



**STAFF REPORT
TOWN COUNCIL MEETING OF DECEMBER 11, 2012
CONSENT ITEM**

TO: HONORABLE MAYOR AND MEMBERS OF THE TOWN COUNCIL

FROM: BRIAN FRAGIAO, DIRECTOR OF PUBLIC WORKS 

DATE: NOVEMBER 30, 2012

**RE: LOOMIS TOWN CENTER IMPLEMENTATION PLAN IMPROVEMENT DESIGN
ON TAYLOR ROAD BETWEEN WALNUT STREET AND SHAWN WAY –
AWARD DESIGN SERVICES AGREEMENT**

Recommendation:

Adopt resolution awarding Design Services Agreement to Bennett Engineering and Authorizing Town Manager to Execute an Agreement acceptable to the Town for the Loomis Town Center Implementation Plan improvement design on Taylor Road between Walnut Street and Shawn Way in the amount not-to-exceed \$70,700.00.

Issue Statement and Discussion

Included in the 2012-2013 Capital Improvement Program is the Loomis Town Center (Downtown Master Plan) design services to provide streetscape construction plans for Taylor Road from Walnut Street to Oak Street and provide crosswalk improvements on Taylor Road from Oak Street to Shawn Way. The proposed project will construct a landscaped median, frontage hardscape (sidewalks, curb and gutter) & landscape along the businesses, bike lanes, street parking where accommodating and additional cross-walks with safety lighting between Oak Street and Shawn Way. Design service was estimated at \$82,000.

In October, Staff sent out Request for Proposals to ten Sacramento regional firms. On November 2, 2012, staff received two proposals for the project. Staff has reviewed the proposals and has attached the score summary for each firm. The proposals were reviewed by the Town Manager, Public Works and Planning Departments. After evaluating and discussing the two proposals, staff's decision was determined by the following:

1. Bennett Engineering had much more staff experience in providing design improvement plans for streetscape projects. Mogavero Notestine Associates (MNA) focused on the Planning/Conceptual side and their Sub-consultant focused more on roadway and bike improvements and not overall streetscape design.
2. Bennett Engineering provided reference contacts on several streetscape projects. Staff contacted several references and received positive comments. MNA did not provide a clear reference list and staff was only able to contact one city with ties that went back to 1998.

3. Bennett Engineering's project team of Foothill & Associates and Y&C Transportation have teamed up on several streetscape projects in the last three years. MNA 's project team of Carlton Engineering and Sacramento Engineering have not teamed up on any projects.
4. Eventhough Bennett Engineering's proposal was \$12,220 higher, the team inexperience of MNA could eat into the difference. It is crucial that the firm has background and knowledge in preparing streetscape construction plans and cost estimates that can be advertised.

Since this project will be the first phase of many more phases to come, it is important that the design and engineering of this project be provided by a project team that has current experience in community involvement, designing and constructing streetscape improvements.

The project, if awarded, could begin design by January/February and be completed by June. Construction could begin by August/September and be completed by November/December.

CEQA Requirements

This project is exempt under the California Environmental Quality Act (CEQA) Sections 15301(c&d) (Class 1), "Existing Facilities", 15303 (c)(d)(e), "New Construction" and 15304(a)(b)(c)(f)(h), "Minor Alterations to Land" of the guidelines.

Financial and/or Policy Implications

Funding will come from the Gas Tax Account (\$280,000).

TOWN OF LOOMIS

RESOLUTION NO. 12-

RESOLUTION AWARDING DESIGN SERVICES AGREEMENT TO BENNETT ENGINEERING AND AUTHORIZING TOWN MANAGER TO EXECUTE AN AGREEMENT ACCEPTABLE TO THE TOWN FOR THE LOOMIS TOWN CENTER IMPLEMENTATION PLAN IMPROVEMENT DESIGN ON TAYLOR ROAD BETWEEN WALNUT STREET AND SHAWN WAY IN THE AMOUNT NOT-TO-EXCEED \$70,700.00.

WHEREAS, Under the Capital Improvement Program's Scheduled Improvements, a segment of the Town Center Implementation Plan covering design services of Taylor Road from Walnut Street to Oak Street is covered under the 2012-2013 fiscal year projects; and

WHEREAS, the improvements include a landscaped median, frontage hardscape (sidewalks, curb and gutter) & landscape along the businesses, bike lanes, street parking where accommodating and additional cross-walks between Oak Street and Shawn Way; and

WHEREAS, funding for the designs will come from Gas Tax funds; and

WHEREAS, the two received proposals were reviewed for consistency with the Request for Proposals (RFP) and the firm's knowledge in the field of streetscaping.

NOW, THEREFORE, IT IS HEREBY RESOLVED that the Town of Loomis accepts the proposal of Bennett Engineering, and hereby authorizing the Town Manager to execute an agreement acceptable to the Town for the Loomis Town Center Implementation Plan Improvement Design on Taylor Road between Walnut Street and Shawn Way in the amount not-to-exceed \$70,700.00.

PASSED AND ADOPTED by the Council of the Town of Loomis this 11th day of December, 2012 by the following vote:

AYES:

NOES:

ABSENT:

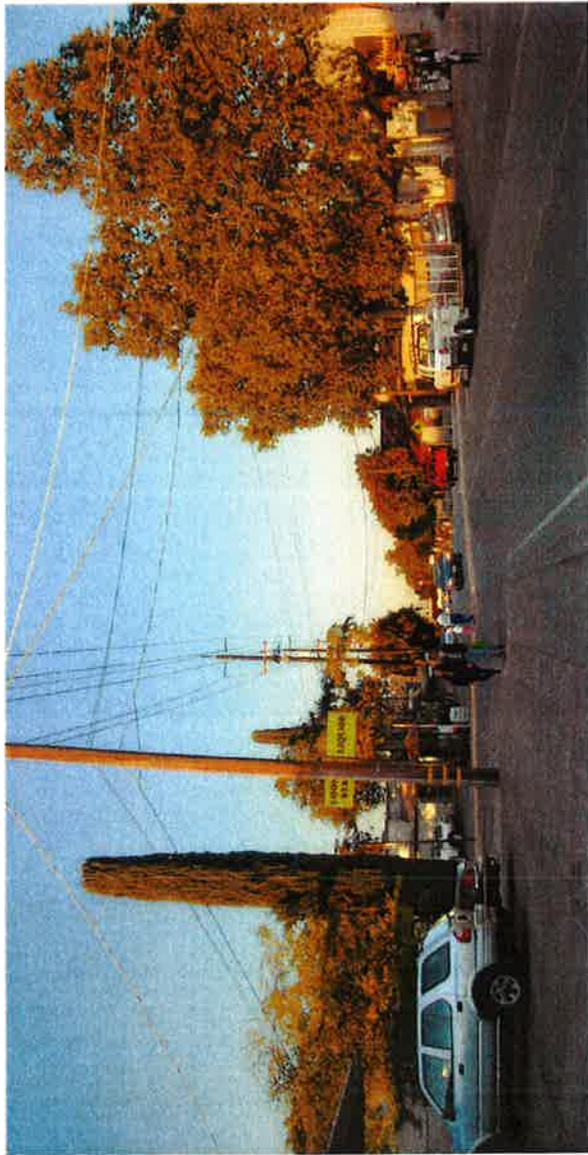
Mayor

ATTEST:

Town Clerk

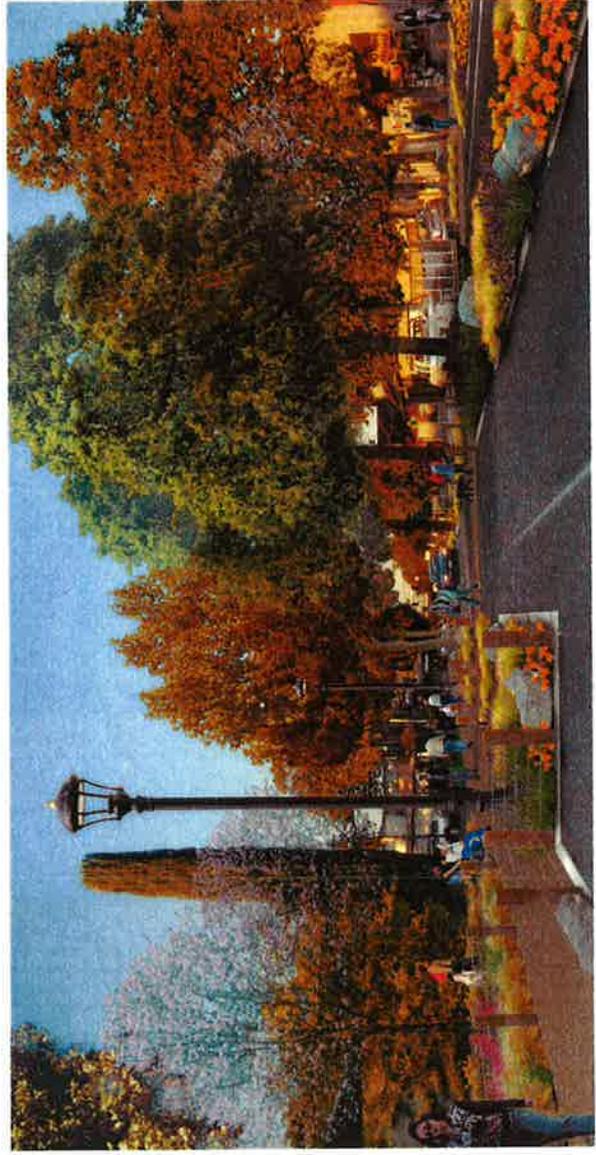
**EXISTING CONDITIONS LOOKING
NORTHEAST ON TAYLOR ROAD FROM
HIGH HAND NURSERY**

Lack of a designated walkway and uneven pavement makes it difficult at best for people with disabilities to maneuver. Bicyclists have no designated travel lane, and are forced to jockey with cars for space. Long distances between crosswalks make it difficult for people to safely access retail locations on both sides of the street.



**PHOTOSIMULATION SHOWING
CONCEPTUAL IMPROVEMENTS AT THE
SAME LOCATION ON TAYLOR ROAD**

Pedestrians and bicyclists have safe, designated areas, making movement along Taylor Road comfortable and enjoyable. Pedestrians have a new crosswalk so getting across the street is easy and safe. Planted median bioswales help with stormwater management, and beautiful native plants and rustic elements provide visual stimulation, and new downward focused lighting makes it safe to walk after dark while still providing a dark sky for stargazers.



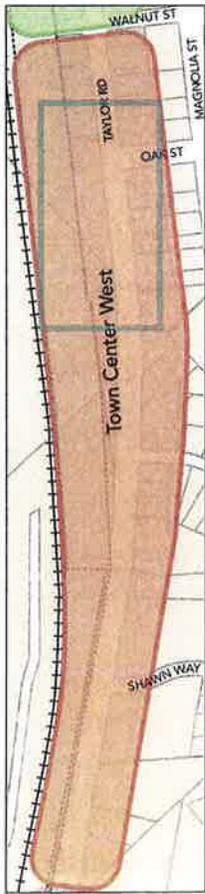
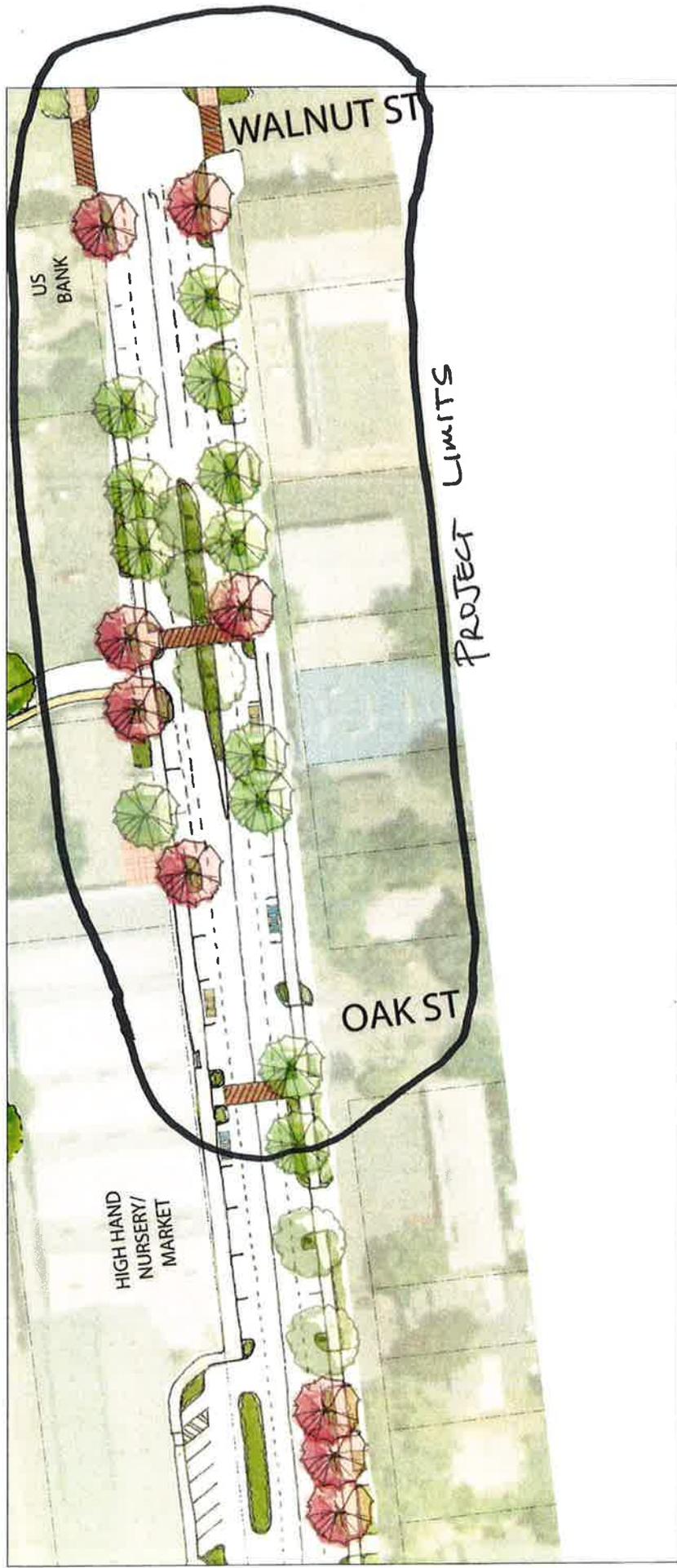


FIGURE 3.21 - TOWN CENTER WEST CONCEPT PLAN



MATCH A-A

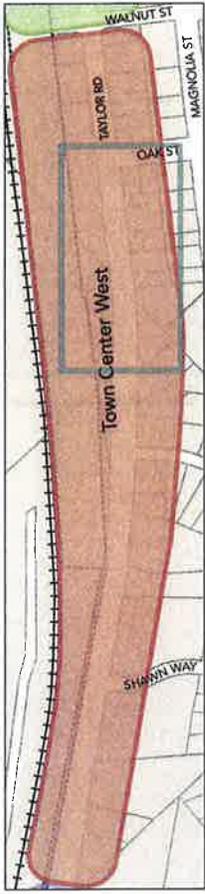
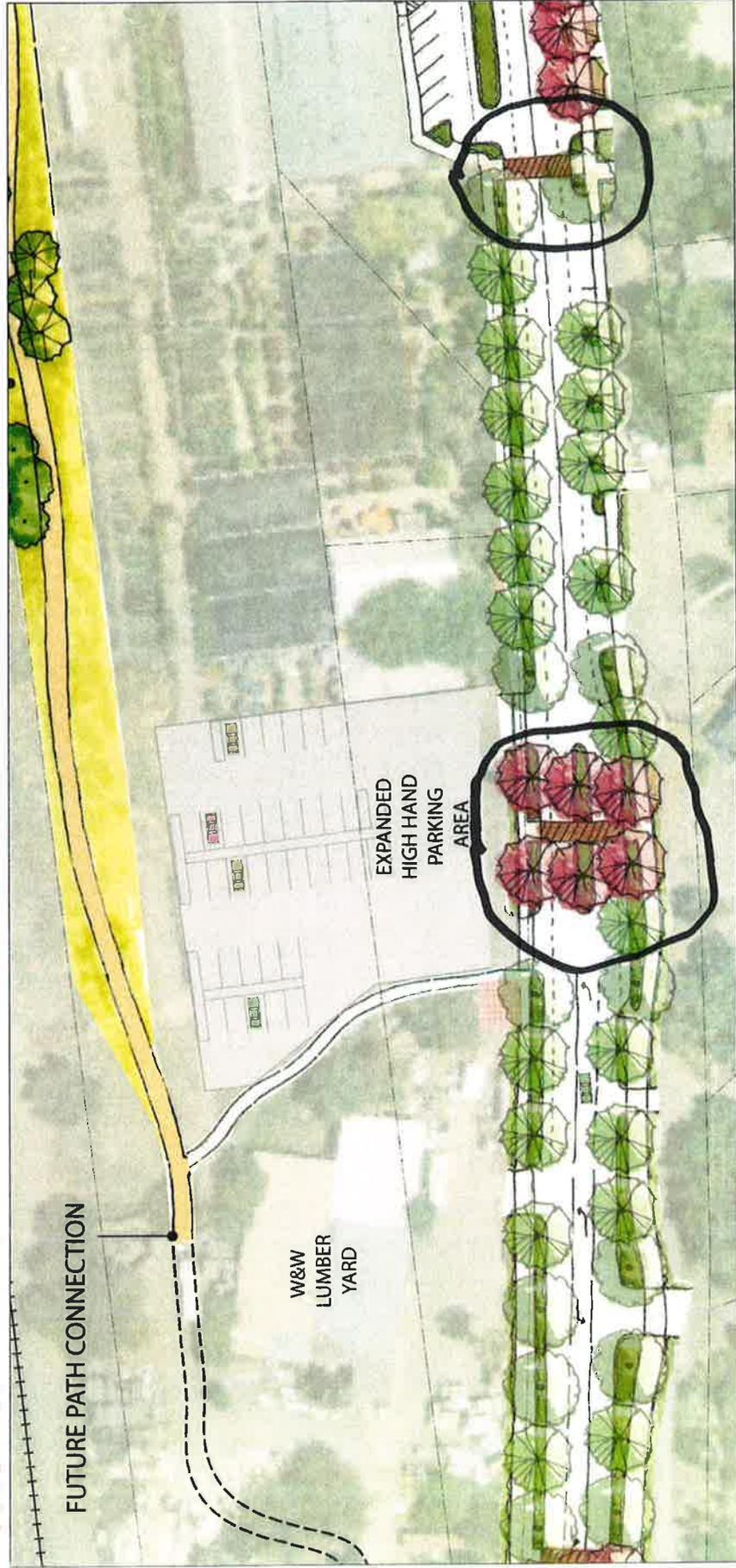


FIGURE 3.20 - TOWN CENTER WEST CONCEPT PLAN



-  Crosswalks
-  Gateways
-  Pocket Plazas
-  Deciduous Tree
-  Evergreen Tree
-  Gateway Flowering Orchard Tree
-  Specimen Tree

MATCH B-B

MATCH A-A

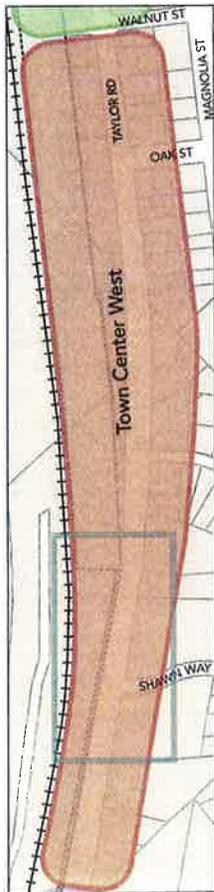
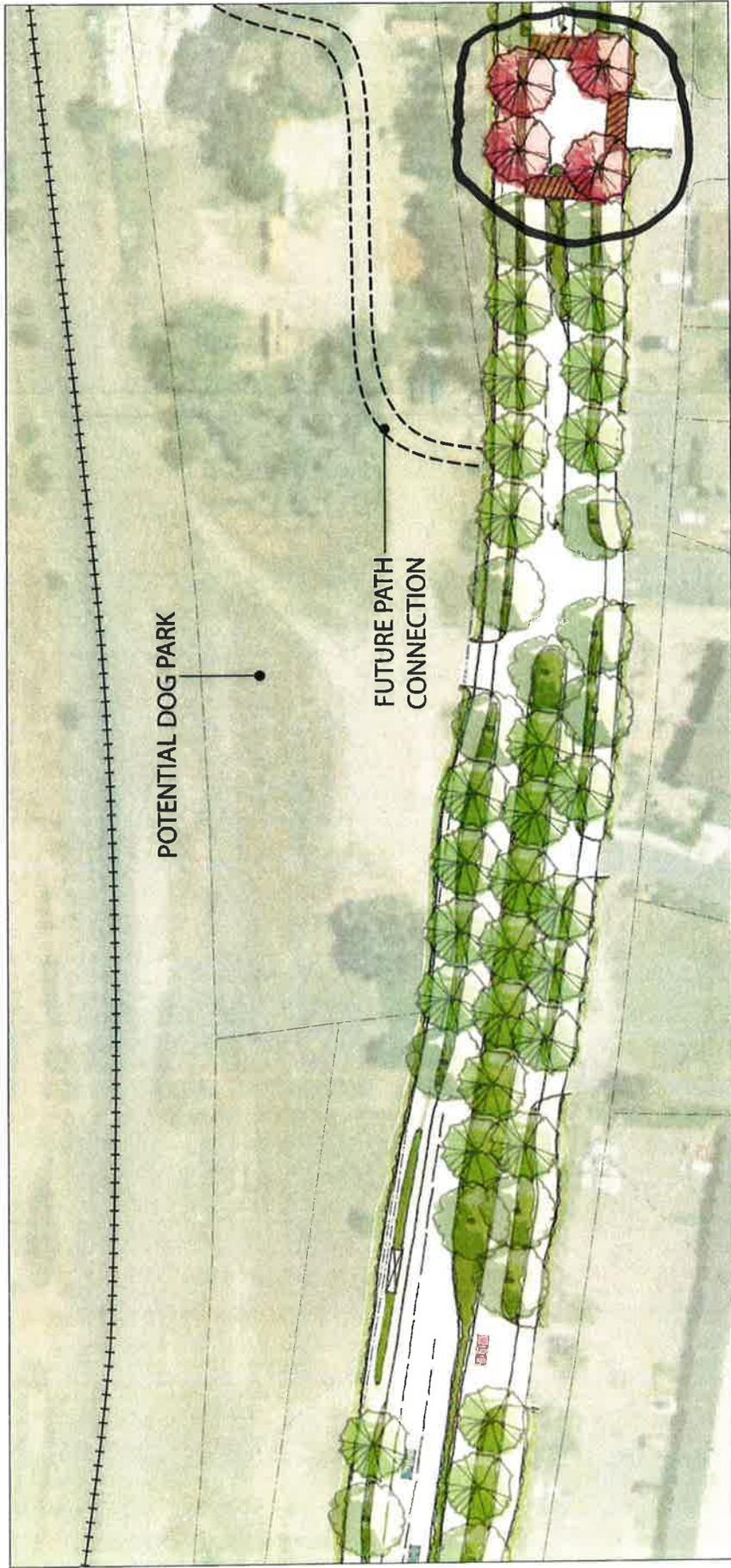


FIGURE 3.19 - TOWN CENTER WEST CONCEPT PLAN



- Crosswalks
- Gateways
- Pocket Plazas
- Deciduous Tree
- Evergreen Tree
- Gateway Flowering Orchard Tree
- Specimen Tree

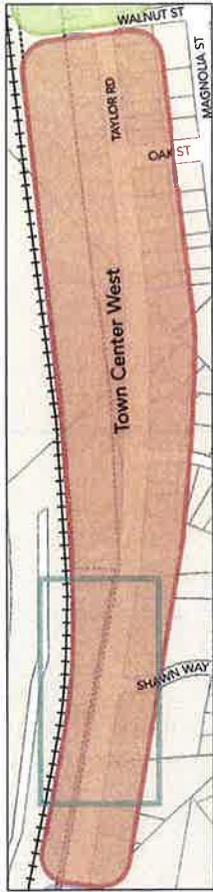
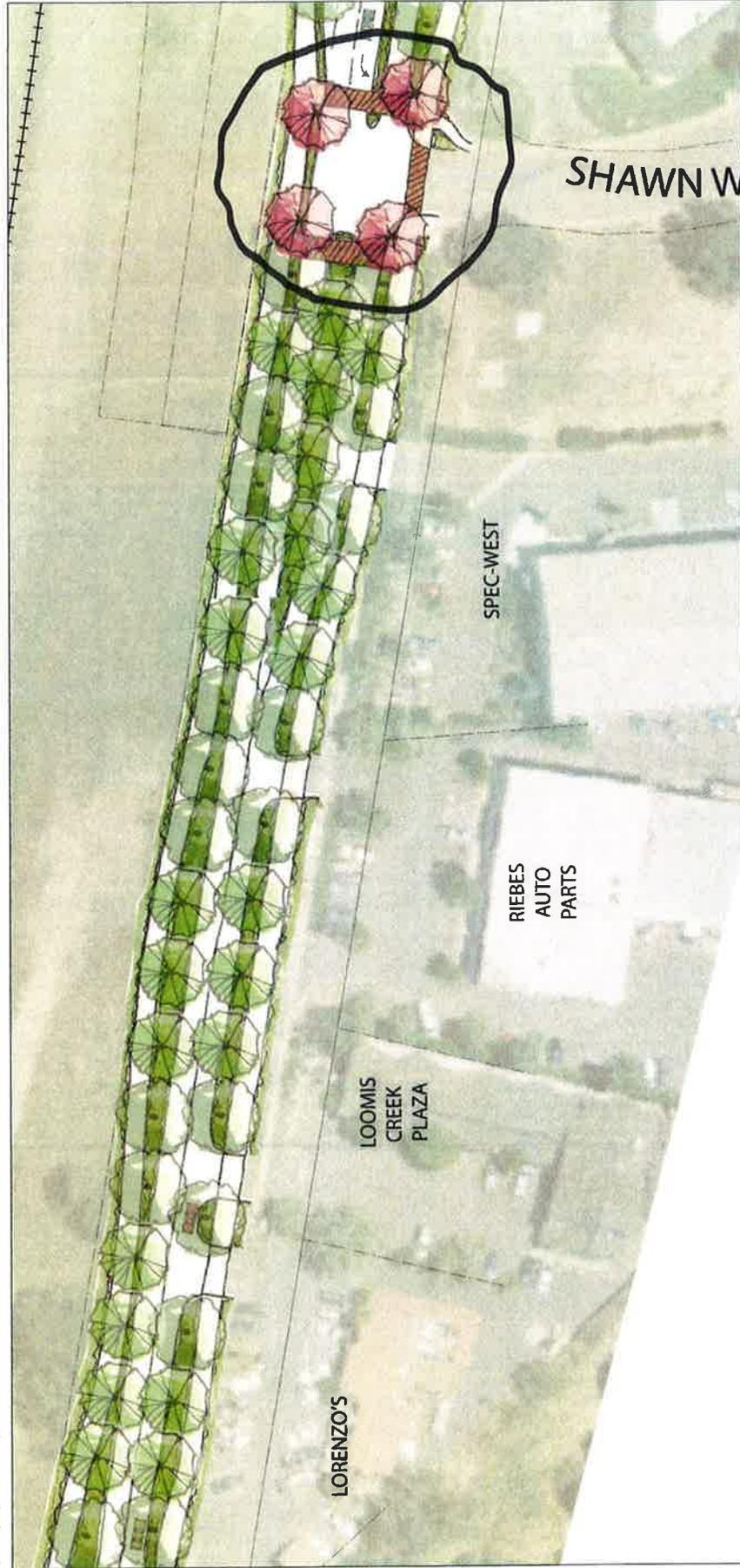


FIGURE 3.18 - TOWN CENTER WEST CONCEPT PLAN





Town of Loomis

Mogavero Notestine Associates
Carlton Engineering

November 2, 2012

Proposal for Streetscape Improvements
Loomis Town Center

Improvement Plans,
Specifications and Cost Estimates



TABLE OF CONTENTS

Project Overview & Approach
Scope of Work
Fees & Schedule

Project Team Diagram
Qualifications
Mogavero Notestine Associates
Carlton Engineering
Experience



LOOMIS TOWN CENTER

COVER LETTER

November 2, 2012

Brian Fragio
Director of Public Works/Town Engineer
Town of Loomis
3665 Taylor Road
Loomis, California 95650
Re: Loomis Town Center PS&E's

Dear Brian:

We are pleased to submit our response to your Request for Proposal for streetscape improvements in 'downtown' Loomis. Our team consists of our firm, assisted by Keith Wilson, Project Landscape Architect, and Carlton Engineering for survey and civil design assisted by Sacramento Engineering for crosswalk signal design.

Our team has worked together on numerous projects over the years, primarily while I was a Principal at The HLA Group. Keith and I were colleagues there for more than 10 years, and continue that successful relationship today, serving public and private sector clients regionally. Carlton and I have the same working relationship, working throughout the Sacramento region on projects of varying scope and scale. Our team has worked on downtown projects for, among others, Roseville, Newcastle, Placerville, Vacaville, Sacramento, West Sacramento, Grass Valley and Auburn. Our team has also worked with a wide variety of stakeholder groups to ensure that community voices are heard and their desires are realized in the built environment.

We are excited at the prospect of assisting your town in implementing its initial vision for Taylor Road. This demonstration project should serve as a catalyst for community support, coupled with ways to show the public how stormwater can be naturally treated before flowing into Loomis' watershed. That your town is willing to undertake this type of project demonstrates your forward thinking attitude and desire to proactively improve your town center while at the same time being sustainable and 'smart' about streetscape enhancements.

Nothing in our proposal is proprietary, and we understand that the proposal is now the property of your town. As Principal here, I am able to bind the firm and represent that everything contained herein is true and accurate. Our proposal is valid for 90 days from this date. We have no conflicts of interest with any persons who may be associated with this project.

Thank you very much for your consideration of the Mogavero Notestine/Carlton team. We look forward to meeting you in person to discuss the project in greater detail.

Very truly yours,
Mogavero Notestine Associates



John H. Nicolaus, FASLA
Principal Landscape Architect/Planner



MOGAVERO
NOTESTINE
ASSOCIATES



LOOMIS TOWN CENTER

SCOPE OF SERVICES



SCOPE OF SERVICES

Project Overview & Approach



Mogavero Notestine Associates (MNA) and Carlton Engineering, Inc. understand the Town of Loomis' (Town) desires to improve Taylor Road from Walnut Street to Shawn Way in accordance with the Town Center West segment of the Loomis Town Center Implementation Plan (LTCIP). In past projects, our team has worked together solving similar design challenges in aging downtowns.



Our approach to plan preparation for streets in aging communities comes with over 20 years of direct experience creating and implementing master plans. Loomis is wise to phase the installation of streetscape improvements, because lessons learned during this phase can be applied to subsequent projects. Surprises underground present the biggest challenges: buried, but still working, utilities, exceptionally thick road sections (particularly straddling center lines of streets where landscaped medians are often planned) existing trees and conforming to existing grades at doorways and driveways usually present the biggest challenges. We've dealt with these issues in the past, and know how to identify them up front as this project gets under way.



Key to the success of any public project is clear communication between consultant, client and constituents. Constituents need to know what's going on and when, and the client needs to have a clear understanding of level of effort that needs to be undertaken by the consultant. Understanding each others' roles and responsibilities ensures project success and a smooth design and construction process.



Improvements to Taylor Road between Walnut Street and Oak Street will consist of frontage landscape and pedestrian walkways, bike lanes, a landscaped median, decorative, signalized cross walks and modified on-street parking. Additional civil improvements to Taylor Road between Oak Street and Shawn Way will be limited to the installation five (5) crosswalks. Midblock crosswalks and crosswalks at uncontrolled intersections will include a pedestrian activated push button pavement illumination system.

The LTCIP vision includes curb-less streets and medians to enable sustainability practices. Our team has implemented many sustainable site strategies for a variety of public and private sector clients over the years, and understands the practical aspects that need to be considered when implementing curb-less systems. Based on conversations with the Town, this concept may be reconsidered in some locations for practical reasons. Our team approach is to look at all sustainability and design options, evaluate them for their practicality, and present them to the Town for review, consideration and approval.

A raised curb is likely warranted at the proposed landscape median between Oak and Walnut Streets for maintenance and safety purposes; in addition a raised curb (and/or gutter) should be considered where necessary to keep road drainage from crossing sidewalks.

All roadway grading improvements will be designed to meet ADA accessibility standards and will be designed to match existing surface improvements (i.e. driveways, walks, building doorways, etc.). Grading, drainage and pavement improvements will



incorporate flush curbs into the design where possible to allow drainage to flow to vegetated swales prior to discharging into the storm drain system. The grading design will accommodate existing mature trees whenever possible.

The LTCIP discusses the addition of downward facing lighting to make it safe to walk after dark while still being mindful of night sky darkness. At the request of the Town, the design of street lighting has been included as an optional scope of services.

We understand that preparation of plans, specifications and estimates will be the primary emphasis of this exercise, and that we will be implementing the Plan as conceived by MIG and its project team. Our assumption is that there is an approximate \$400,000 construction budget, and our scope, fee and schedule reflect this.

Scope of Work

Task 1 – Design Support

MNA and Carlton will provide the following Design Support services:

1. Kickoff meeting –MNA and Carlton will attend one kickoff meeting at the Town’s offices.
2. Site reconnaissance – MNA and Carlton will visit the site to evaluate existing conditions, identify design opportunities and constraints and locate the proposed crosswalk locations on Taylor Road between Oak Street and Shawn Way.
3. Review existing available project and site documentation as necessary (documents and files to be provided by the Town of Loomis).
4. Topographic Design Survey – Carlton will perform the following field and office survey services:
 - a. Contact PG&E, AT&T, Cable TV, Sewer District, Water District and other utility companies/agencies to request record utility information. Information received will be incorporated into the topographic survey.
 - b. Cross-section Taylor Road from Walnut Street to Oak Street at 50 foot stations within the existing right-of-way;
 - c. Identify and locate road centerline, driveways, and improvements that will need to be matched;
 - d. Identify and locate surface improvements, including striping, utility poles and lines, signal lights, street lights, valves, hydrants, backflow preventers, fire department connections, manhole flow lines for sewer and storm drain lines;
 - e. Topographic survey of the five crosswalk locations on Taylor Road between Oak Street and Shawn Way.
5. Produce base mapping at a scale of 1"= 40' with 1' contours for use in the design phase of the project.
6. Provide the base drawing in an AutoCAD format to Mogavero Notestine for use in site planning and various phases of design.
7. **Optional:** Gather bulk sample for geotechnical testing, perform R-value test and issue memo with pavement section recommendations.



Deliverables:

- Meeting notes for initial kickoff meeting.
- One (1) preliminary field evaluation report.
- Base drawings based on survey for use in preparing preliminary design.



Task 2 – 60% Design & Draft Specifications

Prior to beginning design, the Town of Loomis will provide initial input on all preferred design elements, materials, finishes and product manufacturers for Taylor Road. This input will be critical to the design team, as our scope of services does not include a typical design development submittal phase. We will work collaboratively with the Town to develop proposed design elements, materials and manufacturers, and make recommendations relative to completing a 60% design and draft specifications submittal for the proposed project budget. Once a firm understanding of streetscape design elements is reached relative to materials, finishes and product manufacturers, we will create a 60% statement of probable construction costs and input the base design into AutoCAD format utilizing the ground level site survey provided Carlton. Our team shall coordinate with all agencies as required.

One set of 60% design drawings (improvement plans) will be prepared based on the topographic base mapping prepared under Task 1 and on geotechnical design recommendations for grading and pavement provided by the Town (Note: Carlton has included an optional item of work to provide the geotechnical recommendations as indicated in Design Support, above). Improvement Plans will be prepared at a scale of 1"= 40' on 24"x 36" sheets.

The 60% Design phase includes the following services:

1. Carlton and MNA will conduct a charette at MNA offices to discuss design opportunities, constraints, and parameters and assist with the development of the preliminary (60%) site plan. Town representatives are welcome to attend what is envisioned to be a half day meeting.
2. Prepare 60% drawings based on the site plan provided by Mogavero Notestine in electronic format. Plans will be prepared on 24"x36" sheets at a scale of 1"=40' and will include the following:
 - a. Grading, Drainage and Pavement Plan;
 - b. Striping, Signing and Horizontal Control Plan;
 - c. Sediment and Erosion Control Plan;
 - d. Planting Plan (24"x36"): Identifying proposed tree, shrub, and groundcover species locations. A soils fertility test report will also be provided.
 - e. Irrigation Plan (24"x36"): Indicating point of connection, water meter size and location, sprinkler head layout, valves, piping and controller location, sizing and scheduling. (All equipment to meet Town of Loomis standards and specifications)
 - f. General Notes, Construction Notes, Sections and Details
 - g. Technical specifications: The Town of Loomis will prepare all front end documents including the general information, contracts, bonding insurances and procedure portions of the Bid Documents. Technical sections provided by our team will include, but are not limited to, the following:
 - i. Mobilization
 - ii. Site Preparation, demolition, clearing and grubbing
 - iii. Control of groundwater and surface water
 - iv. Earthwork
 - v. Trenching/Excavation
 - vi. Paving and road surfacing
 - vii. Bike & pedestrian walkways
 - viii. Landscaping (turf & planting)
 - ix. Irrigation
 - x. Crosswalk signals
 - xi. *Optional* streetlights** ?
 - xii. Utility connections
 - xiii. Traffic control
 - xiv. Concrete work
 - xv. Drainage systems
 - xvi. Pavement striping (Thermoplastic)





3. Coordinate 60% electrical design with Sacramento Engineering Consultants (maximum 5 ped signals and optional streetlights);
4. An itemized statement of probable construction costs, including earthwork calculations, based on the 60% design; and
5. Submit 3 sets of 60% plans and draft specifications to the Town for review and comment.

Task 3 – 95% Design & Final Specifications

Our team will provide the following 95% PS&E:

1. Attend one meeting with Town representatives to review and address the Town's 60% review comments and coordinate design revisions;
2. Prepare final plans;
3. Prepare final technical specifications;
4. Coordinate 95% electrical design with Sacramento Engineering Consultants;
5. Prepare an updated itemized statement of probable construction costs, based on the 95% design; and
6. Compile 95% plans and specifications and submit to the Town for final approval.

Task 4 – Final Design

The MNA team will provide the following Final Design services:

1. Address the Town's 95% review comments and finalize the plans and specifications;
2. Coordinate final electrical design with Sacramento Engineering Consultants;
3. Prepare a final itemized OPCC based on the final design;
4. Upon the Town's approval of the final plans and specifications, the MNA team will prepare one set of mylar drawings for signature to submit to the Town; and
5. After the Town has signed the plans, the MNA team will prepare a set of signed drawings in pdf format along with an electronic set of the drawings in AutoCAD version 2007 and Word file of the technical specifications and OPCC.

Task 5 – Project Management and Quality Control

The MNA team will provide the following Project Management and Quality Control services:

1. Provide three (3) monthly field progress reports; and
2. Attend a maximum of five (5) three (3) hour progress review meetings (including travel);
3. Review Submittals;
4. Meet with contractor for final walk through;
5. Prepare Record Drawings in electronic format based on marked up (redlined) drawings provided by the Contractor.

Assumptions and Clarifications:

1. Boundary and right of way will not be established.
2. The Town of Loomis will prepare the general information, contracts, bonding, insurances and procedure portion of the Bid Document.
3. The Town of Loomis will be responsible for coordinating overhead utility relocation.
4. Proposed improvements to Taylor Road from Oak Street to Shawn Way will be limited to the addition of crosswalks.



FEES AND SCHEDULE

The MNA team's proposed fees for the work noted in this proposal will be as follows (excluding disbursements/reimbursables).

Description	Fee	Fee Type
Task 1 - Design Support	\$10,530	FF
Task 2 - 60% Design & Draft Specifications	\$20,840	FF
Task 3 - 95% Design & Final Specifications	\$12,320	FF
Task 4 - Final Design & Specifications	\$7,370	FF
Task 5 - Project Management & Quality Control	\$7,420	FF
Total Estimated Fee:	\$58,480	

Fee types:
FF = Fixed Fee



The MNA team's proposed work schedule for the work noted in this proposal is as follows.

Description	Timeline	Dates
Task 1 - Design Support	30 days	1/14-2/15
Task 2 - 60% Design & Draft Specifications	45 days	2/18-4/5
Task 3 - 95% Design & Final Specifications	30 days	4/8-5/10
Task 4 - Final Design & Specifications	45 days	5/13-6/21
Task 5 - Project Management & Quality Control	Entire project	

The above schedule is preliminary and has been based on the tentative project schedule provided in the RFP. It assumes 2 week review periods between the 60% and 95% submittals. The final time schedule will be discussed and finalized during contract negotiations.



LOOMIS TOWN CENTER

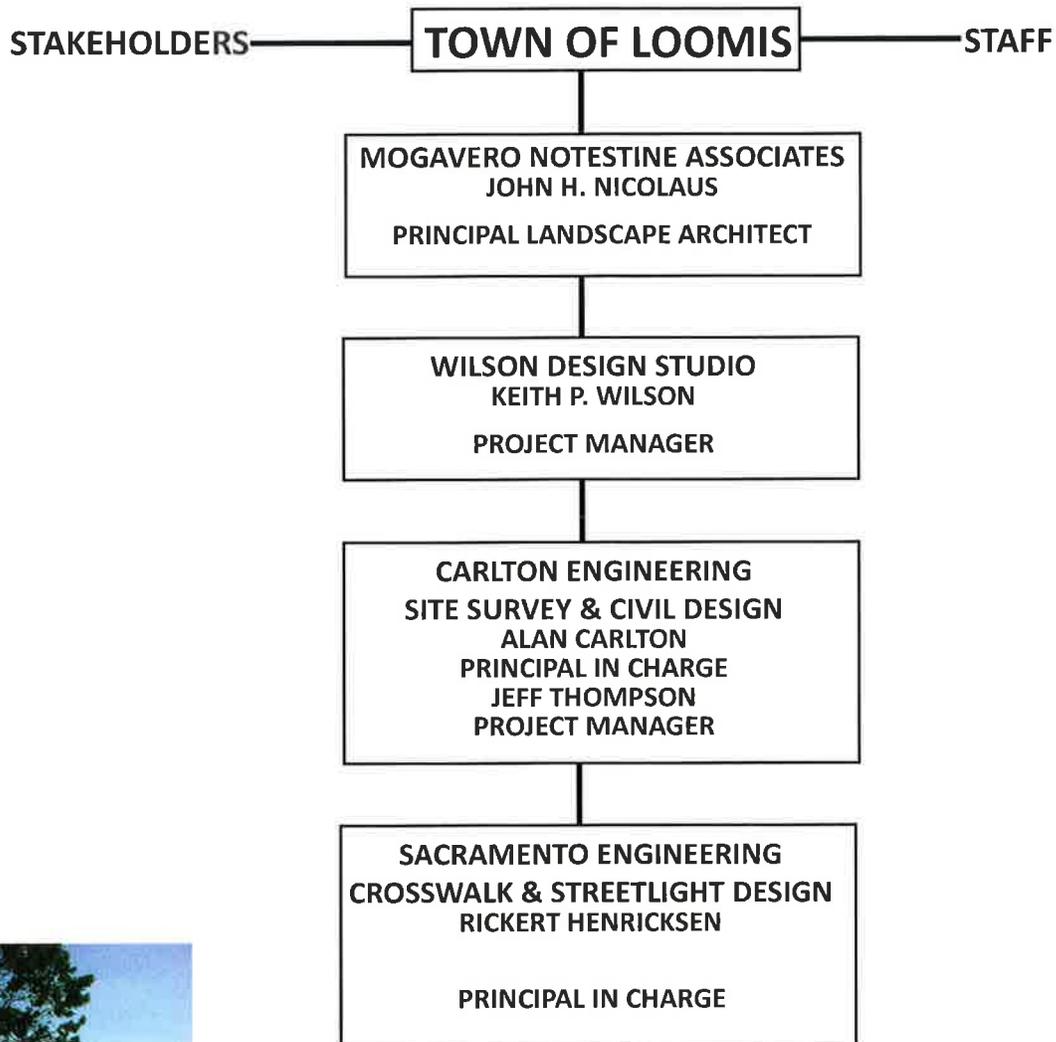
PROJECT TEAM QUALIFICATIONS

MOGAVERO NOTESTINE ASSOCIATES ~ Landscape Architect/Planner

CARLTON ENGINEERING ~ Site Survey & Civil Design



PROJECT TEAM DIAGRAM



Shanghai Garden Park
Yuba City, California



Glenbrooke by Del Webb
Community Design & Promenade Park
Elk Grove, California



PROJECT TEAM QUALIFICATIONS

MOGAVERO NOTESTINE ASSOCIATES

ARCHITECTS - PLANNERS - LANDSCAPE ARCHITECTS



For more than twenty years, Mogavero Notestine Associates has designed buildings, planned sites and created master plans with the goal of building livable communities that inspire sustainability and create places with meaning. Our award winning architecture, planning and urban design services have been provided to clients throughout California in small towns as well as in intensely urban settings. We offer clients multi-disciplinary capabilities with an extensive background in architecture, planning, landscape architecture, urban design and development services.



Our firm is committed to the community design process and to building consensus among user groups and stakeholders. As skilled facilitators and outreach consultants, we can assist clients in project communications and approvals, gain support for controversial projects, and let community thought inform our designs. We work closely with clients and end users to achieve project goals from both perspectives.



Mogavero Notestine Associates' dedication to green, sustainable design has been demonstrated on projects for over 30 years. Prior to forming Mogavero Notestine Associates, our firm's founders pioneered cutting edge, green building practices on homes and commercial projects, studying the effects of site and nature on buildings and how they could be used to a project's advantage with a keen eye towards conservation. Further applying this principle to planning and development work has been key to the firm's success in addition to ongoing, enduring contributions to client satisfaction and project success. This ethos is demonstrated on each project we undertake, and our staff are continuously refining their approach to building, land development and urban design.



We have developed residential communities, urban, mixed-use projects, and participated in public/private development partnerships throughout California and the west. We thrive on complex development deals that involve many product types, financing sources, and stakeholders. Our firm offers unique knowledge of the politics of infill development in many jurisdictions.



Mogavero Notestine Associates' LEED accredited professionals assess project characteristics that can affect outcomes on many levels: the context of the building on its site and with its neighbors, its contribution to the built environment, what purpose it serves now or what it can possibly serve in the future, and how it is constructed. Materials, methods, and technologies are constantly evaluated and reconsidered with an eye towards enduring value, efficiency and acclaimed design.



PROJECT TEAM QUALIFICATIONS



DOWNTOWN REVITALIZATION

For over twenty years, Mogavero Notestine Associates has contributed to the revitalization of our region's downtown areas. From Sacramento's Central City to the smaller towns like Grass Valley, Clear Lake and Portola, we have supported communities in their efforts to re-inject their downtowns with social and economic life. Our approach helps communities find consensus between local residents, business owners, developers, and agency staff. We are mindful of historical considerations, economics, financing strategies as well as community concerns.



COMMUNITY PLANS

Mogavero Notestine Associates brings technical skills, creative design, and years of experience to bear upon community design projects. We also believe that the most important input is gained by listening to a community as it voices its values, goals and aspirations. We pride ourselves on our ability to integrate many factors into community plans that are supported by all stakeholders who participate in the community design process.



DESIGN GUIDELINES

The success of design criteria depends on how they combine to form a larger, identifiable, integrated community. Design Guidelines must be practical, specifically tailored to the particular community and provide sound design advice to merchants, property owners, contractors, and design professionals.



URBAN DESIGN PLANS

Successful urban design is a natural extension of Mogavero Notestine Associates' core philosophy and skills. Our experiences in planning, architecture, landscape architecture, and development allow us to find strong design solutions to critical policy issues. We view urban design as the link between planning, landscape architecture, engineering, architecture, and community advocacy. Our urban design projects seek to find, strengthen, and establish positive connections between people and the places they live, work and play.

STREETScape & CORRIDOR PLANS

Streets serve a critical role in connecting our communities. They form some of the most important public spaces in our cities, where neighbors and strangers interact on a daily basis. We believe that for too long they have been designed for the primary benefit of cars and that they must safely support many modes of travel. Furthermore, streets also function as places unto themselves - the interaction between land use, transportation, buildings, and local culture occurs along streets to create a sense of community and place. Revitalizing streets and commercial corridors is key to neighborhood and town redevelopment and longevity.

PUBLIC OPEN SPACE DESIGN

Spaces for gathering are essential to the creation of community. We have designed numerous community plazas, open spaces, and buildings that help connect people to each other. When designed well, public open space creates a stage for living that encourages positive interactions between people, and their environments.



JOHN H. NICOLAUS, FASLA
PLANNER/ PRINCIPAL LANDSCAPE ARCHITECT



EDUCATION

BS in Landscape Architecture
California State Polytechnic University,
Pomona, 1985

Landscape Architect, California #3266

PROFESSIONAL AFFILIATIONS

American Society of Landscape Architects
Council of Fellows
Past National Vice President of
Communication
Past National Trustee and Sierra Chapter
President

Sacramento Tree Foundation, Board of
Directors and Past President

Congress for the New Urbanism

Urban Land Institute

Sacramento Metropolitan Arts
Commission, Co-chair

Lambda Alpha International

REFERENCES

Ofelia Avalos
Department of Public Works
City of Sacramento
927 10th Street, Suite 200, Sacramento, CA
95814
(916) 264-8300

Sarah Hansen
Associate Planner
Sacramento Housing & Redevelopment
Agency
801 12th Street
Sacramento, CA 95814
(916) 440-1399

Mark Manoff, Service Area Manager
North County Dept. of Neighborhood Services
6015 Watt Avenue, Suite 4
North Highlands, CA 95660
(916) 874-2424

CONTACT

2012 K STREET
SACRAMENTO, CA 95811
916.443.1033
jnicolaus@mognot.com

Urban design and redevelopment are special interests of John Nicolaus, who has substantial experience in streetscape master planning and design to revitalize neighborhoods and transportation corridors. In his efforts to communicate the value that these types of projects can bring to neighborhoods, Mr. Nicolaus is committed to consensus building and the community-based planning process. Mr. Nicolaus has extensive experience in assembling and managing diverse consultant teams through all phases of design and construction. He is familiar with urban transportation modes and with the landscape planning and design of intermodal transit facilities. His responsibilities include all aspects of project and client development; agency coordination; master planning and design; community-based planning and design; project and consultant team management; construction documentation; and construction administration. Over the past 20 years, Mr. Nicolaus has acted as a spokesman for matters of landscape architecture at the local and national levels.

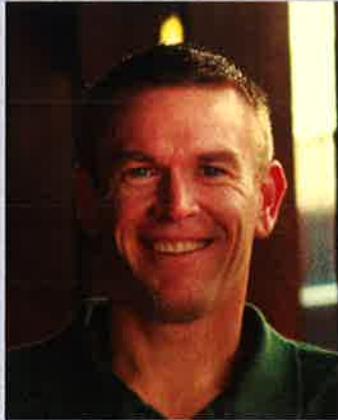
PROJECT EXPERIENCE

- Freedom Park Drive Form Based Code, Sacramento County, California
- Historic Downtown Folsom Light Rail Station, Folsom, California
- Iron Point Light Rail Station, Folsom, California
- Florin Road Park-n-Ride Light Rail Station, Sacramento, California
- Fruitridge Road Light Rail Station, Sacramento, California
- Placer County Highway 49 Beautification, Auburn, California
- 21st/Franklin Cultural Plaza, Sacramento, California
- Woodland Downtown Plaza Design & Feasibility, Woodland, California
- R Street Market Plaza, Sacramento, California
- Grass Valley Streetscape Design Guidelines, Grass Valley, California
- SR99 Interchange Improvements, Atwater, California
- Roseville Historic District Streetscape Master Plan and Phase I Improvements
Roseville, California
- West Sacramento Landscape Design Guidelines and Phase I Improvements
West Sacramento, California
- Auburn Boulevard Streetscape Master Plan and Special Planning Area, Sacramento, California
- Broadway/Stockton Boulevard Corridor Master Plan & Phase I Improvements,
Sacramento, California
- Watt Avenue Beautification Master Plan, Sacramento, California
- Fulton Avenue Beautification, Sacramento, California
- Fulton Avenue Phase I and Phase II Improvements, Sacramento, California
- Mather Field Central Roadway Improvements, Rancho Cordova, California
- Folsom Boulevard Streetscape Improvements, Rancho Cordova, California



PROJECT TEAM QUALIFICATIONS

KEITH WILSON, ASLA LANDSCAPE ARCHITECT



EDUCATION

BS, Landscape Architecture, The University of Arizona, Tucson, Arizona

REGISTRATIONS

Registered Landscape Architect, CA #4728, AZ #046310

PROFESSIONAL AFFILIATIONS

ASLA Chapter President's Council Chair, 2008-2009

California Sierra Chapter, ASLA President, 3 terms

CONTACT

31 Natoma Street, Suite 160
Folsom, California 95630
916.524.5614

Keith has more than 13 years of experience in landscape architecture, primarily as a lead designer and project manager. His varied project experience has focused on park and recreation facilities, but also includes civic developments awarded LEED certification, retail and commercial centers, office developments, streetscapes and landscape corridors. Keith is a skilled facilitator in the community outreach process, where he strives to educate the public, assist residents in articulating a vision for their outdoor spaces and assist jurisdictions in understanding and achieving the priorities of their community. As direct client contact and project manager for the majority of his projects, Mr. Wilson has utilized his experience in hands-on planning and design to lead larger multi-discipline design teams and build collaborative client relationships. He also has extensive experience with conducting and preparing team design meetings and reviews, field construction observations, field reports and submittal reviews, and providing landscape construction support services to both private and public clients. He is a Folsom resident and has been actively involved with many local private, public and volunteer projects.

PROJECT EXPERIENCE

Stone Ridge Streetscape & Medians, Roseville, CA

As the landscape architectural consultant for Stoneridge's master developer, thematic entries were designed for the development's primary entry and for several interior neighborhood villages. A series of publicly maintained streetscapes were designed as components of each residential village, including the project's primary arterial connector road and adjacent public open space areas. All work was closely coordinated on behalf of the master developer with City of Roseville departments having oversight of the design and ultimate maintenance for the project.

Parkway Drive Streetscape & Medians, Folsom CA

Lead designer, project manager and construction observation representative for approximately .30 mile of widened turn-key median improvements in The Parkway residential development. The medians contain old-growth oak trees retained by the developer and the design aimed to provide extended front yard areas for homeowners facing the wide, parkway-styled medians. Accessible walkways provide safe access to a passive seating area and open lawn areas that are regularly used by the neighborhood for holiday block parties and other events.

East Natoma Street Medians, Folsom, CA

Lead designer, project manager and construction observation representative for approximately 1 mile of turn-key median improvements adjacent to The Parkway residential development. Work included placement of 5 transplanted old-growth oak trees from a nearby property and retained dozens more. The design also incorporated portions of the working historic Natomas Ditch drainage system within the medians.

Bidwell Street Median Renovations, Folsom, CA

Conceptual design, design development and construction document preparation for the renovation of approximately .30 mile of existing median landscaping. The new design accommodated the addition of median turn pockets to access an adjacent regional mall project currently under construction.

Iron Point Road Median Renovations, Folsom, CA

Conceptual design, design development and construction document preparation for the renovation of approximately .20 mile of existing median landscaping. The design accommodates new median turn pockets to access the Kaiser Folsom Medical Campus.



PROJECT TEAM QUALIFICATIONS

CARLTON ENGINEERING

ALAN CARLTON, PE, LS
Principal Surveyor

Years of Experience
34 years

Education
Bachelor of Science,
Civil Engineering
California State
University, Fresno, 1981

Licenses
CA Professional Engineer; CA
Land Surveyor; NM Professional
Engineer; NV Professional Engi-
neer; WA
Professional Engineer

Having founded Carlton Engineering in 1983, Alan Carlton now serves as its President and is responsible for the ongoing development of the firm's vision and protection of its values. To that end, he is also instrumental in developing professional relationships and strategic alliances that support the company's ability to provide value engineering and exceptional service to our clients.

As Principal In Charge, Mr. Carlton provides oversight on various complex projects and is responsible for the Quality Assurance and Quality Control process and for client follow up at project milestones. In addition, Mr. Carlton assists our design professionals by lending his extensive practical engineering and surveying expertise to relevant projects at the Schematic Design level.

In the role of Principal Surveyor, Mr. Carlton directs our surveying methods, providing both field and office survey crew leadership, supporting the survey team in the execution of their work, and ensuring quality in the survey work product. As the leader of the Survey Department, Mr. Carlton's responsibilities include client development, department staffing, and scheduling and utilization of personnel.

Relevant Experience

USDA Placerville Nursery Greenhouse, Camino, CA

Survey Project Manager and Principal Land Surveyor responsible for providing survey services during construction for the approximate two acre expansion of the existing U.S. Forest Service nursery facility in Camino, CA. Led construction staking crew for finish grading, and utility improvements. Tasks performed include scheduling and coordination of office and field personnel to provide construction surveys and quality assurance/quality control of survey product.

Amador County Health & Human Services Facility, Martell, CA

Principal In Charge responsible for the quality assurance/quality control process, client relations, communications, coordination and oversight of the activities of the multiple-discipline team involved in this project consisting of engineering to facilitate the design of a proposed 49,000 square foot building and site infrastructure improvements. Carlton also provided construction administration and support services throughout construction. The project involved an intense, highly interactive multi-discipline design process that included LEED consultation and led to the production of preliminary plans, engineering cost estimates, specifications, and working drawings that met all applicable codes, standards, regulations, laws and licensing requirements. Carlton successfully met the aggressive schedule and stayed within the established cost limitations.

Placer County Hidden Falls Regional Park, Auburn, CA

Principal In Charge responsible for the oversight of the activities of the multiple-discipline team involved in this complex project that is funded through state grants. The project is a 1,200-acre regional park that includes the design of five bridges, four miles of roadway, staging areas, restrooms and parking facilities. Also responsible for the quality assurance and quality control process as well as performing follow-up with the client at project milestones. Carlton provided land surveying plus civil, geotechnical, environmental, and structural engineering services during the design phases as well as construction administration and support services throughout construction.



CARLTON ENGINEERING

JEFFREY THOMPSON, PE
Senior Engineer

Years of Experience
28 years

Education
Bachelor of Science
Civil Engineering
California State
University, Sacramento, 1983

Licenses
CA Professional Engineer;
CA Construction General
Permit Specialty Certification
QSD/QSP; NV
Professional Engineer

Mr. Thompson is an experienced leader at Carlton Engineering. His technical background includes the design of both public works and land development projects, including residential, commercial and industrial projects. His breadth of experience includes the design of roads, sewer collection systems, water systems, drainage systems, and grading and drainage plans. He is also adept at preparing engineer's estimates, feasibility studies and technical reports, and he is proficient with AutoCAD software. Mr. Thompson is a Qualified SWPPP Developer (QSD) and Qualified SWPPP Practitioner (QSP) for stormwater planning (CA Construction General Permit).

Mr. Thompson is responsible for the quality assurance / quality control process for Carlton's civil engineering team. He also has a wide range of project management experience, including budget scoping and tracking for multi-discipline projects, office management of teams of engineers and support staff towards timely and economic production of technical reports, technical oversight and management of multiple projects, and coordination with local regulatory agencies.

Relevant Experience

El Dorado County Transit Authority Central Transit Center, Diamond Springs, CA
Project Engineer responsible for providing oversight and quality control over the activities of the primary design engineer tasked to provide a drainage study, drainage design, utility layout design and utility sizing, grading, fire flow analysis, erosion control, and site plan layout for this public transit center project.

City of Placerville Combella Road, Placerville, CA
Project Engineer responsible for the activities of the multi-discipline project team providing geotechnical and civil engineering services to support the improvement of approximately 2,000 feet of Combella Road including the widening of the road to accommodate two 12-foot lanes, a 4-foot bike lane on both sides of the road, a 2-foot shoulder on the north side of the road and curb, gutter and sidewalk on the south side of the road. Also provided bid support as well as construction administration and support services during the construction phase.

City of Elk Grove Jacinto Park Phase 2, Sacramento, CA
Project Manager responsible for the activities of the project team contracted to provide civil engineering, construction documents, utility coordination, and agency processing services as well as a variety of land survey services. Provided oversight and quality control for civil engineering services including sewer design, utility layout and relocations, grading, erosion control, signing and striping, and site plan layout to improve park frontage and for the widening of West Stockton Blvd.

Shingle Springs Fire Station Replacement, Shingle Springs, CA
Project Manager responsible for orchestrating the activities of the project staff within the engineering and survey departments of Carlton Engineering and serving as the client's primary contact for all project communication for this fire station replacement project. Also responsible for overall budget oversight and for providing the civil engineering services, which included schematic design, construction documents, developing reliable cost estimates, agency processing, bidding assistance and construction administration.

Pollock Pines Community Park, Pollock Pines, CA
Project Manager for this 26.4-acre community park development project. The new park includes public use facilities for organized events and general public recreation including horseshoe pits, ball field, volleyball court, parking, and an outdoor classroom amphitheater. Served as the primary contact for all project communication and was responsible for orchestrating the activities of the project staff within the engineering and survey departments of Carlton Engineering. Assisted in an evaluation/feasibility analysis of the existing conceptual design plan and in the creation of a final park master plan. Provided oversight of the preparation of an estimate of probable costs based on the final plan. Civil construction documents included layout plans, grading and drainage plans, a Storm Water Pollution Prevention Plan (SWPPP), water and sewer plans, access road improvement plans, and all related technical specifications.



EXPERIENCE AND QUALIFICATIONS

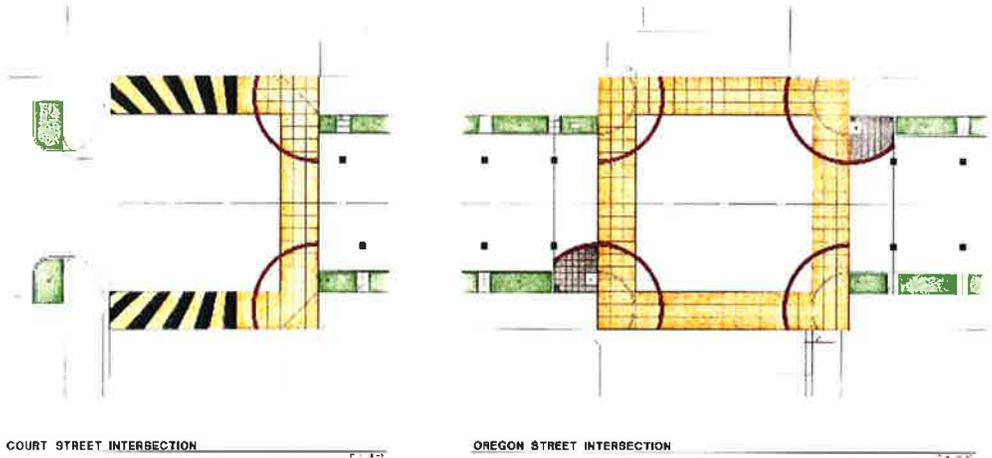
MOGAVERO NOTESTINE ASSOCIATES

REDDING YUBA STREET STREETScape REDDING, CALIFORNIA

PROJECT DETAILS:

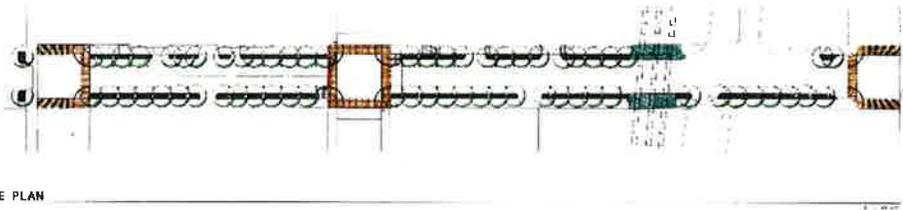
OWNER/DEVELOPER:
The City of Redding

ARCHITECT:
Mogavero Notestine Associates



COURT STREET INTERSECTION

OREGON STREET INTERSECTION



SITE PLAN

In Redding, Mogavero Notestine Associates designed a streetscape plan connecting the civic area with an existing shopping mall.

The streetscape plan acted as a symbol for important pedestrian connections, valuable to all commercial districts, reinforcing the street's sense of place. It was important, in this case, to create a plan that helped to establish an identity for the community while minimizing cost expenditures.

In doing so, MNA utilized existing resources, such as sidewalks, to the greatest extent possible, added colorful landscape features to an otherwise sterile environment and created action at the intersections.



WALNUT GROVE WALKWAY
WALNUT GROVE, CALIFORNIA

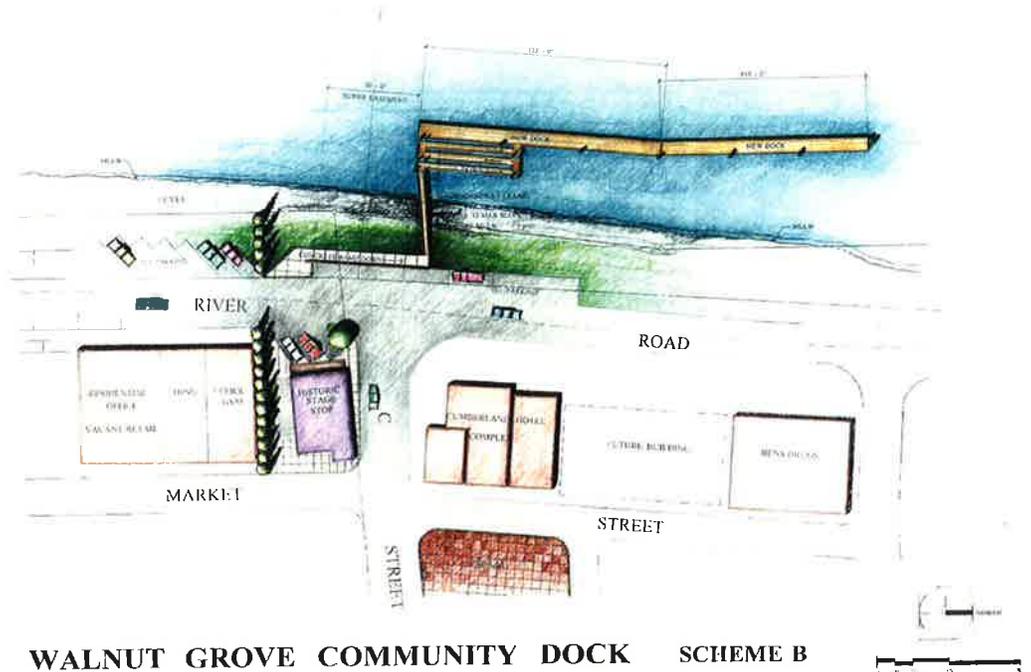
PROJECT DETAILS:

OWNER/DEVELOPER:
City of Walnut Grove

ARCHITECT:
Mogavero Notestine Associates

PROJECT BUDGET:
\$60,000

S A C R A M E N T O R I V E R



WALNUT GROVE COMMUNITY DOCK SCHEME B

The City of Walnut Grove wanted to provide a connection for pedestrians from the new river docking facility along River Road to the commercial and retail area along Market Street.

Because of the difference in elevation, the walkway needed to be constructed to link these two areas.



OLD TOWN/DOWNTOWN MASTER PLAN & HISTORIC DISTRICT STREETScape ROSEVILLE, CALIFORNIA

CLIENT:

City of Roseville

LANDSCAPE ARCHITECT:

John H. Nicolaus



Roseville Old Town/Downtown Master Plan I

In his first collaboration with Mogavero Notestine Associates, Mr. Nicolaus prepared landscape design guidelines as part of an overall redevelopment strategy for these two distinctly different areas of town. The master plan addressed issues of financing and implementation, planning and marketing of the area to prospective tenants. The project also included facilitating a series of community outreach meetings designed to get citizen and merchant input as well as a day long community design workshop, where participants were facilitated in self selected interest groups that included open space, the arts, land use, recreation, and historic preservation.



Roseville Historic District Streetscape Improvements

Following on the goals set forth in the Master Plan, these streetscape improvements focused on Old Town and were done in conjunction with civil and roadway improvements. Roseville's downtown dates to 1864, and plans needed to be sympathetic to the historic fabric of the place. The area was cut off by the Southern Pacific Railroad tracks in 1906, and ever since had struggled with its connection to the rest of the downtown. The concept plan, developed by Mr. Nicolaus in concert with the civil engineer and city staff, sought to enhance visibility to the area with signage and special features, allow for train observation from a newly created raised platform, and activate alleys by linking them with paseos and installing signage, lighting and limited landscaping.



This project was completed by Mr. Nicolaus while Principal at another firm.



MARYSVILLE DOWNTOWN STREETScape MARYSVILLE, CALIFORNIA

PROJECT DETAILS:

OWNER/DEVELOPER:

City of Marysville

PLANNER:

Mogavero Notestine Associates

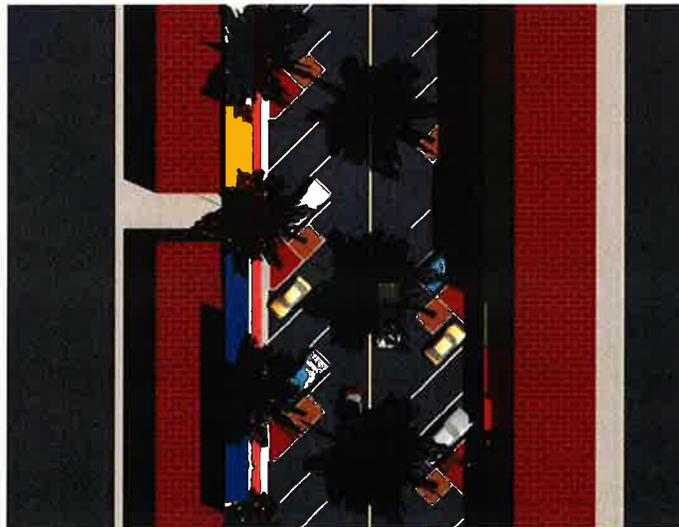
DATE OF COMPLETION:

1998



The Downtown area of Marysville was originally developed in the 1920's and then updated in the 1970's. Mogavero Notestine Associates was selected to renovate a three block commercial and retail area along D Street, the main street of the Downtown, as part of a city beautification process.

The urban design plan focused on design alternatives for the streetscape including sidewalks, signage, parking and landscaping. In addition, MNA was asked to facilitate community involvement in the project.





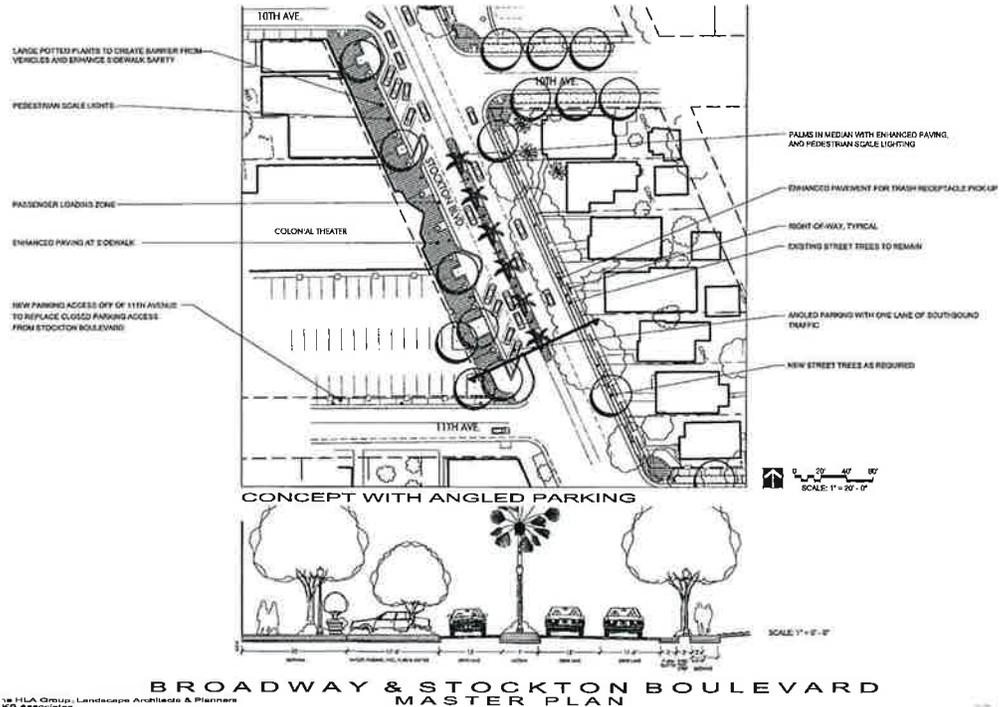
BROADWAY & STOCKTON URBAN DESIGN
SOUTH SACRAMENTO, CALIFORNIA

PROJECT DETAILS:

OWNER/DEVELOPER:
City of Sacramento
Sacramento Housing and
Redevelopment Agency

ARCHITECT:
Mogavero Notestine Associates

LANDSCAPE ARCHITECT:
John Nicolaus
(While Principal at The HLA Group)



This project consisted of numerous improvements along the Broadway and Stockton transportation corridors, which could provide a profound effect on the users and adjacent properties.

To establish a cohesive streetscape for the Broadway Stockton Boulevard corridor, the Technical Services Division sponsored the development of a Master Plan for the corridor that will be used as a "blueprint" for future improvements.

The focus of the Broadway Stockton Master Plan was focused on economic development. MNA was responsible for preparing a history of the area and for identifying current policies that should be considered and possibly altered.

In addition, MNA assisted HLA to develop the following components:

- Develop a basic improvement Master Plan for the corridor.

- Use streetscape themes developed in the Broadway/Stockton Urban Design Plan to develop construction project concepts for the project area.
- Develop an enhanced Master Plan that will add on to the improvement plan.





WATT AVENUE BEAUTIFICATION MASTER PLAN NORTH HIGHLANDS, CALIFORNIA

PROJECT DETAILS:

OWNER/DEVELOPER:

City of Sacramento
Sacramento Housing and
Redevelopment Agency

PLANNER/ARCHITECT:

Mogavero Notestine Associates

LANDSCAPE ARCHITECT:

John Nicolaus
(Whole Principal at The HLA Group)



The primary goal of the North Watt Beautification Master Plan was to create a unique identity for North Highlands by means of landscape and streetscape improvements for existing residential and to-be revitalized commercial properties. Another objective was to provide a stimulus for continued redevelopment and reinvestment.

Other important goals included increasing redevelopment area/community economic opportunities, retaining a sense of history relative to McClellan Air Force Base and the broader North Highlands community improving existing connections with new investments in properties such as McClellan Park and the North Highland Town Square, and creating a streetscape that would allow for enhanced transit and user comfort while attracting new thriving businesses into the Plan area.

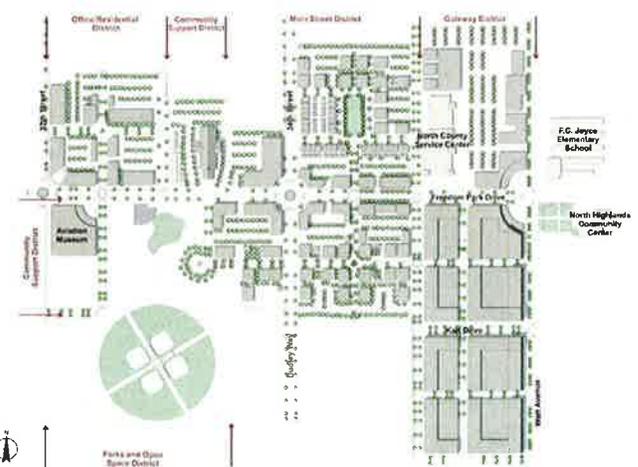
The Plan area was divided into five districts that, once the Plan become

implemented in its entirety, are intended to have a somewhat different feel and identity, most of which will be achieved by varying tree species between districts.

The design team worked with the above primary goals as well as with comments received during three public meetings and one meeting specifically for the North Highlands-Antelope Chamber of Commerce.

The primary focus of the Master Plan was on the area within the County

right-of-way for Watt Avenue. The streetscape improvements were intended to act as a positive catalyst to inspire commercial and residential beautification, provide a business attractant and to demonstrate the importance of Watt Avenue as a vital place in Sacramento County's urban fabric.





FAIR OAKS VILLAGE
FAIR OAKS, CALIFORNIA

OWNER/DEVELOPER:
Sacramento County Department of
Transportation

ARCHITECT:
Mogavero Notestine Associates



The Fair Oaks Village Enhancement Committee was formed to pursue improvements for this unique portion of the community to provide a means to preserve and enhance the historic, neighborhood serving village through a collaborative process.

The committee partnered with Sacramento County, the Fair Oaks Chamber of Commerce, MNA and others to guide improvements to the Village's commercial area, resulting in the creation of a visioning document.

The Village Enhancement Vision provided an opportunity for community members to shape the neighborhood where they live and work. The visioning process addressed land use, zoning, transportation, and urban design. The goal of the Village Enhancement report was to summarize the work completed to date and to provide a document that could be used to implement a shared vision over a period of time.





MATHER FIELD CENTRAL ROADWAY IMPROVEMENTS RANCHO CORDOVA, CALIFORNIA

OWNER:

County of Sacramento
Mather Commerce Center

LANDSCAPE ARCHITECT:

John Nicolaus
(While Principal at The HLA Group)



Construction of an adopted master plan for over \$2 million in landscape and hardscape improvements, converting a decommissioned air force base into a state of the art business and technology park. Landscape was deemed one of the most important and effective ways to rebrand the base and lure economic investment. Plans included the design of project entries and identifiers, corner plaza treatments, public art placement, plazas for business and public use as well as a consistent street tree plan where species were used to differentiate each street from the other. Subsequent work within the Plan area included numerous office buildings developed on infill parcels as well as additional streets and open spaces.





EXPERIENCE AND QUALIFICATIONS

CARLTON ENGINEERING

CCOG Cedar Center Pine Drive Bikeway Connection
Location: Calaveras County, CA
Completion Date: 2011
Client: Calaveras Council of Governments

Carlton was contracted by Calaveras Council of Governments to perform environmental processing, engineering design and construction engineering for the Arnold Rim Trail Cedar Center Bikeway Connection Project. The project consists of the construction of approximately one mile of Caltrans Class 1 Bikeway using Transportation Enhancement funds. Teaming with Sycamore Environmental Consultants, Carlton provided project management; land survey services; geotechnical analysis; preliminary, design and construction engineering including the preparation of Plans, Specifications and Estimates (PS&E) for bidding purposes; as well as oversight of the activities required for CEPA/NEQA processing. Ownership of the project was transferred to Calaveras County prior to completion. The project is located on Forest Service land and County of Calaveras property.

CCOG Cosgrove Creek Bikeway
Location: Calaveras County, CA
Completion Date: 2011
Client: Calaveras Council of Governments

Carlton was contracted by Calaveras Council of Governments to perform environmental processing, engineering design and construction engineering for the Cosgrove Creek Bikeway Project. The project consists of the construction of approximately one mile of Caltrans Class 1 Bikeway using Transportation Enhancement funds. Teaming with Sycamore Environmental Consultants, Carlton provided project management; land survey services; geotechnical analysis; Initial Site Assessment (ISA); preliminary, design and construction engineering including the preparation of Plans, Specifications and Estimates (PS&E) for bidding purposes; as well as oversight of the activities required for CEPA/NEQA processing. Ownership of the project was transferred to Calaveras County prior to completion.

CCOG Mokelumne Hill Town Hall
Location: Calaveras County, CA
Completion Date: 2010
Client: Calaveras Council of Governments

Carlton was contracted by Calaveras Council of Governments to perform environmental processing, engineering design and construction engineering for the Mokelumne Hill Town Hall and Sidewalk Enhancement Project. The project consists of improvements of the structural system for the town hall, construction of an ADA accessible parking space and ramp, and improvements to approximately 60' of sidewalk. Teaming with Sycamore Environmental Consultants, Carlton provided project management; land survey services; preliminary, design and construction engineering including the preparation of structural and civil design documents for bidding purposes; agency permitting assistance; as well as oversight of the activities required for CEPA/NEQA processing. Ownership of the project was transferred to Calaveras County prior to completion.

ROAD FRONTAGE & BIKE LANES
City of Placerville Combella Road
Location: Placerville, CA
Completion Date: 2009
Client: City of Placerville

Contracted by the City of Placerville, Carlton Engineering provided land survey, geotechnical and civil engineering services to support the improvement of approximately 2,000 feet of Combella Road including the widening of the road to accommodate two 12-foot lanes, a 4-foot bike lane on both sides of the road, a 2-foot shoulder on the north side of the road and curb, gutter and sidewalk on the south side of the road. The civil design was based upon the survey team's topographic base map and adhered to the recommendations of the geotechnical team.





CARLTON ENGINEERING

Barnett Business Park Road Widening
Location: Shingle Springs, CA
Completion Date: 2007
Client: Ken Wilkinson

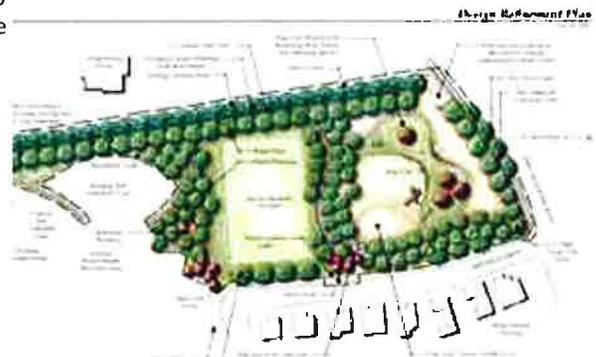
Carlton Engineering was contracted to prepare design and construction drawings to support the widening of rural two-lane Durock Road to accommodate acceleration/deceleration and left-turn lanes for two intersections. Design included the upgrade of drainage facilities and Carlton provided coordination of utility relocation for the El Dorado Irrigation District. Carlton's survey team provided topographic survey for construction drawings as well as right-of-way descriptions and exhibits based on Caltrans specifications. Carlton's geotechnical team provided a geotechnical engineering study and report, which provided design criteria and recommendations for site grading and earth-work as well as recommendations for design of the proposed pavement section.

ROAD FRONTAGE & BIKE LANES
City of Elk Grove Jacinto Park
Location: Elk Grove, CA
Completion Date: 2007
Client: Callander Associates

Contracted by the Callander Associates, Carlton Engineering provided land survey, geotechnical and civil engineering services to support the improvements along Jacinto Creek Park's frontage to West Stockton Boulevard. In addition to curb, gutter, sidewalk, associated pavement tapers, transitions, signing and striping, the project consisted of the addition of a Class 2 bike lane along the project's frontage to West Stockton Boulevard as well as a Class 3 along the project's frontage to Mellville Drive. Further, the widening of West Stockton Boulevard along the park's frontage required the relocation of several existing utilities.

Promontory Community Park Bike Hike Trail
Location: El Dorado Hills, CA
Completion Date: 2005
Client: MJM Properties LLC

Carlton Engineering's role was significant in the successful development of the El Dorado Hills Promontory Point Multi-Use Trail, located between the El Dorado Hills Village Center and the Governor's West subdivision. The Promontory is a multi-phase subdivision and park system located at the most western edge of El Dorado County. As a multi-discipline firm, the Carlton Engineering team has worked with a wide range of products and services, which were incorporated into its design. For the project, the Carlton team prepared a tentative map utilizing existing topographic mapping with record improvement drawings; improvement plans for roads and utilities; and drainage studies, as well as water and sewer analysis. Survey, construction documents and administration and rough grading were provided for the park site. The first phase of the park included tennis courts, baseball diamonds, and a soccer field, as well as a colorful play area and restroom facilities.





LOOMIS TOWN CENTER

CERTIFICATE OF INSURANCE



TOWN OF LOOMIS
LOOMIS TOWN CENTER

CERTIFICATE OF INSURANCE

Client#: 670

MOGAVNOTE

ACORD™ CERTIFICATE OF LIABILITY INSURANCE		DATE (MM/DD/YYYY) 02/02/12
PRODUCER Dealey, Renton & Associates P. O. Box 12675 Oakland, CA 94604-2675 510 465-3090	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED	INSURERS AFFORDING COVERAGE	NAIC #
Mogavero Notestine Associates 2012 K Street Sacramento, CA 95811	INSURER A: Sentinel Insurance Co. LTD	
	INSURER B: Navigators Insurance Company	
	INSURER C:	
	INSURER D:	
	INSURER E:	

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR INSR	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YY)	POLICY EXPIRATION DATE (MM/DD/YY)	LIMITS
A	<input checked="" type="checkbox"/> GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC	57SBAZF1706	02/07/12	02/07/13	EACH OCCURRENCE \$2,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$2,000,000 GENERAL AGGREGATE \$4,000,000 PRODUCTS - COMP/OP AGG \$4,000,000
A	<input type="checkbox"/> AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS <input type="checkbox"/> NON-OWNED AUTOS <input type="checkbox"/> GARAGE LIABILITY <input type="checkbox"/> ANY AUTO	57SBAZF1706	02/07/12	02/07/13	COMBINED SINGLE LIMIT (Ea accident) \$ BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ AUTO ONLY - EA ACCIDENT \$ OTHER THAN EA ACC AUTO ONLY: AGG \$
A	<input checked="" type="checkbox"/> EXCESS/UMBRELLA LIABILITY <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE <input type="checkbox"/> DEDUCTIBLE <input checked="" type="checkbox"/> RETENTION \$10000	57SBAZF1706	02/07/12	02/07/13	EACH OCCURRENCE \$4,000,000 AGGREGATE \$4,000,000 \$ \$
A	<input type="checkbox"/> WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below	57WECRY1524	02/01/12	02/01/13	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$1,000,000 E.L. DISEASE - EA EMPLOYEE \$1,000,000 E.L. DISEASE - POLICY LIMIT \$1,000,000
B	<input type="checkbox"/> OTHER Professional Liability	CM12DPL011298IV	02/07/12	02/07/13	\$2,000,000 per claim \$2,000,000 annl aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS
An Actual Certificate will be issued upon the request of the above Named Insured.

CERTIFICATE HOLDER

CANCELLATION

<p>***SAMPLE CERTIFICATE***</p>	<p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL <u>30</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES.</p> <p>AUTHORIZED REPRESENTATIVE </p>
---------------------------------	--



Client#: 1080

CARLTENGI

ACORD™ CERTIFICATE OF LIABILITY INSURANCE		DATE (MM/DD/YYYY) 04/05/12
PRODUCER Dealey, Renton & Associates P. O. Box 12675 Oakland, CA 94604-2675 510 465-3090	THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.	
INSURED Carlton Engineering, Inc. 3883 Ponderosa Road Shingle Springs, CA 95682	INSURERS AFFORDING COVERAGE INSURER A: Travelers Property Casualty Co of Am INSURER B: Hudson Insurance Company INSURER C: INSURER D: INSURER E:	NAIC # 25674

COVERAGES

THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. AGGREGATE LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR ADD'L LTR	INSRD	TYPE OF INSURANCE	POLICY NUMBER	POLICY EFFECTIVE DATE (MM/DD/YYYY)	POLICY EXPIRATION DATE (MM/DD/YYYY)	LIMITS
A		GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Contractual Liability GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJE CT <input type="checkbox"/> LOC	6809323L916 General Liab Excludes Claims Arising Out Of The Performance Of Professional Services	04/14/12	04/14/13	EACH OCCURRENCE \$1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$1,000,000 MED EXP (Any one person) \$10,000 PERSONAL & ADV INJURY \$1,000,000 GENERAL AGGREGATE \$2,000,000 PRODUCTS - COM/PO AGG \$2,000,000
A		AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS	BA7991P196	04/14/12	04/14/13	COMBINED SINGLE LIMIT (Ea accident) \$1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ GARAGE LIABILITY <input type="checkbox"/> ANY AUTO AUTO ONLY - EA ACCIDENT \$ OTHER THAN AUTO ONLY: EA ACC \$ AGG \$
A		EXCESS/UMBRELLA LIABILITY <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS MADE DEDUCTIBLE RETENTION \$	CUP8819Y747	04/14/12	04/14/13	EACH OCCURRENCE \$2,000,000 AGGREGATE \$2,000,000 \$ \$ \$ WG STATU- TOBY LIMITS <input type="checkbox"/> OTH- ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
B		WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? If yes, describe under SPECIAL PROVISIONS below OTHER Professional Liability	AEE7260101	04/15/12	04/15/13	\$2,000,000 per claim \$2,000,000 annl aggr.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES / EXCLUSIONS ADDED BY ENDORSEMENT / SPECIAL PROVISIONS

CERTIFICATE HOLDER

CANCELLATION

	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, THE ISSUING INSURER WILL ENDEAVOR TO MAIL <u>30</u> DAYS WRITTEN NOTICE TO THE CERTIFICATE HOLDER NAMED TO THE LEFT, BUT FAILURE TO DO SO SHALL IMPOSE NO OBLIGATION OR LIABILITY OF ANY KIND UPON THE INSURER, ITS AGENTS OR REPRESENTATIVES. AUTHORIZED REPRESENTATIVE <i>Angela Berg</i>
--	---

PROPOSAL

To: The Town of Loomis

From: Bennett Engineering Services

Loomis Town Center, Walnut Street to Shawn Way, Improvement Plans,
Specifications & Cost Estimates



TRUSTED ENGINEERING ADVISORS

Bennett Engineering Services
1082 Sunrise Avenue, Suite 100
Roseville, California 95661

T 916 783 4200

F 916 783 4210

www.ben-en.com

Proposal to the Town of Loomis

Preparation of the
Loomis Town Center
Walnut St. to Shawn Way
Improvement Plans, Specifications,
and Cost Estimates

November 2, 2012



Table of Contents

Project Overview 1
Scope of Work/Schedule 5
Project Team 8
Specialized Experience and Qualifications/References..... 14
Project Budget and Schedule Summary 23
Insurance 25
Appendix: Resumes 26

November 2, 2012

Brian Fragio
Director of Public Works / Town Engineer
Public Works Department
Town of Loomis
3665 Taylor Road
Loomis, CA 95650



Bennett Engineering Services
1082 Sunrise Avenue, Suite 100
Roseville, California 95661

T 916.783.4100
F 916.783.4110
www.ben-en.com

Subject: **LOOMIS TOWN CENTER, WALNUT ST. TO SHAWN WAY,
IMPROVEMENT PLANS, SPECIFICATIONS & COST ESTIMATES**

Dear Mr. Fragio:

With the Bennett Engineering Services (**BEN|EN**) team, the Town of Loomis (Town) will get an engineering consultant with the depth of experience to complete design and bid documents for the streets improvements described in the request for proposals. We will represent the Town in a professional manner and respond to the public's needs efficiently and with a friendly approach. In addition, the project team has a good understanding of the region, and include competent and creative staff, experienced with the challenges of the improvements of this project. **BEN|EN** is a local civil engineering and surveying firm that has been assisting public agencies in Placer and Sacramento Counties for more than 15 years. We have assembled a project team that fulfills all the requirements of the Town, and we are pleased to submit this proposal for your consideration.

Project Manager - Leo Rubio, PE, Vice President and Director of Transportation, is a highly experienced Project Manager with a track record of on-time, on-budget delivery of similar projects. Leo will be the first point of contact and can be reached at (916)783-4100 or lrubio@ben-en.com. He has a track record of being highly accessible and responsive. Leo has experience managing projects funded by various state and federal funding programs.

Interdisciplinary Team – The project team proposed by **BEN|EN** is very interested in the work and committed to responding to the Town's needs. **BEN|EN** has the experience and in-depth project understanding to partner with firms who specialize in single-focus engineering specialties to provide the best value and service to the Town. The project team consists entirely of small business firms certified as SBE or DBE in the State of California. A detailed description of the project team is included in this proposal, and the major teaming partners consist of:

- ▶ **Bennett Engineering Services** – Project management, roadway design, surveying, and right-of-way engineering
- ▶ **Foothill Associates** - Landscape architecture, and, if required, environmental services
- ▶ **Y&C Transportation Consultants** – Traffic and electrical engineering services

The project team is available and eager to perform the required services and adhere to the requirements described in the RFP. We understand that nothing in this proposal is proprietary and it will be come the property of the Town of Loomis. This proposal is valid for 90 days.

Bennett Engineering Services and our subconsultants have no known relationships with landowners or developers within the study area; the Town of Loomis; any relevant boards, council members, or commissions, committees, etc., on which they sit; or any other possible conflicts of interest that could be construed as interfering with our ability to analyze routes impartiality or may have an impact on any potential construction project based on our findings.

As President of **BEN|EN**, I have authority to bind the firm/team. I'm available at any time to provide additional information or answer questions you may have. Thank you for the opportunity to propose.

Sincerely,
Bennett Engineering Services, Inc.

A handwritten signature in blue ink, appearing to read "Orin N. Bennett", is written over a light blue horizontal line.

Orin N. Bennett, PE
President

Project Overview

Project Description | Special Considerations | Unique Approaches or Strengths



Improvements in the business district present an opportunity for enhanced site furnishings and a stronger identity that encourages patrons to linger.

The Town of Loomis' decision to create a sense of place along Taylor Road demonstrates vision attuned to business and community needs. This project offers an opportunity to enhance the Town Center and improve pedestrian and bicycle access through the business district. It is also a chance to reinforce civic identity and branding. As a team of design professionals, we experience no greater joy than knowing we are assisting the community to make your vision a reality.

We have worked with numerous agencies on transportation enhancement and streetscape projects within the region and understand how to address constraints that also exist in this project. We offer an experienced team with knowledge gained from past projects. The Town may benefit from the following experience:

- ▶ Reducing concerns quickly
- ▶ Addressing business, resident, transit, and utility issues early
- ▶ Providing plans and specifications will guide the contractor on how to handle staging, parking, driveway closures, visibility, hours of operation, and other items of importance to the city and businesses

Taylor Road functions as a main thoroughfare through Loomis and is a vital link to Rocklin and Roseville to the west and Penryn and Newcastle to the east. The proposed project extends from Walnut Street to Oak



The existing lack of consistent sidewalks presents safety issues as pedestrians are forced onto roadway shoulders.

Street with additional mid-block and intersection crossings to Shawn Way. Currently, this roadway lacks connectivity with the historic section of town to the east and, without sidewalks in many places, offers limited access to many businesses. The lack of sidewalks and crosswalks and uneven pavements make traveling particularly difficult for people with disabilities and the lack of bike lanes forces bicyclists to travel next to fast-moving vehicles.

Street Improvements and Landscape

The proposed project, as outlined in the Master Plan, will construct a planted median with turning pockets, corner bulb-outs, designated bike lanes, and separated sidewalks with planted buffers that also act as a stormwater treatment swale in select locations. In addition, the plan proposes installation of additional stamped, colored, and lighted crosswalks across Taylor Road between Shawn Way and Oak Street. Eastbound, the speed limit changes at Circle Drive from 40 to 25 miles-per-hour.

Proposed sidewalk bulb-outs, enhanced crosswalks, signage, and striping will reinforce the message to motorists that they are entering a business district where patrons gather; therefore, helping to slow down traffic. The Town may also want to consider moving the existing speed radar sign further south of Circle Drive to alert traffic they are entering a slower speed zone.

PROPOSAL

Utilities

Relocating non-city owned utilities or adjusting them to grade can sometimes take longer than expected if the utility companies are not involved early in the design stage. We will coordinate with all utility stakeholders early and encourage them to partner with us as we move forward with the project.

There are several utility elements within the project limits that require close coordination with Placer County Water Agency (PCWA), South Placer Municipal Utility District (SPMUD), and Pacific Gas & Electric Company (PG&E). The **BEN|EN** team successfully worked with PCWA to upgrade water mainlines along Lincoln Way in Auburn as part of the UDA streetscape project. We are currently working on the Newcastle wastewater treatment plant closure with SPMUD. This experience allows us to knowledgeably address any needed facility relocations or grade adjustments.

The coordination with utility stakeholders will identify needed infrastructure upgrades so they can be completed during the construction process. This ensures future utility work does not disturb new improvements. We will also coordinate with PG&E for existing gas and electrical service and with telecommunications providers (AT&T, Wave, Comcast) to identify conflicts or needed facility expansions. Up front planning can prevent citizen concerns from seeing newly improved facilities disturbed. Planning with utility companies proves to be a tremendous resource during design and construction. All parties involved have time to plan and become engaged in the project.



Adding sidewalks and bike lane striping may impact street parking in certain areas.



The project will create consistent ADA accessibility features and consistent crosswalks.



Existing drainage features are inconsistent and ineffective. New stormwater treatment swales will capture runoff and prevent hazardous street ponding.



Relocating or undergrounding overhead utilities could improve access and enhance the streetscape.



Planned improvements will improve accessibility and enhance the overall look of the streetscape.



Planned improvements will relocate drainage features away from walk ways.

In addition, Taylor Road may benefit from the elimination of overhead utility lines, which are unsightly, impact the area under the lines by placing utility poles in sidewalks, require unnatural pruning of street trees, and are a potential vehicular safety hazard. Undergrounding utilities can be considered during the streetscape improvement process. By performing the relocations concurrently, new street paving and site improvements would not be damaged by future utility trenches. Additionally, we can identify new utility box and vault locations and integrate them into the streetscape amenities, allowing them to be placed in planting areas, which minimizes aesthetic impacts.

Challenges and Opportunities

Retrofitting existing streets and sidewalks to meet ADA and drainage requirements while conforming to existing grades can sometimes be challenging. Three of our most recent streetscape projects have included design challenges dealing with these design elements. To overcome them, we worked amicably with city staff and business owners to come up with appropriate designs that included adding curb, gutter, sidewalk, bulb-outs at intersections, enhance crosswalks, lighting, and traffic signal modifications. We understand the constraints and have developed procedures for solving them.

Some examples include, but are not limited to the following:

- ▶ Replacing sidewalks against existing buildings
- ▶ Existing on-street parking
- ▶ Adding bulb-outs that redirect drainage

- ▶ Meeting ADA requirements at building entrances and driveways
- ▶ Relocating utilities
- ▶ Funding
- ▶ Maintaining access to businesses during construction

Removing Sidewalks against Buildings

In older business districts, replacing sidewalks against buildings can be challenging because of historic status or owner concerns about potential damage to the building during construction. We have added details to our plans that require the contractor to saw cut one-foot away from the building and remove the section by hand, which minimizes the potential impact to buildings.

On-Street Parking

A primary project goal is to improve pedestrian and bicycle access along Taylor Road by constructing sidewalks and striping bike lanes. Maximizing parking along this stretch of Taylor may be challenging due to impacts to existing buildings and present uses. Commercial driveways along this stretch of Taylor will significantly affect potential on-street parking and may affect existing parking and circulation within these businesses. In some areas, particularly in front of the fruit sheds, improvements may require the removal of existing parallel parking spots. Ensuring feasible ADA-compliant pathways from the new sidewalks to the thresholds of the existing buildings and traversing the existing intersections may require improvements or coordination with residents and business owners.

Coordination with Business Owners

Access to businesses during construction is always an important aspect of the design and construction contract. Coordination will be needed to ensure all of the concerns are addressed during design to facilitate construction activities.

Public Outreach Meetings

Since this project has the potential to impact parking, access, and storefront visibility from the street, it is critical to have the support of business and property owners. To assist the Town with this challenge we propose a public outreach meeting and site walk following development of the 60% design. This meeting will allow project stakeholders to visualize the project, express their concerns, and be inspired by the planned improvements.

PROPOSAL

Generating stakeholder support at this stage will minimize problems during construction, when making design changes would be difficult and costly. A strategy that has worked well on other projects was to hold periodic meetings during construction for the surrounding business and property owners. Meeting with stakeholders allows them to bring up concerns about access and scheduling as well as get detailed information about design decisions such as planting and site furnishings.

Irrigation and Drainage

This stretch of Taylor road predominantly drains from the roadway centerline north and south with limited opportunities to pipe stormwater. All stormwater flows will need to be adequately directed to nearby facilities to eliminate hazardous ponding issues along the roadway. The project offers opportunities to incorporate economical Low Impact Design (LID) to treat and carry stormwater. LID manages stormwater and irrigation runoff through small, cost-effective features such as tree planter wells and landscape swales that enhance the streetscape. During contract plan development, we will take into consideration the Town's expansion of the streetscape improvements throughout the following phases so utilities such as water and stormwater can be designed to accommodate future needs without disturbing newly constructed facilities.

Utility Undergrounding/Relocation

Removing overhead utilities can be an expensive and time consuming process, requiring coordination with electricity, phone, cable, and internet providers who all may have facilities on the utility poles. However, the Town of Loomis may have access to approximately \$700,000 in Rule 20A funds, which are specifically designated for undergrounding projects. This would allow the undergrounding work to be accomplished without impacting the budget for planned streetscape improvements.

The undergrounding project will require establishment of a special undergrounding district encompassing all parcels served by the poles to be removed. This district can extend beyond this phase of the streetscape improvements so that future undergrounding projects can easily pick up where this one ends.



Designs will address variations in commercial driveway width and grade.

Undergrounding may also require acquisition of new utility easements for utility vaults and boxes. The potential drawback to integrating the utility undergrounding into the streetscape project is that it may extend both the design and construction timeline beyond what is desired by the Town. However, this may be far outweighed by the immediate aesthetic benefit of removing the unsightly poles and not needing to disturb the project after construction. Including the removal of overhead utilities, if viable, will create a cohesive streetscape project, aligning with the Town's vision. The BEN|EN team has presented this as an optional task as we believe it can be an asset to the project.

Funding Issues

We understand the project's success depends on careful, early consideration of construction costs of various options. As construction documents are developed, we will work closely with Town staff to identify potential alternatives or phasing plans that can be integrated into the overall project. Identifying these opportunities early in the design process will allow optional elements to be integrated into the plans, ensuring a better finished product. These items may be included in the initial construction or could be installed later by the Town or local community groups. In addition, we will explore future funding opportunities for continued streetscape enhancements. We understand this project is the first phase in creating the vision for Loomis Town Center as a place of distinction.

Scope of Work

Deliverables | Assumptions | Project Schedule

As a team of devoted consultants **BEN|EN** will serve as an extension of staff and take ownership of the project. The value of creating places for citizens to congregate, opportunities for business to thrive, destinations for travelers to see, and the trust of community leaders is our foremost goal. The Town of Loomis has invested a tremendous amount of time and money to see that the evolution of the Taylor Road corridor will bring value to the community. To see that this vision becomes a reality we will support the Town of Loomis through the design and construction of this project by providing, topographic survey services, consultation with utility providers to determine existing and proposed services, outreach meetings (optional), 60%, 95%, final design specifications and cost estimates, bidding assistance (optional), project management, quality control and stakeholder informational lunches during construction (optional).

Task 1

To complete the project it will be important to kick off the project with a meeting of the community leaders to fully understand important issues vital aspects of the project. Having a face to face meeting allows the leadership and consulting team to put faces to names and achieve the first step in building the trusting alliance for a successful project. This also allows the design team the opportunity to incorporate key aspects of the project, present challenges, and create dialogue imperative to overcoming challenges. Additional goals of the project meeting will be to review the master plan, identify areas of concern and potential design challenges, and review the project budget and schedule. During the site walk we will photo document the project site and areas of concern will be discussed with the goal of identifying potential solutions. Conducting the site walk with the utility representatives is a vital part of starting the design process right because it helps ensure that all agencies understand the project goals and that the design team understands their needs and concerns. As an extension of staff our goal is to be responsive, available and to keep the Town informed of schedule, budget and any concerns.

A topographic survey will be conducted to identify physical features within the project area. During

the survey phase we will solicit coordination with utility purveyors to gain information on location and type of facilities within the project area. This coordination will include consultation with PG&E, telecommunications, cable, SPMUD, PCWA, and other utility providers. Upon obtaining utility information and development of plans the design team will determine potential utility conflicts and may suggest potholing of utilities to reduce or eliminate conflicts. Should the Town of Loomis wish to entertain the undergrounding of existing utilities, the rule 20 coordination as explained below in the optional tasks could begin at this stage of the project.

TASK 1. Documentation	
Deliverables	
Facilitate meetings	Agendas, minutes, and sign-in-sheets.
Project Schedule	Hardcopy and PDF of Project Schedules
Coordination efforts as needed	Meeting minutes
Monthly Invoices and Status Reports	Draft status report, monthly invoices, status reports

Assumptions: Town of Loomis will provide potholing and geotechnical services as required or they can be included as optional tasks.

Task 2

The 60% design plans, specifications, and itemized estimates will illustrate the proposed project layout on the survey background showing underground and overhead utilities, preliminary grading and drainage, landscape layout, irrigation, and planting plans as well as hardscape enhancements. The plans will detail all improvements including roadway design, pavement treatment, median improvements, site furnishings, planting, irrigation and associated improvements to the project boundary. We will work with The Town of Loomis to devise meaningful continuity for pedestrian travel across and along Taylor Road from Oak Street to Shawn. Prior to submittal the design team will analyze the project for design consistency and constructability. Technical specifications will be prepared based on the Town of Loomis and Caltrans Standard Specifications.

PROPOSAL

The draft specifications will include all areas of infrastructure improvements as well as decorative features. An itemized cost estimate will be provided with pricing based on current market trends and past bid results. We will apply appropriate construction contingencies and assess the need project alternatives to keep the project within budget. After city review of the 60% project submittal the design team will meet with staff and review comments and concerns for implementation into the 95% submittal. The design team recommends an optional public outreach site walk at this stage. We have detailed this option in the optional category for consideration.

TASK 4. Deliverables	Documentation
Plans, Specifications and Estimates at the 60% design stage	Three (3) copies of Plans, Specifications and Estimates Hard copies will be in 11" x 17" and full size sets.
Utility Coordination	Meeting minutes/recommendations

Task 3

For the 95% plans, specification, and cost estimate submittal, the plans will be well refined and encompass all aspects of the project comments from the 60% submittal by staff and reviewing agencies. The 95% submittal will include any additional details, finalized grading, drainage design and revised specifications and estimates. We assume at this stage of the project there will not be significant alterations to the project or scope. The cost estimate will be itemized and re-evaluated with current market conditions and appropriate contingencies applied. Again we will discuss project alternative add or deduct items to insure the project will produce the greatest value for the Town of Loomis. After city reviews of the 95% project submittal the design team will meet with staff and review comments and concerns for implementation into the final design.

TASK 4. Deliverables	Documentation
Plans, Specifications and Estimates at the 95% design stage	Three (3) copies of Plans, Specifications and Estimates Hard copies will be in 11" x 17" and full size sets.

Task 4

The final plan submittal will occur after 95% review and incorporate final changes and minor alterations discussed with the team. Upon circulation for signatures we will submit an electronic PDF set of signed drawings electronic set of AutoCAD drawings save to 2007 version and electronic copies of the specifications and estimates in MS Word or excel.

TASK 4. Deliverables	Documentation
Final PS&E	Final plan submittal will be on Mylar, stamped and signed by a CA registered PE. Original Mylar plan sheets shall become the property of the City after approval and acceptance by the City.
Tentative Construction Schedule	Construction schedule in Microsoft Project format

Task 5 (Optional)

After the final plan submittal the design team will assist the Town of Loomis with Project Management, Bidding assistance, Quality Control and Construction Administration. **BEN|EN** will assist the city with advertising the project, analysis of bid results and any add or deductive alternative to award the project. The team will coordinate with project staff, city staff, utility representatives and the selected contractor throughout the duration of the project. We will be available and responsive to submittals, requests for information, and any unforeseen site conditions that present themselves. As an extension of staff and knowledgeable consultants we will strive to see that the project is built in conformance with the plans and specifications. The **BEN|EN** team will attend project meetings at the request of the city and respond to comments questions or concerns with the utmost diligence. **BEN|EN** also has the capacity to provide construction inspection services should they be required. We have discussed the below in our optional tasks should the Town decide to utilize this service.

TASK 5. Deliverables	Documentation
Bidding assistance, including requests for information, bid addenda, and pre-bid and pre-construction meetings.	Correspondence and addenda, including conform drawings to contract documents

Optional Tasks

As mentioned above the **BEN|EN** team has included optional tasks that may be incorporated into the project. These optional tasks have been removed from the project scope to assist the Town of Loomis in selecting the most qualified firm and validating the project scope of work as outlined in the request for proposal. It is our intent to demonstrate alternatives for which we believe would enhance the project for the Town.

Optional Task A: Utility Undergrounding/Relocation

As described earlier, **BEN|EN**'s design team can assist the Town of Loomis with utility undergrounding and rule 20A coordination. The assistance would include coordination with utility companies including PG&E, AT&T, Wave Broadband and Comcast in planning the transition to underground utilities. We would attend three (3) coordination meetings with these purveyors and evaluate probable corridors for utility relocation. Once these corridors were established the design team would work with the utility company and the users to establish appropriate locations for above ground facilities like transformers and utility vaults.

Optional Task B: Additional Public Outreach

An additional public outreach meeting or site walk at 60% complete. Once the 60% plans have been reviewed by the Town of Loomis staff, the **BEN|EN** team will facilitate a public meeting and or site walk to review the proposed project and address stakeholder concerns. The proposed project improvements could be marked or flagged on the street prior to the site walk so that stakeholders can easily visualize the completed project. This will help with obtaining community support.

Optional Task C: Construction Inspection

BEN|EN can provide inspection services during the project construction if Town staff require assistance.

By having **BEN|EN** as the project inspector it further enhances the relationship from intent, to design, to project delivery and further support the Town with the extension of staff and ownership approach.

Optional Task D: Funding

BEN|EN has vast experience and numerous relationships with Caltrans grant administrators. We have the capacity to provide elements into the project or demonstrate project elements that may be suitable for Transportation Enhancement funding (TE), CMAQ funding or alternative State and Federal funding. Should some of these funding opportunities be of interest, the Town may want to conduct NEPA/CEQA studies to be positioned for future funding.

Optional Task E: Electrical and Street Lighting

At the request of the Town, **BEN|EN** will provide roadway lighting design, flashing pedestrian crossing beacon design at mid block crossings, and electrical point of connections for irrigation controllers. This item has been included as an optional task as we recommend this service be designed and sized accordingly for the master plan. Without diligent planning the facilities for the segment of Taylor Road from Oak to Walnut maybe sized insufficiently for future expansion.

Optional Task F: Additional Survey Services

BEN|EN has included topographic survey services for the section of Taylor Road from Oak to Walnut in this proposal, as requested. To maximize the available roadway section for parking and improvements, we recommend the Town consider mapping the current right-of-way. Additionally, through conversations with the Town of Loomis, we understand the ultimate Taylor Road enhancement will begin at Sierra College Boulevard and extend to Horseshoe Bar Road. Commencing with the surveys from Oak to Walnut, we can provide additional services to map the right-of-way and collect topographic survey information from Sierra College to Horseshoe Bar. By increasing the topographic survey and right-of-way mapping, **BEN|EN** can effectively create a master roadway alignment that will reflect the design components along this section of Taylor Road.

Project Team

Organization | Qualifications | Firm Description

Firm Description

BEN|EN and our specialized consultants at **Foothill Associates** and **Y&C Transportation Consultants** have extensive experience with projects comparable to the Loomis Town Center project. We have the design staff capacity and knowledge to handle the topographic survey, right-of-way, and utility coordination. Our seasoned staff undertake these duties with diligence and attention to detail. **The work for the Town of Loomis will be performed from our Roseville office.**

The **BEN|EN** team has public works experience preparing construction documents for the following **local agencies**:

- ▶ Town of Loomis
- ▶ City of Auburn
- ▶ City of Biggs
- ▶ City of Citrus Heights
- ▶ City of Colfax
- ▶ City of Davis
- ▶ City of Folsom
- ▶ City of Galt
- ▶ City of Lincoln
- ▶ City of Placerville
- ▶ City of Plymouth
- ▶ City of Rancho Cordova
- ▶ City of Redding
- ▶ City of Rocklin
- ▶ City of Roseville
- ▶ City of Sacramento
- ▶ City of Stockton
- ▶ City of Tracy
- ▶ City of West Sacramento
- ▶ City of Woodland
- ▶ County of Nevada
- ▶ County of Placer
- ▶ County of Sacramento
- ▶ County of Yolo
- ▶ County of Yuba

The **BEN|EN** team has prepared plans, special provisions, specifications, and estimates for dozens of public works projects, with estimates aligning closely with bid results. We solicit labor and material pricing trends through our relationships in the public and private sector and in turn produce estimates based on current economic factors. This approach allows our clients to adjust project elements to best fit their budgets and add bid alternates to maximize funding allocations.

This team recently completed the **Auburn UDA Streetscape, Sunrise Boulevard Streetscape Phase I, Del Paso Boulevard Streetscape, Highway 49 Streetscape, and University of California, Davis, Old Davis Road Extension and Hutchinson Corridor** projects that included 60%, 95%, final plans, specifications, and estimates for the design. Some

of the projects included installation of **signals, intersection modifications, re-aligning and widening roadways, median improvements, relocated turn pockets, and pedestrian and bicycle improvements.**

Bennett Engineering Services

BEN|EN takes pride in finding innovative and cost-effective engineering solutions to roadway, site improvements, and important infrastructure projects. Providing high quality civil engineering services to local cities, counties, private companies, and other professionals, has always been our firm's focus. What sets us apart is our ability to partner with clients early in project development and retain that partnership through construction.

Orin Bennett started his engineering practice in 1979. Through ownership transitions Bennett Engineering Services, as it is organized today, has been providing service since 1995. The firm's culture includes a commitment to staff retention. This provides an experienced and highly technical project team. We believe offering dedicated staff and assuring a cohesive team from project inception to completion maximizes client confidence and produces unprecedented results.

Our goal is to serve clients as **Trusted Engineering Advisors**. **BEN|EN** achieves this by offering dedicated, highly experienced project managers who focus on being accessible and responsive to client needs.

BEN|EN staff is led by talented and highly-experienced, licensed professionals. We are a California Department of General Services-certified Small Business Enterprise (SBE), #52302, and City of Sacramento-certified Emerging/SBE #31747.

BEN|EN has the flexibility to supplement its project team by partnering with subconsultant firms with experts in specific engineering specialties, including environmental, landscape, traffic/electrical, geotechnical, and structural engineering. These firms have a proven track record of working well with our staff and clients, and bring to the table expertise on similar projects. By structuring a project team to fit the project requirements, we provide numerous benefits to clients, including, but not limited to:

PROPOSAL

- ▶ A low-overhead, competitive rate structure
- ▶ Project management by highly qualified, experienced professionals
- ▶ An unparalleled commitment to meeting time requirements and responding to requests.

Subconsultants Company Information

Foothill Associates

Founded in 1995, Foothill Associates is a multidisciplinary veteran-owned California Corporation with Small Business Enterprise Certification that provides a wide range of landscape and environmental consulting services to local governments, public agencies, and private clients.

Foothill Associates has prepared streetscape design guidelines for communities defining circulation, design character, and spirit in these places. Great care is taken to integrate both the needs of the stakeholders and residents. Attempts are always made to provide comprehensive bicycle and pedestrian access, connections to existing trail systems, expanding or enhancing adjacent green belt connections, and allowing for easy and safe vehicular passage using the space available to its greatest advantage. Existing architecture, history, and community heritage become part of the design language for streetscape and urban design work. They design spaces for people to enjoy and while sensitively protecting the fragile environment of which urban and streetscape projects are a part. Foothill Associates has prepared construction documents and specifications for entry gates, walls, monument signs, and fountains as well as intersection paving, traffic circles, crosswalks, bike trails, median strips, container planters, and many other urban design elements.

Modern urban development is being asked to serve many purposes, such as meeting appealing aesthetic standards and environmental goals. They work with project engineers to apply “Low Impact Development” (LID) design techniques on our projects to reduce and treat runoff and therefore minimize impacts to adjacent rivers. Their designs are based on a sound and complete understanding of natural systems and processes, ensuring that projects are successful and sustainable. Foothill Associates designs follow guidelines as established by U.S. Green Building Council, federal and state ADA requirements,

American Society for Landscape Architects and associated state licensing organizations, and all local, regional and state codes.

Water conservation has been a central tenet of our design philosophy for many years, well before the advent of AB 1881 and Water Efficient Landscape Ordinances. They have extensive experience working with spray, low flow, and subsurface irrigation systems, combined with weather and moisture-sensing smart irrigation control. However, water conservation begins with the landscape design: choosing plants that require less water and designing areas that are easy to irrigate efficiently. Foothill Associates specialize in the use of drought tolerant and native California plants. Because of this experience, along with a studied familiarity of the local climate and conditions in the Sacramento Valley, they can ensure high-quality, relevant design.

Foothill Associates have done several unique streetscape projects in the last few years, such as the recently completed phase I and II improvements to **Auburn’s High Street and Lincoln Way**, which utilized LID swales, a public plaza, outdoor dining areas and low water use plantings in a “Complete Streets” design to revitalize downtown. We are also currently working with the City of Citrus Heights on a Complete Streets project along **Sunrise Boulevard** which will provide a safer environment for pedestrians, bicyclists, and vehicles and includes additional landscaping and LID swales.

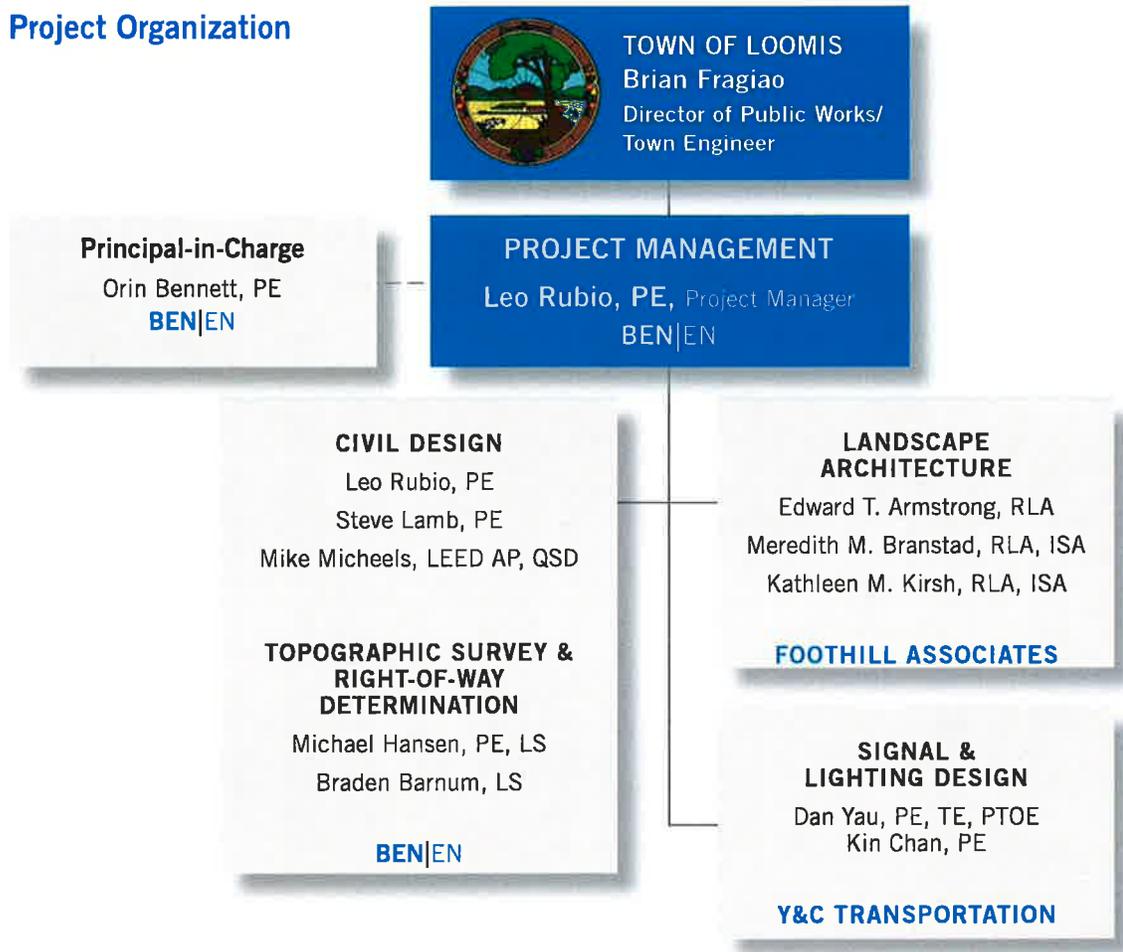
Y&C Transportation Consultants

Y&C is a Sacramento-based transportation consulting firm specializing in traffic and electrical engineering design. Y&C is an Disadvantaged Business Enterprise (DBE) #28989, certified by Caltrans. Since its establishment in 1997, the staff of Y&C has completed more than 600 traffic/electrical engineering projects in over 100 jurisdictions. Many of these projects involved state funding.

The quality of Y&C’s traffic engineering design is evidenced by more than two dozen award-winning projects, which received awards from ASCE, APWA, ACEC, CMAA, SACOG, Caltrans, and CTF. Y&C is equipped with lighting analysis and design software/tools such as Aladan, AGI and VISUAL, which will help to prepare accurate lighting design in a timely and cost effective manner.

PROPOSAL

Project Organization



BEN|EN Team Commitment

We pride ourselves in providing “extension of staff” services, committing to long-term consulting partnerships with public agency clients. It is very important for us to maintain a size that effectively serves our clients as Trusted Engineering Advisors. As Principal-in-Charge, Orin Bennett, PE will assure appropriate staff are committed to the projects, and he is always available to the Town to discuss any issues or concerns that might arise.

BEN|EN is structured upon a business philosophy of manageable corporate growth. Low staff turnover is key. This is accomplished by limiting staff size while maintaining extremely experienced and technically sound civil engineers and surveyors, allowing the firm to be flexible and responsive to client demands with staff members that maintain a high degree of responsibility.

The project team members were selected because of our successful partnering history. Subconsultant

firms who specialize in single-focus engineering specialties have a vested interest in providing the best value and service to our clients. Their commitment is demonstrated by their consistent flexibility and responsiveness to our clients and projects.

It is not uncommon for this team to work longer work days or on weekends to complete tasks if our clients desire expedited schedules, especially to meet funding delivery dates, as an example.

The Town desires a project team that is committed to the project, despite other demands made on staff. The Town can rest easy knowing that the proposed project team is highly committed to seeing this project through to completion.

It is our goal as a consultant to work closely with Town staff early on in the project to coordinate design elements that may impose delays. These elements may include utility relocations, coordinated efforts with the Town for roadway and driveway closure concepts, and project phasing during construction.

PROPOSAL

As a consultant and trusted engineering advisor we view ourselves as an extension of staff with the ultimate goal of producing design documents that are constructible and meet the Town's standards.

Summary of Key Staff

BEN|EN

A firm strength is principal involvement throughout the project.

Orin Bennett, PE, will oversee the project as **Principal-in-Charge**. He is always available to the Town to discuss any unresolved project issues or concerns that might arise. Orin has more than 40 years of civil engineering experience and has led the Roseville office since 1995 serving primarily public agency clients. As a hands-on principal, he has performed quality control/quality assurance and map checking on numerous roadway projects.



Leo Rubio, PE, will serve as **Project Manager**, key point of contact, and will work closely with the entire project team to assure the soundness and constructability of the design. He has 18 years of civil engineering experience, including 12 years at Caltrans. All contact with the Town will be orchestrated through Leo to ensure that there is consistency and continuity with the project information and direction being given through one source.



Because of Leo's extensive roadway improvement experience, and the fact that he maintains excellent working relationships with client and project team staff, Leo has a track record of efficiently keeping projects on schedule and within budget. He also has a strong understanding of the **state and federal funding and grant process** and has been assisting local agencies on a variety of projects funded by state and federal funds. Leo Rubio assisted the on the Hutchison Drive Improvement East project to manage the process and successfully keep the project on-track to secure funding.

Leo was the Project Manager for several recent projects that are very similar to the proposed project. They include the **Auburn UDA Streetscape, City of Citrus Heights Complete Streets-Phase 1, UC Davis Hutchison Corridor East Improvements, City of**

Rancho Cordova White Rock Sidewalk Improvements, Placer County Highway 49 Streetscape, and the City of Sacramento Del Paso Boulevard Streetscape projects. Work included environmental coordination, drainage improvements, sidewalk improvements, re-stripping, traffic signal modification, pavement rehabilitation, and utility and right-of-way considerations.

Steve Lamb, PE, will serve as **Project Engineer** and has more than 13 years of experience in engineering and construction. He has assisted with the preparation of plans, specifications, and estimates for numerous roadway projects, many very similar to the Loomis Town Center project. Steve is a valued project team member, and provides design plans, specifications, and estimates, alternatives analyses and technical reports, utility coordination, roadway, sidewalk and parking lot design, site, grading and drainage plans, stormwater and sewer infrastructure design, low impact design (LID) components dealing with storm water treatment, paving and overlay, ADA accessibility alterations, and construction administration. Recent projects include the **Highway 49 Streetscape project in Placer County, UC Davis Old Davis Road Extension project, and the Sunrise Boulevard Complete Streets project in Citrus Heights.**



Mike Micheels, QSD, will serve as **Senior Designer** and will assist Leo and Steve with the preparation of the design plans, assuring consistency with Town Standards, and completeness of the project plans. Mike has over 34 years of project management and design experience throughout California. He has been the senior designer on numerous roadway projects most recently on the **Sunrise Boulevard Streetscape Phase 1 and Phase 3, UCD Hutchison Corridor Improvements East, Del Paso Blvd. Streetscape, and the Highway 49 Beautification.** Mike's ownership approach to his projects, along with his commitment to responsiveness, and attention to detailed grading and conformance to existing conditions has allowed him to develop and maintain long-term working relationships with local jurisdictions, developers and contractors. Mike is also a LEED-Accredited Professional and a Qualified SWPPP Developer (QSD).



PROPOSAL

Michael Hansen, PE, LS, will serve as **Senior Land Surveyor** and provide the topographic survey, existing utility identification, and right-of-way identification. Michael is a registered civil engineer and licensed land surveyor with 25 years of civil engineering, land surveying, right-of-way and utility identification, and construction experience. His hands-on experience in each of these disciplines gives him a unique set of skills that provide a distinct advantage to his clients.



Michael has experience in all survey disciplines. He has personally provided surveying services for over 200 projects and is capable of surveying any project type or size. He also uses his knowledge of civil engineering and construction to be more effective during the design process and overcome issues discovered during construction.

Braden Barnum, LS, will serve as **Project Surveyor** and assist with providing the survey deliverables. Braden is a licensed land surveyor with 10 years of office and field survey experience. He performs all aspects of land surveying including boundary surveys, topographic surveys, right-of-way and utility identification, ALTA/ACSM Land Title surveys, legal descriptions and exhibits, tentative maps, parcel maps, record of surveys, and construction staking. He has performed research and recorded documents in most Northern California jurisdictions and is familiar with their requirements.



FOOTHILL ASSOCIATES KEY STAFF

Meredith M. Branstad, RLA, ISA will service as **Landscape Architecture Project Manager** with a background in both landscape architecture and wildlife biology. Her professional interests include recreation planning and park design, landscape restoration, conservation, tree surveys and assessment and public education. Her professional experience includes recreation planning, construction document preparation for parks, bike trails, streetscapes, open space, and model homes, construction coordination, tree surveys, assessments, and construction monitoring, wetland assessments,



and regulatory permit applications. Meredith also has experience with residential landscape design and maintenance, curriculum development, and wildlife monitoring of reptiles, amphibians, and raptors. Her recent streetscape projects include **Sunrise Boulevard Complete Streets Phase 1, for the City of Citrus Heights and the Auburn UDA Streetscape Master Plan for the Auburn Urban Development Authority.**

Edward T. Armstrong, RLA, a **Landscape Architect**, specializes in natural systems planning, restoration, and application of technology to land planning issues. He has 14 years of experience in planning and design for watershed and creek systems; wetland, stream and riparian restoration projects; and regional parks, trails and open space systems, with a focus on enhancing public use while preserving and restoring natural habitat. He also has extensive experience in application of CAD, GIS and 3D modeling to visualization of landscape systems for resource analysis and impact assessment and ten years experience in systems engineering for satellite and computer networks. His recent streetscape projects include **Sunrise Boulevard Complete Streets Phase 1, for the City of Citrus Heights and Anatolia I/II Streetscapes, in Rancho Cordova**



Kathleen M. Kirsh, RLA, ISA is a **Landscape Architect** who specializes in parks, trails, recreation, and open space planning and design at the regional, local, and site scales. She has worked on all phases of project planning and design including site assessment, conceptual design, planting plans, grading, construction drawings, implementation, cost estimating, phasing, community surveys, workshop facilitation, and operations and maintenance strategies. She also has extensive experience with natural resource assessment, watershed management, ecological planning, design and restoration, and the use of computers and Geographic Information Systems (GIS) for environmental analysis and characterization. Her experience includes considerable contact with federal, state, and local regulatory agencies as well as private public interest groups, landowners, and tribes. Her recent experience includes the **Auburn UDA Streetscape Master Plan for the Auburn Urban Development Authority.**



PROPOSAL

Y&C TRANSPORTATION CONSULTANTS KEY STAFF

Dan Yau, PE, TE, PTOE, will serve as **Traffic Signal and Lighting Task Leader** for this project. Dan is a licensed Civil and Traffic Engineer with more than 28 years of experience in traffic/electrical engineering. He is also a Professional Traffic Operation Engineer (PTOE) certified by the Institute of Transportation Engineers. He has completed plans, specifications, and



estimates for more than 500 traffic signals in over 100 jurisdictions.

Kin Chan, PE, will serve as **Traffic Signal Design Engineer** for this project and will assist Dan Yau in preparing traffic signal PS&E. Kin is a licensed Civil Engineer in California with 21 years of experience in traffic/electrical engineering. He has completed PS&E for more than 400 traffic signals in numerous jurisdictions.



	PROPOSED STAFF	EDUCATION	LICENSURE/CERTIFICATION
BEN EN	Orin Bennett, PE	Graduate Studies, Environmental Engineering, California State University, Sacramento, 1973 B.S., Civil Engineering, California State University, Sacramento, 1971	Civil Engineer, CA License #25169 Civil Engineer, OR License #10404
	Leo Rubio, PE	B.S., Civil Engineering, California State University, Sacramento, 1993	Civil Engineer, CA License #56895
	Steve Lamb, PE	B.S., Civil Engineering, California State University, Sacramento, 2003	Civil Engineer, CA License #76422
	Mike Micheels, LEED® AP, QSP, QSD, CESSWI, CPESC	A.A., Drafting, American River College, 1978	QSD/QSP Certification #20717, #00032 LEED® AP CPESC Certification #6405
	Mike Hansen, PE, PLS	B.S., Civil Engineering, San Diego State University, 1987	Licensed Land Surveyor, CA License #6947
	Braden Barnum, LS	B.A., Economics, California State University, Sacramento, 2003	Licensed Land Surveyor, CA License #8507
FOOTHILL	Edward T. Armstrong, RLA	Master of Landscape Architecture, University of Oregon, Eugene, 1995 Bachelor of Landscape Architecture, University of Oregon, Eugene, 1994	Landscape Architect, CA License #4870 OR License #717
	Meredith M. Branstad, RLA, ISA	Bachelor's of Science (Highest Honors) in Landscape Architecture, University of California, Davis, 2002 Bachelor's of Science (Highest Honors) in Wildlife, Fish, and Conservation Biology, University of California, Davis, 2002	Landscape Architect, CA License # 5122 NV License #803 ISA Certified Arborist #WE 6727A California Department of Fish and Game (CDFG) Scientific Collecting Permit SC-10824
	Kathleen M. Kirsh, RLA, ISA	Master of Landscape Architecture, University of Oregon, Eugene Bachelor of Landscape Architecture, University of Oregon, Eugene	Landscape Architect, CA License #4362 Certified Arborist #WC-5137
Y&C	Dan Yau, PE, TE, PTOE	M.S., Transportation Engineering, University of California, Berkeley, 1984 B.S., Civil Engineering, California State University, Fresno, 1983	Civil Engineer, CA License #44611 Traffic Engineer, CA License #1471 ITE Traffic Operations Engineer, #211
	Kin Chan, PE	M.S., Transportation Engineering, San Jose State University, 1994 B.S., Civil Engineering, San Jose State University, 1991	Civil Engineer, CA License #55391

PROJECT EXPERIENCE

Auburn UDA Streetscape Road Design



Location ▶ Auburn, CA
Const. Cost ▶ \$2,300,000
Dates ▶ 2007-2010

Client ▶ City of Auburn
Reference ▶ Kate Kirsh, Foothill Associates
Contact Info ▶ 916.435.1202 | kkirsh@foothil.com

Key Staff ▶ Orin Bennett, PE | Leo Rubio, PE | Brandon Michel (CADD) | **Foothill:** Meredith Branstad
Key Features ▶ Streetscape Project | Public Outreach | Historic Neighborhood
Services ▶ Conceptual Master Plan, Phasing Plan and Cost Estimate | Surveying | Rule 20A Coordination | Utility Coordination | Coordination with Business and Property Owners

Project Description: BEN|EN worked with Foothill Associates and the City of Auburn's Urban Development Authority (UDA) to design a streetscape corridor connecting the City of Auburn's historic Old Town with its Downtown business district and coordinated with Caltrans for the relinquishment of Highway 49 through City limits. Foothill Associates coordinated an extensive traffic analysis and a roundabout evaluation.

BEN|EN performed a civil engineering review of the master plan to ensure safe vehicle passage and street functionality. Surveying services included researching record drawings, and obtaining control information used for aerial base mapping to prepare a topographic base map. BEN|EN performed a ground-level survey, including all site features, and coordinated potholing efforts. A phasing plan and cost estimate was developed for the project. BEN|EN assisted with the utility relocations for the project. We developed the construction documents, including demolition plans, layout plans, grading, utility including a water pipeline replacement for PCWA, drainage plans, construction details for curb and gutter, sidewalks, vehicular islands, and asphalt concrete work.

Challenges | Solutions: In many areas, right-of-way was limited and issues relating to parking, business visibility, and pedestrian access were prevalent. The team participated in three Community Advisory Committee meetings at City Hall to elicit comments from business leaders and community stakeholders.



Project Similarities

- ▶ *ADA Improvements*
- ▶ *Conformation to existing roadways*
- ▶ *Provided access for pedestrian, bike and bus traffic*
- ▶ *Landscape enhancements*
- ▶ *Intersection reconfiguration including striping*
- ▶ *Utility coordination and relocations*
- ▶ *Transit coordination*
- ▶ *New lighting*

PROJECT EXPERIENCE

Sunrise Boulevard Complete Streets, Phase 1

Streetscape Enhancement



Location ▶ Citrus Heights, CA
Construction Cost ▶ \$4,500,000
Dates ▶ 2010-present

Client ▶ City of Citrus Heights
Reference ▶ Stuart Hodgkins
Contact Info ▶ 916.727.4730 | shodgkins@citrusheights.net

Key Staff ▶ **BEN|EN**: Leo Rubio, Steve Lamb, Mike Micheels | **Foothill**: Meredith Branstad | **Y&C**: Dan Yau, Kin Chan

Key Features ▶ Safety Enhancement Project | ADA-compliant Curbs & Sidewalks | Signal Upgrades | Storm Drain Improvements | Median & Landscape Improvements | Existing Street Lighting System Evaluation | Roadway Realignment

Services ▶ Civil Engineering Design | Surveying | Landscape Architecture | Electrical Design | Utility Coordination | Traffic Signal Upgrades

Project Description: This project spans from the Roseville/Citrus Heights City limits to Oak Avenue on Sunrise Boulevard. The project will be completed in two phases: Phase 1, from Oak Avenue to Antelope Road, will be constructed first (fiscal year 2011-2012), and Phase 3, from Antelope Road to the Roseville/Citrus Heights City limits, will be constructed in fiscal year 2013-2014.

In an effort to increase bicycle and pedestrian mobility, including connectivity and access to transit, residential areas and neighborhood shopping, we provided design for the reconstruction of curb and gutter, fully ADA-compliant sidewalks, storm drain improvements, stamped asphalt crosswalks, traffic signal upgrades, detection loops, striping, signage, and a full-width AC overlay after minor reconstruction of failed pavement sections.

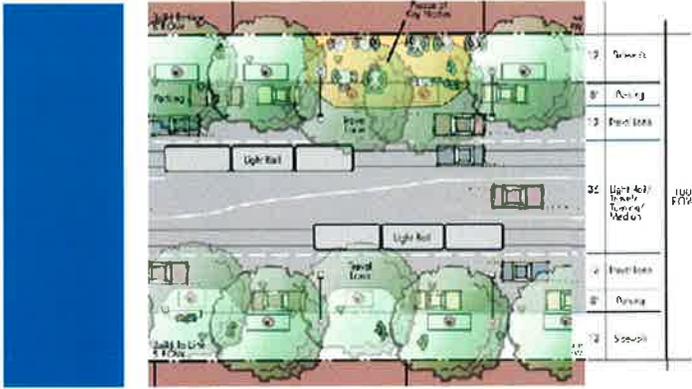
Challenges | Solutions: This project had some challenges that were addressed during the design process. The most critical challenges included right-of-way and utility constraints, and operating under an expedited time frame. To address these constraints, the design included minimizing utility impacts, narrowing the travel lanes and left/right turn pocket widths in order to accommodate a new 6-foot bicycle lane which allows the improvements to stay within the right-of-way for the half-mile segment of Phase 1.

Project Similarities

- ▶ Roadway realignment
- ▶ ADA improvements at intersections, pedestrian refuge islands, and pedestrian push buttons
- ▶ Intersection reconfiguration including restriping to accommodate new turn and bicycle lanes
- ▶ Traffic signal modifications, upgrading detector loops to current standards
- ▶ Median improvements
- ▶ Pavement rehabilitation
- ▶ Utility coordination and relocations
- ▶ Federal funding

PROJECT EXPERIENCE

Del Paso Boulevard Streetscape Streetscape Enhancement



Location ▶ Sacramento, CA
Construction Cost ▶ \$2,500,000
Dates ▶ 2008-2011

Client ▶ City of Sacramento
Reference ▶ Matt Johns, Project Manager
Contact Info ▶ 916.808.5760 | mjohns@cityofsacramento.org

Key Staff ▶ **BEN|EN**: Leo Rubio, Steve Lamb, Mike Micheels
Key Features ▶ Streetscape Enhancement | Regional Transit Corridor | Roadway Realignment
Services Cost Estimating | Civil Design | Topo Base Mapping | Control Survey | Traffic & Electrical Design | Interconnect Design | Utility Coordination | Public Outreach

Project Description: Along a half mile segment of Del Paso Blvd between SR160 and Arden Way, the project aims to enhance the residential and commercial areas, encourage transit oriented development and increase bicycle and pedestrian movement in the area. The City of Sacramento DOT prepared the North East Line Study in 2007 (a long-range, urban design/streetscape plan and infrastructure needs analysis which included the creation of an overall vision of the Regional Transit [RT] corridor). Items of work included signalization of Del Paso Blvd/Colfax Street/Southgate Road intersection, enhancement of the Globe Avenue RT Station, lane drop at the vicinity of Barstow Street, and overall enhancements to the corridor streetscape.

Challenges | Solutions: The project had several challenging issues and constraints to address during design such as right-of-way and utility constraints, and ADA access. We improved pedestrian crossings along Del Paso Blvd, incorporated bulb-outs to shorten the crossing length and coordinated signal timing with RT light rail which runs along the corridor.

In addition, **BEN|EN** coordinated with the City of Sacramento, SHRA, Caltrans, Regional Transit, landowners, several sub-consultants, and utility purveyors to ensure the project's success. Also, adjacent neighborhoods believed the project would increase the number of vehicles entering their community and were initially opposed to the project traffic signal improvements. **BEN|EN** worked with the traffic subconsultant and the City to prepare a traffic study that addressed these concerns.

- Project Similarities**
- ▶ ADA improvements
 - ▶ Curb returns
 - ▶ Landscape enhancements
 - ▶ Intersection reconfiguration including striping
 - ▶ Utility coordination and relocations
 - ▶ Transit coordination
 - ▶ Conformation to existing roadways
 - ▶ New lighting
 - ▶ Traffic signal upgrades
 - ▶ Interconnect

PROJECT EXPERIENCE

Highway 49 Beautification

Roadway and Streetscape Enhancement Project



Location ▶ Auburn, CA
Project Cost ▶ \$1,150,000
Dates ▶ 2010-2011

Client ▶ Placer County Redevelopment Agency
Reference ▶ Candace Rousselet
Contact Info ▶ 530.745.3150 | CRoussel@placer.ca.gov

Key Staff ▶ **BEN|EN**: Orin Bennett, PE | Leo Rubio, PE | Mike Micheels, LEED API **Foothill**: Meredith
Key Features Branstad | **Y&C**: Dan Yau
Services ▶ Safety Enhancement Project | ADA-compliant Curbs & Sidewalks | Signal Upgrades
▶ Civil Engineering Design | Project Management | Surveying | Landscape Architecture |
Electrical Design | Right-of-Way Coordination | Public Outreach Assistance | Conformance to
Existing Road Improvements

Project Description: The vision of the project is to create a unique identity for the North Auburn area, and simultaneously increase the safety of pedestrian and bicycle travel and attractiveness of the area for residents and businesses. The project team worked with Placer County Redevelopment Agency (PCRA) staff, Placer County staff and Caltrans to produce a design along a one-mile segment of the corridor that fulfills the goals and vision of the project, and meets Caltrans standards for design and safety.

BEN|EN provided civil design and production of PS&E package. Project elements included pedestrian, bicycle, and public transit facilities, and a **meandering detached pedestrian path**. The design included installing a 40-foot pedestrian bridge, and retaining walls. We coordinated with utility purveyors for utility relocations following the Caltrans process, and provided storm drainage design.

Challenges | Solutions: Utility Relocations: Personally met with utility companies in the field to identify potential conflicts and discuss possible relocation or avoidance options to help expedite the utility relocation process. Easements: Early communication with Caltrans and adjacent property owners helped verify the location of the right-of-way so that PCRA could identify necessary easements needed for the project.

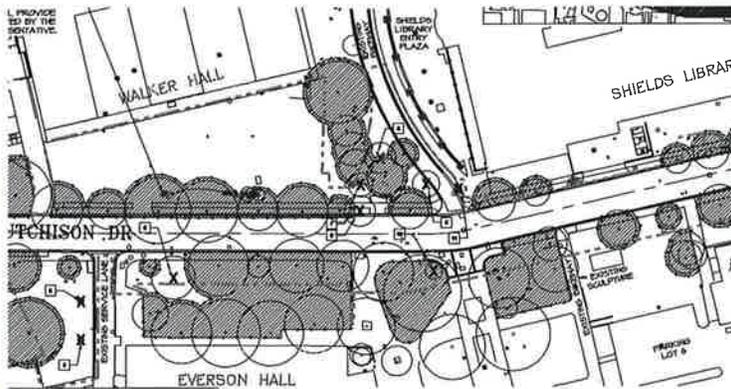
Project Similarities

- ▶ *Community improvements*
- ▶ *ADA improvements*
- ▶ *Intersection upgrades*
- ▶ *Utility coordination*
- ▶ *Landscape enhancement*
- ▶ *Public outreach*

PROJECT EXPERIENCE

Hutchison Corridor Improvements East, UC Davis

Roadway and Streetscape Enhancement Project



Location ▶ Davis, CA
Project Cost ▶ \$2,500,000
Dates ▶ 2011-Present

Client ▶ University of California, Davis
Reference ▶ Jason R. Magness, PE
Contact Info ▶ 530.754.1105 | jrmagness@ucdavis.edu

Key Staff ▶ **BEN|EN:** Orin Bennett | Leo Rubio | Mike Micheels | **Y&C:** Dan Yau
Key Features ▶ Streetscape Enhancement | Roadway Widening and Realignment | Storm Drainage | Landscape and Pedestrian Walkways
Services ▶ Cost Estimating | Civil Design | Topographic Base Mapping | Control Survey | Traffic & Electrical Design | Utility Coordination

Project Description: The Hutchison Corridor Improvements East project includes road, pedestrian corridors, bikeway and landscaping improvements in the core campus along Hutchison Drive. The project replaces the aged roadway and a section of stormwater piping; modifies the lighting with energy efficient fixtures and enhances the pedestrian corridors, bikeway and landscape to improve the transit routing by reducing conflicts between buses, pedestrians and bicycles.

Challenges | Solutions: The project is funded by several sources including federal funds that require additional coordination with Caltrans and other state agencies. With a fixed construction budget, the team was challenged to come up with alternatives and phase the project to align with available funds. Close coordination between landscape and civil improvements was required to ensure competing elements were incorporated into the project. We were able to move forward with a design that satisfied all stakeholders' needs. The project was awarded at four percent under the \$2.5 million budget.

BEN|EN assisted UC Davis staff to complete the construction documents in September 2012 in order to meet the funding constraints and secure federal funding.



Project Similarities

- ▶ Community improvements
- ▶ Utility coordination and relocations
- ▶ Roadway improvements
- ▶ Sidewalks
- ▶ New trees
- ▶ Landscape enhancements
- ▶ Transit coordination
- ▶ New lighting
- ▶ Circulation
- ▶ Programming

PROJECT EXPERIENCE

UC Davis, Old Davis Road Extension Roadway Extension



<i>Location</i>	▶ Davis, CA	<i>Client</i>	▶ University of California, Davis
<i>Const. Cost</i>	▶ \$1,800,000	<i>Reference</i>	▶ Maryanne Ranasinghe, Project Manager, UCD
<i>Dates</i>	▶ 2011-2012	<i>Contact Info</i>	▶ 530.754.1062 msranasinghe@ucdavis.edu
<i>Key Staff</i>	▶ Orin Bennett, PE Leo Rubio, PE Steve Lamb, PE Mike Micheels, LEED AP, QSD Brandon Michel, CADD Y&C : Dan Yau		
<i>Key Features Services</i>	▶ Roadway Extension Intersection Redesign Bikeway, Parking, and Landscape Improvements Pedestrian Improvements Roadway Realignment Street Lighting ▶ Civil Engineering Project Management Bidding Assistance Construction Assistance Utility Coordination		

Project Description: **BEN|EN** The project includes an extension of a major entry road to the campus, roadway restoration, pedestrian corridors, bikeway, parking, drainage and landscaping improvements for Old Davis Road and Arboretum Drive in the south entrance area to the campus. Project design included converting Arboretum Drive from a multi-purpose vehicular, bicycle and pedestrian roadway to a bicycle and pedestrian use only. The project also included redesigning two intersections (Arboretum Drive at Mrak Hall Drive and Arboretum Drive at Old Davis Road) to improve safety by reducing conflicts between pedestrian, bicycle and vehicular traffic.

Challenges | Solutions: The timing of the construction for the project would potentially have access and parking impacts to students and faculty during semester sessions. **BEN|EN** worked closely with the University to develop a phasing strategy that would provide continuous access and parking during construction to satisfy the needs of the various Departments, and without an impact to the project budget. The project was awarded and came in approximately 11 percent under the engineer's estimate of \$2,000,000.



Project Similarities

- ▶ *New sidewalks*
- ▶ *ADA improvements*
- ▶ *Arboretum improvements*
- ▶ *Roadway improvements*
- ▶ *Bikeway improvements*
- ▶ *Parking lot improvements*
- ▶ *Landscape enhancements*
- ▶ *New lighting*
- ▶ *Water quality features*
- ▶ *Utility coordination*

PROPOSAL

Foothill Associates

Landscape Architecture



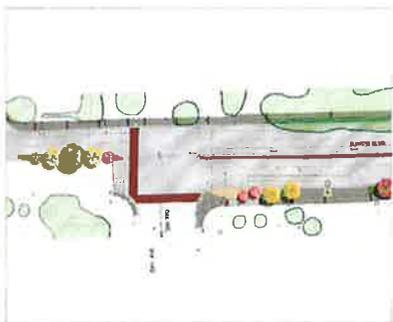
Auburn UDA Streetscape Auburn, CA

Reference: Bernie Schroeder,
Engineering Division Manager,
City of Auburn, 1225 Lincoln
Way, Auburn, (530) 823-4211

Key Staff: Meredith Branstad,
Kate Kirsh

Project Description: Foothill Associates worked with the Auburn Urban Development Authority to prepare the Auburn UDA Streetscape Master Plan. The Master Plan links the City of Auburn's historic Old Town with its Downtown business district. Since State Route 49 ran through the downtown district, much coordination took place with Caltrans to secure the relinquishment of the right of way to the City. Foothill facilitated three Community Advisory Committee meetings to elicit comments from community stakeholders and establish the design vocabulary.

Multiple visual simulations were prepared to illustrate potential revitalization concepts. Foothill Associates coordinated with PG&E, AT&T, and Wave Broadband to implement Rule 20A funding and undergrounding within the corridor. The project includes intersection design, parking realignment, introduction of planter spaces and bulb-outs, stormwater infiltration/attenuation features, community gateway and signage design, sidewalk café design, fountain design, and furnishing selection. Foothill Associates prepared construction documents and provided bid assistance and construction monitoring. Construction of Phase I was completed in February 2010 and construction of Phase II in March 2012.



Sunrise Boulevard Complete Streets, Phase 1 and 3 Citrus Heights, CA

Reference: Stuart Hodgkins,
Principal Civil Engineer, City of
Citrus Heights, 6237 Fountain
Square Drive, Citrus Heights, CA
95621, (916) 727-4770

Key Staff: Meredith Branstad, Ed
Armstrong

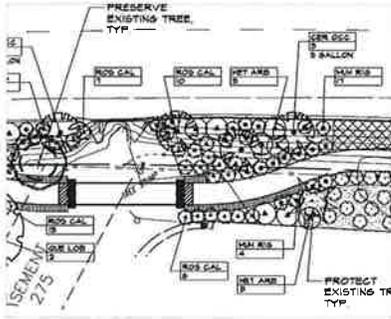
Project Description: Foothill Associates is providing landscape design and environmental review services for the City of Citrus Height's Sunrise Boulevard Complete Streets Phase 1 and 3 projects. Improvements proposed by the City will modernize this major arterial street and create a safer environment for pedestrians, bicyclists, and vehicles. The project included stormwater treatment swales, new and retrofitted medians, decorative sidewalk paving, and stamped, colored asphalt crosswalks and median turn lanes.

Foothill Associate's arborists surveyed all trees in or overhanging the right-of-way of Sunrise Boulevard and assessed potential impacts to the trees, as well as potential nesting birds from proposed street improvements. Foothill Associates prepared the June 2, 2011 CEQA Categorical Exemption on behalf of the City, and as well as the Preliminary Environmental Study in support of the NEPA Categorical Exclusion issued by Caltrans for Phase 1 improvements. Foothill Associates acted as liaison, providing supporting documentation and coordination as relevant to the proposed project throughout the Caltrans environmental review process. Phase 3 Environmental Compliance documentation is currently in-progress.

PROPOSAL

Foothill Associates

Landscape Architecture



Project Description: Foothill Associates prepared construction documents for the first phase of the Highway 49 Streetscape Improvements. The focus of this project is to provide a universal access route to the many businesses along this busy four-lane highway. The project included installing a wide, separated sidewalk along Highway 49, creating rest areas with benches and locations for interpretive signs, creating pedestrian connections to shopping centers, and installing street trees and landscaping to provide shade and pedestrian scale to the new walkways. Many of the proposed improvements were in the highway right-of-way, requiring integration of Caltrans safety and maintenance requirements into the landscape plan. A key facet of this project was coordination with the many property owners and tenants, who will be responsible for landscape maintenance, particularly in regards to irrigation water connections.

Highway 49 Streetscape

Auburn, CA

Reference: Candace Rousselet,
Placer County, (530) 745-3177

Key Staff: Meredith Branstad



Anatolia I-II Sunrise/Douglas Streetscape

Rancho Cordova, CA

Reference: Paul Leones, AKT
Development Corporation, 7700
College Town Drive, Suite 101,
Sacramento, CA 95826, (916)
383-2500

Key Staff: Meredith Branstad, Ed
Armstrong

Project Description: Foothill Associates designed and produced landscape construction drawings for this extensive 5.92-acre streetscape bordering a new planned community in Rancho Cordova. Plans included a major gateway into the community and to the community clubhouse. The landscape improvement plans were prepared in conformance with Sacramento County standards, and include the use of traditional landscape plants artfully combined with drought-adapted and native California plants to balance the plant palette, complement the adjacent land uses, and accommodate client needs. Planting and irrigation plans were completed for this streetscape, as well as the construction design for entry monuments at key corners of the development and columns accenting the adjacent walls. Challenges include the expansion of Sunrise Boulevard's existing 2 lanes up to 6 lanes and new medians and a redesign of detached meandering sidewalk to make it more pedestrian friendly.

Y&C Transportation Consultants, Inc.

Traffic Engineering and Signal Design Experience



Sunrise Boulevard Complete Streets, Phase 1 and 3
Citrus Heights, CA

Project Description: This project was to reconstruct sidewalks and curb ramps, construct landscaped median, install bike lanes, narrow travel way at some locations, and overlay existing pavement on Sunrise Boulevard between Oak Avenue and Twin Oaks Avenue. The total length of the project is approximate 1.1 miles. Y&C served as the traffic subconsultant on the design team and prepared PS&E for lighting, traffic signals, fiber optic signal interconnect system, CCTV, red light enforcement camera, and extinguishable message sign as part of the Sunrise Boulevard Complete Street Project.



Folsom Boulevard Streetscape, Phase 1, 2, and 3
Rancho Cordova, CA

Project Description: The project includes construction of sidewalks, curb ramps, and landscape on Folsom Boulevard from Rod Beaudry Road to Sunrise Boulevard Y&C served as the traffic engineer on the design teams and prepared PS&E for 18 traffic signals, a fiber optic signal interconnect, and decorative street lights with LED fixtures. The signal plan also included upgrading traffic signal equipment to current standards and replacing existing HPS safety lights at the signalized intersections with LED fixtures.



Hazel Ave Improvements, Phase 1
Sacramento County, CA

Project Description: Y&C served as the traffic subconsultant on the design team and prepared PS&E for traffic signal, fiber optic signal interconnect system, closed-circuit television (CCTV), bike path lighting and decorative street lighting for Hazel Avenue between US 50 and Curragh Downs Dr. The total length of the project was approximate 2.6 miles. The electrical PS&E also included ramp metering and freeway lighting for the westbound diagonal on-ramp at the US 50/Hazel Avenue Interchange. This project received the Transportation Project of the Year Award from American Public Works Association Sacramento Chapter in 2010.

PROPOSAL

Project Budget and Schedule Billing Rate Schedule

Our estimated budget and schedule reflect a thorough review of the requested scope of work and master plan and an initial challenges and opportunities analysis after spending time walking the project site. Our budget and schedule ensures the Town will receive the greatest value for their investment in the success of the Loomis Town Center project. We look forward to discussing our thoughts and learning more from you during the interview process.

TASK	ESTIMATED BUDGET (Dollars)	ESTIMATED SCHEDULE
Task 1- Engineering Support	\$13,900	3 Weeks
Task 2 - 60% Design, Draft Specifications and Cost Estimates	\$22,500	4 Weeks
Task 3 - 95% Design, Draft Specifications and Cost Estimates	\$19,000	4 Weeks
Task 4 - Final Design, Final Specifications and Cost Estimates	\$ 7,800	2 Weeks
Task 5 - Project Management	\$ 7,500	14 Weeks
Total	\$70,700	27 Weeks

OPTIONAL TASKS	ESTIMATED BUDGET (Dollars)
Task A - Utility Undergrounding/Relocation	\$13,200
Task B - Additional Public Outreach	\$ 3,500
Task C - Construction Inspection (Assumes six {6} site visits plus administration)	\$ 5,000
Task D - Funding (Per grant application)	\$ 2,500-3,500
Task E - Electrical and Street Lighting (Dependent on scope)	\$ 3,500-17,500
Task F - Additional Survey Services (Dependent on scope)	\$ 3,200-20,000

Rate Schedule

2012 Standard

Professional Staff	Hourly Rate	Professional Staff	Hourly Rate
Principal Engineer	\$165	Surveyor IV	\$144
Project Manager III	\$155	Surveyor III	\$136
Project Manager II	\$150	Surveyor II	\$128
Project Manager I	\$140	Surveyor I	\$113
Project Manager	\$125	Surveyor	\$100
Engineer IV	\$144	3-Man Survey Crew	\$235
Engineer III	\$136	2-Man Survey Crew	\$200
Engineer II	\$128	1-Man Survey Crew w/ Equipment	\$165
Engineer I	\$113	Inspector II	\$120
Engineer	\$100	Inspector I	\$108
Engineering Tech IV	\$113	Inspector	\$95
Engineering Tech III	\$107	Administrative	\$56
Engineering Tech II	\$95	Special Engineering Consultant	\$225
Engineering Tech I	\$80	Special Technical Consultant	\$140
Engineering Tech	\$70		

Additional Rate Information

- ▶ Direct expenses (including, but not limited to, mileage, reproduction, postage, online assessor mapping fees, etc.) & subconsultant costs will be billed at cost plus ten percent (10%).
- ▶ Standard hourly rates may not apply to a demand to perform work during an overtime period.
- ▶ Survey crew prevailing hourly rates are available upon request.
- ▶ Hourly rates include all compensation for wages, salary-related benefits, overhead, general office administration, and profit.
- ▶ Direct project administrative hours will be billed at the rate shown above.
- ▶ These rates are subject to change after 2012 with thirty (30) days written notice.

PROPOSAL

Insurance

Summary of Insurance Coverage

Bennett Engineering Services (**BEN|EN**) will continue to maintain insurance levels that meet the Town of Loomis' requirements. All policies are in effect from 01/01/2012 through 01/01/2013, and are renewed annually at existing levels. Upon request, the Town will be specifically named on the certificates.

COVERAGE	LIMITS OF LIABILITY	INSURANCE COMPANY	POLICY #
BEN EN			
General Liability	\$4,000,000 aggregate \$2,000,000 occurrence	Valley Forge Insurance Company	B2099771157
Workers Compensation	\$1,000,000 each accident	Transportation Insurance Company	WC2099771336
Professional Liability	\$2,000,000 aggregate \$1,000,000 occurrence	Hiscox Insurance Company	ANE104970210
Automobile Liability	\$1,000,000 combined single limit	Valley Forge Insurance Company	B2099771157
Excess Liability	\$1,000,000 aggregate \$1,000,000 occurrence	Continental Casualty Company	B2099772471
Foothill			
General Liability	\$2,000,000 aggregate \$1,000,000 occurrence	Endurance American Spec. Ins.	ECC101005411-03
Workers Compensation	\$1,000,000 each accident	Sentinel Insurance Co. Ltd.	57WECDE5471
Professional Liability	\$2,000,000 aggregate \$1,000,000 occurrence	Endurance American Spec. Ins.	ECC101005411-03
Automobile Liability	\$1,000,000 combined single limit	Prop & Cas Ins. Co. Hartford	57UECKM2634 SC
Excess Liability	\$1,000,000 aggregate \$1,000,000 occurrence	Endurance American Spec. Ins.	EXS101012731-01
Y&C			
General Liability	\$2,000,000 aggregate \$1,000,000 occurrence	Hartford Casualty Insurance Co.	57SBAAU4848
Workers Compensation	\$1,000,000 each accident	Sentinel Insurance Co. LTD	57WECDD7396
Professional Liability	\$2,000,000 aggregate \$2,000,000 occurrence	Travelers Casualty & Surety Co.	105612327
Automobile Liability	\$1,000,000 combined single limit	Property & Casualty Ins Co	57UECUP7751
Excess Liability	\$2,000,000 aggregate \$2,000,000 occurrence	Hartford Casualty Insurance Co.	57SBAAU4848

Key Staff Resumes

Included in this Appendix are the following key staff resumes:

Bennett Engineering Services

Orin Bennett, PE
Leo Rubio, PE
Steve Lamb, PE
Mike Micheels, LEED® AP, QSD, QSP

Foothill Associates

Edward T. Armstrong, RLA
Meredith Branstad, RLA, ISA
Kathleen M. Kirsh, RLA, ISA

*Y&C Transportation
Consultants*

Dan Yau, PE
Kin Chan, PE

TEAM RESUME



Orin N. Bennett, PE

Principal in Charge

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110
C 916.747.8634
obennett@ben-en.com

Experience

Orin Bennett is President of Bennett Engineering Services and has more than 40 years of experience as Project Director, Project Manager, and Project Engineer on public and private projects. He is responsible for all of the firm's engineering activities and assuring that appropriate staff are assigned to each project. He is a member of the Industrial Advisory Board of California State University, Sacramento, and he has served as president of many Sacramento area engineering organizations, including the American Public Works Association (APWA) and American Council of Engineering Companies of California (ACEC, formerly CELSOC).

Responsibilities include conceptual analysis, planning, technical studies, design, and quality assurance/quality control. His range of technical capabilities includes roadway design, water and wastewater pumping and pipeline systems, drainage systems studies and design. Mr. Bennett played an integral role in the planning and development of two projects which included roadway extensions: the Gladding Parkway Roadway Extension project, and the Highway 65 Lincoln Bypass for the City of Lincoln.

Education

Graduate Studies, Environmental Engineering, California State University, Sacramento, 1973
Bachelor of Science, Civil Engineering, CSU, Sacramento, 1971

Professional Registration

Civil Engineer, CA, License No. 25169, 1974
Civil Engineer, OR, License No. 10404, 1979

Professional Affiliations

American Water Works Association (AWWA)
American Society of Civil Engineers (ASCE)
American Public Works Assoc. (APWA)
Civil Engineers and Land Surveyors of California (CELSOC)
CSUS Industry Advisory Board

Project Experience

- ▶ *Old Davis Road Extension | University of California, Davis*
- ▶ *Hutchison Corridor Improvements East | University of California, Davis*
- ▶ *Gladding Parkway Roadway Extension | City of Lincoln*
- ▶ *Highway 65 Lincoln Bypass | City of Lincoln*
- ▶ *University of California Regents Expert Witness*
- ▶ *Del Paso Boulevard Streetscape | City of Sacramento*
- ▶ *Sunrise Boulevard Complete Streets | City of Citrus Heights*
- ▶ *Greenback Lane Improvements | County of Sacramento*
- ▶ *Broadway Street Improvements | City of Sacramento*
- ▶ *Interstate 80 / Sierra College Boulevard Interchange | City of Rocklin*
- ▶ *Roadway and Bus Turnout Improvements - Granite Dr, Rocklin Rd, Sunset Blvd. | City of Rocklin*

TEAM RESUME



Leo Rubio, PE

Project Manager

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110
C 916.397.4481
lrubio@ben-en.com

Experience

Leo Rubio has more than 18 years of engineering experience in roadway and transportation projects, including 12 years working for Caltrans. As a Project Manager and Design Senior Engineer, he has worked with cities, counties, local transportation planning agencies, local interest groups and land owners to resolve complicated issues on projects.

Leo was the Project Manager for several recent projects that are very similar to the proposed project. They include the **Auburn UDA Streetscape, City of Citrus Heights Complete Streets-Phase 1, UC Davis Hutchison Corridor East Improvements, City of Rancho Cordova White Rock Sidewalk Improvements, Placer County Highway 49 Streetscape, and the City of Sacramento Del Paso Boulevard Streetscape** projects. Work included environmental coordination, drainage improvements, sidewalk improvements, re-striping, traffic signal modification, pavement rehabilitation, and utility and right-of-way considerations.

His experience includes working with public agency clients such as the Cities of Davis, Sacramento, Auburn, Citrus Heights, Rancho Cordova, Lincoln, Woodland, and Rocklin; Yuba, Yolo and Placer Counties, as well as local transportation planning agencies such as SACOG, PCTPA, and WRCOG.

Education

BS, Civil Engineering, California State University, Sacramento, 1993

Professional Registration

Professional Civil Engineer, License No. 56895, 1997

Professional Affiliations

American Public Works Assoc. (APWA)
American Council of Engineering Companies (ACEC)

Project Experience

- ▶ *Auburn Urban Development Authority Streetscape | City of Auburn*
- ▶ *Auburn Hwy 49 Streetscape Design | Placer County Redevelopment Agency*
- ▶ *Sunrise Boulevard Complete Streets Improvements Project, Phase 1 and Phase 3 | City of Citrus Heights*
- ▶ *Del Paso Boulevard Streetscape Improvements | City of Sacramento*
- ▶ *Old Davis Road Extension | University of California, Davis*
- ▶ *Hutchison Corridor Improvements East | UC Davis*
- ▶ *Roadway and Bus Turnout Improvements - Granite Dr, Rocklin Rd, Sunset Blvd | City of Rocklin*
- ▶ *Gladding Parkway | City of Lincoln*
- ▶ *Hwy 20 Kibbe Road Improvements | County of Yuba*
- ▶ *Alternative Transportation Corridor Feasibility Study | Woodland-Davis-Yolo County*

TEAM RESUME



Steve Lamb, PE

Project Engineer

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110

slamb@ben-en.com

Experience

Steve Lamb has 13 years of engineering and construction experience. As a Project Engineer and Senior Designer, he has worked with private developer clients, large retail chains, various contractors, Cities, Counties, and land owners to resolve complex issues on projects of all sizes.

Steve designs projects and coordinates closely with all stakeholders and team members. His experience includes entitlements, site development, stormwater quality design, grading and drainage plans. Responsibilities include accessible site compliance, coordination with the client architect and jurisdictions, task management, delivering projects on time, completing projects within budget, and representing the owner throughout the construction process.

Steve is a valued project team member, and provides design plans, specifications, and estimates, alternatives analyses and technical reports, utility coordination, roadway and parking lot design, site, grading and drainage plans, stormwater and sewer infrastructure design, Low Impact Design components dealing with storm water treatment, paving and overlay, ADA accessibility alterations, and construction administration.

Education

Bachelor of Science, Civil Engineering, CSU, Sacramento, 2003

Professional Registration

Civil Engineer, CA, License No. 76422

Professional Affiliations

American Council of Engineering Companies (ACEC)
Real Estate and Construction Networking (RECON)

Project Experience

- ▶ *Sunrise Blvd Complete Streets, Phase 1 & 3 | City of Citrus Heights*
- ▶ *Old Davis Road Extension | University of California, Davis*
- ▶ *Hutchison Corridor Improvements East | University of California Davis*
- ▶ *WinCo Foods* | Cities of Reno (Nevada), Puyallup, Kent, Vancouver (Washington), Bakersfield, Fresno, Redding, Pomona, Vacaville, Orangevale, Lancaster (California)*
- ▶ *Universal Technical Institute Sacramento Design-Build* | City of Sacramento*
- ▶ *Home Depot Commercial Sites* | Cities of Inglewood, Palmdale, Lancaster, Covina, West Covina, Vallejo, San Francisco, Sunland, Glassell Park, and Bellflower, CA*
- ▶ *USA Properties Fund* | Sacramento County*
- ▶ *Jackson Rancheria (Miwok band of Native American Indians)* | City of Jackson*

**Work performed while at a previous firm.*

TEAM RESUME



Mike Micheels, LEED® AP, QSD, QSP

Senior Designer

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110
mmicheels@ben-en.com

Experience

Mike Micheels is a Project Manager/Senior Designer with more than 34 years of management and design experience throughout California. He has been the senior designer on numerous roadway projects most recently on the **Sunrise Boulevard Streetscape Phase 1 and Phase 3, UCD Hutchison Corridor Improvements East, Del Paso Blvd. Streetscape**, and the **Highway 49 Beautification**.

Mike's ownership approach to his projects, along with his commitment to responsiveness, and attention to detailed grading and conformance to existing conditions has allowed him to develop and maintain long-term working relationships with local jurisdictions, developers and contractors. Mike is also a LEED-Accredited Professional and a Qualified SWPPP Developer (QSD).

Education

AA, Drafting, American River College, 1978

Professional Registration

LEED® AP, California 2003

Certified Erosion, Sediment & Stormwater Inspector (CESSWI), Certification #1226) 2011

Certified Professional in Erosion and Sediment Control, (CPESC), Certification #6405, 2011

Certified State Qualified SWPPP Developer (QSD), Certification #20717, 2011

Certified State Qualified SWPPP Practitioner (QSP), Certification #00032, 2011

Professional Affiliations

United States Green Building Council (USGBC)

Project Experience

- ▶ *Sunrise Blvd. Complete Streets | Citrus Heights, CA*
- ▶ *Del Paso Blvd. Streetscape | Sacramento, CA*
- ▶ *Old Davis Road Extension | University of California, Davis*
- ▶ *Hutchison Corridor Improvements East | UC Davis*
- ▶ *North & East Quad Streetscape Improvements* | UC Davis*
- ▶ *Parking Lot Expansion for Multi-Modal Station | City of Rocklin*
- ▶ *Roadway and Bus Turnout Improvements at Granite Drive, Rocklin Road, and Sunset Blvd | City of Rocklin*
- ▶ *North Highlands Town Center | County of Sacramento*
- ▶ *Antelope Road Retail | County of Sacramento*
- ▶ *Barbara Morse Wackford Community Center & Aquatic Complex* | City of Elk Grove*

**Work performed while at a previous firm.*

TEAM RESUME



Michael Hansen, PE, LS

Senior Surveyor

1082 Sunrise Ave, Ste 100
Roseville, California
T 916.783.4100
F 916.783.4110

Experience

Michael Hansen has more than twenty years of hands-on experience surveying projects of various types and sizes. He is a registered civil engineer and licensed land surveyor. He has successfully completed surveying for more than 200 publicly-funded projects over the past five years. Mr. Hansen has personally performed boundary surveys, topographic surveys, ALTA surveys, and construction staking, and prepared legal descriptions and exhibits, tentative maps, parcel maps, record of surveys, and FEMA elevation certifications.

His recent project experience includes topographic surveys, boundary surveys, and construction staking for local public agency infrastructure projects. For the Recreation Park Loop Trail in Auburn, he provided construction surveying for grading and construction of trail, handicap ramps, and retaining walls. The project included topographic survey and design for major trail alignment revisions.

For the Old Davis Road Extension Arboretum ADA Path Project at UC Davis, Michael performed the topographic survey of Arboretum Drive and bike path to locate existing pavement, striping, evidence of underground utilities, all trees with a trunk larger than 4" in diameter, areas of dense brush, existing slopes, and spot elevations along the existing alignments.

Education

Bachelor of Science, Civil Engineering, San Diego State University, 1987

Professional Registration

Professional Civil Engineer, CA, License No. 49150
Licensed Land Surveyor, CA, License No. 6947

Previous Employers

GC Wallace of California
Benchmark Engineering
MCR Engineering
O'Dell Engineering
Thompson-Hysell Engineers

Project Experience

- ▶ *Douglas Road Bike Trail | Rancho Cordova, CA*
- ▶ *Old Davis Road Extension | UC Davis*
- ▶ *Sunrise Blvd Complete Streets Phase 3 | Citrus Heights, CA*
- ▶ *Recreation Park Loop Trail* | Auburn, CA*
- ▶ *Napa Park and Ride Facility* | Napa, CA*
- ▶ *LDS Church Winters Ward Site Expansion Survey | Woodland, CA*
- ▶ *Citrus Heights Water District 2012 Water Distribution System | Roseville, CA*
- ▶ *Folsom Dam Civil Maintenance Building* | Folsom, CA*
- ▶ *Truckee River Legacy Trail, Phase 3A* | Truckee, CA*
- ▶ *Lincoln/Penryn Waterline Phase 3* | Placer County, CA*
- ▶ *Whitney Ranch Aerial Topographic Mapping* | Rocklin, CA*
- ▶ *Provinces Backbone Infrastructure Improvements* | Los Banos, CA*

**Work performed while at previous firms*

TEAM RESUME



Braden Barnum, LS

Land Surveyor

1082 Sunrise Ave, Ste 100
Roseville, California 95661
T 916.783.4100
F 916.783.4110

Experience

Braden Barnum has more than 10 years of office and field survey experience. He performs all aspects of land surveying including boundary surveys, topographic surveys, ALTA/ACSM Land Title surveys, legal descriptions and exhibits, tentative maps, parcel maps, record of surveys, and construction staking. He has performed research and recorded documents in most of the local jurisdictions and is familiar with their requirements.

His recent project experience includes topographic surveys and boundary surveys for public agency and private developer clients such as the Port of Sacramento, State of California DMV, Aerojet, South San Joaquin Irrigation District, AutoZone, Mule Creek State Prison, and General Mills.

Education

BA, Economics, California State University Sacramento, 2003

Professional Registration

Licensed Land Surveyor, CA, License No. 8507

Project Experience

- ▶ *Douglas Road Bike Trail | Rancho Cordova, CA*
- ▶ *Old Davis Road Extension | UC Davis*
- ▶ *Sunrise Blvd Complete Streets Phase 3 | Citrus Heights, CA*
- ▶ *Port of Sacramento | West Sacramento, CA*
- ▶ *General Mills Plant | Lodi, CA*
- ▶ *State DMV offices | Sacramento, CA*
- ▶ *Aerojet | Rancho Cordova, CA*
- ▶ *Sacramento City Block Survey 7th & N to 8th & P | Sacramento, CA*
- ▶ *Ground Truth Survey | Santa Cruz & Watsonville, CA*
- ▶ *River Oaks Blvd | Plumas Lake, CA*
- ▶ *South San Joaquin Irrigation District | Lodi, CA*
- ▶ *AutoZone | Carmichael & Petaluma, CA*
- ▶ *Mule Creek State Prison | Ione, CA*
- ▶ *Marina Cover Drive | Sacramento, CA*



FOOTHILL ASSOCIATES

ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

Meredith M. Branstad, RLA, ISA, Principal Landscape Architect/Certified Arborist

Education

Bachelor's of Science (Highest Honors) in Landscape Architecture, University of California, Davis, 2002

Bachelor's of Science (Highest Honors) in Wildlife, Fish, and Conservation Biology, University of California, Davis, 2002

Registrations and Permits

Licensed Landscape Architect CA # 5122; NV #803

ISA Certified Arborist #WE 6727A

ESA Section 10(a)(1)(A) Permittee for Vernal Pool Shrimp, Permit # TE-810380-4

California Department of Fish and Game (CDFG) Scientific Collecting Permit SC-10824

Affiliations

President of the Sierra Chapter of the American Society of Landscape Architects

Experience

Foothill Associates, Landscape Architect/Certified Arborist

University of California, Davis, Student Assistant

Bureau of Reclamation, Park Ranger

Residential Landscape Design and Maintenance

Meredith Branstad is a Landscape Architect with a background in both landscape architecture and wildlife biology. Her professional interests include recreation planning and park design, landscape restoration, conservation, tree surveys and assessment and public education. Her professional experience includes recreation planning, construction document preparation for parks, bike trails, streetscapes, open space, and model homes, construction coordination, tree surveys, assessments, and construction monitoring, wetland assessments, and regulatory permit applications. Meredith also has experience with residential landscape design and maintenance, curriculum development, and wildlife monitoring of reptiles, amphibians, and raptors.

Representative Experience

Auburn UDA Streetscape Phase I and II, Auburn, CA. Meredith oversaw completion of construction documents for this urban revitalization streetscape project. She coordinated with numerous subcontractors to address agency-review comments and completed detailed construction details for custom art pedestals and a fire pit seating area. She provided construction administration services including submittal review, preparation of change orders, inspection, and preparation of as-built plans. Throughout the construction process she coordinated closely with the contractor and City staff at weekly construction meetings.

Sunrise Blvd. Complete Streets Phase 1 and 3, Citrus Heights, CA. Meredith prepared landscape construction documents to modernize this major arterial street and create a safer environment for pedestrians, bicyclists, and vehicles. The project included stormwater treatment swales, new and retrofitted medians, decorative sidewalk paving, and stamped, colored asphalt crosswalks and median turn lanes. She also surveyed all trees in or overhanging the right-of-way of Sunrise Boulevard and assessed potential impacts to the trees from proposed street improvements.

Highway 49 Streetscape, Auburn, CA. Meredith was project manager for preparing landscaping construction documents for the first phase of the Highway 49 Streetscape Improvements. The focus of this project is to provide a universal access route to the many businesses along this busy 4-lane highway. Many of the proposed improvements were in the highway right-of-way, requiring integration of CalTrans safety and maintenance requirements into the landscape plan.

Multi-Modal Parking Lot, Rocklin, CA. This project will double available parking at the multi-modal hub which serves rail and bus traffic as well as current and future commercial buildings in downtown Rocklin. Meredith led the landscape design team and also completed the wetland delineation and arborist survey of the site. In addition to preserving many heritage oak trees, the landscape design features stormwater treatment and infiltration swales and native and low-water use plants.



FOOTHILL ASSOCIATES

ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

Edward T. Armstrong, RLA, Principal Landscape Architect

Education

Master of Landscape Architecture,
University of Oregon, Eugene, 1995

Bachelor of Landscape Architecture,
University of Oregon, Eugene, 1994

Bachelor of Science (Physics),
University of California, Davis, 1985

Registrations and Affiliations

American Society of Landscape
Architects

Landscape Architect, California
License #4870; Oregon License #717

Experience

Foothill Associates, Manager of
Planning & Design

Design Workshop, GIS Project
Manager

Institute for a Sustainable
Environment, GIS Planner

Globalstar L.P., Sr. Systems
Engineer

Lockheed Technical Operations Co.,
Sr. Systems Engineer

Publications/Presentations

Ed Armstrong, *City of Auburn, A
Complete Street*. Presented at a
regional conference on Low Impact
Development in Loomis, CA.
October 2010.

Ed Armstrong, *Improving infiltration
and stormwater retention: Use of
permeable paving, cobbled swales, and
detention wetlands, River-Friendly
Landscaping Strategies for Parks*,
UC Davis Extension, January 2012.

Ed Armstrong specializes in natural systems planning, restoration, and application of technology to land planning issues. He has 14 years of experience in planning and design for watershed and creek systems; wetland, stream and riparian restoration projects; and regional parks, trails and open space systems, with a focus on enhancing public use while preserving and restoring natural habitat. He also has extensive experience in application of CAD, GIS and 3D modeling to visualization of landscape systems for resource analysis and impact assessment and ten years experience in systems engineering for satellite and computer networks.

Representative Experience

Sunrise Boulevard Complete Streets Phase 1, Citrus Heights, CA. Developed conceptual plans and construction documents for phase 1 of the improvement project. Landscaping included stormwater swales to collect and infiltrate runoff, median and landscape-buffer low-water use plantings, textured and colored paving at cross walks and for sidewalk accents, and smart irrigation control.

Anatolia I/II Streetscapes, Rancho Cordova, CA. Project manager and landscape architect for streetscapes for this new development. Project included supervision and mentoring of junior staff in design development, construction drawings and specifications for approximately 2 miles of streetscape.

Sundance Meadows Community Master Plan, Lincoln, CA. Assistant project manager for development of a community master plan for a 150 home development on 300 acres. Goals of the master plan included clustering of units on ½ acre lots to preserve open space around vernal pools and seasonal wetlands; creation of narrow, flush-curb streets with vegetated swales to capture, detain and convey stormwater above ground; and pedestrian pathways separated from the roads and integrated with the open space system.

Hidden Falls Regional Park, Auburn, CA. Developed Thematic Design Guidelines for the entire park, conceptual designs and construction documents for scenic overlook structure, and construction documents for bridge aesthetic enhancements. Also developed concepts for streambank restoration and an associated staging area and conducted alignment field studies for new hiking/equestrian trails.

Markham Ravine Nature Area, Lincoln, CA. Project manager for master plan and phase 1 construction documents for an open space trail system with Class I bike trails, riparian plantings, water quality improvements, a nature center, bridges and other amenities.

Rock Creek Restoration Feasibility Study, Auburn, CA. Project manager for detailed site assessments, creek realignment, riparian restoration, Class I trails, interpretive exhibits, and integration of a future commercial/residential complex.



FOOTHILL ASSOCIATES

ENVIRONMENTAL CONSULTING • PLANNING • LANDSCAPE ARCHITECTURE

Kathleen M. Kirsh, RLA, ISA
Vice President/Landscape Architect

Education

Master of Landscape Architecture,
University of Oregon, Eugene

Bachelor of Landscape Architecture,
University of Oregon, Eugene

Bachelor of Arts (Art History),
University of California at Santa
Barbara

Registrations and Certifications

California Landscape Architect,
License #4362

Certified Arborist #WC-5137

Affiliations

American Society of Landscape
Architects

Presentations

*"Building Multi-jurisdiction
Consensus for Regional Trails,"*
California Trails and Greenways
Conference, California State Parks,
2008. Presentation by Kate Kirsh
and Jill Ritzman

Experience

Foothill Associates, Vice
President/Landscape Architect

University of Oregon, InfoGraphics
Lab, GIS Project Manager

Pacific Basin Shelter Company, GIS
Project Manager

Kate Kirsh, Foothill Associates Vice President and Landscape Architect, specializes in parks, trails, recreation, and open space planning and design at the regional, local, and site scales. She has worked on all phases of project planning and design including site assessment, conceptual design, planting plans, grading, construction drawings, implementation, cost estimating, phasing, community surveys, workshop facilitation, and operations and maintenance strategies. She also has extensive experience with natural resource assessment, watershed management, ecological planning, design and restoration, and the use of computers and Geographic Information Systems (GIS) for environmental analysis and characterization. Her experience includes considerable contact with federal, state, and local regulatory agencies as well as private public interest groups, landowners, and tribes.

Representative Experience

Auburn UDA Streetscape, Auburn, CA. Kate served as Principal-in-Charge to prepare the first phase of the Auburn UDA Streetscape Master Plan for the Auburn Urban Development Authority. The project includes intersection design, parking realignment, introduction of stormwater infiltration/attenuation features, bulb-outs, community gateway and signage design, sidewalk café design, fountain design, and furnishing selection.

Loomis Marketplace Development, Loomis, CA. Kate served as principal-in-charge to design a preliminary landscape plan for the 60-acre Loomis Marketplace project site. The project includes a pedestrian friendly shopping center with a central plaza, outdoor seating area, and trails.

Rock Creek Restoration, Auburn, CA. Kate assisted with the development of a restoration and enhancement plan for a tributary to Rock Creek. The project site offers an opportunity to provide an off-street pedestrian and bicycle connection between Auburn District Regional Park, residential areas to the north, the commercial center at Highway 49 and Bell and the proposed commercial site between Rock Creek Road and Target.

Regional University Master Plan, Placer County, CA. Kate served as project manager to create a master plan estimate for the proposed restoration of two channelized stream channels, a university campus and adjoining residential development, parks, open space plan, and stormwater detention ponds.

Monument Garden, Placerville, CA. Kate was Principal-in-Charge and Project Manager for facilitating several public workshops with Community Pride to establish the conceptual plan for the park. Kate also prepared a cost estimate, material selection, and responses to public questions at City Council hearings. Kate also developed construction documents.

TEAM RESUME



Dan Yau, PE
Transportation Engineer



Experience

Dan Yau has 27 years of experience (including 14 years with Y&C) in traffic/electrical engineering and prepared traffic/electrical plans, specifications, and estimates (PS&E) for more than 500 transportation projects in over 100 jurisdictions. He has also completed many streetscape projects.

Dan prepared PS&E for traffic signals, LED street lights, fiber optic communication system, CCTV, extinguishable message signs, red light enforcement camera, and accessible pedestrian signals for **Sunrise Boulevard from Oak Avenue to Twin Oaks Avenue** in the City of Citrus Heights. He prepared PS&E for traffic signals and safety lighting at the **Fairway Drive/Cortina Circle intersection** in the City of Roseville and the **Fairway Drive/Blue Oaks Boulevard** intersection in the City of Rocklin as part of the off-site improvements for the Roseville Crossing Shopping Center.

He also prepared PS&E for traffic signals and intersection safety lighting at the **Sunset Blvd/Little Rock Rd, Park Dr/Collet Quarry Dr, Sierra College Blvd/Nightwatch Dr, Sierra College Blvd/El Don Dr, Pacific St/Del Mar Ave, Park Dr/Cameron Dr, and Pacific St/Sierra Meadows Dr intersections** for the City of Rocklin.

Education

University of California, Berkeley, MS in Transportation Engineering, 1984
California State University, Fresno, BS in Civil Engineering, 1983

Professional Registration

Registered Professional Traffic Engineer, State of California (TR1471)
Registered Professional Civil Engineer, State of California (C44611)
Registered Professional Civil Engineer, State of Nevada (13945)
Certified Professional Traffic Operations Engineer (PTOE), Institute of Transportation Engineers (211)

Project Experience

- ▶ *Sunrise Boulevard Complete Street Project Phases 1 & 3 | City of Citrus Heights*
- ▶ *Roseville Crossing Development | City of Roseville*
- ▶ *Various Signal Installations | City of Rocklin*
- ▶ *Empire Avenue/Gateway Drive In-Roadway Warning Light Project | City of Oakley*
- ▶ *Folsom Boulevard Streetscape Project | City of Rancho Cordova.*
- ▶ *Hazel Avenue Improvement Project Phase 1 | County of Sacramento*
- ▶ *Old Davis Road Extension | University of California, Davis*
- ▶ *Hutchison Corridor Improvements East | UC Davis*
- ▶ *California Avenue/Old Davis Road Roundabout | University of California, Davis*
- ▶ *Fifth Street/F Street and Fifth Street/G Street Traffic Signal Modifications | City of Davis*

TEAM RESUME



Kin Chan, PE

Transportation Engineer



Experience

Kin Chan has 21 years of experience (including 14 years with Y&C) in traffic/electrical engineering and prepared plans, specifications, and estimates (PS&E). He has completed more than 400 transportation projects for numerous public agencies.

Kin prepared PS&E for traffic signals, LED street lights, fiber optic communication system, CCTV, extinguishable message signs, red light enforcement camera, and accessible pedestrian signals for **Sunrise Boulevard** from Oak Avenue to Twin Oaks Avenue in the City of Citrus Heights.

For the **Folsom Boulevard Streetscape** project, he prepared PS&E for 18 traffic signals, a fiber optic signal interconnect, CCTVs, and decorative street lights with LED fixtures for a 3-mile segment of Folsom Boulevard. The signal plan also included upgrading traffic signal equipment to current standards and replacing existing HPS safety lights at the signalized intersections with LED fixtures.

He also prepared PS&E for traffic signal, fiber optic signal interconnect system, CCTV, bike path lighting and decorative street lighting for **Hazel Avenue** between US 50 and Curragh Downs Drive. This project also included widening of Hazel Avenue Bridge..

Education

San Jose State University, MS in Transportation Engineering, 1994
San Jose State University, BS in Civil Engineering, 1991

Professional Registration

Registered Professional Civil Engineer, State of California (C55391)

Project Experience

- ▶ *Sunrise Boulevard Complete Street Project Phases 1 & 3 | City of Citrus Heights*
- ▶ *Roseville Crossing Development | City of Roseville*
- ▶ *Various Signal Installations | City of Rocklin*
- ▶ *Empire Avenue/Gateway Drive In-Roadway Warning Light Project | City of Oakley*
- ▶ *Folsom Boulevard Streetscape Project | City of Rancho Cordova.*
- ▶ *Hazel Avenue Improvement Project Phase 1 | County of Sacramento*
- ▶ *5th Street Traffic Signal Modifications | City of Davis*
- ▶ *David Pelz Bike/Pedestrian Overcrossing at I-80 | City of Davis*
- ▶ *Campus Parkway Project | County of Merced*
- ▶ *Vista Del Largo High School Entrance Signalization | City of Folsom*