City of South El Monte, Design Services for Traffic Signal Improvements at Various Signalized Intersections (HSIP), South El Monte, CA** – Principal-in-Charge
- **City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue (HSIP), Monterey Park, CA** – Project Manager
- **City of Palm Springs, Engineering and Traffic Survey, Palm Springs, CA** – Project Manager
- **City of Palm Springs, On-Call Traffic Engineering Services, Palm Springs, CA** – Project Manager
- **City of Palm Springs, Traffic Management Center (TMC) Troubleshooting and Timing Plan Review, Palm Spring, CA** – Project Manager
- **City of Palm Desert, Fred Waring Drive and Monterey Avenue Roadway Improvements, Palm Desert, CA** – QC/QA Reviewer
- **City of Palm Desert, Traffic Operations and Capacity Improvements Project, Palm Desert, CA** – Project Manager
- **City of Palm Desert, Haystack Road and Highway 74 Intersection Modification, Palm Desert, CA** – Project Manager
- **City of Indio, Jackson Street Traffic Signal Installation and Interconnect, Indio, CA** – Project Manager
- **City of Rancho Mirage, Design of Traffic Signal Interconnect Improvements, Rancho Mirage, CA** – Project Manager
- **Coachella Valley Association of Governments (CVAG), Traffic Signal Synchronization Project, Coachella Valley, CA** – Project Manager
- **City of South El Monte, Traffic Signal Improvements at Lee Avenue/Garvey Avenue and Durfee Avenue/Peck Road (HSIP), South El Monte, CA** – Project Manager

Frank Hoffmann, PE

Principal-in-Charge

Frank leads the Public Sector Practice in Kimley-Horn's Coachella Valley office. He has 39 years of diverse experience in civil design and construction management. Throughout his career, Frank has focused on local, state, federal, and private capital improvement projects. As a long-time Coachella Valley resident, he has a thorough understanding of the local environment. He is passionate about improving the safety of all transportation facilities for all modes of transportation and users. Frank lives in North Palm Springs and is currently working on the Hacienda Avenue Improvement Project for the City, and therefore has an intimate understanding of the local needs and wants of the region.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, Fachhochschule Rheinland-Pfalz
- Professional Engineer in California #61839 and Arizona #42877
- FAA Part 107 Remote Pilot

Relevant Experience

- **City of Cathedral City, Professional Engineering Services for Date Palm Drive and Varner Road Safety Improvements, Cathedral City, CA** – Project Manager
- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Project Engineer
- **City of Indian Wells, Golf Course Sidewalk Improvements, Indian Wells, CA** – Project Engineer
- **City of Desert Hot Springs, Hacienda Avenue Improvement Project, Desert Hot Springs, CA** – Project Manager
- **City of Palm Desert, Traffic Operations and Capacity Improvements Project, Palm Desert, CA** – Project Engineer
- **City of Palm Desert, Rail Station Feasibility Study, Palm Desert, CA** – Project Engineer
- **City of Indian Wells, Highway 111/Casa Dorado Driveway Safety Improvements, Indian Wells, CA** – Project Manager
- **City of Indian Wells, On-Call Design Engineering Services, Indian Wells, CA** – Project Manager
- **City of Cathedral City, Date Palm Drive and Varner Road HSIP Safety Improvements, Cathedral City, CA** – Project Manager
- **City of Palm Springs, Engineering and Traffic Survey, Palm Springs, CA** – Project Engineer
- **City of Palm Springs, On-Call Civil Engineering Services, Palm Springs, CA** – Project Manager
- **Coachella Valley Water District, Thousand Palms Channel Rehabilitation, Indio, CA** – Roadway Project Manager
- **Palm Desert Tennis Club, Pavement Management Data Collection and Analysis, Palm Desert, CA** – QC/QA Manager
- **City of Perris, Patterson Avenue, and Webster Avenue Widening, Perris, CA** – Project Manager
- **City of Perris, Ethanac Road Bridge, Perris, CA** – Project Manager
- **Starwood Capital Group, Van Buren Road Widening, Riverside County, CA** – Lead Roadway Engineer
- **Jamul Indian Village, SR 94 Campo Road Widening, Jamul, CA** – Lead Roadway Engineer
- **City of Ontario, Ontario Ranch Road Widening Project, Ontario, CA** – Project Manager
- **City of Corona, McKinley Street Grade Separation, Corona, CA** – Lead Roadway Engineer
- **County of Riverside, I-10 Bypass PA&ED, Banning, CA** – Project Engineer

Kevin Thomas, CEP

Environmental and Local Assistance Procedure

PROFESSIONAL CREDENTIALS

- Bachelor of Arts, Environmental Engineering, University of California, Los Angeles
- Certified Environmental Professional #99040383

Kevin has more than 38 years of experience in the environmental compliance and permitting of major infrastructure and land development projects. He has managed and prepared numerous environmental and planning studies for public and private sector clients under CEQA and NEPA, specializing in the strategic guidance, preparation, and peer review of CEQA/NEPA documents and regulatory permitting programs. Kevin has managed a wide range of environmental planning projects, including environmental documents for major infrastructure and land development projects, air quality and noise studies, community participation programs, highly controversial hillside development projects, state-of-the-art visual analyses, facility siting and due diligence studies, and technical support for the California Energy Commission, California Public Utilities Commission (CPUC), and California Coastal Commission (CCC) permitting processes. He draws on his broad background and understanding of environmental constraints to provide technical and CEQA compliance review and environmental documentation, in addition to research, analysis, and writing. Key industry roles provide him with unique insight into current CEQA/NEPA case law, professional practice, and regulatory programs affecting the CEQA/NEPA defensibility and project success.

Relevant Experience

- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Environmental Task Leader
- **City of Menifee, HSIP Citywide Traffic Signal Safety Improvement, Menifee, CA** – Environmental Task Leader
- **City of Palm Desert, Highway 111 Widening IS/MND, Palm Desert, CA** – Project Manager
- **City of Coachella, McNaughton Ranch Annexation IS/MND, Coachella, CA** – Project Manager
- **City of Rancho Mirage, Eisenhower Medical Center Expansion IS/MND, Rancho Mirage, CA** – Project Manager
- **Riverside County, General Plan Amendment No. 960 Program Environmental Impact Report (EIR), Riverside County, CA** – Project Manager
- **County of Riverside, Contract Planning Services, Riverside County, CA** – Principal-in-Charge
- **County of Riverside, On-Call Environmental Services, Riverside County, CA** – Project Manager
- **County of Riverside, General Plan Update and Program EIR, Riverside County, CA** – Project Manager
- **California Army National Guard, Operational Maintenance Station Environmental Assessment (EA) /Finding of No Significant Impact (FONSI), Riverside, CA** – Project Manager
- **Orangecrest Community Church, Initial Study/Mitigated Negative Declaration (IS/MND), Riverside, CA** – Project Manager
- **City of Murrieta, Murrieta Hills Specific Plan EIR, Murrieta, CA** – Project Manager

Jason Melchor, PE

Traffic Plans (PS&E)

Jason has over 25 years of experience in the management, design, and review of traffic engineering projects in California and has worked with clients in San Bernardino, Riverside, Orange, Los Angeles, Santa Barbara, and San Diego counties. His traffic engineering experience includes traffic signal design, signing and striping, traffic control, street lighting, signal interconnect and ITS design plans, and he has served as a key staff member on many transportation studies, safety studies, traffic and civil engineering design, and active transportation projects, many of which were HSIP funded projects.

PROFESSIONAL CREDENTIALS

- Bachelor of Science, Civil Engineering, University of California, Irvine
- Professional Engineer in California #65218
- Institute of Transportation Engineers (ITE), Member
- OCTEC, Member

Relevant Experience

- **City of Cathedral City, Professional Engineering Services for Date Palm Drive and Varner Road Safety Improvements, Cathedral City, CA** – Project Engineer
- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Project Engineer
- **City of Palm Desert, Traffic Operations and Capacity Improvements Project (HSIP), Palm Desert, CA** – Project Engineer
- **City of Rancho Mirage, HSIP Design of Traffic Signal Interconnect Improvements City Projects, Rancho Mirage, CA** – Project Engineer
- **City of San Bernardino, Upgrade of Various Signal Hardware on 224 Signalized Intersections on Various Arterials (HSIP), San Bernardino, CA** – Project Engineer
- **City of Menifee, HSIP Citywide Traffic Signal Safety Improvement, Menifee, CA** – Project Engineer
- **City of Anaheim, Protected Left Turn Signal at Four Intersections (HSIP), Anaheim, CA** – Project Manager
- **City of Orange, South Glassel Street at Palmyra Avenue New Traffic Signal Project (HSIP), Orange, CA** – Project Manager
- **City of Orange, Glassell Avenue Left Turn Lanes at Meats and Collins Avenue (HSIP), Orange, CA** – Project Manager
- **City of Goleta, Citywide Traffic Signal Upgrade Project (HSIP), Goleta, CA** – Project Manager
- **City of Buena Park, Auto Center Drive Traffic Signal and Median Design, Buena Park, CA** – Project Manager
- **City of Anaheim, Anaheim Boulevard at Santa Ana Street Traffic Signal Modification, Anaheim, CA** – Project Manager
- **City of Irvine, Design for Kazan/Walnut Traffic Signal Improvements, Irvine, CA** – Project Engineer
- **City of Newport Beach, East Coast Highway Signal Rehabilitation (10 intersections), Newport Beach, CA** – Project Manager
- **Orange County Transportation Authority (OCTA), Chapman Avenue Traffic TSSP, Orange County, CA** – Project Engineer

Ryan Calad, PE, TE

Traffic Signal Timing/Leading Pedestrian Intervals (LPI)

Ryan has 18 years of experience and is a recognized leader in the transportation and public works field. He has served in leading roles on many transportation and public works projects and has extensive experience managing projects throughout Southern California. Ryan is a motivated and innovative traffic engineer who has served as a project manager/task leader on various traffic signal PS&E, synchronization, and complete streets projects. He has served as a project manager on various traffic signal PS&E, synchronization, and ITS projects. His experience is in intersection and signal system design and operation. He has conducted extensive work in the development of optimized timing plans for nearly 2,000 signals, in addition to implementing, troubleshooting, and operating controllers and central systems.

PROFESSIONAL CREDENTIALS

- Bachelor of Arts, Social Ecology, University of California, Irvine
- Professional Engineer in California #91422
- Professional Traffic Engineer in California #2692
- Professional Engineer in Arizona #63514

Relevant Experience

- **City of Indio, HSIP Cycle 9 Traffic Signal Improvements, Indio, CA** – Technical Lead*
- **City of Palm Springs, HSIP Cycle 9 Traffic Signal Improvements, Palm Springs, CA** – Project Engineer
- **City of Palm Springs, Local Road Safety Plan, Palm Springs, CA** – Task Manager*
- **City of Palm Springs, Ramon Road Bridge Replacement PS&E, Palm Springs, CA** – Subconsultant Project Manager (Traffic Engineering)
- **City of Menifee, HSIP Citywide Traffic Signal Safety Improvement, Menifee, CA** – Project Engineer
- **City of Long Beach, Studebaker Road Complete Streets and ITS Project, Long Beach, CA** – Task **Manager***
- **Port of Long Beach, Harbor Scenic Drive Improvements, Long Beach, CA** – Subconsultant Project Manager*
- **City of Long Beach, Metro Blue Line Signal Synchronization Projects, Long Beach, CA** – Project Manager*
- **City of Long Beach, Spring Street TSSP, Long Beach, CA** – Project Manager*
- **City of Long Beach, Willow Street TSSP, Long Beach, CA** – Project Manager*
- **City of Long Beach, Ocean Avenue TSSP, Long Beach, CA** – Project Manager*
- **City of Long Beach, Cherry Avenue, Carson Street, Bellflower Boulevard, and Lakewood Boulevard TSSP, Long Beach, CA** – Project Manager*
- **City of Inglewood, Downtown Intelligent Transportation System Project, Inglewood, CA** – Project Manager*
- **City of Inglewood, Arbor Vitae Street, Prairie Avenue, La Cienega Boulevard, and Florence Avenue TSSP, Inglewood, CA** - Project Manager*
- **City of Santa Monica, Signal Synchronization, Santa Monica, CA** – Project Manager*
- **City of Seal Beach, Seal Beach TSSP Project, Seal Beach, CA** – Project Manager*
- **City of Culver City, 2023 Traffic Signal Optimization, Culver City, CA** – Project Manager*

**Prior to joining Kimley-Horn*

Additional Experience with Similar Work and Client References

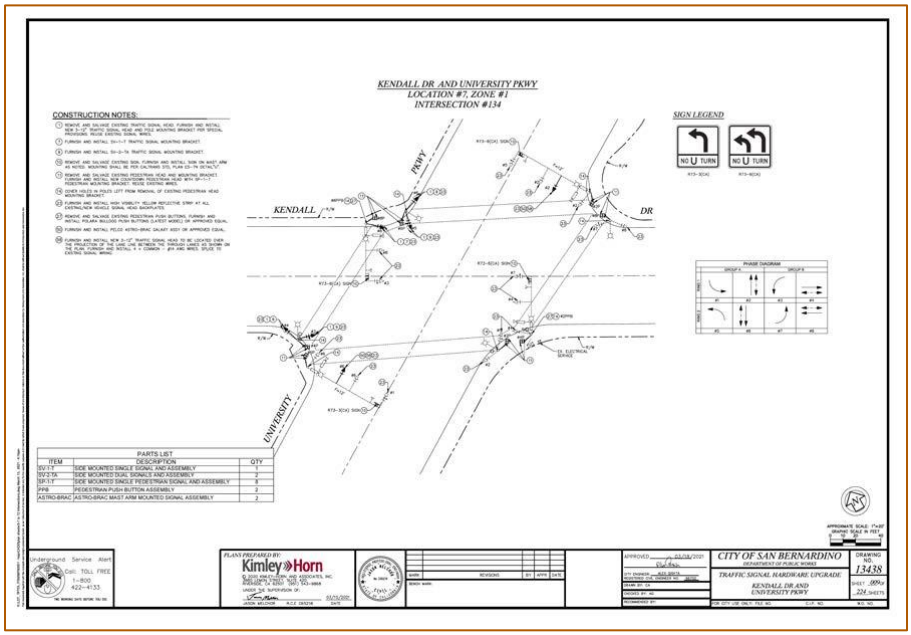
Kimley-Horn has more than five decades of experience performing similar work for public agencies throughout Southern California. One advantage of the Kimley-Horn team is that we bring a wide-range of HSIP experience and knowledge. Our team understands the typical challenges associated with these types of projects, and we will leverage that knowledge to identify constraints and issues and develop designs that can be effectively implemented. **The following is an additional list of recent references for similar projects within the past three years to showcase our experience performing comparable services with other agencies.** We encourage you to contact our references in regard to our ability to provide comprehensive solutions for related pursuits.

City of San Bernardino, Upgrade of Various Signal Hardware on 224 Signalized Intersections on Various Arterials (HSIP), San Bernardino, CA

Through HSIP Cycle 9, the City of San Bernardino received funding to upgrade various signal hardware for 224 signalized intersections throughout the City. Proposed improvements at the intersections included upgrades to signal hardware components, including traffic signal heads, push buttons, and pedestrian signal heads. Most of the traffic signal hardware at the study intersections had been installed decades ago and required equipment upgrades to bring signal hardware component operations up to date to meet minimum ADA and California Manual on Uniform Traffic Control Devices (CA MUTCD) requirements. Kimley-Horn provided PS&E services and assisted the City in updating outdated and damaged traffic signal hardware, installing new hardware where necessary, and improving safety by implementing or replacing traffic signal head components, pedestrian signal heads, and pedestrian push buttons. Kimley-Horn provided civil, traffic, and environmental services, which included PES and CEQA/NEPA documents.

Team Members Involved: Jean Fares (Project Manager), Tim Chan (Project Engineer), Jason Melchor (Project Engineer), Kevin Thomas (Environmental Task Leader)

Reference Contact: Azzam Jabsheh, Deputy Director of Public Works/City Engineer, City of San Bernardino, 909.384.7251

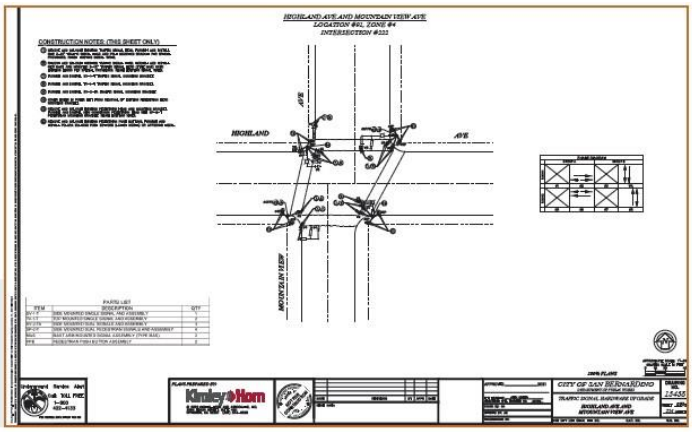


City of Monterey Park, Design Engineering Services for Various Signalized Intersections Along Garfield Avenue (HSIP), Monterey Park, CA

Nine intersections along Garfield Avenue underwent improvements through HSIP Cycle 9 funding. Kimley-Horn worked with the City of Monterey Park to upgrade vehicle signal heads and install retroreflective borders on backplates and countdown pedestrian heads. Our team also completed the PES and coordinated with Caltrans to submit all necessary documentation, such as LAPM forms, environmental categorical exemption documents, right-of-way forms, and request for authorization for construction.

Team Members Involved: Jean Fares (Project Manager), Jason Melchor (Project Engineer), Vivian Chong (Project Analyst)

Reference Contact: Ziad Mazboudi, Interim City Engineer Manager, City of Monterey Park, 626.307.1330

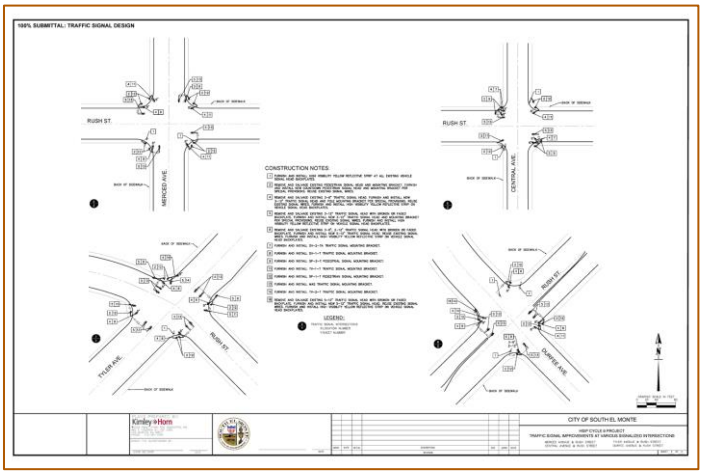


City of South El Monte, Design Services for Traffic Signal Improvements at Various Signalized Intersections, South El Monte, CA

Kimley-Horn is working with the City of South El Monte to improve the safety and operability of 11 signalized intersections. The City compiled collision data history and guidance from the Caltrans Local Roadway Safety Manual (LRSM) to develop two countermeasures: improve signal hardware and install pedestrian countdown signal heads. Our team is working with the City to evaluate each project site to determine the upgrades and improvements needed and provide preliminary environmental studies, PS&E, bidding and construction support, and record drawings as-builts.

Team Members Involved: Jean Fares (Principal-in-Charge), Jason Melchor (Project Engineer), Vivian Chong (Project Manager), Rebecca Ung (Project Analyst)

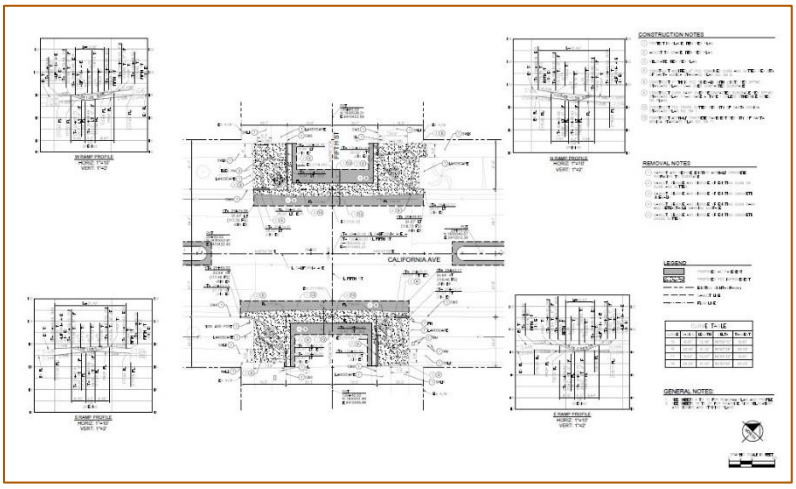
Reference Contact: Okan Demirci, City Consultant, City of South El Monte, 714.319.6137



City of Santa Monica, California Avenue Street Improvements, Santa Monica, CA

Kimley-Horn provided the City of Santa Monica with engineering design services to improve pavement conditions and upgrades at 27 ADA curb ramps along California Avenue. Our services included the design of pavement overlays and miscellaneous concrete improvements where adjacent improvements were affected. The project included repairs to existing damaged curb, gutters, cross gutters, sidewalks, and driveways.

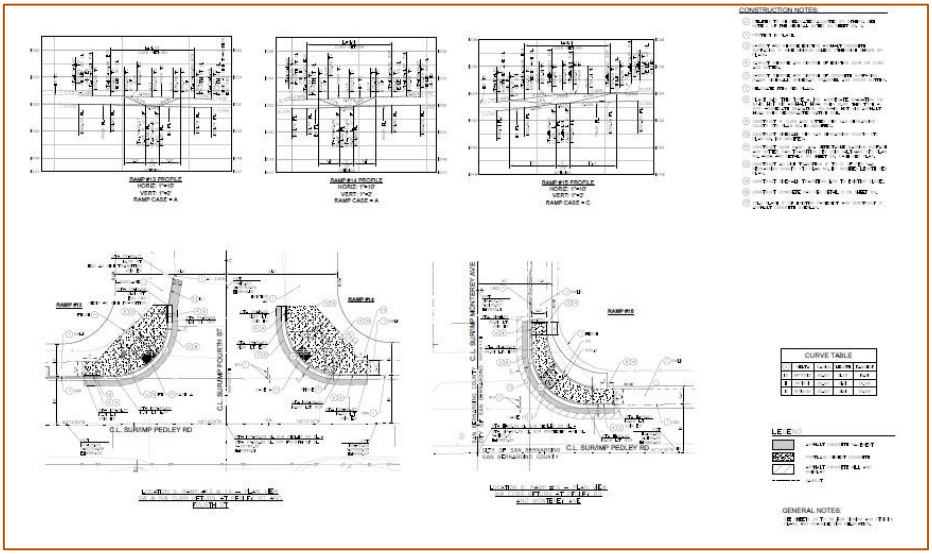
Team Members Involved: Kameron Qureshi (Project Manager), Alan Huynh (Project Engineer)
Reference Contact: Joshua Carvalho, Supervising Civil Engineer, City of Santa Monica, 310.458.8733



County of San Bernardino, Third Street and Other Roads, San Bernardino, CA

Kimley-Horn provided San Bernardino County with engineering design services to improve pavement conditions and upgrades at 51 ADA curb ramps throughout the City. Our services included the design of pavement replacement, pulverization, and overlays according to geotechnical recommendations, and miscellaneous concrete improvements where adjacent improvements were affected. The project included enhancing pedestrian and ADA accessibility, repairs to existing damaged curb, gutters, cross gutters, sidewalk, driveways and traffic signal modifications.

Team Members Involved: Kameron Qureshi (Project Manager), Alan Huynh (Project Engineer)
Reference Contact: Noel Mondragon, Division Manager, County of San Bernardino, 909.387.1841



Kimley»Horn

Expect More. Experience Better.

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