AMENDED AGENDA
CITY COUNCIL/SUCCESSOR AGENCY/STANTON HOUSING AUTHORITY
JOINT ADJOURNED REGULAR MEETING
STANTON CITY HALL, 7800 KATELLA AVENUE, STANTON, CA
TUESDAY, DECEMBER 13, 2016 - 5:30 P.M.

As a courtesy to those in attendance, the City of Stanton respectfully requests that all cell phones, pagers and/or electronic devices be turned off or placed on silent mode while the meeting is in session. Thank you for your cooperation.

IN COMPLIANCE WITH THE AMERICANS WITH DISABILITIES ACT, IF YOU NEED SPECIAL ASSISTANCE TO PARTICIPATE IN THIS MEETING, CONTACT THE CITY CLERK AT (714) 379-9222. NOTIFICATION BY 9:00 A.M. ON MONDAY, DECEMBER 12, 2016 WILL ENABLE THE CITY TO MAKE REASONABLE ARRANGEMENTS TO ENSURE ACCESSIBILITY TO THIS MEETING.

Supporting, descriptive documentation for agenda items, including staff reports, is available for review in the City Clerk's Office and on the City web site at www.ci.stanton.ca.us.

1. CLOSED SESSION **None.**

2. CALL TO ORDER REGULAR CITY COUNCIL / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

3. PLEDGE OF ALLEGIANCE

4. ROLL CALL Council/Agency/Authority Member Ethans
Council/Agency/Authority Member Ramirez
Council/Agency/Authority Member Shawver
Mayor Pro Tem/Vice Chairperson Warren
Mayor/Chairman Donahue

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

5. SPECIAL PRESENTATIONS AND AWARDS

5A. Presentation of Certificate of Recognition honoring Ms. Mavis Ethans as the Cypress College Foundation Americana Awards, 2017 Citizen of the Year for the City of Stanton.

5B. Presentation of Certificate of Recognition honoring the 2016 Stanton Fire Fighter of the Year, Captain Chuck Fedak, Orange County Fire Authority.

5C. Presentation of Certificate of Recognition honoring the 2016 Stanton Deputy of the Year, Deputy Jason Arellano, Orange County Sheriff's Department.

5D. Presentation of Certificate of Recognition, honoring Deputy S. Hammel, Orange County Sheriff's Department for his time served with the City of Stanton.

6. CONSENT CALENDAR

All items on the Consent Calendar may be acted on simultaneously, unless a Council/Board Member requests separate discussion and/or action.

CONSENT CALENDAR

6A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

RECOMMENDED ACTION:

City Council/Agency Board/Authority Board waive reading of Ordinances and Resolutions.

6B. APPROVAL OF WARRANTS

1. City Council approve demand warrants dated November 17, 2016 and November 22, 2016 in the amount of $267,572.38; and

2. Approve warrants dated December 1, 2016 in the amount of $1,356,398.76.

6C. APPROVAL OF MINUTES

City Council/Agency/Authority Board approve Minutes of Regular Joint Meeting – November 22, 2016.

6D. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, RECITING THE FACT OF THE GENERAL MUNICIPAL ELECTION HELD ON NOVEMBER 8, 2016 DECLARING THE RESULT AND SUCH OTHER MATTERS AS PROVIDED BY LAW

The Investment Report as of October 31, 2016 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

RECOMMENDED ACTION:

1. City Council find that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and

2. Approve Resolution No. 2016-47.

6E. ANNUAL AUDIT REPORTS FOR FISCAL YEAR 2015-16

Attached is the Comprehensive Annual Financial Report (CAFR) for the City of Stanton for the fiscal year ended June 30, 2016. This report includes all funds and entities that are within the control of the City. The independent firm of White Nelson Diehl Evans LLP, Certified Public Accountants and Consultants (WNDE), has conducted an independent audit of the financial statements of the City included in the CAFR and has issued an "unqualified" opinion thereon.

Also attached is the annual financial statements for the Successor Agency to the Stanton Redevelopment Agency (a private-purpose trust fund of the City of Stanton) as audited by WNDE.

Three additional reports and letters required by governmental auditing standards were issued by the auditors and are submitted herewith. All three cite no significant instances of noncompliance or other exceptions.

RECOMMENDED ACTION:

1. City Council find that these items are not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378(b)(4) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly); and

2. Receive and file the Comprehensive Annual Financial Report for fiscal year ended June 30, 2016, the Report on Internal Controls Over Financial Reporting and On Compliance and Other Matters, the Auditor's Communication With Those Charged With Governance, and the Report on Agreed-Upon Procedures Applied to Appropriation Limit Worksheet for the Year Ended June 30, 2016.

3. Successor Agency Board receive and file the Financial Statements for the Successor Agency to the Stanton Redevelopment Agency for the fiscal year ended June 30, 2016.

6F. AWARD OF A CONTRACT FOR BEACH BOULEVARD MEDIAN CONCRETE PAINTING BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

The stamped concrete on the median on Beach Boulevard from City limit to City limit needs a repaint due to its aged appearance. This is recommended to be done now because of the current focus on beautifying Beach Boulevard and would be a quick and clearly-visible update to this road. Staff recommends the City Council award the contract for the proposed services to A.J. Fistes Corporation.

RECOMMENDED ACTION:

1. City Council declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15301(c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; and

2. Award a contract for the Beach Boulevard Median Concrete Painting to A.J. Fistes Corporation for the amount of $50,700.00; and

3. Authorize the City Manager to bind the City of Stanton and A.J. Fistes Corporation in a contract for the Beach Boulevard Median Concrete Painting; and

4. Authorize the City Manager to approve contract changes, not to exceed 10-percent; and

5. Authorize to appropriate $55,770.00 for the Beach Boulevard Median Concrete Painting Project by transferring budgeted funds from the Lighting and Median Maintenance Fund; and

6. Authorize Budget Adjustment #2017-09 to transfer from the fund balance account to the contractual services account 225-3530-608100.

6G. AWARD OF A PROFESSIONAL SERVICES AGREEMENT FOR THE DESIGN OF THE OVERLAY PROJECT, ALLEY RECONSTRUCTION AND CERRITOS AVENUE WIDENING TO TAIT & ASSOCIATES

The Overlay Project, Alley Reconstruction and Cerritos Avenue Widening projects will improve infrastructure throughout the City of Stanton. Staff recommends that the firm TAIT & Associates be retained for the design services of this project.

RECOMMENDED ACTION:

1. City Council declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15301(c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; and

2. Approve a Professional Services Agreement with TAIT & Associates for design support and development of plans for the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening Design Project for the maximum contract sum of $107,680; and

3. Authorize the City Manager to bind the City of Stanton and TAIT & Associates in a contract to provide these services.

END OF CONSENT CALENDAR

7. PUBLIC HEARINGS None.

8. UNFINISHED BUSINESS

8A. APPROVAL OF ORDINANCE NO. 1061

This Ordinance was introduced at the regular City Council meeting of November 22, 2016.

RECOMMENDED ACTION:

1. City Clerk read the title of Ordinance No. 1061, entitled:

   "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA REPEALING ORDINANCE NO. 1022 AND AMENDING DIVISION I OF TITLE 16 AND SECTIONS 17.08.010 AND 17.08.020 OF THE STANTON MUNICIPAL CODE PERTAINING TO THE 2016 EDITIONS OF THE CALIFORNIA BUILDING STANDARDS CODE, WITH AMENDMENTS THERETO, AND MAKING FINDINGS IN SUPPORT THEREOF"; and

2. City Council find that the project is not subject to CEQA in accordance with Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where is can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

3. Adopt Ordinance No. 1061.

   ROLL CALL VOTE: Council Member Ethans
   Council Member Ramirez
   Council Member Shawver
   Mayor Pro Tem Warren
   Mayor Donahue

9. NEW BUSINESS

9A. SWEARING IN/SEATING NEW COUNCIL MEMBERS

The City Clerk will administer the Oaths of Office to Mr. Alexander A. Ethans and Ms. Carol Warren.

10. ORAL COMMUNICATIONS - PUBLIC

At this time members of the public may address the City Council/Successor Agency/Stanton Housing Authority regarding any items within the subject matter jurisdiction of the City Council/Successor Agency/Stanton Housing Authority, provided that NO action may be taken on non-agenda items.

- Members of the public wishing to address the Council/Agency/Authority during Oral Communications-Public or on a particular item are requested to fill out a REQUEST TO SPEAK form and submit it to the City Clerk. Request to speak forms must be turned in prior to Oral Communications-Public.

- When the Mayor/Chairman calls you to the microphone, please state your Name, slowly and clearly, for the record. A speaker's comments shall be limited to a three (3) minute aggregate time period on Oral Communications and Agenda Items. Speakers are then to return to their seats and no further comments will be permitted.

- Remarks from those seated or standing in the back of chambers will not be permitted. All those wishing to speak including Council/Agency/Authority and Staff need to be recognized by the Mayor/Chairman before speaking.

11. WRITTEN COMMUNICATIONS None.

12. MAYOR/CHAIRMAN COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

12A. COMMITTEE REPORTS/ COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

At this time Council/Agency/Authority Members may report on items not specifically described on the agenda which are of interest to the community provided no discussion or action may be taken except to provide staff direction to report back or to place the item on a future agenda.

12B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE MEETING

At this time Council/Agency/Authority Members may place an item on a future agenda.

12C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

At this time Council/Agency/Authority Members may place an item on a future study session agenda.

Currently Scheduled:

- Public Safety / Marijuana Regulation Update and Education (Orange County Sheriff's Department).

- Tina / Pacific Development Project Update and Discussion.

12D. REORGANIZATION OF CITY COUNCIL

Annually, the City Council elects a Mayor and Mayor Pro Tem.

RECOMMENDED ACTION:

1. The City Clerk will accept nominations for Mayor.

2. The Mayor will accept nominations for Mayor Pro Tem.

12E. RECOGNITION OF OUTGOING MAYOR

- Presentation of Mayor's plaque by the City Council.

13. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

14. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

14A. ORANGE COUNTY SHERIFF'S DEPARTMENT

At this time the Orange County Sheriff's Department will provide the City Council with an update on their current operations.

15. ADJOURNMENT

I hereby certify under penalty of perjury under the laws of the State of California, the foregoing agenda was posted at the Post Office, Stanton Community Services Center and City Hall, not less than 72 hours prior to the meeting. Dated this 8th day of December, 2016.

s/ Patricia A. Vazquez, City Clerk/Secretary

Any writings or documents provided to a majority of the City Council/Successor Agency/Stanton Housing Authority regarding any item on this agenda will be made available for public inspection at the Public Counter at City Hall located at 7800 Katella Avenue, Stanton CA, during normal business hours and online at www.ci.stanton.ca.us.

CITY OF STANTON
ACCOUNTS PAYABLE REGISTER

November 17, 2016	**$192,355.80**
November 22, 2016	**$75,216.58**
	$267,572.38

Demands listed on the attached registers conform to the City of Stanton Annual Budget as approved by the City Council.

City Manager

Demands listed on the attached registers are accurate and funds are available for payment thereof.

Administrative Services Director

Council Agenda Item # 6B

CITY OF STANTON
ACCOUNTS PAYABLE REGISTER

December 1, 2016 **$1,356,398.76**

$1,356,398.76

Demands listed on the attached registers conform to the City of Stanton Annual Budget as approved by the City Council.

City Manager

Demands listed on the attached registers are accurate and funds are available for payment thereof.

Administrative Services Director

DRAFT

MINUTES OF THE CITY COUNCIL / SUCCESSOR AGENCY / HOUSING AUTHORITY
OF THE CITY OF STANTON
JOINT REGULAR MEETING NOVEMBER 22, 2016

1. CLOSED SESSION None.

2. CALL TO ORDER CITY COUNCIL / SUCCESSOR AGENCY / STANTON HOUSING AUTHORITY MEETING

The meetings were called to order at 6:31 p.m. by Mayor / Chairman Donahue.

3. PLEDGE OF ALLEGIANCE

Led by Lt. Sean Howell, Orange County Sheriff's Department.

4. ROLL CALL

Present: Council/Agency/Authority Member Ramirez, Mayor Pro Tem/Vice Chairperson Warren, and Mayor/Chairman Donahue.

Absent: Council/Agency/Authority Member Shawver.

Excused: Council/Agency/Authority Member Ethans.

5. SPECIAL PRESENTATIONS AND AWARDS

Council Member Shawver arrived at 6:32 p.m.

5A. The City Council presented Certificates of Recognition honoring Orange County Fire Authority Station No. 46, the American Red Cross, West County CERT, and community volunteers for their time and efforts with the Smoke Alarm Outreach event, held at the Fernwood Mobile Home Park and the Mayor expressed his gratitude for their outstanding and dedicated services to the City of Stanton.

5B. The City Council presented Certificates of Recognition honoring the 2016 Citizens' Academy participants for completion of the eight week community and leadership development program. The following participants were in attendance to accept their certificates:

- Ms. Alyce Van
- Mr. Bud Heitman
- Ms. Ellen Grun
- Mr. Greg Himes
- Mr. Michael Bates
- Mr. Robert Lewis
- Ms. Tierra Wilson

6. CONSENT CALENDAR

Council Member Shawver requested that consent calendar item 6J be pulled from the consent calendar for separate discussion.

Motion/Second: Ramirez/Warren
Motion unanimously carried by the following vote:

AYES: 5 (Donahue, Ethans, Ramirez, Shawver, and Warren)
NOES: None
ABSTAIN: None
ABSENT: None

The City Council/Agency Board/Authority Board approved the following Consent Calendar items:

CONSENT CALENDAR

6A. MOTION TO APPROVE THE READING BY TITLE OF ALL ORDINANCES AND RESOLUTIONS. SAID ORDINANCES AND RESOLUTIONS THAT APPEAR ON THE PUBLIC AGENDA SHALL BE READ BY TITLE ONLY AND FURTHER READING WAIVED

The City Council/Agency Board/Authority Board waived reading of Ordinances and Resolutions.

6B. APPROVAL OF WARRANTS

The City Council approved demand warrants dated November 3, 2016 and November 10, 2016 in the amount of $1,189,943.07.

6C. APPROVAL OF MINUTES

The City Council/Agency/Authority Board approved Minutes of Regular Joint Meeting – November 8, 2016.

6D. OCTOBER 2016 INVESTMENT REPORT

The Investment Report as of October 31, 2016 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and

2. Received and filed the Investment Report for the month of October 2016.

6E. OCTOBER 2016 INVESTMENT REPORT (SUCCESSOR AGENCY)

The Investment Report as of October 31, 2016 has been prepared in accordance with the City's Investment Policy and California Government Code Section 53646.

1. The Successor Agency finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15378(b)(5) (Organizational or administrative activities of governments that will not result in direct or indirect physical changes in the environment); and

2. Received and filed the Investment Report for the month of October 2016.

6F. INVESTMENT IN THE LOCAL AGENCY INVESTMENT FUND (STANTON HOUSING AUTHORITY)

A resolution is necessary to authorize the Stanton Housing Authority to open a Local Agency Investment Fund (LAIF) account to invest bond proceeds.

1. The Housing Authority finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a director reasonably foreseeable indirect physical change in the environment) and 15060 (c)(3) (the activity is not a project as defined in Section 15378 of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly, and

2. Adopted Resolution No. SHA 2016-03 authorizing the Housing Authority to open accounts with the State of California's Local Agency Investment Fund, entitled:

   "A RESOLUTION OF THE STANTON HOUSING AUTHORITY OF THE CITY OF STANTON, CALIFORNIA, AUTHORIZING INVESTMENT OF MONIES IN THE LOCAL AGENCY INVESTMENT FUND."

6G. PROPOSED CHANGES TO PERSONNEL RULES AND REGULATIONS

The City Council has established Personnel Rules and Regulations as set forth in Title II, Chapter 2.44 of the Stanton Municipal Code. From time to time the provisions of the Personnel Rules are changed based on changes in federal or state law or the needs of the organization have changed.

1. The City Council finds that this item is not subject to California Environmental Quality Act ("CEQA") pursuant to 15378(b)(2) – continuing administrative or maintenance activities, such as purchase for supplies, personnel-related actions, general policy and procedure making; and

2. Approved Resolution No. 2016-46 amending and adopting the City of Stanton Personnel Rules and Regulations, entitled:

   "A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, AMENDING AND ADOPTING PERSONNEL RULES FOR THE ADMINISTRATION OF THE CITY'S PERSONNEL SYSTEM AND REPEALING ALL OTHER RESOLUTIONS AND MOTIONS INCONSISTENT HEREWITH."

6H. ACCEPTANCE OF THE BEACH BOULEVARD BEAUTIFICATION PROJECT BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA

The Beach Boulevard Beautification Project has been completed in accordance with the plans and specifications. The final construction cost for the project was $777,735.44. The City Engineer, in his judgment, certifies that the work was satisfactorily completed as of November 1, 2016 and recommends that the City Council accept the completed work performed on this project.

1. The City Council declared this project categorically exempt under the California Environmental Quality Act, Class 1, and Section 15301; and

2. Accepted the completion of improvements for the Beach Boulevard Beautification Project, as certified by the City Engineer, and affixed the date of November 14, 2016 as the date of completion of all work on this project; and

3. Approved the final construction contract amount of $777,735.44 with USS Cal Builders; and

4. Directed the City Clerk within ten (10) days from the date of acceptance to file the Notice of Completion (Attachment) with the County Recorder of the County of Orange; and

5. Directed City staff, upon expiration of the thirty-five (35) days from the filing of the "Notice of Completion," to make the retention payment to USS Cal Builders in the amount of $38,886.77.

6I. APPROVAL OF FIRST AMENDMENT TO PROFESSIONAL SERVICES AGREEMENT WITH BEST BEST & KRIEGER, LLP FOR LEGAL SERVICES

The legal services agreement with Best Best & Krieger, LLP has come to an end. The contract is being extended by mutual agreement as called for in the original Professional Services Agreement through the approval of a First Amendment to Professional Services Agreement for City Attorney Services.

1. The City Council declared that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

2. Approved the First Amendment to Professional Services Agreement for City Attorney Services; and

3. Authorized the Mayor to bind the City of Stanton and Best Best & Krieger, LLP in an agreement for City Attorney services.

END OF CONSENT CALENDAR

6J. FIRST CONTRACT AMENDMENT FOR ROSENOW SPEVACK GROUP, INC.

Requested is the authorization to allow the Executive Director to extend the consultant services agreement with Rosenow Spevack Group, Inc. (RSG, Inc.) to continue providing affordable housing advisory services and technical assistance services for the Tina/Pacific Project.

The Council Member Shawver questioned staff as to the relationship this company has with the City and requested an update on their current operations and the status of the Tina/Pacific Development.

Ms. Kelly Hart, Community Development Director provided information to the City Council regarding the services agreement with RSG inc. and provided an update on the Tina/Pacific Development.

The City Council expressed their concerns with the timeframe in which the development of the Tina/Pacific project is moving.

Ms. Kelly Hart, Community Development Director stated that staff will research the City's options and conduct a study session in early 2017 to report staffs findings to the City Council.
Motion/Second: Shawver/Ramirez
Motion unanimously carried by the following vote:

AYES: 5 (Donahue, Ethans, Ramirez, Shawver, and Warren)
NOES: None
ABSTAIN: None
ABSENT: None

1. The City Council declared that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and

2. Approved the contract amendment for Rosenow Spvack Group, Inc.; and

3. Authorized the Executive Director to bind the City of Stanton Housing Authority and Rosenow Spevack Group, Inc. in a contract to continue providing affordable housing advisory services and technical assistance services for the proposed Tina/Pacific project.

7. PUBLIC HEARINGS None.

8. UNFINISHED BUSINESS None.

9. NEW BUSINESS

9A. CONSIDERATION OF AN ORDINANCE TO ADOPT THE 2016 CALIFORNIA BUILDING AND RELATED MODEL CODES

California law mandates that the City of Stanton adopt the State approved ordinances and regulations that provide the uniform standards for the various aspects of new building and construction. The 2016 California codes have been prepared and will become effective January 1, 2017. This Ordinance will adopt such California building and related model codes together with the amendments suggested by the Stanton Building Official and Fire Chief.

Staff report by Ms. Kelly Hart, Community Development Director.

Motion/Second:	Ramirez/Warren	
ROLL CALL VOTE:	Council Member Ethans	EXCUSED
	Council Member Ramirez	AYE
	Council Member Shawver	AYE
	Mayor Pro Tem Warren	AYE
	Mayor Donahue	AYE

Motion unanimously carried:

1. The City Council declared that the project is not subject to CEQA in accordance with Section 15061(b)(3) as the activity is covered by the general rule that CEQA applies only to projects which have the potential for causing significant effect on the environment. Where is can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA; and
2. Introduced Ordinance No. 1061, entitled:

   "AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA REPEALING ORDINANCE 1022 AND AMENDING DIVISION I OF TITLE 16 OF THE STANTON MUNICIPAL CODE PERTAINING TO THE 2016 EDITIONS OF THE CALIFORNIA CODES, WITH AMENDMENTS THERETO, AND MAKING FINDINGS IN SUPPORT THEREOF"; and

3. Set said ordinance for adoption at the regular City Council meeting of December 13, 2016.

10. ORAL COMMUNICATIONS – PUBLIC

- Ms. Ellen Grun, Stanton, spoke regarding discoveries of Stanton eateries, such as Pizza Grande and Irrawaddy Taste of Burma in which she was extremely please with. Ms. Grun also spoke regarding the condition of the location of these two eateries and requested that staff speak with the owner and inquire about updating the properties.

- Council Member Ramirez informed Ms. Grun that the City has a standing appointment to visit the aforementioned business location on November 29, 2016 and stated that they will ensure that they speak with the owner regarding her concerns.

11. WRITTEN COMMUNICATIONS None.

12. MAYOR/CHAIRMAN/COUNCIL/AGENCY/AUTHORITY INITIATED BUSINESS

12A. COMMITTEE REPORTS/COUNCIL/AGENCY/AUTHORITY ANNOUNCEMENTS

- Council Member Shawver reported on a petition (marijuana) that is being circulated with the City and reported on the misinformation that is being distributed and reported to the City's residents.

- The City Clerk Patricia A. Vazquez reported that as of the morning of November 22, 2016, proponents officially submitted to the City Clerk's office a referendum entitled: Referendum Against An Ordinance Passed By The City Council and City Clerk Vazquez further reported that she will officially submit a request to the Orange County Registrar of Voters to verify signatures up to the number needed to qualify.

- Council Member Shawver reported on Harry's Café 21st Annual Thanksgiving Dinner for those in need of a hot meal on Thanksgiving Day, which will be held at the Harry's Café located on Katella Avenue.

12B. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE COUNCIL MEETING

None.

12C. COUNCIL/AGENCY/AUTHORITY INITIATED ITEMS FOR A FUTURE STUDY SESSION

Currently Scheduled:

- Public Safety / Marijuana Regulation Update and Education (Orange County Sheriff's Department).

- Tina / Pacific Development Project Update and Discussion.

13. ITEMS FROM CITY ATTORNEY/AGENCY COUNSEL/AUTHORITY COUNSEL

None.

14. ITEMS FROM CITY MANAGER/EXECUTIVE DIRECTOR

- City Manager James A. Box wished the City Council a Happy Thanksgiving.
- City Manager James A. Box introduced Ms. Julie S. Roman, Community Services Director and requested that she report on an award that was present to the City of Stanton.
- Ms. Julie S. Roman, Community Services Director reported that the City of Stanton won an award for Stanton Central Park being an "Outstanding New Recreation Facility" by the Southern California Municipal Athletic Federation (SCMAF).
- Ms. Julie S. Roman, Community Services Director reported on the City's upcoming Christmas Tree Lighting, Celebrating Holidays Around the World, which is scheduled to be held on December 8, 2016.

14A. ORANGE COUNTY FIRE AUTHORITY

At this time the Orange County Fire Authority will provide the City Council with an update on their current operations.

- Division Chief Kenny Dossey provided the City Council with an update on their current operations.

15. ADJOURNMENT to December 13, 2016 at 5:30 p.m. for an Adjourned Joint Regular City Council Meeting.

Motion/Second: Donahue/Warren
Motion carried at 7:06 p.m.

_____
MAYOR/CHAIRMAN

ATTEST:

_____
CITY CLERK/SECRETARY

RESOLUTION NO. 2016-47

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, RECITING THE FACT OF THE GENERAL MUNICIPAL ELECTION HELD ON NOVEMBER 8, 2016 DECLARING THE RESULT AND SUCH OTHER MATTERS AS PROVIDED BY LAW

WHEREAS, a General Municipal Election was held and conducted in the City of Stanton, California, on Tuesday, November 8, 2016, as required by law; and

WHEREAS, notice of the election was given in time, form and manner as provided by law; that voting precincts were properly established; that election officers were appointed and that in all respects the election was held and conducted and the votes were cast, received and canvassed and the returns made and declared in time, form and manner as required by the provisions of the Elections Code of the State of California for the holding of elections in general law cities; and

WHEREAS, pursuant to Resolution No. 2016-21 adopted on June 14, 2016, the County Election Department canvassed the returns of the election and has certified the results to this City Council, the results are received, attached and made a part hereof as "Exhibit A".

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA, DOES RESOLVE, DECLARE, DETERMINE AND ORDER AS FOLLOWS:

SECTION 1: That the whole number of ballots cast in the precincts except mail voter ballots and provisional ballots was 4,134.

That the whole number of ballots cast in the early voting ballots was 169.

That the whole number of vote by mail voter ballots cast in the City was 5,971, making a total of 10,274 ballots cast in the City.

SECTION 2: That the names of persons voted for at the election for Member of the City Council are as follows: Al Ethans and Carol Warren.

That the measures voted upon at the election are attached as follows:

- **Measure QQ:**
  "Eliminate Funding for Stanton 9-1-1 Public Safety and Essential Services Protection Measure. Shall City of Stanton Ordinance #1045, adopted by voters on November 4, 2014, to generate revenues for city services such as neighborhood police patrols, fire protection services/paramedics, business/job creation, and senior programs, be repealed?"; and

- **Measure RR:**
  "Stanton City Council Term Limits. Shall the City of Stanton adopt a measure providing that a person may not hold office as a City Council member if he or she has, after December 31, 2015, served on the City Council for two full terms?"

SECTION 3: That the number of votes given at each precinct and the number of votes given in the City to each of the persons above named for the respective offices for which the persons were candidates and for and against the measure(s) were as listed in Exhibit "B" attached, attached.

SECTION 4: The City Council does declare and determine that as a result of the election:

Al Ethans was elected as Member of the City Council for the full term of four years; and

Carol Warren was elected as Member of the City Council for the full term of four years; and

That as a result of the election, a majority of the voters voting on Measure QQ, the measure relating to the Repeal of a Transactions and Use Tax (Funding for Stanton 9-1-1 Public Safety and Essential Services Protection to generate revenues for city services such as neighborhood police patrols, fire protection services/paramedics, business/job creation, and senior programs), did not vote in favor of it, and the measure was not carried, and shall not be deemed adopted and ratified.

That as a result of the election, a majority of the voters voting on Measure RR, the measure relating to Stanton City Council Term Limits, did vote in favor of it, and the measure was carried, and shall be deemed adopted and ratified.

SECTION 5: The City Clerk shall enter on the records of the City Council of the City, a statement of the result of the election showing:

1. The whole number of the ballots cast in the City;
2. The names of the persons voted for;
3. The measures voted upon (Measures QQ and RR);
4. For what office each person was voted for; and
5. The total number of votes given to each person, and for and against each Measure.

SECTION 6: That the City Clerk shall immediately make and deliver to each of the persons so elected a Certificate of Election signed by the City Clerk and authenticated; that the City Clerk shall also administer to each person elected the Oath of Office prescribed in the Constitution of the State of California and shall have them subscribe to it and file it in the office of the City Clerk. Each and all of the persons so elected shall then be inducted into the respective office to which they have been elected.

SECTION 7: That the City Clerk shall certify to the passage and adoption of this resolution and enter it into the book of original resolutions.

ADOPTED, SIGNED AND APPROVED this 13th day of December, 2016.

_____
BRIAN DONAHUE, MAYOR

APPROVED AS TO FORM:

_____
MATTHEW E. RICHARDSON, CITY ATTORNEY

ATTEST:

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California DO HEREBY CERTIFY that the foregoing Resolution, being Resolution No. 2016-47 has been duly signed by the Mayor and attested by the City Clerk, all at a regular meeting of the Stanton City Council, held on December 13, 2016, and that the same was adopted, signed and approved by the following vote to wit:

AYES: _____

NOES: _____

ABSENT: _____

ABSTAIN: _____

_____
PATRICIA A. VAZQUEZ, CITY CLERK

CERTIFICATE OF REGISTRAR OF VOTERS TO RESULT OF THE CANVASS OF THE GENERAL ELECTION RETURNS

STATE OF CALIFORNIA)
)ss.
COUNTY OF ORANGE)

I, Neal Kelley, Registrar of Voters of Orange County, do hereby certify the following to be a full, true and correct Statement of the Vote of the election listed below, consolidated with the Presidential General Election held on November 8, 2016.

CITY OF STANTON
MEMBER OF THE CITY COUNCIL

CAROL WARREN	4,960
AL ETHANS	4,521
KEVIN CARR	3,221

MEASURE QQ

YES	2,987
NO	6,423

MEASURE RR

YES	6,916
NO	2,276

EARLY VOTING BALLOTS CAST:	169
PRECINCT BALLOTS CAST:	4,134
VOTE-BY-MAIL BALLOTS CAST:	5,971
TOTAL BALLOTS CAST:	10,274

I hereby certify that the number of votes cast for each candidate and measure is as set forth above and appears in the Certified Statement of the Vote.

WITNESS my hand and Official Seal this 6th day of December, 2016.

NEAL KELLEY
Registrar of Voters
Orange County

CERTIFIED STATEMENT OF THE VOTES CAST

at the

PRESIDENTIAL GENERAL ELECTION

November 8, 2016

in the

County of Orange, State of California

FILED _____, 2016

ALEX PADILLA, SECRETARY OF STATE

BY _____ DEPUTY

State of California)
) ss
County of Orange)

I, Neal Kelley, Registrar of Voters of Orange County, do hereby certify that the within is a true and correct statement of the votes cast in this county at the Presidential General Election, as determined by the canvass of the returns of said election.

I further certify the results of the 1 percent manual tally contained no discrepancies between the machine count and the manual tally.

WITNESS my hand and Official Seal

THIS 6TH DAY OF December, 2016

_____, REGISTRAR OF VOTERS

COUNTY OF ORANGE CALIFORNIA

98

CITY OF STANTON Member, City Council

	Registration	Ballots Cast	Turnout (%)		CITY OF STANTON Member, City Vote for 2 CAROL WARREN	AL ETHANS	KEVIN CARR
27112	983	685	69.1		287	280	176
27113	1,024	718	70.1		380	320	215
27117	870	611	69.9		323	251	168
27140	3	3	100.0		2	1	0
27141	105	59	56.2		25	20	17
27142	404	233	57.7		114	107	82
27143	721	488	67.7		230	190	170
27148	0	0	0.0		0	0	0
27155	600	468	78.5		234	206	114
27156	773	588	76.1		271	211	201
27157	39	16	41.0		5	8	4
27159	719	553	76.9		265	260	148
27164	149	97	65.1		48	48	22
27169	673	518	77.0		278	216	171
27601	920	688	74.8		333	350	205
27602	1,182	835	70.6		438	386	269
27603	634	465	73.3		230	203	167
27604	1,877	1,410	75.1		687	608	497
27605	982	737	75.1		316	319	254
27701	1,697	1,124	66.7		513	526	358
Early Voting Totals	14,293	169	1.2		78	73	56
Absentee Totals	14,293	5,971	41.8		2095	2791	1077
Election Day Totals	14,293	4,134	28.9		1850	1656	1280
Grand Totals	14,293	10,274	71.9		4050	4521	3221

November 08, 2016

Early Voting Totals 98	CITY OF STANTON Member, City Council																
	Registration	Ballots Cast	Turnout (%)		CITY OF STANTON Member, City Vote for 2 CAROL WARREN	ALETHANS	KEVIN CARR										
Orange County	14,293	169	1.2		79	72	55										
47th Congressional District	14,293	169	1.2		79	72	55										
29th Senate District	14,293	169	1.2		79	72	55										
65th Assembly District	14,293	169	1.2		79	72	55										
2nd Supervisorial District	14,293	169	1.2		79	72	55										
Anaheim Union High School District	7,424	87	1.2		42	42	28										
Anaheim Union High School District	2,609	28	1.1		3	10	11										
Anaheim Union High School District	8,152	67	1.1		30	17	22										
Coast Community College District	3,084	43	1.4		16	13	12										
Coast Community College District Trustee	1,382	23	1.7		13	9	7										
Coast Community College District Trustee	1,682	20	1.2		5	7	5										
County Board of Education Trustee Area 2	14,293	169	1.2		79	72	55										
Garden Grove Unified School District	9,660	82	1.2		37	30	27										
Garden Grove Unified School District	9,660	82	1.2		37	30	27										
Magnolia School District	3,050	29	0.9		10	10	11										
Magnolia School District Trustee Area 1	2,648	22	0.9		7	8	9										
Magnolia School District Trustee Area 5	402	7	1.7		3	2	2										
Municipal Water District Of Orange	14,293	169	1.2		79	72	55										
Municipal Water District of Orange County	14,293	169	1.2		79	72	55										
North Orange County Community College	11,229	126	1.1		61	54	43										
North Orange County Community College	9,464	118	1.2		58	51	38										
North Orange County Community College	1,745	5	0.5		3	5	5										
Orange County Water District	14,293	169	1.2		79	72	55										
Orange County Water District Division 1	11,434	125	1.1		54	51	39										
Orange County Water District Division 4	2,859	44	1.5		25	21	16										
Savanna School District	4,388	58	1.3		32	32	17										
Stanton	14,293	169	1.2		79	72	55										
State Board of Equalization (4th District)	14,293	169	1.2		79	72	55										
Early Voting Totals	14,293	169	1.2		79	72	55										

Absentee Totals 98	CITY OF STANTON Member, City Council																
	Registration	Ballots Cast	Turnout (%)		CITY OF STANTON Member, City Vote for 2 CAROL WARREN	AL ETHANS	KEVIN CARR										
Orange County	14,293	5,971	41.8		2995	2791	1877										
47th Congressional District	14,293	5,971	41.8		2995	2791	1877										
29th Senate District	14,293	5,971	41.8		2995	2791	1877										
65th Assembly District	14,293	5,971	41.8		2995	2791	1877										
2nd Supervisorial District	14,293	5,971	41.8		2995	2791	1877										
Anaheim Union High School District	7,424	3,092	41.6		1662	1446	1044										
Anaheim Union High School District	2,009	1,132	56.3		682	639	352										
Anaheim Union High School District	6,152	2,644	43.0		1343	1258	896										
Coast Community College District	3,084	1,303	42.2		811	686	379										
Coast Community College District Trustee	1,382	568	41.1		268	239	173										
Coast Community College District Trustee	1,682	735	43.7		543	352	206										
County Board of Education Trustee Area2	14,293	5,971	41.8		2995	2791	1877										
Garden Grove Unified School District	6,889	2,879	41.8		1433	1345	833										
Garden Grove Unified School District	6,889	2,879	41.8		1433	1345	833										
Magnolia School District	3,056	1,203	39.3		600	577	366										
Magnolia School District Trustee Area1	2,649	1,012	38.2		516	486	315										
Magnolia School District Trustee Area5	400	191	47.8		90	91	52										
Municipal Water District Of Orange	14,293	5,971	41.8		2995	2791	1877										
Municipal Water District of Orange County	14,293	5,971	41.8		2995	2791	1877										
North Orange County Community College	11,229	4,668	41.6		2394	2206	1498										
North Orange County Community College	9,484	3,925	41.4		2011	1837	1274										
North Orange County Community College	1,745	743	42.6		373	369	224										
Orange County Water District	14,293	5,971	41.8		2995	2791	1877										
Orange County Water District Division1	11,434	4,716	41.2		2402	2229	1434										
Orange County Water District Division4	2,859	1,255	43.9		593	562	443										
Saddleback School District	4,308	1,889	43.8		962	859	678										
Stanton	14,293	5,971	41.8		2995	2791	1877										
State Board of Equalization (4th District)	14,293	5,971	41.8		2995	2791	1877										
Absentee Totals	14,293	5,971	41.8		2995	2791	1877										

Grand Totals	CITY OF STANTON Member, City Council															
	Registration	Ballots Cast	Turnout (%)		CITY OF STANTON Member, City Vote for 2 CAROL WARREN	AL ETHANIS	KEVIN CARR									
Orange County	14,293	10,274	71.9		4960	4521	3221									
47th Congressional District	14,293	10,274	71.9		4960	4521	3221									
29th Senate District	14,293	10,274	71.9		4960	4521	3221									
65th Assembly District	14,293	10,274	71.9		4960	4521	3221									
2nd Supervisorial District	14,293	10,274	71.9		4960	4521	3221									
Anaheim Union High School District	7,424	5,248	70.7		2582	2321	1740									
Anaheim Union High School District 1	2,909	1,923	66.1		692	859	611									
Anaheim Union High School District 3	6,152	4,449	72.3		2183	1990	1487									
Coast Community College District	3,064	2,272	74.2		1057	968	839									
Coast Community College District Trustee	1,382	1,054	76.3		505	416	316									
Coast Community College District Trustee	1,682	1,218	72.4		552	550	524									
County Board of Education Trustee Area 2	14,293	10,274	71.9		4960	4521	3221									
Garden Grove Unified School District	8,860	6,528	73.7		2398	2200	1481									
Garden Grove Unified School District	8,860	6,528	73.7		2398	2200	1481									
Magnolia School District	3,058	2,020	66.1		841	907	633									
Magnolia School District Trustee Area 1	2,549	1,728	67.8		792	775	554									
Magnolia School District Trustee Area 5	509	292	57.4		142	132	79									
Municipal Water District Of Orange	14,293	10,274	71.9		4960	4521	3221									
Municipal Water District of Orange County	14,293	10,274	71.9		4960	4521	3221									
North Orange County Community College	11,228	8,002	71.3		3903	3555	2582									
North Orange County Community College	9,484	6,810	71.8		3360	3001	2207									
North Orange County Community College	1,745	1,186	68.0		543	554	375									
Orange County Water District	14,293	10,274	71.9		4960	4521	3221									
Orange County Water District Division 1	11,434	8,127	71.1		3977	3600	2470									
Orange County Water District Division 4	2,859	2,147	75.1		983	921	751									
Savanna School District	4,306	3,228	75.0		1021	1414	1107									
Stanton	14,293	10,274	71.9		4960	4521	3221									
State Board of Equalization (4th District)	14,293	10,274	71.9		4960	4521	3221									
Early Voting Totals	14,293	169	1.2		79	72	55									
Absentee Totals	14,293	5,971	41.8		2896	2791	1977									
Election Day Totals	14,293	4,134	28.9		1985	1958	1289									
Grand Totals	14,293	10,274	71.9		4960	4521	3221									

149	QQ-City of Stanton; RR-City of Stanton																
	Registration	Ballots Cast	Turnout (%)		QQ-City of Stanton Yes	No		RR-City of Stanton Yes	No								
27112	963	685	69.1		166	396		439	138								
27113	1,024	718	70.1		203	443		451	168								
27117	879	611	69.5		187	381		381	143								
27140	3	3	100.0		1	2		3	0								
27141	106	58	56.2		24	30		37	17								
27142	404	233	57.7		82	143		142	82								
27143	721	486	67.7		135	331		306	158								
27146	0	0	0.0		0	0		0	0								
27155	809	456	78.5		110	320		299	118								
27156	773	586	76.1		186	345		407	112								
27157	39	16	41.0		1	14		10	4								
27159	719	553	76.9		155	334		348	112								
27164	149	97	65.1		28	62		62	24								
27165	673	618	77.0		147	341		358	114								
27601	920	688	74.8		229	410		446	179								
27602	1,182	835	70.6		230	549		580	188								
27603	634	466	73.3		137	298		318	101								
27604	1,877	1,410	75.1		412	882		1026	274								
27605	982	737	75.1		227	451		508	159								
27701	1,937	1,124	58.7		331	705		766	240								
Early Voting Totals	14,293	169	1.2		47	107		115	41								
Absentee Totals	14,293	5,971	41.8		1732	3988		4150	1303								
Election Day Totals	14,293	4,134	28.9		1208	2450		2635	692								
Grand Totals	14,293	10,274	71.9		2987	6423		6915	2278								

November 08, 2016

Early Voting Totals 149	QQ-City of Stanton; RR-City of Stanton																
	Registration	Ballots Cast	Turnout (%)		QQ-City of Stanton Yes	No		RR-City of Stanton Yes	No								
Orange County	14,293	169	1.2		47	107		115	41								
47th Congressional District	14,293	169	1.2		47	107		115	41								
29th Senate District	14,293	169	1.2		47	107		115	41								
65th Assembly District	14,293	169	1.2		47	107		115	41								
2nd Supervisorial District	14,293	169	1.2		47	107		115	41								
Anaheim Union High School District	7,424	87	1.2		21	59		68	23								
Anaheim Union High School District	2,008	26	1.3		9	17		19	7								
Anaheim Union High School District	5,162	57	1.1		10	40		47	16								
Coast Community College District	3,064	43	1.4		14	24		26	10								
Coast Community College District Trustee	1,392	23	1.7		8	12		16	6								
Coast Community College District Trustee	1,672	20	1.2		6	12		13	5								
County Board of Education Trustee Area 2	14,293	169	1.2		47	107		115	41								
Garden Grove Unified School District	6,899	82	1.2		26	49		57	16								
Garden Grove Unified School District	6,699	82	1.2		26	49		57	16								
Magnolia School District	3,088	29	0.9		9	15		19	8								
Magnolia School District Trustee Area 1	2,549	22	0.9		7	11		10	8								
Magnolia School District Trustee Area 5	509	7	1.4		2	4		6	0								
Municipal Water District Of Orange	14,293	169	1.2		47	107		115	41								
Municipal Water District of Orange County	14,293	169	1.2		47	107		115	41								
North Orange County Community College	11,229	120	1.1		33	63		67	31								
North Orange County Community College	9,464	116	1.2		30	79		82	29								
North Orange County Community College	1,745	0	0.5		3	4		5	2								
Orange County Water District	14,293	169	1.2		47	107		115	41								
Orange County Water District Division 1	11,434	125	1.1		37	76		82	31								
Orange County Water District Division 4	2,850	44	1.5		10	31		33	10								
Savanna School District	4,350	58	1.3		12	44		42	16								
Stanton	14,293	169	1.2		47	107		115	41								
State Board of Equalization (4th District)	14,293	169	1.2		47	107		115	41								
Early Voting Totals	14,293	169	1.2		47	107		115	41								

November 08, 2016

Absentee Totals 149	QQ-City of Stanton; RR-City of Stanton																
	Registration	Ballots Cast	Turnout (%)		QQ-City of Stanton Yes	No		RR-City of Stanton Yes	No								
Orange County	14,293	5,971	41.8		1732	3866		4166	1303								
47th Congressional District	14,293	5,971	41.8		1732	3866		4166	1303								
29th Senate District	14,293	5,971	41.8		1732	3866		4166	1303								
65th Assembly District	14,293	5,971	41.8		1732	3866		4166	1303								
2nd Supervisorial District	14,293	5,971	41.8		1732	3866		4166	1303								
Anaheim Union High School District	7,424	3,092	41.6		918	2017		2218	660								
Anaheim Union High School District	2,909	1,132	38.9		334	637		778	278								
Anaheim Union High School District	6,152	2,644	43.0		780	1734		1917	513								
Coast Community College District	3,064	1,303	42.5		370	616		889	278								
Coast Community College District Trustee	1,382	568	41.1		185	381		380	124								
Coast Community College District Trustee	1,682	735	43.7		280	455		489	140								
County Board of Education Trustee Area2	14,293	5,971	41.8		1732	3866		4166	1303								
Garden Grove Unified School District	6,869	2,879	41.9		814	1849		1946	643								
Garden Grove Unified School District	6,969	2,879	41.9		814	1849		1946	643								
Magnolia School District	3,058	1,203	39.3		356	779		629	289								
Magnolia School District Trustee Area 1	2,549	1,012	39.7		290	668		708	234								
Magnolia School District Trustee Area5	509	191	37.5		66	111		121	55								
Municipal Water District Of Orange	14,293	5,971	41.8		1732	3866		4166	1303								
Municipal Water District Of Orange County	14,293	5,971	41.8		1732	3866		4166	1303								
North Orange County Community College	11,229	4,866	43.3		1562	3060		3297	1030								
North Orange County Community College	9,464	3,925	41.5		1141	2568		2780	855								
North Orange County Community College	1,745	743	42.6		221	482		517	175								
Orange County Water District	14,293	5,971	41.8		1732	3866		4166	1303								
Orange County Water District Division 1	11,434	4,716	41.2		1342	3060		3243	1054								
Orange County Water District Division 4	2,859	1,255	43.9		390	806		923	249								
Savanna School District	4,306	1,889	43.9		662	1228		1389	371								
Stanton	14,293	5,971	41.8		1732	3866		4166	1303								
State Board of Equalization (4th District)	14,293	5,971	41.8		1732	3866		4166	1303								
Absentee Totals	14,293	5,971	41.8		1732	3866		4166	1303								

Grand Totals
149

QQ-City of Stanton; RR-City of Stanton

	Registration	Ballots Cast	Turnout (%)	QQ-City of Stanton Yes	No	RR-City of Stanton Yes	No
Orange County	14,293	10,274	71.9	2987	6423	6916	2276
47th Congressional District	14,293	10,274	71.9	2987	6423	6916	2276
29th Senate District	14,293	10,274	71.9	2987	6423	6916	2276
65th Assembly District	14,293	10,274	71.9	2987	6423	6916	2276
2nd Supervisorial District	14,293	10,274	71.9	2987	6423	6916	2276
Anaheim Union High School District	7,424	5,248	70.7	1536	3325	3607	1156
Anaheim Union High School District	2,909	1,923	66.1	554	1195	1266	454
Anaheim Union High School District	6,152	4,449	72.3	1315	2835	3109	947
Coast Community College District	3,064	2,272	74.2	636	1391	1491	475
Coast Community College District Trustee	1,382	1,054	76.3	290	665	705	228
Coast Community College District Trustee	1,682	1,218	72.4	346	726	786	247
County Board of Education Trustee Area 2	14,293	10,274	71.9	2987	6423	6916	2276
Garden Grove Unified School District	6,869	5,026	73.2	1449	3096	3309	1121
Garden Grove Unified School District	6,860	5,026	73.2	1449	3096	3309	1121
Magnolia School District	3,058	2,020	66.1	582	1257	1328	478
Magnolia School District Trustee Area 1	2,549	1,728	67.8	496	1084	1149	399
Magnolia School District Trustee Area 5	509	292	57.4	86	173	179	79
Municipal Water District Of Orange	14,293	10,274	71.9	2987	6423	6916	2276
Municipal Water District of Orange County	14,293	10,274	71.9	2987	6423	6916	2276
North Orange County Community College	11,229	8,002	71.3	2351	5020	5424	1801
North Orange County Community College	9,484	6,816	71.9	1995	4292	4617	1538
North Orange County Community College	1,745	1,186	68.0	356	737	808	263
Orange County Water District	14,293	10,274	71.9	2987	6423	6916	2276
Orange County Water District Division 1	11,434	8,127	71.1	2316	5090	5383	1843
Orange County Water District Division 1	2,859	2,147	75.1	669	1333	1633	433
Savanna School District	4,306	3,228	73.9	956	2068	2279	677
Stanton	14,293	10,274	71.9	2987	6423	6916	2276
State Board of Equalization (4th District)	14,293	10,274	71.9	2987	6423	6916	2276
Early Voting Totals	14,293	169	1.2	47	107	115	41
Absentee Totals	14,293	5,971	41.8	1732	3866	4166	1303
Election Day Totals	14,293	4,134	28.9	1208	2450	2635	932
Grand Totals	14,293	10,274	71.9	2987	6423	6916	2276

CITY OF STANTON

REPORT TO THE CITY COUNCIL AND THE SUCCESSOR AGENCY TO THE STANTON REDEVELOPMENT AGENCY

TO: Honorable Mayor and Chairman of the Successor Agency and Members of the City Council and Successor Agency Board

DATE: December 13, 2016

SUBJECT: ANNUAL AUDIT REPORTS FOR FISCAL YEAR 2015-16

REPORT IN BRIEF:

Attached is the Comprehensive Annual Financial Report (CAFR) for the City of Stanton for the fiscal year ended June 30, 2016. This report includes all funds and entities that are within the control of the City. The independent firm of White Nelson Diehl Evans LLP, Certified Public Accountants and Consultants (WNDE), has conducted an independent audit of the financial statements of the City included in the CAFR and has issued an "unqualified" opinion thereon.

Also attached is the annual financial statements for the Successor Agency to the Stanton Redevelopment Agency (a private-purpose trust fund of the City of Stanton) as audited by WNDE.

Three additional reports and letters required by governmental auditing standards were issued by the auditors and are submitted herewith. All three cite no significant instances of noncompliance or other exceptions.

RECOMMENDED ACTION:

1. City Council find that these items are not subject to the California Environmental Quality Act ("CEQA") pursuant to Sections 15060(c)(2) (the activity will not result in a direct or reasonably foreseeable indirect physical change in the environment) and 15060(c)(3) (the activity is not a project as defined in Section 15378(b)(4) of the CEQA Guidelines, California Code of Regulations, Title 14, Chapter 3, because it has no potential for resulting in physical change to the environment, directly or indirectly).

2. Receive and file the Comprehensive Annual Financial Report for fiscal year

ended June 30, 2016, the Report on Internal Controls Over Financial Reporting and On Compliance and Other Matters, the Auditor's Communication With Those Charged With Governance, and the Report on Agreed-Upon Procedures Applied to Appropriation Limit Worksheet for the Year Ended June 30, 2016.

3. Successor Agency Board receive and file the Financial Statements for the Successor Agency to the Stanton Redevelopment Agency for the fiscal year ended June 30, 2016.

BACKGROUND:

The CAFR has been prepared by the staff of the Administrative Services Department in conformity with generally accepted accounting principles. This report includes all funds and entities that are within the control of the City. The activity of the Successor Agency to the Stanton Redevelopment Agency is included in the report within a private-purpose trust fund.

The report is organized in three sections: 1) the Introductory Section, which includes the letter of transmittal, the City's organizational chart and a list of principal officials for the fiscal year ended June 30, 2016; 2) the Financial Section, which includes the independent auditor's report, management's discussion and analysis, the basic financial statements, and supplementary information; and 3) the Statistical Section, which includes information on financial trends, revenue and debt capacity, and demographic, economic and operating information for multiple years. To gain an initial understanding of the report, the reader is directed to the letter of transmittal and management's discussion and analysis.

The firm of White Nelson Diehl Evans LLP, Certified Public Accountants and Consultants (WNDE), has conducted an independent audit of the financial statements of the City of Stanton for the fiscal year ended June 30, 2016 and has issued an "unqualified" opinion thereon. An "unqualified" opinion is the highest rating possible and means that the auditors believe the financial statements of the City fairly present, in all material respects, the financial position and the changes in financial position and cash flows for the City for the year ended June 30, 2016, in conformance with generally accepted accounting principles.

The Financial Statements for the Successor Agency to the Stanton Redevelopment Agency, which is a private-purpose trust fund of the City of Stanton has also been audited by WNDE, and is attached. As with the City's financial statements, the independent auditors have issued an "unqualified opinion" on the Successor Agency financial statements.

In addition to their reports on the City and Successor Agency's financial statements, the independent auditors have also issued three other required reports and letters to the City Council: a Report on Internal Controls Over Financial Reporting and On

Compliance and Other Matters, an auditor communication letter and a report on agreed-upon procedures relating to the calculation of the City's appropriations limit for the year ended June 30, 2016. The first report indicates that they discovered no deficiencies in internal controls that they considered to be material weaknesses. The auditors did offer two recommendations for improvements to the City's internal controls regarding the year-end recording and tracking procedures in the general ledger and the recording of capital assets when placed into service and one instance of noncompliance regarding the posting of housing reports on the website. Staff concurs with the recommendations and has taken steps to address them.

The second letter is a direct communication between the auditors and the governing body and advises the City Council of certain significant matters related to the audit, such as the most sensitive estimates and disclosures included in the financial statements, as well as whether they encountered any difficulties in dealing with management or had any disagreements with management. The auditors noted no such difficulties or disagreements during the course of their audit.

The third additional item is the Report on Agreed-Upon Procedures Applied to Appropriation Limit Worksheet for the Year Ended June 30, 2016. The auditors noted no issues in reviewing staff's calculation of the appropriations limit for the 15/16 fiscal year.

The reports and statements described above are hereby presented for City Council review and consideration.

ANALYSIS/JUSTIFICATION:

None

FISCAL IMPACT:

None

ENVIRONMENTAL IMPACT:

None

PUBLIC NOTIFICATION:

Through the regular agenda process.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

4. Ensure Fiscal Stability and Efficiency in Government

Prepared by:

Stephen M. Parker, CPA
Administrative Services Director

Approved by:

James A. Box
City Manager and
Executive Director

Attachments:

A. Comprehensive Annual Financial Report for the Year Ended June 30, 2016
B. Financial Statements for Successor Agency to the Stanton Redevelopment Agency for the Year Ended June 30, 2016
C. Report on Internal Controls Over Financial Reporting and On Compliance and Other Matters
D. Auditor's Communication With Those Charged With Governance
E. Report on Agreed-Upon Procedures Applied to Appropriation Limit Worksheet for the Year Ended June 30, 2016

A COPY OF THE

"Comprehensive Annual Financial Report for the Year Ended June 30 2016"

"Financial Statements for the Successor Agency to the Stanton Redevelopment Agency for the Year Ended June 30 2016"

"Report on Internal Controls Over Financial Reporting
and On Compliance and Other Matters"

"Auditor's Communication With Those Charged With Governance"

&

"Report on Agreed-Upon Procedures Applied to Appropriation Limit Worksheet for the Year Ended June 30, 2016"

IS AVAILABLE FOR VIEWING IN THE CITY CLERKS OFFICE

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: December 13, 2016

SUBJECT: **AWARD OF A CONTRACT FOR BEACH BOULEVARD MEDIAN CONCRETE PAINTING BY THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA**

REPORT IN BRIEF:

The stamped concrete on the median on Beach Boulevard from City limit to City limit needs a repaint due to its aged appearance. This is recommended to be done now because of the current focus on beautifying Beach Boulevard and would be a quick and clearly-visible update to this road. Staff recommends the City Council award the contract for the proposed services to A.J. Fistes Corporation.

RECOMMENDED ACTION:

1. Declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15301(c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities; and

2. Award a contract for the Beach Boulevard Median Concrete Painting to A.J. Fistes Corporation for the amount of $50,700.00; and

3. Authorize the City Manager to bind the City of Stanton and A.J. Fistes Corporation in a contract for the Beach Boulevard Median Concrete Painting; and

4. Authorize the City Manager to approve contract changes, not to exceed 10-percent.

5. That City Council authorize to appropriate $55,770.00 for the Beach Boulevard Median Concrete Painting Project by transferring budgeted funds from the Lighting and Median Maintenance Fund.

6. That City Council authorize Budget Adjustment #2017-09 to transfer from the fund balance account to the contractual services account 225-3530-608100.

Council
Agenda Item # 6F

BACKGROUND:

The median on Beach Boulevard that needs work is from City limit to City limit. It would be fitting for the median on this stretch of road to be brought up to par with the recent focus on beautifying and updating Beach Boulevard. The worn appearance is something that needs to be taken care of even though there may not be practical issues on the median. This project would be a quick and cost-efficient way to present an immediately tangible update to Beach Boulevard.

ANALYSIS/JUSTIFICATION:

The project was advertised for bids on October 17, 2016. Notices announcing the solicitation of bids for this project were posted in the F.W. Dodge publication known as the "Green Sheets."

The bid was publicly opened on November 7, 2016 at 10:00 a.m. and is listed below:

RANK	Company	BID
1	AJ Fistes Corporation	$ 50,700.00
2	Fix Painting Corporation	$ 374,000.00

Staff has reviewed the submitted bid documents and found the low bidder in compliance with the contract documents. Staff has done a reference check on the firm and received good reviews on their quality of work. Upon successful execution of the contract documents, the project is scheduled to begin construction in late December 2016. The contractor will have approximately two weeks to complete the project.

FISCAL IMPACT:

Funding for this project is available from the Lighting and Median Maintenance Fund. Budget adjustment #2017-09 will transfer from the Lighting and Median Maintenance Fund Balance Account 225-0000-304320 to the Lighting and Median Maintenance Contractual Services Account 225-3530-608100. This project did not have any impact on the General Fund.

ENVIRONMENTAL IMPACT:

In accordance with the requirements of the CEQA, this project has been determined to be exempt under Section 15301(c).

LEGAL REVIEW:

None.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

3 – Provide a quality infrastructure.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

Prepared by:

Guillermo Perez
Assistant Engineer

Reviewed by:

Allan Rigg, P.E. AICP
Director of Public Works

Concur:

Stephen Parker, CPA
Administrative Services Director

Approved by:

James A. Box
City Manager

Attachments:

(1) Notice Inviting Bids
(2) Bid
(3) Contract
(4) Budget Adjustment #2017-09

NOTICE INVITING SEALED BIDS

NOTICE IS HEREBY GIVEN

Sealed proposals for the work entitled: **Beach Boulevard Median Concrete Painting** in the City of Stanton will be received at the Office of the City Clerk of the City of Stanton, 7800 Katella Avenue, Stanton, CA 90680-3162 until **10:00AM on Monday, November 7, 2016** at which time they will be publicly opened and read.

All bid proposals shall be made on the proposal forms furnished by the City and placed in a sealed package marked outside with the title of the project and "SEALED BID FOR THE CITY OF STANTON" - DO NOT OPEN WITH REGULAR MAIL" and addressed to the City Clerk at the above address in a sealed envelope.

All bid proposals must comply with the requirements contained in this Notice and in the specifications and other contract documents. All bids in apparent compliance with such requirements shall be opened and publicly read aloud at the above-stated time at the place of bid receipt identified above.

The Contractor shall furnish all necessary materials, labor, equipment and other incidental and appurtenant work necessary for the proper construction of this project, including but not limited to the removal of the existing rubberized cap and placement of 1.5 inches of cushion cap surfacing over existing PIP surfacing.

All work shall be completed within **30 working days** following the date specified in the written notice to proceed from the City.

Contractor shall comply with the requirements of SB 854. SB 854 requires all contractors and subcontractors bidding on public works projects to register with the Department of Industrial Relations and to pay an annual fee. The registration requires contractors to provide the State with evidence of the contractors' compliance with a number of statutory requirements.

At the time of the award of the contract, the successful bidder shall possess a valid contractor's license, and shall comply with any applicable City requirements concerning contractor qualifications. Submission of a bid by a bidder without a license subjects the bidder to civil penalties pursuant to Business & Professions Code section § 7028.15. The bidder must possess a Class-A Contractor License in the State of California. No contract will be awarded to any bidder who is not a properly licensed California contractor as required by the California Business and Professions Code.

As provided for in section 22300 of the Public Contracts Code, the Contractor may substitute securities for any monies withheld by the City to ensure performance under the Contract.

The Contractor shall not begin work under the Agreement until it has given the City evidence of comprehensive public liability insurance and Workers' Compensation Insurance coverage together with additional Insured Endorsements. The successful Contractor shall also furnish 2 bonds required by the State Contract Act. Each of the said bonds shall be executed in a sum equal to the contract price. One of the said bonds shall guarantee the faithful performance of the said contract by the Contractor, and the other said bond shall secure the payment of claims for labor and material.

The City reserves the right to reject any or all bids or any parts thereof, and to waive any irregularities or informalities in any bid or in the bidding, and to make awards in all or part in the best interests of the City.

PREVAILING WAGE REQUIREMENTS: In accordance with the provisions of Section 1770, et seq., of the Labor Code, the Director of the Industrial Relations of the State of California has determined the general prevailing rate of wages applicable to the work to be done. The Contractor and subcontractor will be required to pay to all persons employed on the project by the Contractor sums not less than the sums set forth in the documents entitled "General Prevailing Wage Determination made by the Director of Industrial Relations pursuant to California Labor Code, Part 7, Chapter 1, Article 2, Sections 1770, 1773, 1773.1."

WITHDRAWAL OF BID: No bidder may withdraw his bid for a period of 60 days after the date set for the opening of bids.

CITY OF STANTON

_____

Director of Public Works, Date

BID SHEET

Beach Boulevard Median Concrete Painting

BIDDERS NAME: AJ Fistes Corporation

PRINT or Type

#	DESCRIPTION	ESTIMATED QUANTITY	UNIT QTY	UNIT PRICE (Numbers)	ITEM COST (Numbers)
1	Mobilization (Not to exceed 5% of Bid Total)	1	LS	500	500
2	Traffic Control	1	LS	2200	2200
3	Painting (includes materials, equipment, manpower, cleaning, & disposal)	60,000	SF	0.75	48,000.00

Total Base Bid in NUMBERS:	$ 50,700.00
Total Base Bid in WORDS:	Fifty thousand seven hundred Dollars and ZERO Cents

VICE PRESIDENT

CITY OF STANTON
CONTRACT

Beach Boulevard Median Concrete Painting

I.

This Contract is made and entered into on the 13th Day of December, 2016 by and between the City of **Stanton**, a California General Law Municipal Corporation ("City") and AJ Fistes Corporation ("Contractor"). City and Contractor, based upon their mutual promises contained herein and for other good and valuable consideration the receipt and sufficiency of which is hereby acknowledged, do hereby agree as follows:

The complete Contract includes all of the Contract Documents, to wit:

A. Advertisement for Bids
B. Information for Bidders
C. Bid, dated
D. Payment Bond
E. Contract Performance Bond
F. Certificates of Insurance, Certified Copies of Insurance Policies, and Endorsements
G. Certified Copy of the record of action of the City Council of City of Stanton, Stanton, California.
H. Latest Edition, Standard Specifications for Public Works Construction.

Each of such documents in their entirety are incorporated herein by this reference as if set forth in full.

II. BID AMOUNTS

The Contractor agrees to perform the work set forth and particularly described in the aforementioned documents, incorporated herein by reference, in consideration of the amount of the BASE BID, to wit: $50,700.00.

III. BONDS

Contractor shall furnish a Labor and Material Bond in an amount equal to one-hundred percent (100%) of the Contract Price, and a Faithful Performance Bond in an amount equal to one-hundred percent (100%) of the Contract Price, said bonds to be secured from a surety company admitted and authorized to do business in California as such.

IV. INDEMNITY

Contractor and City agree that City, its employees, agents and officials should, to the extent permitted by law, be fully protected from any loss, injury, damage, claim, lawsuit, cost, expense, attorneys fees, litigation costs, defense costs, court costs, or any other cost arising out of or in any way related to the performance of this agreement. Accordingly, the provisions of this indemnity provision are intended by the parties to be interpreted and construed to provide the fullest protection possible under the law to the City. Contractor acknowledges that City would not enter into this agreement in the absence of the commitment of Contractor to indemnify and protect City as set forth here.

To the full extent permitted by law, Contractor shall defend, indemnify and hold harmless City, its employees, agents, and officials, from any liability, claims, suits, actions, arbitration proceedings, administrative proceedings, regulatory proceedings, losses, expenses, or costs of any kind, whether actual, alleged or threaten, actual attorney fees incurred by City, court costs, interest, defense costs including expert witness fees and any other costs or expenses of any kind whatsoever without restriction or limitation incurred in relation to, as a consequence of or arising out of or in any way attributable actually or impliedly, in whole or in part to the performance of this agreement. All obligations under this provision are to be paid by Contractor as they are incurred by the City.

Without affecting the rights of City under any provision of this agreement or this section, Contractor shall not be required to indemnify and hold harmless City as set forth above for liability attributable to the sole fault of City, provided such sole fault is determined by agreement between the parties or the findings of a court of competent jurisdiction. This exception will apply only in instances where the City is shown to have been solely at fault and not in instances where Contractor is solely or partially at fault or in instances where City's fault accounts for only a percentage of the liability involved. In those instances, the obligation of Contractor will be all-inclusive and City will be indemnified for all liability incurred, even though a percentage of the liability is attributable to conduct of the City.

Contractor acknowledges that its obligation pursuant to this section extends to liability attributable to City, if that liability is less than the sole fault of City. Contractor has no obligation under this agreement for liability proven in a court of competent jurisdiction or by written agreement between the parties to be the sole fault of City.

The obligations of Contractor under this or any other provision of this agreement will not be limited by the provisions of any workers compensation act or similar act. Contractor expressly waives its statutory immunity under such statues or laws as to City, its employees and officials.

Contractor agrees to obtain executed indemnity agreements with provisions identical to those set forth here in this section from each and every subcontractor, subtier contractor

or any other person or entity involved by, for, with or on behalf of Contractor in the performance or subject matter of this agreement. In the event Contractor fails to obtain such indemnity obligations from others as required here, Contractor agrees to be fully responsible according to the terms of this section.
Failure of City to monitor compliance with these requirements imposes no additional obligations on City and will in no way act as a waiver of any rights hereunder. This obligation to indemnify and defend City as set forth herein is binding on the successors, assigns, or heirs of Contractor and shall survive the termination of this agreement or this section.

V. INSURANCE

The Contractor shall secure and maintain throughout the term of the Contract the following types of insurance with limits as shown:

Workers Compensation - A program of Workers Compensation Insurance or a State-approved self Insurance Program in an amount and form to meet all applicable requirements of the Labor Code of the State of California, including Employers Liability with One-Million Dollars ($1,000,000.00) limits, covering all persons providing services on behalf of the Contractor and all risks to such persons under this Contract.

General Liability - Such general liability insurance shall be written with a limit of liability of not less than Two-Million Dollars ($2,000,000.00) combined single limits for damages arising out of bodily-injury, including sickness and death, injury to or destruction of property of others, arising directly or indirectly out of or in connection with the performance of the Work under the Contract Documents including explosion, collapse, and underground exposure.

Vehicle Liability - Such vehicle liability insurance shall be written with a limit of liability of not less than One-Million Dollars ($1,000,000.00) combined single limits for all bodily injury, including sickness and death or injury to or destruction of property of others, arising directly or indirectly out of or in connection with the performance of the Work under the Contract Documents including explosion, collapse, and underground exposure.

If the City determines to require the Contractor to procure such insurance, such insurance shall cover as insureds under all policies excepting workers compensation the City, its officers, employees, and agents. The policy or policies for such insurance may provide for a deductible amount not to exceed five percent (5%) of the Contract Price. As provided in Section 7105 of the California Public Contract Code, the Contractor is responsible for the cost of repairing or restoring work up to five percent (5%) of the contract amount.

All insurers shall be admitted and authorized to do business in California as insurance carriers.

Contractor shall immediately furnish certificates of insurance and the Contractor shall provide certified copies of all policies and endorsements to the City evidencing the insurance coverage above required prior to the commencement of performance of services hereunder, which certificates shall provide that such insurance shall not be terminated or expire without thirty (30) days written notice to the City, and shall maintain such insurance from the time Contractor commences performances of services hereunder until the completion of such services. Within thirty (30) days of award of the contract, Contractor shall provide City with certified copies of all insurance policies required hereunder.

All policies, with respect to the insurance coverage above required, except for the Workers' Compensation Insurance coverage and liability coverage, if applicable, shall obtain additional endorsements covering the City and its officers, employees, and agents, as insureds with respect to liabilities arising out of the performance of services hereunder.

The Contractor shall require the carriers of the above required coverage's to waive all rights of subrogation against the City, its officers, employees, contractors, agents, and subcontractors.

All policies required above are to be primary and noncontributing with any insurance or self-insurance programs carried or administered by the City.

VI. CONTRACT PRICE

The City agrees to pay, and the Contractor agrees to accept in full payment for the work outlined, in the Contract Documents, the sum of fifty thousand seven hundred dollars and zero cents($50,700.00) subject to additions and deductions, if any, in accordance with said documents. Payment shall not be made more often than once each thirty (30) days, nor shall amount paid be in excess of ninety percent (95%) of the Contract at time of completion. Final payment to be made thirty-five (35) days subsequent to filing of Notice of Completion. Contractor may, upon Contractor's written request, and approved by the City Council, at Contractor's expense, deposit eligible substitute securities, as described in Government Code Section 16430, and as authorized by Public Contract Code, Section 22300, in lieu of retention monies withheld to insure performance.

VII. COMMENCEMENT AND COMPLETION OF WORK

The Contractor shall commence the work required by this Contract within ten (10) days of the date specified in the Notice to Proceed and shall complete the Work within **Tweeny-Five (25)** working days. City and Contractor have discussed the provisions of Government Code Section 53069.85 and the damages which may be incurred by City if the Work is not completed within the time specified in this Contract. The City and

Contractor hereby represent that at the time of signing this Contract, it is impracticable and extremely difficult to fix the actual damage which will be incurred by City if the Work is not completed within the number of calendar days allowed. Accordingly, City and Contractor agree that the sum of One Thousand Dollars ($1,000.00) per day is a reasonable sum to assess as damages to City by reason of the failure of Contractor to complete the Work within the time specified.

VIII. MISCELLANEOUS

The Contractor acknowledges that, in accordance with Section 1777.5 of the State Labor Code, he/she will be held responsible for compliance with the provisions of this Section for all apprenticeable occupations.

The Contractor hereby waives for himself/herself and for Contractor's Subcontractors any right Contractor may now or in the future possess in relation to this Contract and these Contract Documents and the work thereunder, to utilize the provisions of Civil Code Section 47(b) in any action, proceeding, or prosecution pursuant to California False Claims Act, Government Code Section 12650 et seq.

IX.

Contractor acknowledges and agrees that Contractor must have all appropriate contractor's licenses. Contractor further warrants and represents that he/she/they has/have the appropriate contractor's license to perform the work hereunder. Contractor's failure to have or maintain all appropriate licenses during the entire term of this contract, or any period thereof, shall be cause for the immediate and summary termination of this Contract by City. Contractor shall be liable for all City's costs to complete the work and this Contract.

X.

The person or persons executing this Contract on behalf of Contractor warrants and represents he/she/they has/have the authority to execute this Contract on behalf of his/her/their corporation, partnership, or business entity and warrant and represents that he/she/they has/have the authority to bind Contractor to the performance of its obligations hereunder.

XI.

This Contract contains the completely final, entire, and exclusive agreement between the parties with respect to the subject matter hereof, and no waiver, alteration, or modification of any of the provisions hereof or rights to act hereunder shall be binding unless in writing. Any attempted modification, amendment, or alteration in violation hereof shall be void.

IN WITNESS WHEREOF, each of the parties hereto has caused the Contract to be executed in its name on its behalf by a duly authorized officer as of this day and year first above written.

CITY OF STANTON:

By: _____
CITY MANAGER

ATTEST:

By: _____
CITY CLERK

APPROVED AS TO FORM:

By: _____
CITY ATTORNEY

[CONTRACTOR]:

By: _____
(Corporate Officer)

Title: _____

Print Name: _____

By: _____
(Corporate Officer)

Title: _____

Print Name: _____

NOTARY REQUIRED

Bond No. _____ Bond Premium_____

PERFORMANCE BOND

KNOW ALL PERSONS BY THESE PRESENTS that:

THAT WHEREAS, the City of Stanton (sometimes referred to hereinafter as "Obliges") has awarded AJ Fistes Corporation (hereinafter designated as the "Contractor"), a Contract for the work described as follows:

The work to be constructed hereunder is located in the **City of Stanton**. The work to be done consists of furnishing all materials, equipment, tools, labor, and incidentals as required by the Plans, Specifications and Contract Documents for the above stated project. The general items of work to be done shall consist of the re-painting of concrete medians, and other items of work required to complete the scope of work detailed in the plans and specifications complete and in place.

WHEREAS, the work to be performed by the Contractor is more particularly set forth in that certain contract for the said Public Work dated December 13, 2016 (hereinafter referred to as the "Public Work Contract"), which Public Work Contract is incorporated herein by this reference; and

WHEREAS, the Contractor is required by said Public Work Contract to perform the terms thereof and to provide a bond both for the performance and guaranty thereof.

NOW, THEREFORE, we, _____, the undersigned Contractor, as Principal, and _____, a corporation organized and existing under the laws of the State of _____, and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the City of Stanton in the sum of _____Dollars ($_____) said sum being not less than one-hundred percent (100%) of the total amount payable by the said obligee under the terms of the said Public Work's Contract, for which amount well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors, and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that, if the said Principal, his/her or its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and agreements in the said Public Work Contract and any alteration thereof made as therein provided, on his/her or its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their intent and meaning; and shall faithfully fulfill the one-year guarantee of all materials and workmanship; and indemnify and save harmless the Obligee, its officers and agents, as stipulated in said Public Work Contract, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect. In case suit is brought upon this bond, the said Surety will pay to Obligee a reasonable attorneys fee to be fixed by the Court.

The said Surety, for value received, hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of the Public Work Contract or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond and it does hereby waive notice of any such change, extension of time, alteration, or addition to the terms of the Contract or to the work or to the Specifications.

No final settlement between the Obligee and the Contractor shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this day _____ of _____ 20 _____ .

PRINCIPAL:

By: _____

SURETY:

By: _____
Attorney-in-Fact

The rate of premium on this bond is $ _____ per thousand.

The total amount of premium charged, $ _____. (The above must be filled in by corporate surety.)

IMPORTANT: Surety companies executing Bonds must possess a certificate of authority from the California Insurance Commissioner authorizing them to write surety insurance defined in Section 105 of the California Insurance Code, and if the work or project is financed, in whole or in part, with federal grant or loan funds, must also appear on the Treasury Departments most current list (Circular 570 as amended). THIS IS A REQUIRED FORM.

STATE OF CALIFORNIA)
) ss.
COUNTY OF_____)

On this _____ day of _____, in the year 20_____, before me, _____ _____, a Notary Public in and for said State, personally appeared _____ _____, known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument as the Attorney-in-Fact _____ _____ of the _____ (Surety) and acknowledged to me that he/she subscribed the name of the _____ (Surety) thereto and his/her own name as Attorney-in-Fact.

_____

_____

Notary Public in and for said State

(SEAL)

Commission expires: _____

NOTE: A copy of the power of attorney to local representatives of the bonding company must be attached hereto.

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, _____, certify that I am the secretary of the corporation named as Principal to the within bond; that _____ who signed the said bond on behalf of the principal was then of said corporation; that I know his/her signature, and his/her signature thereto is genuine; and that said bond was duly signed, sealed, and attested for and in behalf of said Corporation by authority of its governing bond.

_____

Signature

(CORPORATE SEAL)

Bond No. _____ Bond Premium_____

PAYMENT BOND

(LABOR AND MATERIALS)

KNOW ALL PERSONS BY THESE PRESENTS that:

THAT WHEREAS, the City of Stanton (referred to hereinafter as "Obligee") has awarded AJ Fistes Corporation(hereinafter designated as the "Contractor"), a contract dated December 13, 2016, for work described as follows:

The work to be constructed hereunder is located in the **City of Stanton**. The work to be done consists of furnishing all materials, equipment, tools, labor, and incidentals as required by the Plans, Specifications and Contract Documents for the above stated project. The general items of work to be done shall consist of the re-painting of concrete medians, and other items of work required to complete the scope of work detailed in the plans and specifications complete and in place.

WHEREAS said Contractor is required to furnish a bond in connection with said Public Works Contract, and pursuant to Section 3247 of the California Civil Code;

NOW, THEREFORE, we, _____, the undersigned Contractor, as Principal and, a corporation organized and existing under the laws of the State of _____ _____, and duly authorized to transact business under the laws of the State of California, as Surety, are held and firmly bound unto the _____ to any and all persons, companies or corporations entitled to file stop notices under Section 3181 of the California Civil Code in the sum of_____Dollars ($_____), said sum being not less than one-hundred percent (100%) of the total amount payable by the said Obligee under the terms of the said Public Work Contract, for which payment well and truly to be made, we bind ourselves, our heirs, executors and administrators, successors and assigns, jointly and severally, firmly by these presents.

THE CONDITION OF THIS OBLIGATION IS SUCH, that, if said Contractor, his/her or its heirs, executors, administrators, successors or assigns, or Subcontractors, shall fail to pay for any materials, provisions, provender or other supplies or teams, implements or machinery used in, upon, for or about the performance of the Public Work contracted to be done, or for any work or labor thereon of any kind, or for amounts due under the Unemployment Insurance Code with respect to such work or labor, or for any amounts required to be deducted, withheld, and paid over to the Franchise Tax Board from the wages of employees of said Contractor and his/her Subcontractors pursuant to Section 18806 of the Revenue and Taxation Code with respect to such work and labor as required by the provisions of Section 3247 through 3252 of the Civil Code, the Surety or Sureties hereon will pay for the same in an amount not exceeding the sum specified in this bond, otherwise the above obligation shall be void. In case suit is brought upon this bond, the said Surety or Sureties will pay a reasonable attorneys fee to be fixed by the Court. In addition to the provisions hereinabove, it is agreed that this bond will inure to the benefit of any and all persons, companies and corporations entitled to serve stop notices under Section 3181 of the Code, so as to give a right of action to them or their assigns any suit brought upon this bond.

The Surety, for value received hereby stipulates and agrees that no change, extension of time, alteration or additions to the terms of the said Public Work Contract or to the work to be performed thereunder or the Specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration, or addition to the terms of the Contract or to the work or to the Specifications.

No final settlement between the Obligee and the Contractor hereunder shall abridge the right of any beneficiary hereunder, whose claim may be unsatisfied.

IN WITNESS WHEREOF, we have hereunto set our hands and seals this _____ day of _____, 20____.

PRINCIPAL:

By: _____

SURETY: _____

By: _____
Attorney-in-Fact

IMPORTANT: Surety companies executing Bonds must possess a certificate of authority from the California Insurance Commissioner authorizing them to write surety insurance defined in Section 105 of the California Insurance Code, and if the work or project is financed, in whole or n part, with federal grant or loan funds, must also appear on the Treasury Department's most current list (Circular 570 as amended). THIS IS A REQUIRED FORM.

STATE OF CALIFORNIA)
) ss.
COUNTY OF _____)

On this _____ day of _____, in the year 20_____, before me, _____ _____, a Notary Public in and for said State, personally appeared _____ _____, known to me (or proved to me on the basis of satisfactory evidence) to be the person whose name is subscribed to the within instrument as the Attorney-in-Fact of the _____ (Surety) and acknowledged to me that he/she subscribed the name of the _____ (Surety) thereto and his/her own name as Attorney-in-Fact.

_____

_____

Notary Public in and for said State

(SEAL)

Commission expires: _____

NOTE: A copy of the power of attorney to local representatives of the bonding company must be attached hereto.

CERTIFICATE AS TO CORPORATE PRINCIPAL

I, _____, certify that I am the secretary of the corporation named as Principal to the within bond; that _____ who signed the said bond on behalf of the principal was then of said corporation; that I know his/her signature, and his/her signature thereto is genuine; and that said bond was duly signed, sealed, and attested for and in behalf of said Corporation by authority of its governing bond.

_____

Signature

(CORPORATE SEAL)

AGREEMENT TO COMPLY WITH CALIFORNIA LABOR LAW REQUIREMENTS

[Labor Code §§ 1720, 1773.8, 1775, 1776, 1777.5, 1813, 1860, 1861, 3700]

The undersigned Contractor certifies that it is aware of and hereby agrees to fully comply with the Following provisions of California law:

1. Contractor acknowledges that this contract is subject to the provisions of Division 2, Part 7, Chapter 1 (commencing with Section 1720) of the California Labor Code relating to public works and the awarding public agency ("Agency") and agrees to be bound by all the provisions thereof as though set forth in full herein.

2. Contractor agrees to comply with the provisions of California Labor Code Section 1773.8 which requires the payment of travel and subsistence payments to each worker needed to execute the work to the extent required by law.

3. Contractor agrees to comply with the provisions of California Labor Code Sections 1774 and 1775 concerning the payment of prevailing rates of wages to workers and the penalties for failure to pay prevailing wages. The Contractor shall, as a penalty to the Agency, forfeit not more than fifty dollars ($50) for each calendar day, or portion thereof, for each worker paid less than the prevailing rates as determined by the Director of Industrial Relations for the work or craft in which the worker is employed for any public work done under the contract by Contractor or by any subcontractor.

4. Contractor agrees to comply with the provisions of California Labor Code Section 1776 which require Contractor and each subcontractor to (1) keep accurate payroll records, (2) certify and make such payroll records available for inspection as provided by Section 1776, and (3) inform the Agency of the location of the records. The Contractor is responsible for compliance with Section 1776 by itself and all of its subcontractors.

5. Contractor agrees to comply with the provisions of California Labor Code Section 1777.5 concerning the employment of apprentices on public works projects, and further agrees that Contractor is responsible for compliance with Section 1777.5 by itself and all of its subcontractors.

6. Contractor agrees to comply with the provisions of California Labor Code Section 1813 concerning penalties for workers who work excess hours. The Contractor shall, as a penalty to the Agency, forfeit twenty-five dollars ($25) for each worker employed in the execution of the contract by the Contractor or by any subcontractor for each calendar day during which such worker is required or permitted to work more than 8 hours in any one calendar day and 40 hours in any one calendar week in violation of the provisions of Division 2, Part 7, Chapter 1, Article 3 of the California Labor Code.

7. California Labor Code Sections 1860 and 3700 provide that every contractor will be required to secure the payment of compensation to its employees. In accordance with the provisions of California Labor Code Section 1861, Contractor hereby certifies as follows:

"I am aware of the provisions of Section 3700 of the Labor Code which require every employer to be insured against liability for worker's compensation or to undertake self-insurance in accordance with the provisions of that code, and I will comply with such provisions before commencing the performance of the work of this contract."

Date _____ Signature _____

STATEMENT ACKNOWLEDGING PENAL AND CIVIL PENALTIES CONCERNING THE CONTRACTORS' LICENSING LAWS

[Business & Professions Code § 7028.15]
[Public Contract Code § 20103.5]

I, the undersigned, certify that I am aware of the following provisions of California law and that I, or the entity on whose behalf this certification is given, hold a currently valid California contractor's license as set forth below (required at time of award):
Business & Professions Code § 7028.15:

(a) It is a misdemeanor for any person to submit a bid to a public agency in order to engage in the business or act in the capacity of a contractor within this state without having a license therefor, except in any of the following cases:

(1) The person is particularly exempted from this chapter.
(2) The bid is submitted on a state project governed by Section 10164 of the Public Contract Code or on any local agency project governed by Section 20104 [now § 20103.5] of the Public Contract Code.

(b) If a person has been previously convicted of the offense described in this section, the court shall impose a fine of 20 percent of the price of the contract under which the unlicensed person performed contracting work, or four thousand five hundred dollars ($4,500), whichever is greater, or imprisonment in the county jail for not less than 10 days nor more than six months, or both.

In the event the person performing the contracting work has agreed to furnish materials and labor on an hourly basis, "the price of the contract" for the purposes of this subdivision means the aggregate sum of the cost of materials and labor furnished and the cost of completing the work to be performed.

(c) This section shall not apply to a joint venture license, as required by Section 7029.1. However, at the time of making a bid as a joint venture, each person submitting the bid shall be subject to this section with respect to his or her individual licensure.

(d) This section shall not affect the right or ability of a licensed architect, land surveyor, or registered professional engineer to form joint ventures with licensed contractors to render services within the scope of their respective practices.

(e) Unless one of the foregoing exceptions applies, a bid submitted to a public agency by a contractor who is not licensed in accordance with this chapter shall be considered non-responsive and shall be rejected by the public agency. Unless one of the foregoing exceptions applies, a local public agency shall, before awarding a contract or issuing a purchase order, verify that the contractor was properly licensed when the contractor submitted the bid. Notwithstanding any other provision of law, unless one of the foregoing exceptions applies, the registrar may issue a citation to any public officer or employee of a public entity who knowingly awards a contract or issues a purchase order to a contractor who is not licensed pursuant to this chapter. The amount of civil penalties, appeal, and finality of such citations shall be subject to Sections 7028.7 to 7028.13, inclusive. Any contract awarded to, or any purchase order issued to, a contractor who is not licensed pursuant to this chapter is void.

(f) Any compliance or noncompliance with subdivision (e) of this section, as added by Chapter 863 of the Statutes of 1989, shall not invalidate any contract or bid awarded by a public agency during which time that subdivision was in effect.

(g) A public employee or officer shall not be subject to a citation pursuant to this section if the public employee, officer, or employing agency made an inquiry to the board for the purposes of

verifying the license status of any person or contractor and the board failed to respond to the inquiry within three business days. For purposes of this section, a telephone response by the board shall be deemed sufficient.

Public Contract Code § 20103.5:

In all contracts subject to this part where federal funds are involved, no bid submitted shall be invalidated by the failure of the bidder to be licensed in accordance with the laws of this state. However, at the time the contract is awarded, the contractor shall be properly licensed in accordance with the laws of this state. The first payment for work or material under any contract shall not be made unless and until the Registrar of Contractors verifies to the agency that the records of the Contractors' State License Board indicate that the contractor was properly licensed at the time the contract was awarded. Any bidder or contractor not so licensed shall be subject to all legal penalties imposed by law, including, but not limited to, any appropriate disciplinary action by the Contractors' State License Board. The agency shall include a statement to that effect in the standard form of pre-qualification questionnaire and financial statement.

Failure of the bidder to obtain proper and adequate licensing for an award of a contract shall constitute a failure to execute the contract and shall result in the forfeiture of the security of the bidder.

License no.:_____ Class:_____ Expiration date: _____

Date _____ Signature _____

INSURANCE REQUIREMENTS

The Contractor shall at all times during the terms of the Contract carry, maintain, and keep in full force and effect a policy or policies of comprehensive general liability insurance in which the City, along with its City Council and each member thereof, and every officer, official, agent, attorney, employee or volunteer of the City, is the named insured or is named as an additional insured with the Contractor in accordance with the General Provisions. The insurance company issuing such policy(ies) must be acceptable to, and approved by, the City Engineer and City Attorney. Contractor shall maintain limits of no less than Two Million Dollars ($2,000,000) combined single limit coverage per occurrence for personal injury or death or property loss or damage which may arise from or relate directly or indirectly to the acts, operations or omissions of the performance of the Contractor and/or its subcontractors and/or the employees, agents, officers, officials or volunteers of either, in the performance of this Public Works Contract. Such insurance shall include coverage of no less than One Million Dollars ($1,000,000) for all automobiles utilized by Contractor's or any subcontractor's employees or agents in the performance of the Contract. Contractor shall also provide an endorsement in the forms included in Book II.

WORKER'S COMPENSATION CERTIFICATE OF INSURANCE

WHEREAS, the CITY OF STANTON has required certain insurance to be provided by

_____

NOW THEREFORE, the undersigned insurance company does hereby certify that it has issued the policy or policies described below to the following named insureds and that the same are in force at this time.

1. This certificate is issued to: CITY OF STANTON, City Hall, 7800 Katella Avenue, STANTON, CA 90680-3162.

2. The insureds under such policy or policies are: _____

3. Worker's Compensation Policy or Policies in a form approved by the Insurance Commissioner of California covering all operations of the named insureds, as follows:

POLICY NUMBER	EFFECTIVE DATE	EXPIRATION DATE

4. Said policy or policies shall not be canceled, voided or reduced in coverage or limits of liability, unless and until thirty days' advance written notice thereof has been served upon the City Clerk of the CITY OF STANTON.

By:_____
Its Authorized Representative

ADDITIONAL INSURED ENDORSEMENT COMPREHENSIVE GENERAL LIABILITY

Name and address of named insured ("Named Insured"):

Name and address of Insurance Company ("Company"):

OFFICIAL TITLE OF PROJECT:_____

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:

1. The City of Stanton, its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

2. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.

3. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought except with respect to the limits of the Company's liability.

4. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.

5. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained in or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.

6. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereof. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.

7. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

8. It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.

9. This endorsement and all notices given hereunder shall be sent to Public Agency at:

Director of Public Works
City of Stanton
7800 Katella Avenue
Stanton CA 90680-3162

10. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH THIS ENDORSEMENT ATTACHES	POLICY PERIOD FROM/TO	LIMITS OF LIABILITY

11. Scheduled items or locations are to be identified on an attached sheet. The following inclusions relate to the above coverages. Includes:

- ☐ Contractual Liability
- ☐ Owners/Landlords/Tenants
- ☐ Manufacturers/Contractors
- ☐ Products/Completed Operations
- ☐ Broad Form Property Damage
- ☐ Extended Bodily Injury
- ☐ Broad Form Comprehensive
- ☐ General Liability Endorsement
- ☐ Explosion Hazard
- ☐ Collapse Hazard
- ☐ Underground Property Damage
- ☐ Pollution Liability
- ☐ Liquor Liability
- ☐
- ☐

12. A ☐ deductible or ☐ self-insured retention (check one) of $ _____ applies to all coverage(s) except: _____ _____ (if none, so state). The deductible is applicable ☐ per claim or ☐ per occurrence (check one).

13. This is an ☐ occurrence or ☐ claims made policy (check one).

14. This endorsement is effective on _____ at 12:01 A.M. and forms a part of Policy Number _____

I, _____ (print name), hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20_____

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Phone No.: ( ) _____

ADDITIONAL INSURED ENDORSEMENT AUTOMOBILE LIABILITY

Name and address of named insured ("Named Insured"):

Name and address of Insurance Company ("Company"):

OFFFICAL TITLE OF PROJECT:_____

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:
The City of Stanton, its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

1. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.
2. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought except with respect to the limits of the Company's liability.
3. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.
4. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.
5. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereto. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.
6. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.
This endorsement and all notices given hereunder shall be sent to Public Agency at:

Director of Public Works
City of Stanton
7800 Katella Avenue
Stanton, CA 90680-3162

7. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH LIMITS OF THIS ENDORSEMENT ATTACHES LIABILITY	POLICY PERIOD FROM/ TO

Scheduled items or locations are to be identified on an attached sheet. The following inclusions relate to the above coverages. Includes:

☐ Any Automobiles	☐ Truckers Coverage
☐ All Owned Automobiles	☐ Motor Carrier Act
☐ Non-owned Automobiles	☐ Bus Regulatory Reform Act
☐ Hired Automobiles	☐ Public Livery Coverage
☐ Scheduled Automobiles	☐
☐ Garage Coverage	☐

11. A ☐ deductible or ☐ self-insured retention (check one) of $ _____ applies to all coverage(s) except: _____ (if none, so state). The deductible is applicable ☐ per claim or ☐ per occurrence (check one).

12. This is an ☐ occurrence or ☐ claims made policy (check one).

13. This endorsement is effective on _____ at 12:01 A.M. and forms a part of Policy Number _____.

I, _____ (print name), hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20_____

Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Phone No.: ( ) _____

ADDITIONAL INSURED ENDORSEMENT EXCESS LIABILITY

Name and address of named insured ("Named Insured"):

Name and address of Insurance Company ("Company"):

OFFICIAL TITLE OF PROJECT:_____

Notwithstanding any inconsistent statement in the policy to which this endorsement is attached (the "Policy") or in any endorsement now or hereafter attached thereto, it is agreed as follows:

1. The City of Stanton, its elected officials, officers, attorneys, agents, employees, and volunteers are additional insureds (the above named additional insureds are hereafter referred to as the "Additional Insureds") under the Policy in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured. The Additional Insureds have no liability for the payment of any premiums or assessments under the Policy.

2. The insurance coverages afforded the Additional Insureds under the Policy shall be primary insurance, and no other insurance maintained by the Additional Insureds shall be called upon to contribute with the insurance coverages provided by the Policy.

3. Each insurance coverage under the Policy shall apply separately to each Additional Insured against whom claim is made or suit is brought except with respect to the limits of the Company's liability.

4. Nothing in this contract of insurance shall be construed to preclude coverage of a claim by one insured under the policy against another insured under the policy. All such claims shall covered as third-party claims, i.e., in the same manner as if separate policies had been issued to each insured. Nothing contained in this provision shall operate to increase or replicate the Company's limits of liability as provided under the policy.

5. The insurance afforded by the Policy for contractual liability insurance (subject to the terms, conditions and exclusions applicable to such insurance) includes liability assumed by the Named Insured under the indemnification and/or hold harmless provision(s) contained in or executed in conjunction with the written agreement(s) or permit(s) designated above, between the Named Insured and the Additional Insureds.

6. The policy to which this endorsement is attached shall not be subject to cancellation, change in coverage, reduction of limits (except as the result of the payment of claims), or non-renewal except after written notice to Public Agency, by certified mail, return receipt requested, not less than thirty (30) days prior to the effective date thereto. In the event of Company's failure to comply with this notice provision, the policy as initially drafted will continue in full force and effect until compliance with this notice requirement.

7. Company hereby waives all rights of subrogation and contribution against the Additional Insureds, while acting within the scope of their duties, from all claims, losses and liabilities arising out of or incident to the perils insured against in relation to those activities described generally above with regard to operations performed by or on behalf of the Named Insured regardless of any prior, concurrent, or subsequent active or passive negligence by the Additional Insureds.

8. It is hereby agreed that the laws of the State of California shall apply to and govern the validity, construction, interpretation, and enforcement of this contract of insurance.

9. This endorsement and all notices given hereunder shall be sent to Public Agency at:

Director of Public Works
City of Stanton
7800 Katella Avenue
Stanton, CA 90680-3162

10. Except as stated above and not in conflict with this endorsement, nothing contained herein shall be held to waive, alter or extend any of the limits, agreements, or exclusions of the policy to which this endorsement is attached.

TYPE OF COVERAGES TO WHICH THIS ENDORSEMENT ATTACHES	LIMITS OF LIABILITY	POLICY PERIOD FROM/TO
☐ Following Form		
☐ Umbrella Liability		
☐		

10. Applicable underlying coverages:

INSURANCE COMPANY	AMOUNT	POLICY NO.

11. The following inclusions, exclusions, extensions or specific provisions relate to the above coverages:

12. A ☐ deductible or ☐ self-insured retention (check one) of $_____ applies to all coverage(s) except: _____ (if none, so state). The deductible is applicable ☐ per claim or ☐ per occurrence (check one).

13. This is an ☐ occurrence or ☐ claims made policy (check one).

14. This endorsement is effective on _____ at 12:01 A.M. and forms a part of Policy Number_____.

I, _____(print name), hereby declare under penalty of perjury under the laws of the State of California, that I have the authority to bind the Company to this endorsement and that by my execution hereof, I do so bind the Company.

Executed _____, 20_____

_____
Signature of Authorized Representative

(Original signature only; no facsimile signature or initialed signature accepted)

Phone No.: ( ) _____

PREVAILING WAGES

NOTICE IS FURTHER GIVEN that the City Council has obtained the general prevailing rate of per diem wages in accordance with law to be paid for the construction of the above Work and Improvements. The schedule has been obtained from the Director of the Department of Industrial Relations, pursuant to the provisions of Section 1773 of the Labor Code of the State of California, and reference is hereby made to copies thereof on file in the City's Office, which said copies are available to any interested party upon request. Further, a copy shall be posted at each job site during the course of construction. If prevailing wages change within 10 days of the bid opening date, new prevailing wages will be used.

WAGE RATES AND LABOR CODE REQUIREMENTS

Apprentices

Section 1777.5 requires the Contractor or Subcontractor employing tradesmen in any apprenticeable occupation to apply to the Joint Apprenticeship Committee nearest the site of the public works project which administers the apprenticeship program in that trade for a certificate of approval. The certificate will also fix the ratio of apprentices to journeymen to be used in the performance of the contract.

The Contractor is required to make contributions to funds established for the administration of apprenticeship programs if he employs registered apprentices or journeymen in any apprenticeship trade and if other contractors on the public works site are making such contributions.

Information relative to apprenticeship standards, contributions, wage schedules and other requirements may be obtained from the State Director of Industrial Relations or from the Division of Apprenticeship Standards.

LEGAL RELATIONS AND RESPONSIBILITY

The Contractor shall keep himself/herself fully informed of all existing and future State and Federal laws and all county and city ordinances and regulations which in any manner affect the conduct of the Work, and all of such orders and decrees of bodies or tribunals having any jurisdiction or authority over same. If any discrepancy or inconsistency is discovered in the Contract Documents or the Contract for the Work in relation to any such law, ordinance, regulation, order, or decree, he/she shall forthwith report the same to the Engineer in writing. He/she shall at all times observe and comply with and shall cause all his/her agents and employees to observe and comply with all such existing and future laws, ordinances, regulations, orders and decrees, and shall indemnify, protect, defend, and hold harmless the City, the Engineer, and all of their officers, employees, and agents against any claim or liability arising from or based on the violation of any such law, ordinance, regulation, order, or decree, whether by himself/herself or his/her employees, agents, or representatives.

The Contractor's attention is directed to Division 2, Part 7, Chapter 1 of the Labor Code of California and especially to Article 2 (Wages); and Article 3 (Working Hours).

a. The Director of the Department of Industrial Relations has found and determined the general prevailing rates of wages in the locality in which the public work is to be performed, copies of which are maintained at the City's principal office, and are available to any interested party on request. Contractor shall post a copy of said document at each job site. The Contractor shall forfeit to the City a penalty of twenty-five dollars ($25.00) for each calendar day, or portion thereof, for each worker paid less than the stipulated prevailing rate, and shall in addition pay to each worker for each such day the difference between the prevailing rate and the actual wage paid.

b. In accordance with Sections 1173.1 and 1773.8 of the Labor Code, the Contractor shall pay travel and subsistence payments to each worker needed to execute the Work as such travel and subsistence payments are defined in the applicable collective bargaining assurances filed with the Department of Industrial Relations.

c. Pursuant to Labor Code Section 1810 et seq., it is stipulated hereby that eight (8) hours labor constitutes a legal day's work hereunder.

d. Pursuant to Labor Code Section 1813, it is stipulated hereby that the Contractor shall, as a penalty to the City, forfeit twenty-five dollars ($25.00) for each worker employed in the execution of this Contract by the Contractor or by any Subcontractor hereunder for each calendar day during which such worker is required or permitted to work more than eight (8) hours in any one calendar day and forty (40) hours in any one calendar week, unless such worker receives compensation for all hours worked in excess of eight (8) hours at not less than one and one-half (1 1/2) times the base rate of pay, in violation of the provisions of Article 3 (commencing with Section 1810), Chapter 1, Part 7, Division 2, of the Labor Code.

e. The Contractor is aware of and will comply with the provisions of Labor Code Sections 1777.5 and 1777.6, as amended effective January 1, 1977, with respect to the employment of apprentices. Pursuant to Section 1777.5, it is hereby stipulated that the

Contractor will be responsible for obtaining compliance therewith on the part of any and all Subcontractors employed by him/her in connection with this Contract.

In accordance with Section 1777.3 of said Labor Code, the City will file with the Department of Industrial Relations, Division of Apprenticeship Standards, on "Extract of Public Works Contract Award" upon issuing the Notice of Award in the form appended hereto and made a part hereof as page 1-9.3.

f. Attention is directed to the provisions in Section 1777.5 and 1777.6 of the Labor Code concerning the employment of apprentices by the Contractor or any Subcontractor under him/her.

The Contractor and any Subcontractor under him/her shall comply with the requirements of Section 1777.5 and 1777.6 of the Labor Code in the employment of apprentices.

Information relative to apprenticeship standards, wage schedules, and other requirements may be obtained from the Director of Industrial Relations, ex officio the Administrator of Apprenticeship, San Francisco, California, or from the Division of Apprenticeship Standards and its branch office .

Willful violations of Section 1777.5 will result in a forfeiture of fifty dollars ($50.00) for each calendar day of noncompliance which shall be withheld from progress payments by City upon notice from the Department of Industrial Relations. (Labor Code 1777.7).

WAGE RATES AND LABOR CODE REQUIREMENTS

Wage Rates:

This is a Federally assisted project and Davis-Bacon will be enforced. Federal and State wage rates are applicable to both the prime Contractor and subcontractors. The higher wage rate between the Federal and State wage determinations will be enforced. The Federal Labor Standards Provisions (Form HUD-4010) and the Federal Wage Determination are incorporated into these Provisions. They are considered a physical part of the Contract Agreement and full compliance will be enforced. The same Federal language and wage determinations will be included in an Agreement resulting for the original Agreement.

Apprentices

Section 1777.5 requires the Contractor or Subcontractor employing tradesmen in any apprenticeable occupation to apply to the Joint Apprenticeship Committee nearest the site of the public works project which administers the apprenticeship program in that trade for a certificate of approval. The certificate will also fix the ratio of apprentices to journeymen to be used in the performance of the contract.

The Contractor is required to make contributions to funds established for the administration of apprenticeship programs if he employs registered apprentices or journeymen in any apprenticeship trade and if other contractors on the public works site are making such contributions.

Information relative to apprenticeship standards, contributions, wage schedules and other requirements may be obtained from the State Director of Industrial Relations or from the Division of Apprenticeship Standards.

City Business License Forms and Vendor Data Sheet

CITY OF STANTON BUDGET ADJUSTMENT AUTHORIZATION

Fiscal Year:	2016-17	**BA #**	2017-09
Department:	Public Works	**Date:**	December 13, 2016
Requested By:	Allan Rigg	**Title:**	Public Works Director
City Council Approval:		**Date:**	December 13, 2016
Availability of Funds:	Administrative Services Department	**Title:**	Administrative Services Director

	Transfer		Account Description	Account Number	Current Budget	Increase (Decrease)	Amended Amount
1			Light/Median Maint: Contractual Svcs	225-3530-608100	$ 175,000	$ 55,770	$ 230,770
2			Light/Median Maint: Fund Balance	225-0000-304320	$ 922,493	$ (55,770)	$ 866,723
3							
4							
5							

JUSTIFICATION:

To provide appropriations Beach Blvd. Median Concrete Painting Project.

Budget Adjustment Request Approved:

City Manager _____ Date _____

Budget Adjustment Processed:

Date posted _____ Entered by _____

*** PRINT ON BLUE PAPER ONLY ***

CITY OF STANTON

REPORT TO CITY COUNCIL

TO: Honorable Mayor and Members of the City Council

DATE: December 13, 2016

SUBJECT: **AWARD OF A PROFESSIONAL SERVICES AGREEMENT FOR THE DESIGN OF THE OVERLAY PROJECT, ALLEY RECONSTRUCTION AND CERRITOS AVENUE WIDENING TO TAIT & ASSOCIATES**

REPORT IN BRIEF:

The Overlay Project, Alley Reconstruction and Cerritos Avenue Widening projects will improve infrastructure throughout the City of Stanton. Staff recommends that the firm TAIT & Associates be retained for the design services of this project.

RECOMMENDED ACTION:

1. City Council approve a Professional Services Agreement with TAIT & Associates for design support and development of plans for the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening Design Project for the maximum contract sum of $107,680; and

2. Authorize the City Manager to bind the City of Stanton and TAIT & Associates in a contract to provide these services; and

3. Declare that the project is exempt from the California Environmental Quality Act ("CEQA") under Section 15301(c) – Existing highways and streets, sidewalks, gutters, bicycle and pedestrian trails, and similar facilities.

BACKGROUND:

The Overlay Project will improve the roadways throughout the Sunshine Village Tract and will improve many areas of poor asphalt. The alley reconstruction will be behind west of Western Avenue and south of Palais Road and will replace a failed concrete alley. The widening of Cerritos will be on the south side between Rose Street and Flower Avenue which will improve traffic flow and the safety of our residents. Three separate sets of construction documents will be produced under this contract.

Council
Agenda Item # 6G

ANALYSIS/JUSTIFICATION:

On October 19, 2016 a Request for Proposals was issued to qualified engineering firms to provide design services for the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening Design Project. The proposals were due back to the City on November 14, 2016. Six (6) proposals were received and reviewed by a panel of City staff members represented by the Public Works Department.

Staff scheduled interviews with the top-2 candidates and was impressed with the proposal submitted by TAIT & Associates. Staff believes TAIT & Associates is the firm best qualified to design the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening projects. TAIT & Associates has extensive experience in designing similar projects and has successfully provided infrastructure design services for other municipalities within Orange County.

As part of this Professional Services Agreement, the designer will be required to hold community meetings with the residents/business owners adjacent to the project site to obtain their input on the project and to address their concerns.

FISCAL IMPACT:

Funds for the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening Design Project have been budgeted in Measure-M Fund Account 220-3510-710190.

ENVIRONMENTAL IMPACT:

None at this time. The project will comply with the California Environmental Quality Act and will be discussed further at the time of award of construction.

LEGAL REVIEW:

None.

STRATEGIC PLAN OBJECTIVE ADDRESSED:

3 – Provide a quality infrastructure.

PUBLIC NOTIFICATION:

Notifications and advertisement were performed as prescribed by law.

Prepared by:

Guillermo Perez
Assistant Engineer

Reviewed by:

Allan Rigg, P.E. AICP
Director of Public Works

Concur:

Stephen Parker, CPA
Administrative Services Director

Approved by:

James A. Box
City Manager

Attachments:
(1) Professional Services Agreement
(2) Proposal

AGREEMENT FOR CONSULTANT SERVICES

THIS AGREEMENT is made and effective as of December 13, 2016, between the **City of Stanton**, a California Municipal Corporation ("City") and **TAIT & Associates**, ("Consultant"). In consideration of the mutual covenants and conditions set forth herein, the parties agree as follows:

1. **TERM**

This Agreement shall commence on **December 13, 2016** and shall remain and continue in effect until tasks described herein are completed, but in no event later than **December 13, 2017** unless sooner terminated pursuant to the provisions of this Agreement.

2. **SERVICES**

Consultant shall perform the tasks described and set forth in Exhibit A, attached hereto and incorporated herein as though set forth in full. Consultant shall complete the tasks according to the schedule of performance which is also set forth in Exhibit A. When available, a more detailed work program shall be attached and incorporated into this agreement as a separate exhibit.

3. **PERFORMANCE**

Consultant shall at all times faithfully, competently and to the best of his/her ability, experience, and talent, perform all tasks described herein. Consultant shall employ, at a minimum, generally accepted standards and practices utilized by persons engaged in providing similar services as are required of Consultant hereunder in meeting its obligations under this Agreement.

4. **CITY MANAGEMENT**

City's Director of Public Works shall represent City in all matters pertaining to the administration of this Agreement, review and approval of all products submitted by Consultant, but not including the authority to enlarge the Tasks to Be Performed or change the compensation due to Consultant. City's City Manager shall be authorized to act on City's behalf and to execute all necessary documents that enlarge the Tasks to Be Performed or change Consultant's compensation, subject to Section 5 hereof.

5. **PAYMENT**

(a) The City agrees to pay Consultant monthly, in accordance with the payment rates and terms and the schedule of payment as set forth herein, attached hereto and incorporated herein by this reference as though set forth in full, based upon actual time spent on the above tasks. This

amount shall not exceed **One Hundred Seven Thousand, Six Hundred Eighty Dollars ($107,680.00)** for the total term of the Agreement unless additional payment is approved as provided in this Agreement.

(b) Consultant shall not be compensated for any services rendered in connection with its performance of this Agreement that are in addition to those set forth herein, unless such additional services are authorized in advance and in writing by the City Manager. Consultant shall be compensated for any additional services in the amounts and in the manner as agreed to by City Manager and Consultant at the time City's written authorization is given to Consultant for the performance of said services. The City Manager may approve additional work not to exceed ten percent (10%) of the amount of the Agreement, but in no event shall such sum exceed ten thousand dollars ($10,000.00). Any additional work in excess of this amount shall be approved by the City Council.

(c) Consultant will submit invoices monthly for actual services performed. Invoices shall be submitted on or about the first business day of each month, or as soon thereafter as practical, for services provided in the previous month. Payment shall be made within thirty (30) days of receipt of each invoice as to all non-disputed fees. If the City disputes any of Consultant's fees it shall give written notice to Consultant within thirty (30) days of receipt of an invoice of any disputed fees set forth on the invoice.

6. **SUSPENSION OR TERMINATION OF AGREEMENT WITHOUT CAUSE**

(a) The City may at any time, for any reason, with or without cause, suspend or terminate this Agreement, or any portion hereof, by serving upon the consultant at least ten (10) days prior written notice. Upon receipt of said notice, the Consultant shall immediately cease all work under this Agreement, unless the notice provides otherwise. If the City suspends or terminates a portion of this Agreement such suspension or termination shall not make void or invalidate the remainder of this Agreement.

(b) In the event this Agreement is terminated pursuant to this Section, the City shall pay to Consultant the actual value of the work performed up to the time of termination, provided that the work performed is of value to the City. Upon termination of the Agreement pursuant to this Section, the Consultant will submit an invoice to the City pursuant to Section 3.

7. **DEFAULT OF CONSULTANT**

(a) The Consultant's failure to comply with the provisions of this Agreement shall constitute a default. In the event that Consultant is in default for cause under the terms of this Agreement, City shall have no obligation or duty to continue compensating Consultant for any work performed after the date of default and can terminate this Agreement immediately by written notice to the Consultant. If such failure by the

Consultant to make progress in the performance of work hereunder arises out of causes beyond the Consultant's control, and without fault or negligence of the Consultant, it shall not be considered a default.

(b) If the City Manager or his/her delegate determines that the Consultant is in default in the performance of any of the terms or conditions of this Agreement, he/she shall cause to be served upon the Consultant a written notice of the default. The Consultant shall have ten (10) days after service of said notice in which to cure the default by rendering a satisfactory performance. In the event that the Consultant fails to cure its default within such period of time, the City shall have the right, notwithstanding any other provision of this Agreement, to terminate this Agreement without further notice and without prejudice to any other remedy to which it may be entitled at law, in equity or under this Agreement.

8. **OWNERSHIP OF DOCUMENTS**

(a) Consultant shall maintain complete and accurate records with respect to sales, costs, expenses, receipts, and other such information required by City that relate to the performance of services under this Agreement. Consultant shall maintain adequate records of services provided in sufficient detail to permit an evaluation of services. All such records shall be maintained in accordance with generally accepted accounting principles and shall be clearly identified and readily accessible. Consultant shall provide free access to the representatives of City or its designees at reasonable times to such books and records; shall give City the right to examine and audit said books and records; shall permit City to make transcripts there from as necessary; and shall allow inspection of all work, data, documents, proceedings, and activities related to this Agreement. Such records, together with supporting documents, shall be maintained for a period of three (3) years after receipt of final payment.

(b) Upon completion of, or in the event of termination or suspension of this Agreement, all original documents, designs, drawings, maps, models, computer files, surveys, notes, and other documents prepared in the course of providing the services to be performed pursuant to this Agreement shall become the sole property of the City and may be used, reused, or otherwise disposed of by the City without the permission of the Consultant. However, use of data by City for other than the project that is the subject of this agreement shall be at City's sole risk without legal liability or exposure to Consultant. With respect to computer files, Consultant shall make available to the City, at the Consultant's office and upon reasonable written request by the City, the necessary computer software and hardware for purposes of accessing, compiling, transferring, and printing computer files.

9. **INDEMNIFICATION**

(a) Indemnification for Professional Liability. Where the law establishes a professional standard of care for Consultant's Services, to the fullest extent permitted by law, Consultant shall indemnify, protect, defend and hold harmless City, and any and all of its officials, employees and agents (collectively "Indemnified Parties"), from and against any and all claims, charges, complaints, liabilities, obligations, promises, benefits, agreements, controversies, costs, losses, debts, expenses, damages, actions, causes of action, suits, rights, and demands of any nature whatsoever, including but not limited to the extent same are caused or contributed to in whole or in part which relate to or arise out of any negligent or reckless act or omission, intentional or willful misconduct act of, or omission (collectively "Claims"), by Consultant, its officers, agents, employees or subcontractors (or any entity or individual that Consultant shall bear the legal liability thereof) in the performance of professional services under this Agreement without regard to whether such Claims arise under the federal, state, or local constitutions, statutes, rules or regulations, or the common law. With respect to the design of public improvements, the Consultant shall not be liable for any injuries or property damage resulting from the reuse of the design at a location other than that specified in Exhibit A without the written consent of the Consultant.

(b) Indemnification for Other Than Professional Liability. In addition to indemnification related to the performance of professional services and to the full extent permitted by law, Consultant shall further indemnify, protect, defend and hold harmless the City and Indemnified Parties from and against any liability (including Claims) where the same arise out of, are a consequence of, or are in any way attributable to, in whole or in part, the negligent or reckless acts, omissions, or willful misconduct by Consultant or by any individual or entity for which Consultant is legally liable, including but not limited to officers, agents, employees or subcontractors of Consultant.

(c) General Indemnification Provisions. Consultant agrees to obtain executed indemnity agreements which indemnify, protect, defend and hold harmless the City from liability, with provisions identical to those set forth here in this Section 9 from each and every subcontractor or any other person or entity involved by, for, with or on behalf of Consultant in the performance of this Agreement. In the event Consultant fails to obtain such indemnity obligations from others as required, this failure shall be a material breach of this Agreement, and Consultant agrees to be fully responsible according to the terms of this entire Section 9. City has no obligation to ensure compliance with this Section by Consultant and failure to do so will in no way act as a waiver. This obligation to indemnify and defend City is binding on the successors, assigns or heirs of Consultant, and shall survive the termination of this Agreement or this section.

(d) Obligation to Defend. It shall be the sole responsibility and duty of Consultant to fully pay for and indemnify the City for the costs of defense, including but not limited to reasonable attorney's fees and costs, for all Claims against the City and the Indemnified Parties, whether covered or uncovered by Consultant's insurance, against the City and the Indemnified Parties which arise out of any type of omission or error, negligent or wrongful act, of Consultant, its officers, agents, employees, or subcontractors. City shall have the right to select defense counsel.

10. INSURANCE

Consultant shall maintain prior to the beginning of and for the duration of this Agreement insurance coverage as specified in Exhibit B attached to and part of this Agreement.

11. INDEPENDENT CONSULTANT

(a) Consultant is and shall at all times remain as to the City a wholly independent Consultant. The personnel performing the services under this Agreement on behalf of Consultant shall at all times be under Consultant's exclusive direction and control. Neither City nor any of its officers, employees, or agents shall have control over the conduct of Consultant or any of Consultant's officers, employees, or agents, except as set forth in this Agreement. Consultant shall not at any time or in any manner represent that it or any of its officers, employees, or agents are in any manner officers, employees, or agents of the City. Consultant shall not incur or have the power to incur any debt, obligation, or liability whatever against City, or bind City in any manner.

(b) No employee benefits shall be available to Consultant in connection with the performance of this Agreement. Except for the fees paid to Consultant as provided in the Agreement, City shall not pay salaries, wages, or other compensation to Consultant for performing services hereunder for City. City shall not be liable for compensation or indemnification to Consultant for injury or sickness arising out of performing services hereunder.

12. LEGAL RESPONSIBILITIES

The Consultant shall keep itself informed of State and Federal laws and regulations, which in any manner affect those employed by it or in any way, affect the performance of its service pursuant to this Agreement. The Consultant shall at all times observe and comply with all such laws and regulations. The City, and its officers and employees, shall not be liable at law or in equity occasioned by failure of the Consultant to comply with this Section.

13. **UNDUE INFLUENCE**

Consultant declares and warrants that no undue influence or pressure is used against or in concert with any officer or employee of the City of Stanton in connection with the award, terms or implementation of this Agreement, including any method of coercion, confidential financial arrangement, or financial inducement. No officer or employee of the City of Stanton will receive compensation, directly or indirectly, from Consultant, or from any officer, employee or agent of Consultant, in connection with the award of this Agreement or any work to be conducted as a result of this Agreement. Violation of this Section shall be a material breach of this Agreement entitling the City to any and all remedies at law or in equity.

14. **NO BENEFIT TO ARISE TO LOCAL EMPLOYEES**

No member, officer, or employee of City, or their designees or agents, and no public official who exercises authority over or responsibilities with respect to the Project during his/her tenure or for one year thereafter, shall have any interest, direct or indirect, in any agreement or sub-agreement, or the proceeds thereof, for work to be performed in connection with the Project performed under this Agreement.

15. **RELEASE OF INFORMATION/CONFLICTS OF INTEREST**

(a) All information gained by Consultant in performance of this Agreement shall be considered confidential and shall not be released by Consultant without City's prior written authorization. Consultant, its officers, employees, agents, or sub consultants, shall not without written authorization from the City Manager or unless requested by the City Attorney, voluntarily provide declarations, letters of support, testimony at depositions, response to interrogatories, or other information concerning the work performed under this Agreement or relating to any project or property located within the City. Response to a subpoena or court order shall not be considered "voluntary" provided Consultant gives City notice of such court order or subpoena.

(b) Consultant shall promptly notify City should Consultant, its officers, employees, agents, or sub consultants be served with any summons, complaint, subpoena, notice of deposition, request for documents, interrogatories, request for admissions, or other discovery request, court order, or subpoena from any person or party regarding this Agreement and the work performed there under or with respect to any project or property located within the City. City retains the right, but has no obligation, to represent Consultant and/or be present at any deposition, hearing, or similar proceeding. Consultant agrees to cooperate fully with City and to provide the opportunity to review any response to discovery requests provided by Consultant. However, City's right to review any such

response does not imply or mean the right by City to control, direct, or rewrite said response.

16. **NOTICES**

Any notices which either party may desire to give to the other party under this Agreement must be in writing and may be given either by (i) personal service, (ii) delivery by a reputable document delivery service, such as but not limited to, Federal Express, which provides a receipt showing date and time of delivery, or (iii) mailing in the United States Mail, certified mail, postage prepaid, return receipt requested, addressed to the address of the party as set forth below or at any other address as that party may later designate by notice:

To City:	City of Stanton 7800 Katella Ave Stanton, California 90680 Attention: City Clerk
To Consultant:	TAIT & Associates 701 N. Parkcenter Drive Santa Ana, CA 92705

17. **ASSIGNMENT**

The Consultant shall not assign the performance of this Agreement, nor any part thereof, nor any monies due hereunder, without prior written consent of the City. Because of the personal nature of the services to be rendered pursuant to this Agreement, only TAIT & Associates shall perform the services described in this Agreement.

18. **LICENSES**

At all times during the term of this Agreement, Consultant shall have in full force and effect, all licenses required of it by law for the performance of the services described in this Agreement.

19. **GOVERNING LAW**

The City and Consultant understand and agree that the laws of the State of California shall govern the rights, obligations, duties, and liabilities of the parties to this Agreement and also govern the interpretation of this Agreement. Any litigation concerning this Agreement shall take place in the municipal, superior, or federal district court with jurisdiction over the City of Stanton.

20. **ENTIRE AGREEMENT**

This Agreement contains the entire understanding that between the parties relating to the obligations of the parties described in this Agreement. All prior or contemporaneous agreements, understandings, representations, and statements, oral or written, are merged into this Agreement and shall be of no further force or effect. Each party is entering into this Agreement based solely upon the representations set forth herein and upon each party's own independent investigation of any and all facts such party deems material.

21. **CONTENTS OF PROPOSAL**

Consultant is bound by the contents of the proposal submitted by the Consultant, Exhibit "A" hereto.

22. **AUTHORITY TO EXECUTE THIS AGREEMENT**

The person or persons executing this Agreement on behalf of Consultant warrants and represents that he/she has the authority to execute this Agreement on behalf of the Consultant and has the authority to bind Consultant to the performance of its obligations hereunder.

IN WITNESS WHEREOF, the parties hereto have caused this Agreement to be executed the day and year first above written.

CITY OF STANTON

By:_____
James A. Box
City Manager

CONSULTANT

By: _____
(Signature)

JACOB VANDERVIS
(Typed Name)

Its: V.P. C.O.O.

Attest:

_____
Patricia A. Vazquez, City Clerk

Approved As To Form:

_____
Matthew E. Richardson, City Attorney

EXHIBIT A

TASKS TO BE PERFORMED

Provide professional engineering services for the design of the Overlay Project, Alley Reconstruction and Cerritos Avenue Widening Design. The scope of work for this project is detailed in the Request for Proposals-October 19, 2016 and the proposal submitted by TAIT & Associates on November 14, 2016.

EXHIBIT B

INSURANCE REQUIREMENTS

Prior to the beginning of and throughout the duration of the Work, Consultant will maintain insurance in conformance with the requirements set forth below. Consultant will use existing coverage to comply with these requirements. If that existing coverage does not meet the requirements set forth here, Consultant agrees to amend, supplement or endorse the existing coverage to do so. Consultant acknowledges that the insurance coverage and policy limits set forth in this section constitute the minimum amount of coverage required. Any insurance proceeds available to City in excess of the limits and coverage required in this Agreement and which is applicable to a given loss, will be available to City.

Consultant shall provide the following types and amounts of insurance:

1. **Commercial General Liability Insurance** using Insurance Services Office "Commercial General Liability" policy form CG 00 01 or the exact equivalent. Defense costs must be paid in addition to limits. There shall be no cross liability exclusion for claims or suits by one insured against another. Limits are subject to review but in no event less than $2,000,000 per occurrence.

2. **Business Auto Coverage** on ISO Business Auto Coverage form CA 00 01 including symbol 1 (Any Auto) or the exact equivalent. Limits are subject to review, but in no event to be less that $1,000,000 per accident. If Consultant owns no vehicles, this requirement may be satisfied by a non-owned auto endorsement to the general liability policy described above. If Consultant or Consultant's employees will use personal autos in any way on this project, Consultant shall provide evidence of personal auto liability coverage for each such person.

3. **Workers Compensation** on a state-approved policy form providing statutory benefits as required by law with employer's liability limits no less than $1,000,000 per accident or disease.

4. **Professional Liability or Errors and Omissions** Insurance as appropriate shall be written on a policy form coverage specifically designed to protect against acts, errors or omissions of the consultant and "Covered Professional Services" as designated in the policy must specifically include work performed under this Agreement. The policy limit shall be no less than $1,000,000 per claim and in the aggregate. The policy must "pay on behalf of" the insured and must include a provision establishing the insurer's duty to defend. The policy retroactive date shall be on or before the effective date of this Agreement.

Insurance procured pursuant to these requirements shall be written by insurers that are admitted carriers in the state of California and with an A.M. Bests rating of A or better and a minimum financial size VII.

General conditions pertaining to provision of insurance coverage by Consultant. Consultant and City agree to the following with respect to insurance provided by Consultant:

1. Consultant agrees to have its insurer endorse the third party general liability coverage required herein to include as additional insureds City, its officials, employees and agentsConsultant also agrees to require all contractors, and subcontractors to do likewise.

2. No liability insurance coverage provided to comply with this Agreement shall prohibit Consultant, or Consultant's employees, or agents, from waiving the right of subrogation prior to a loss. Consultant agrees to waive subrogation rights against City regardless of the applicability of any insurance proceeds, and to require all contractors and subcontractors to do likewise.

3. All insurance coverage and limits provided by Contractor and available or applicable to this Agreement are intended to apply to the full extent of the policies. Nothing contained in this Agreement or any other agreement relating to the City or its operations limits the application of such insurance coverage.

4. None of the coverages required herein will be in compliance with these requirements if they include any limiting endorsement of any kind that has not been first submitted to City and approved of in writing.

5. No liability policy shall contain any provision or definition that would serve to eliminate so-called "third party action over" claims, including any exclusion for bodily injury to an employee of the insured or of any contractor or subcontractor.

6. All coverage types and limits required are subject to approval, modification and additional requirements by the City, as the need arises. Consultant shall not make any reductions in scope of coverage (e.g. elimination of contractual liability or reduction of discovery period) that may affect City's protection without City's prior written consent.

7. Proof of compliance with these insurance requirements, consisting of certificates of insurance evidencing all of the coverages required and an additional insured endorsement to Consultant's general liability policy, shall be delivered to City at or prior to the execution of this Agreement. In the event such proof of any insurance is not delivered as required, or in the event such insurance is canceled at any time and no replacement coverage is provided, City has the right, but not the duty, to obtain any

insurance it deems necessary to protect its interests under this or any other agreement and to pay the premium. Any premium so paid by City shall be charged to and promptly paid by Consultant or deducted from sums due Consultant, at City option.

8. Certificate(s) are to reflect that the insurer will provide 30 days notice to City of any cancellation of coverage..

9. It is acknowledged by the parties of this Agreement that all insurance coverage required to be provided by Consultant or any subcontractor, is intended to apply first and on a primary, non-contributing basis in relation to any other insurance or self insurance available to City.

10. Consultant agrees to ensure that subcontractors, and any other party involved with the project that is brought onto or involved in the project by Consultant, provide the same minimum insurance coverage required of Consultant. Consultant agrees to monitor and review all such coverage and assumes all responsibility for ensuring that such coverage is provided in conformity with the requirements of this section. Consultant agrees that upon request, all agreements with subcontractors and others engaged in the project will be submitted to City for review.

11. Consultant agrees not to self-insure or to use any self-insured retentions or deductibles on any portion of the insurance required herein and further agrees that it will not allow any contractor, subcontractor, Architect, Engineer or other entity or person in any way involved in the performance of work on the project contemplated by this Agreement to self-insure its obligations to City. If Consultant's existing coverage includes a deductible or self-insured retention, the deductible or self-insured retention must be declared to the City. At that time the City shall review options with the Consultant, which may include reduction or elimination of the deductible or self-insured retention, substitution of other coverage, or other solutions.

12. The City reserves the right at any time during the term of the contract to change the amounts and types of insurance required by giving the Consultant ninety (90) days advance written notice of such change. If such change results in substantial additional cost to the Consultant, the City will negotiate additional compensation proportional to the increased benefit to City.

13. For purposes of applying insurance coverage only, this Agreement will be deemed to have been executed immediately upon any party hereto taking any steps that can be deemed to be in furtherance of or towards performance of this Agreement.

14. Consultant acknowledges and agrees that any actual or alleged failure on the part of City to inform Consultant of non-compliance with any insurance

requirement in no way imposes any additional obligations on City nor does it waive any rights hereunder in this or any other regard.

15. Consultant will renew the required coverage annually as long as City, or its employees or agents face an exposure from operations of any type pursuant to this Agreement. This obligation applies whether or not the Agreement is canceled or terminated for any reason. Termination of this obligation is not effective until City executes a written statement to that effect.

16. Consultant shall provide proof that policies of insurance required herein expiring during the term of this Agreement have been renewed or replaced with other policies providing at least the same coverage. Proof that such coverage has been ordered shall be submitted prior to expiration. A coverage binder or letter from Consultant's insurance agent to this effect is acceptable. A certificate of insurance and/or additional insured endorsement as required in these specifications applicable to the renewing or new coverage must be provided to City within five days of the expiration of the coverages.

17. The provisions of any workers' compensation or similar act will not limit the obligations of Consultant under this Agreement. Consultant expressly agrees not to use any statutory immunity defenses under such laws with respect to City, its employees, officials and agents.

18. Requirements of specific coverage features or limits contained in this section are not intended as limitations on coverage, limits or other requirements nor as a waiver of any coverage normally provided by any given policy. Specific reference to a given coverage feature is for purposes of clarification only as it pertains to a given issue, and is not intended by any party or insured to be limiting or all-inclusive.

19. These insurance requirements are intended to be separate and distinct from any other provision in this Agreement and are intended by the parties here to be interpreted as such.

20. The requirements in this Section supersede all other sections and provisions of this Agreement to the extent that any other section or provision conflicts with or impairs the provisions of this Section.

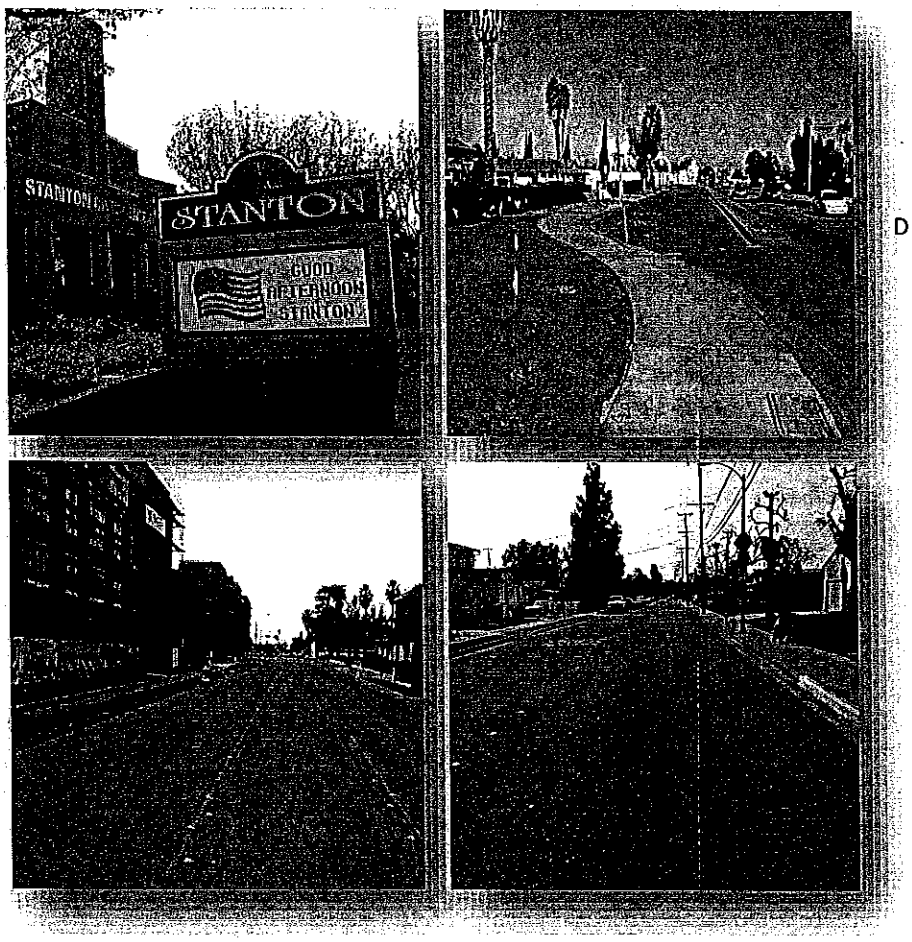
21. Consultant agrees to be responsible for ensuring that no contract used by any party involved in any way with the project reserves the right to charge City or Consultant for the cost of additional insurance coverage required by this Agreement. Any such provisions are to be deleted with reference to City. It is not the intent of City to reimburse any third party for the cost of complying with these requirements. There shall be no recourse against City for payment of premiums or other amounts with respect thereto.

22. Consultant agrees to provide immediate notice to City of any claim or loss against Consultant arising out of the work performed under this Agreement. City assumes no obligation or liability by such notice, but has the right (but not the duty) to monitor the handling of any such claim or claims if they are likely to involve City.

TAIT
RISING TO THE CHALLENGE

Stanton

November 14, 2016



Submitted To:
ATTN: Allan Rigg,
Director of Public Works /
City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

Submitted By:
TAIT & Associates, Inc.
701 N. Parkcenter Dr.
Santa Ana, CA 92705
(714) 560-8200

www.tait.com

PROPOSAL FOR
OVERLAY PROJECT

TAIT
RISING TO THE CHALLENGE

701 N. Parkcenter Drive, Santa Ana, CA 92705

p:714/560/8200 www.tait.com

November 14, 2016

ATTN: Allan Rigg,
Director of Public Works / City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

RE: Request for Proposals (RFP) for Overlay Project

Dear Allan,

TAIT & Associates (TAIT) is pleased to provide the City of Stanton with this proposal to provide design services for the Overlay Project.

TAIT at a Glance. At TAIT, we have provided innovative engineering solutions to our clients for more than 50 years. We understand that public projects have their own specific issues, and with 150 associates, we have the right blend of professional engineers, surveyors, environmental assessors, and construction personnel with the experience necessary to address critical and big picture concerns. Since TAIT was founded in 1964 in Orange County, we have built mature relationships with state and local agencies throughout Southern California, and consistently create successful partnerships with the agencies for which we work.

Experience and Expertise. With a diverse engineering staff, our firm has expertise in the many facets of civil engineering, both on and off site, planning, and design services including: roadways, pavement and parking rehabilitation, storm drains, water quality, water and waste water, utilities, site development and remediation, surveying, and mapping. In addition to engineering services, our company also has architecture, entitlements, and environmental groups which are ready to serve the City should the opportunity arise. Our project experience is vast and includes recent projects such as the Portola Parkway Resurfacing Project for City of Lake Forest, FY13/14 Major Street Rehabilitation for City of Pomona, and the Harbor Boulevard Street Reconfiguration Project for City of Garden Grove, to name a few.

Project Team. As part of our project approach, we have reviewed the project needs and site requirements in order to propose the most effective staff. With 30 years of experience, **Jacob Vandervis, PE**, will act as Principal in Charge and will personally lead the team to success.

David Sloan, PE, will serve as the Project Manager for this contract. David's career has been rooted exclusively in public roadway design and construction. His background and experience with street rehabilitation projects will be invaluable to the City on this contract. David will be supported by expert project engineer, Christopher Engelbach, EIT.

Mr. Todd Schmieder, PE, will be the QA/QC Manager of TAIT's services to the City. Mr. Schmieder has over 36 years of public works experience. His extensive background in public street rehabilitation projects will allow for a value assessment of the proposed design while ensuring the quality expected by the City.

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Service. We aim to act as an extension of the City's staff and will place an emphasis on customer service which has been and will remain one of TAIT's corporate goals "To Completely Satisfy our Customers". We are very excited to be given this opportunity to propose on this project and look forward to developing a successful relationship with the City of Stanton. We understand that TAIT will have contractual obligation with the City of Stanton with regard to this project.

Our legal name is TAIT & Associates, Inc. and we are a California Corporation (C0495510) headquartered at 701 Park Center Drive, in the city of Santa Ana, CA 92705. The contact person for this procurement will be Jacob Vandervis, P.E. at (714) 560-8677 or jacobv@tait.com, who you may contact at any time during the period of the proposal. Thank you for your consideration of TAIT & Associates on this contract. We are confident in the quality and dedication of our team, and look forward to starting our first design project for the City of Stanton.

Very truly yours,

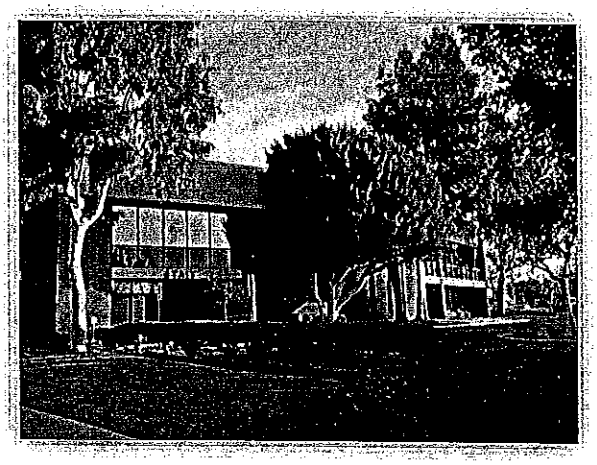
TAIT & ASSOCIATES, INC.

Jacob Vandervis, P.E.
Vice President, COO, and Principal in Charge

A. Qualifications, Relevant Experience and References

1. Firm Profile

Firm Background



TAIT Headquarters, Santa Ana, CA

TAIT is a Southern California based family owned engineering firm founded by Dr. Kenneth E. Tait, P.E. established in 1964 and incorporated in the State of California. TAIT has grown to have 6 offices throughout the Western United States and is headquartered in Santa Ana, CA. We have approximately 150 associates who work together as a team to provide a full range of engineering services.

TAIT has dedicated itself to offering quality design services throughout the Western U.S. Each project presents new challenges, and we use each one as an opportunity to learn something new and apply that knowledge to future projects. Whether it is a new technical approach, a better management system, or simply improving our communication with clients, the end result is always improved service while strengthening our existing relationships with our clients.

Organizational Structure

Under the direction of its President (K. Richard Tait) along with his brother and Chief Executive Officer (Thomas F. Tait), TAIT maintains a rather unique and proactive approach to its organizational structure. Instead of emphasizing detailed and complicated vertical channels of reporting like many other firms use, TAIT operates within a very flat organizational structure. This offers many benefits to clients because it encourages a free-flow of communication between project managers in different departments and opens direct communication channels with the President so decisions can be made in a timely and cost-effective manner. This structure also provides the head of each department the authority to customize his/her service to meet the client's needs.

Within this organization structure, **TAIT boasts a wide array of Professional Engineers, QSP & QSD Certified Engineers, Professional Land Surveyors, Licensed Architects, Licensed Geologists, Construction Managers, Construction Inspectors, and a skilled bench of Design and Project Engineers.** We pride ourselves on our engineering diversity, and actively train our in-house staff with weekly design seminars on topics such as ADA compliance, Water Quality Design and Compliance, Civil 3D Design Best Practices, and Water, Waste Water, Pavement and Storm Drain Design Principals.

Company Approach to Our Services

Our goal is to determine our client's requirements while acting as an extension of their staff. Our prime objective is to provide the highest quality professional and technical services in a responsive, cost effective, timely and personalized manner.

A key component of TAIT's strength is based upon our ability to focus on solutions that are cost-effective. We know when to look for feedback from our clients and other approving agencies, especially when budget constraints restrict a project's direction. When multiple solutions or options are available, a request for input and feedback along with our recommended alternative is presented to ensure that our client's sometimes limited resources and time is efficiently utilized.

COMPANY CAPABILITIES

Today our family-owned, multi-disciplined firm offers a full array of consulting services to public agencies and private development clients. More specifically, we offer project management, civil engineering, surveying, construction management and inspection, architecture, planning, entitlement, right of way engineering, environmental investigation, and remediation. TAIT has been providing public design and management services to local public agencies for many years. Some of the most recent relevant projects that we are either currently under contract or have recently completed are:

- **Portola Parkway Resurfacing Design Project for City of Lake Forest**
- **FY 2013-2014 Major Street Rehabilitation for the City of Pomona**
- **Harbor Boulevard Street Improvement Project for the City of Garden Grove**
- **Newport Heights Alleys Replacement for City of Newport Beach**
- **A-Town Street and Sewer Improvements for City of Anaheim/Lennar Homes**
- **Public Park Parking Lot Reconfiguration for the City of Diamond Bar**
- **SR 395 Street Widening and Regional Storm Drain Improvements for the City of Victorville**
- **Citywide Comprehensive Drainage Analysis for City of Diamond Bar**
- **Water Main Replacement Design Build Projects for Golden State Water District**
- **Greenwood at Tustin Legacy for Standard Pacific Homes in City of Tustin**
- **100 Acre USMC El Toro Air Station Development Conversion for the County of Orange**
- **Tustin Family Campus Construction Plans for Orange County Facilities Division**
- **Tustin Metrolink Facility Redevelopment for OCTA**

We have built a reputation of successfully managing projects from concept to completion. We have specific expertise in public infrastructure development, land development, natural resource preservation, and environmental management. We also understand the tight time and money constraints under which our clients frequently operate and strive to provide unique solutions that allow our client's projects to be completed on time and within budget.

There are no financial or other conditions that may impede the firm's ability to complete the City's requested services.

Few firms can match our combination of services, local in-house talent, industry knowledge, and commitment. By constantly learning and improving, our expertise enables us to overcome our clients' toughest challenges, which has resulted in a very high amount of repeat business from our existing clients.

2. Firm's Experience

PORTOLA PARKWAY RESURFACING DESIGN PROJECT

Lake Forest, CA

TAIT was selected by the City of Lake Forest to provide civil engineering, surveying, geotechnical engineering and federal funding assistance services on the Portola Parkway Resurfacing Project from Alton Parkway to El Toro Road. The project limits include a total of 2 miles of arterial roadway rehabilitation on Portola Parkway which a 6 lane arterial roadway with bike lanes extending through the City of Lake Forest. The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/protection of utility facilities.

Reference Contact:
Doug Erdman, PE
(949) 282-5233

Client:
City of Lake Forest

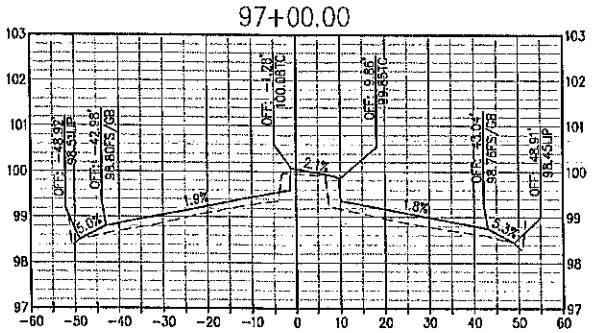
Construction Cost:
$1.5 M

Project Dates
Design: 2015-2016
Construction: 2016 (TBD)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

This project also included the relocation of an existing median at Portola Parkway and Bake Parkway in order to construct an additional left turn lane. The scope of the reconstruction included design of plan and profiles and design sections as well as the analysis of the existing and proposed traffic signal system to ensure adequate capacity is available in the existing conduits/system. TAIT also provided federal funding assistance services on this contract which included preparing and submitting the Preliminary Environmental Study (PES), Right of Way Certification, and the Request for Authorization to Proceed (RFA). TAIT is working closely with the City to ensure that the federal funding documentation is processed, submitted, and approved in a timely manner in order to avoid project delays. Due to the expedited timeframe in the project, TAIT was able to suggest to the City some project design improvements which have successfully aided in the expedited submittal of the right of way certification and PES documentation top Caltrans for Review.

The project limits also included on and off ramps for SR-241 which has required coordination with Caltrans in order to submit and obtain an encroachment permit through Caltrans. The project is scheduled to complete design in March, 2016, and is slated to start construction in September 2016 upon Caltrans RFA and bid approvals.



FY 13/14 Major Street Rehabilitation Project

Pomona, CA

TAIT & Associates was selected by the City of Pomona to provide major street rehabilitation design services on eight streets located throughout the City. The streets to be rehabilitated include two lane residential streets with on street parking and four-lane divided arterial highways. In addition to the implantation of a pavement rehabilitation program for the 7.4 miles of city streets, the project also includes improvements to pedestrian and bicycle mobility. Class II or Class III bike lanes will be added to the city streets, broken or raised segments of sidewalks and curbs will be replaced, and sidewalk access ramps will be improved to comply with state accessibility regulations. The proposed pavement rehabilitation methodologies on this contract in lude the use of Cold Central Plant Recycled Asphalt (CCPR-AC), Conventional AC Overlays, ARHM Overlays, and Slurry/Fog Seals.

This project also required coordination as warranted with existing utility providers to avoid future utility cuts in the new refurbished streets as well as with SCRAA/Metrolink in order to obtain a railroad crossing encroachment permit for the work proposed within the crossing.

The streets to be rehabilitated as part of this project include:

1. San Bernardino Avenue
2. Dudley Street
3. Ridgeway Streets
4. Kingsley Avenue
5. Monterey Avenue
6. San Antonio Avenue
7. Alvarado Avenue
8. Garey Avenue

Reference Contact:
Matthew Pilarz, PE
(909) 620-3652

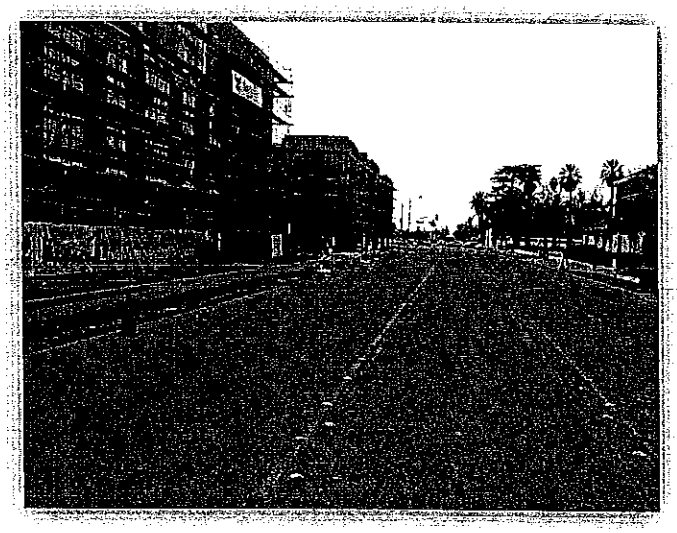
Client:
City of Pomona

Construction Cost:
$5 M

Project Dates
Design: 2014-2015
Construction: 2016

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

The Design of this project was completed in October, 2015, and the construction is slated to being in mid to late 2016.



HARBOR BOULEVARD STREET RECONFIGURATION PROJECT

Garden Grove, CA

This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard from Palm Street to Lampson Avenue in the City of Garden Grove. Water line improvements also included new connections to existing City 12-inch and 8-inch water lines and the installation of two new fire hydrants. Engineering services required extensive research, review, and a potholing program for the installation of the new utilities and storm drain improvements within the existing six-lane Harbor Boulevard roadway.

TAIT, working with City Water Department, proposed the installation of a cut-in valve to ensure continuous water service to a medical facility during the construction of the water line improvements. The proposed traffic signal improvements included phased construction to allow installation of underground conduits with the current street improvement project and the final completion of the signal improvements as part of the future redevelopment project. The Construction Bid cost was approximately $1,400,000 with a 2013 completion.

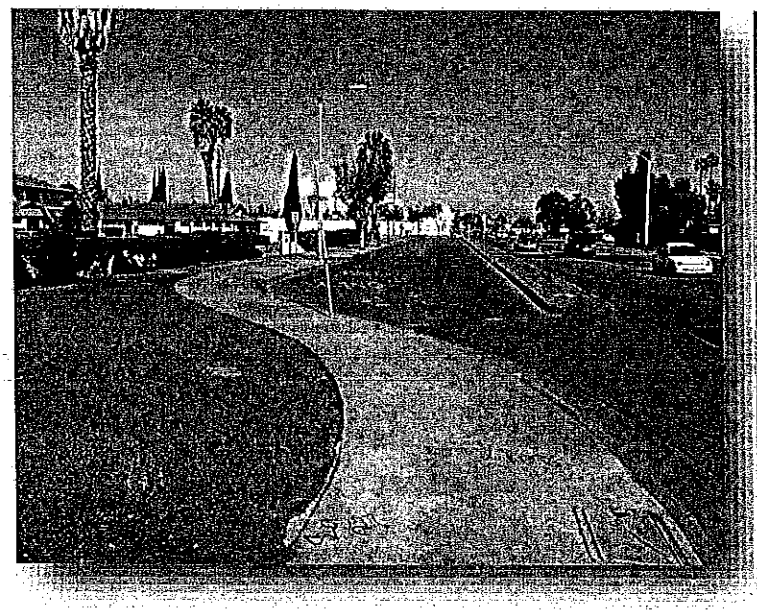
Client:
City of Garden Grove

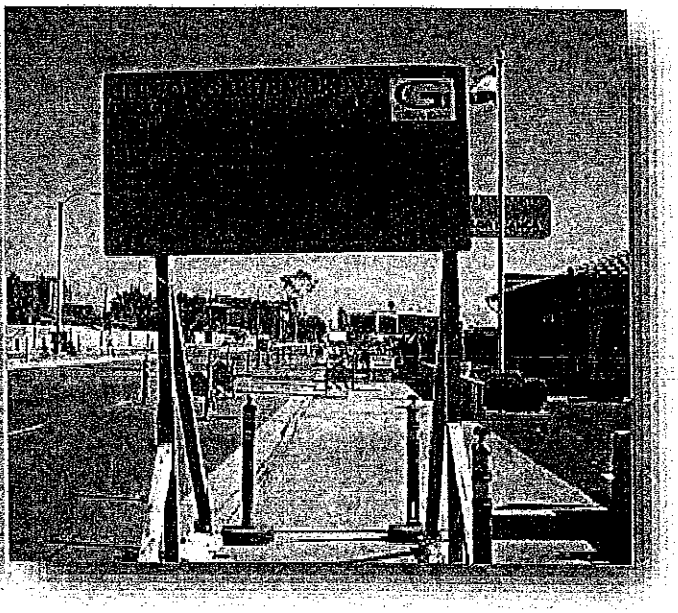
Reference:
Mr. Bill Murray, P.E.
Tel: 714-741-5379

Construction Cost:
$1.4 M

Project Dates
Design: 2012
Construction: 2013

Project Team:
PIC: Jacob Vandervis
PM: Todd Schmieder





REAGAN & PETERSON PARK PARKING LOT EXPANSION PROJECT

Diamond Bar, CA

TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots. The design services included topographic survey, geotechnical investigation, water quality management design, Los Angeles County Flood Control District storm drain permit processing, and the preparation of detailed PS&E for the construction of the park improvements. Design analysis included addition of handicapped parking stalls, design of optimal cross and longitudinal grades and the installation of retaining curbs to optimize the parking stall configuration.

Careful attention was required while designing the parking lot expansion in order to ensure full ADA access is provided to the park while avoiding damage or impact to the existing facilities. Design of low flow and high flow diversion systems were required in order to ensure proper drainage for the site. Due to soft subgrade soils, the design also included the analysis and coordination of subgrade stabilization. The final design included the installation of stabilizing geogrids under the crushed base layer which helped provide structural stability for the pavement structure.

Extensive coordination between the City's public works and Park Maintenance Division was required in order to ensure the design was both in compliance with public works standards as well as the park division's ultimate master plan.

Reference Contact:
John Beshay
(909) 839-7043

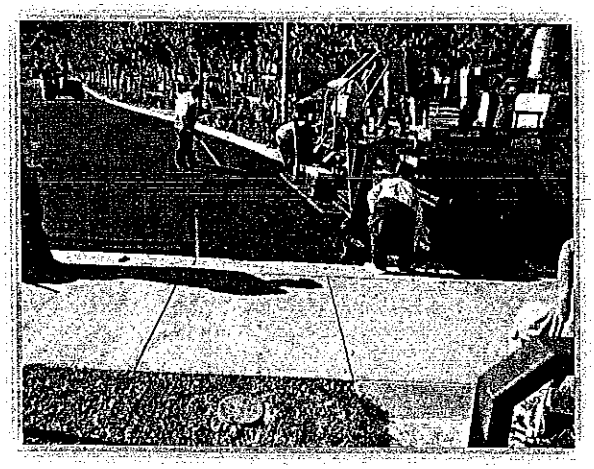
Client:
City of Diamond Bar

Construction Cost:
$575 K

Project Dates
Design: 2014-2015
Construction: 2015

Project Team:
PIC: Jacob Vandervis
PM/CM: David Sloan
QA/QC: Todd Schmieder

During the construction phase, TAIT coordinated and managed the construction activities of this contract by scheduling pre-construction meetings, reviewing and approving submittals, and providing full time construction management and inspection services. Extensive coordination was required with the City's contractor in order to ensure contract compliance for scheduling and quality of construction. TAIT was a strong advocate for the City during the construction phase and was able to identify field deficiencies observed by the inspector in order to require the Contractor to replace any and all non-compliant items. The design of this contract was completed in June, 2015, and the construction was completed in December, 2016.



NEWPORT HEIGHTS ALLEY AND SEWER REPLACEMENT PROJECT

Newport Beach, CA

TAIT was selected by the City of Newport Beach to provide civil engineering services on Newport Height Alley and Sewer Replacement Projects. The project limits spanned across an entire neighborhood in the City's coastal community of Newport Heights and include a total of 3+ miles of alley reconstructions as well as the review and repair of existing alley sewer and lateral connections. In order to facilitate the City's budget and timelines, the design project was split in to three phases which required separate design PS&E for each project. Phase 1 included all sewer main replacements while Phases 2 and 3 included the alley removal and replacements in the neighborhoods.

The proposed design includes the preparation of design plan and profile for each alley, prepare of design cross sections at 25' intervals for review of proposed cross falls, preparation of sewer main replacement and lateral replacement plans, field review of all alley locations to field locate existing utilities, conflicts, and join locations, identification of sewer laterals that have been recently been replaced for protection, and the detailing of all alley approaches for ADA compliance.

In total, the design package includes 60+ sheets of alley and sewer replacement plans. Due to the narrow alley widths (15' typical), design cross falls and alley drainage capacity was a critical issue in the design. TAIT is carefully checking each alley limit to ensure that the proposed design cross section improves the drainage condition both on the longitudinal as well as the horizontal cross sections.

Reference Contact:
Frank Tran, PE
(949) 644-3340

Client:
City of Newport Beach

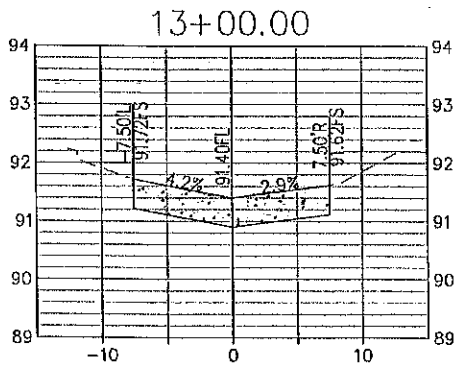
Construction Cost:
$1.3 M (Sewer)
$1.8 M (Alley)

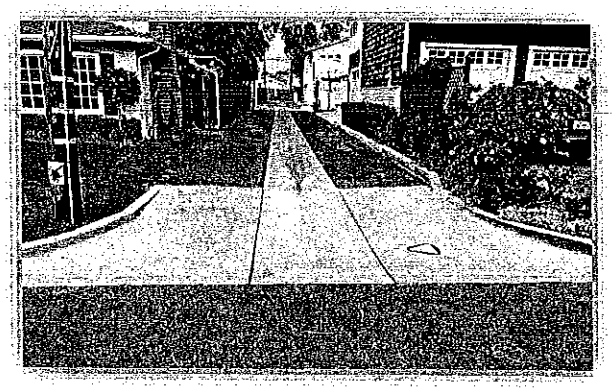
Project Dates
Design:
2016 (Sewer & Alley)
Construction:
2016 (Sewer TBD)
2016-2017 (Alley)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

As part of this design, TAIT also included the installation of LID seep drains at the low point of each alley in order to capture nuisance flows to infiltrate in to the sand bed rather than entering the storm drain system. TAIT is also working closely with City staff to determine the extent and need for private repairs for encroaching improvements within the alleys.

The design of this contract is anticipated to be completed for the sewer project in early April, 2016, with the alley reconstruction design being completed in June, 2016. Construction of the sewer improvements are scheduled for June of 2016, with the alley replacements being constructed later in 2016, or early 2017.





ADDITIONAL TAIT PROJECT EXPERIENCE

Our design process is fully automated from survey data collection through plan preparation. TAIT has extensive experience in the planning, design, and construction of street improvement projects including street rehabilitation, widening, realignment, and new streets. A list of additional street projects is presented below:

Street Extension
Daycreek Boulevard
City of Rancho Cucamonga,
$1.5 M
Constructed in 2007

Street Widening & Rehabilitation
Gene Autry Way, State College Blvd. and Katella Ave.
City of Anaheim, $2.4 M
Design Completed 2007

Street Improvements
Columbus Square
Alley, Street, Drainage, and Utility Improvements
City of Tustin
Constructed in 2008

Street Improvements
Street Reconstruction and Storm Drain
Pacific Coast HWY (SR-1)
6th Street and Walnut Ave.
City of Huntington Beach
Constructed in 2009

Widening and Median Improvements
SR-18 – Palmdale Road
City of Victorville, $1 M
Constructed in 2014

Street & Median Widening
Dale Evans Parkway
Town of Apple Valley
$1.4 M
Design Completed 2011

Highway Improvements
State Route 395
San Diego County, $1 M
Constructed in 2014

Street Improvements
Flood Protection and Street Widening Improvements
US HWY 395
City of Victorville, $3.8 M
Constructed in 2014

Street Improvements
Median and Traffic Signal
Bear Valley Road
City of Victorville, $400,000
Constructed in 2014

Widening and Traffic Signal
Amargosa Road
City of Victorville, $600,000
Constructed in 2014

New City Street
Canteina Street
City of Victorville, $350,000
Construction in 2014

Street Improvements
Realignment, New Storm Drain, and Public Utilities
Neil Armstrong Street and Marketplace Drive
City of Montebello
Design Completed 2015

Street Improvements
Rehabilitation and Extension
Greenwood Avenue
City of Monterey Park
Design Completed 2016

SUB-CONSULTANT'S EXPERIENCE

GMU has built a reputation over 45 years as a trusted consultant for some of the most challenging and recognizable projects throughout Southern California. GMU prides itself on providing cost effective, innovative solutions utilizing a pro-active approach for both public and private development and improvement projects. GMU's in-house laboratory is approved by the California Department of Transportation (Caltrans), AASHTO Materials Reference Lab (AMRL), the County of Orange, and other public agencies.

GMU Project Examples

2014-15 Pavement Rehabilitation Projects

San Juan Capistrano, California

GMU provided pavement evaluation services for nine different roadways and parking lots scattered throughout the City of San Juan Capistrano. Areas included residential roadways to parking lots for the multi-modal Metrolink station.

GMU performed pavement corings to identify existing pavement structured sections. Subgrade soil samples were collected for laboratory testing. Engineering analysis was performed and pavement repair recommendations were provided.

Several of the pavement areas appeared to contain potentially unstable subgrade soils. GMU developed recommendations with "build-in" methods that addresses the potentially unstable soil conditions. By foreseeing the potential unstable conditions and developing corresponding pavement repair recommendations, cost savings are expected to be realized during construction.

Highlights

Pavement evaluation
Full-depth reclamation
Construction oversight
Pavement materials testing

GMU Design Date

Summer 2014 to present

Construction Date

TBD

Cost of Services

$15,500

Construction Cost

TBD

GMU Key Staff

Roger Schlierkamp, MS, PE, Pavement Engineer
David Atkinson, Senior Engineer

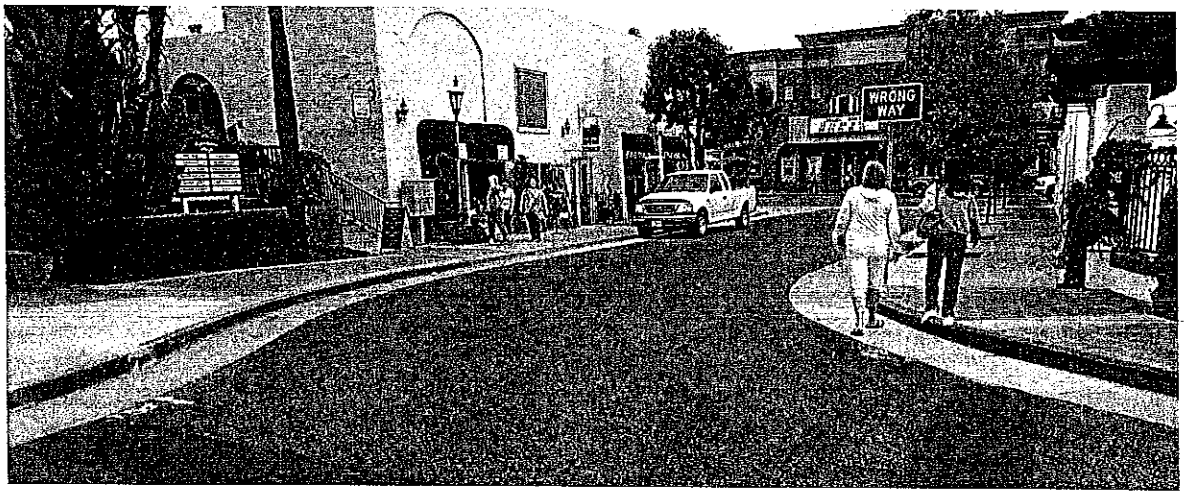


Photo 1: Photo showing Metrolink Station Parking Lot (part of pavement evaluation).

2015 Residential Streets Rehabilitation

City of Garden Grove

This project consisted of evaluating pavements within a residential neighborhood approximately 0.5 by 0.5 square miles in Garden Grove, California (500,000 square feet or 6 to 7 lane miles of AC). The majority of the streets exhibited medium- to high-severity alligator cracking. Some streets displayed less severe distresses.

A pavement evaluation was performed to identify potential causes of the pavement deterioration. Pavement corings were performed to identify the in-place pavement structural layers and to collect samples for laboratory testing. Collected samples were returned to GMU's laboratory for in-house evaluation for various engineering properties (R-value, in-place moisture/density, soil classification, sulfate content, etc.). Pavement engineering analysis was performed to develop cost-effective pavement repair recommendations.

Repair recommendations consisted of performing full-depth reclamation (FDR) with cement treatment for the majority of the street segments within the project limits. **This recommendation is estimated to save the City approximately 40 percent in construction costs versus conventional methods.** These savings are derived from using in-place materials as part of the new pavement section, rather than exporting waste materials and importing new aggregate base and AC.

Highlights

Estimated 40 percent construction cost savings.

Pavement coring.

In-house laboratory testing.

Full-depth reclamation.

GMU Design Date

June 2015

Construction Date

TBD

Construction Cost:

TBD

Reference

Bob Moungey,

Public Works Supervisor

GMU Key Staff

Roger Schlierkamp, MS, PE, Pavement Engineer

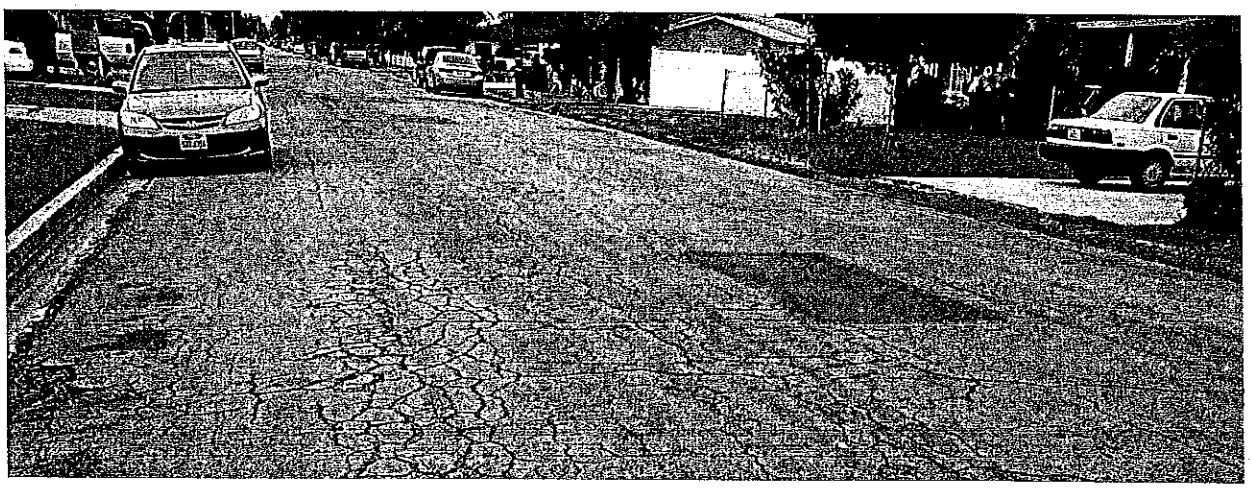


Photo 2: Representative pavement surface condition within residential community, Garden Grove, California.

Portola Parkway Rehabilitation

City of Lake Forest

GMU evaluated evaluating approximately 12 lane miles of asphalt concrete pavement on Portola Parkway between Alton Parkway and El Toro Road in City of Lake Forest, California.

GMU's scope of work included performing an assessment of the pavement surface condition, deflection testing, AC corings, laboratory testing, and engineering analysis.

Areas showing high-severity distresses or areas showing relatively high deflection readings were recommended for a deeper mill and thicker overlay. The remaining areas were recommended to receive an edge grind and asphalt-rubberized hot-mix overlay. The recommendations were developed taking into consideration our findings, the City's construction budget, and the desired pavement life extension.

Highlights

Surface condition assessment
Pavement deflection testing
AC pavement corings
Laboratory testing

GMU Design Date

January 2016

Construction Date

2016 (TBD)

Construction Cost:

$1.5 M

Reference

Doug Erdman, PE
Principal Civil Engineer
City of Lake Forest

GMU Key Staff

Roger Schlierkamp, MS, PE
Pavement Engineer

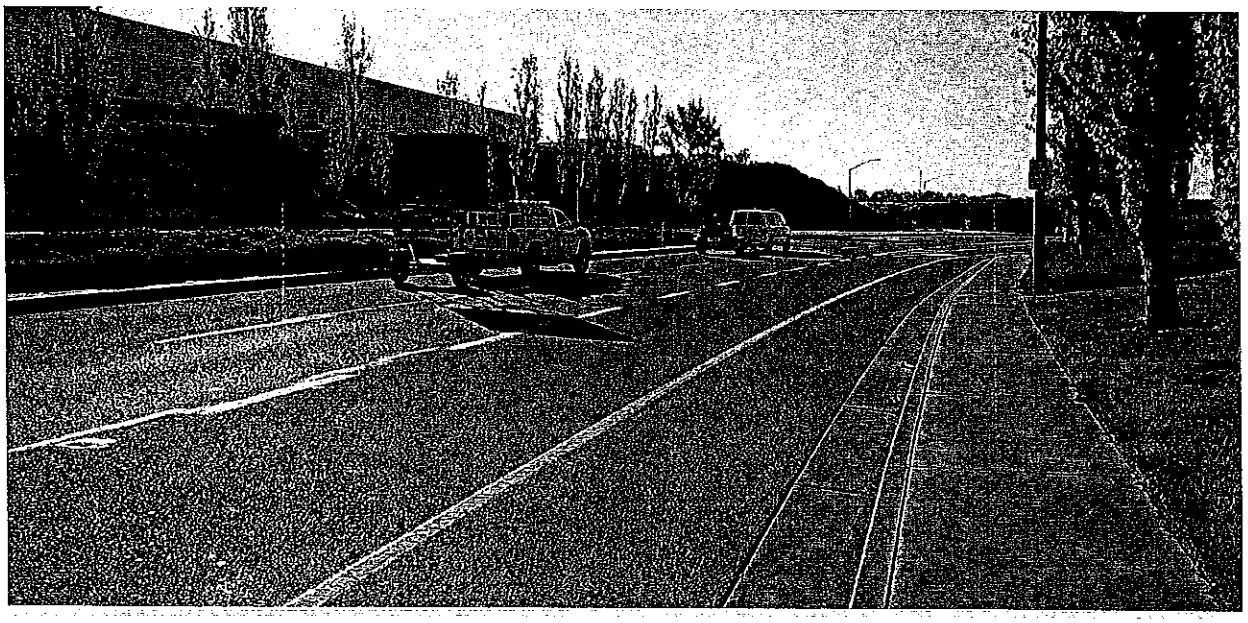


Photo 3: Deflection testing in progress on Portola Parkway, Lake Forest, California.

3. References

Client	Contact/Title	Address/Phone Number	Project Description
City of Lake Forest	Doug Erdman, PE, Principal City Engineer	25550 Commercentre Drive, Suite 100, Lake Forest, CA P: 949-282-5233	**Portola Resurfacing Design Project -** The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/ protection of utility facilities.
City of Pomona	Matthew Pilarz, PE, Senior Engineer	505 South Garey Ave., Pomona, CA P: 909-620-3652	**FY 13/14 Major Street Rehabilitation Project -** The streets to be rehabilitated include two lane residential streets with on street parking and four-lane divided arterial highways. In addition to the implantation of a pavement rehabilitation program for the 7.4 miles of city streets, the project also includes improvements to pedestrian and bicycle mobility.
City of Garden Grove	Bill Murray, PE, Public Works Director	11222 Acacia Pkwy, Garden Grove, CA P: 714-741-5379	**Harbor Blvd. Street Reconfiguration Project -** This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard
City of Diamond Bar	John Beshay, PE, Associate Engineer	21810 Copley Dr., Diamond Bar, CA P: 909-839-7043	**Reagan & Peterson Park Parking Lot Expansion Project -** TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots.

B. Proposed Team

1. Key Personnel

The key personnel for the TAIT Team are identified below, including a short bio of their qualifications as well as their responsibilities proposed for this project.

Name	Classification/ Designation	Licenses/Certifications/ Registrations	Years of Experience	Time with Firm
Jacob Vandervis, P.E.	Principal-in-Charge	CA No. C46301	30	19
David Sloan, P.E.	Project Manager	CA No. C82595	10	3
Todd Schmieder, P.E., QSD/P	QA/QC	CA No. C37167	36	11
Christopher Engelbach, E.I.T.	Project Engineer	E.I.T.	7	1
GMU– Geotechnical Sub-Consultant				
TJW – Traffic-Consultant				

Jacob Vandervis, P.E. Principal-In-Charge

As Principal-In-Charge Mr. Vandervis will ensure that the TAIT team has the adequate staff resources to complete our services to the City. He will provide the corporate support required to meet the projects schedule, budget, and staffing requirements. Throughout his career he has demonstrated expertise in engineering, project management, and controls. He has a successful track record of organizing and leading teams to execute work in a profitable manner and with a high degree of client satisfaction. He currently serves as a Vice President and Chief Operating Officer with TAIT. His technical expertise includes pipeline design, land surveying, structural engineering, street design, drainage design, and site development engineering.

David Sloan, P.E., Project Manager

David is TAIT's public infrastructure project manager and serves as the project lead for public projects at TAIT. David has performed and coordinated detailed designs on arterial roadways, water mains, conducted utility coordination for major relocations on high profile projects, and coordinated project management efforts on multiple projects throughout the Southern California region. Additionally, David acts as a community coordinator for high profile projects which require community coordination and presentations. A sampling of other recent projects managed or designed by David include: Rehabilitation of 9 Arterial/Collector Streets within the City of Pomona, design & construction management for the rehabilitation of over 50% of the city of Placentia's residential streets, and the design & construction management for the rehabilitation of nearly 30% of the City of Diamond Bar's residential streets and 20% of their arterial streets.

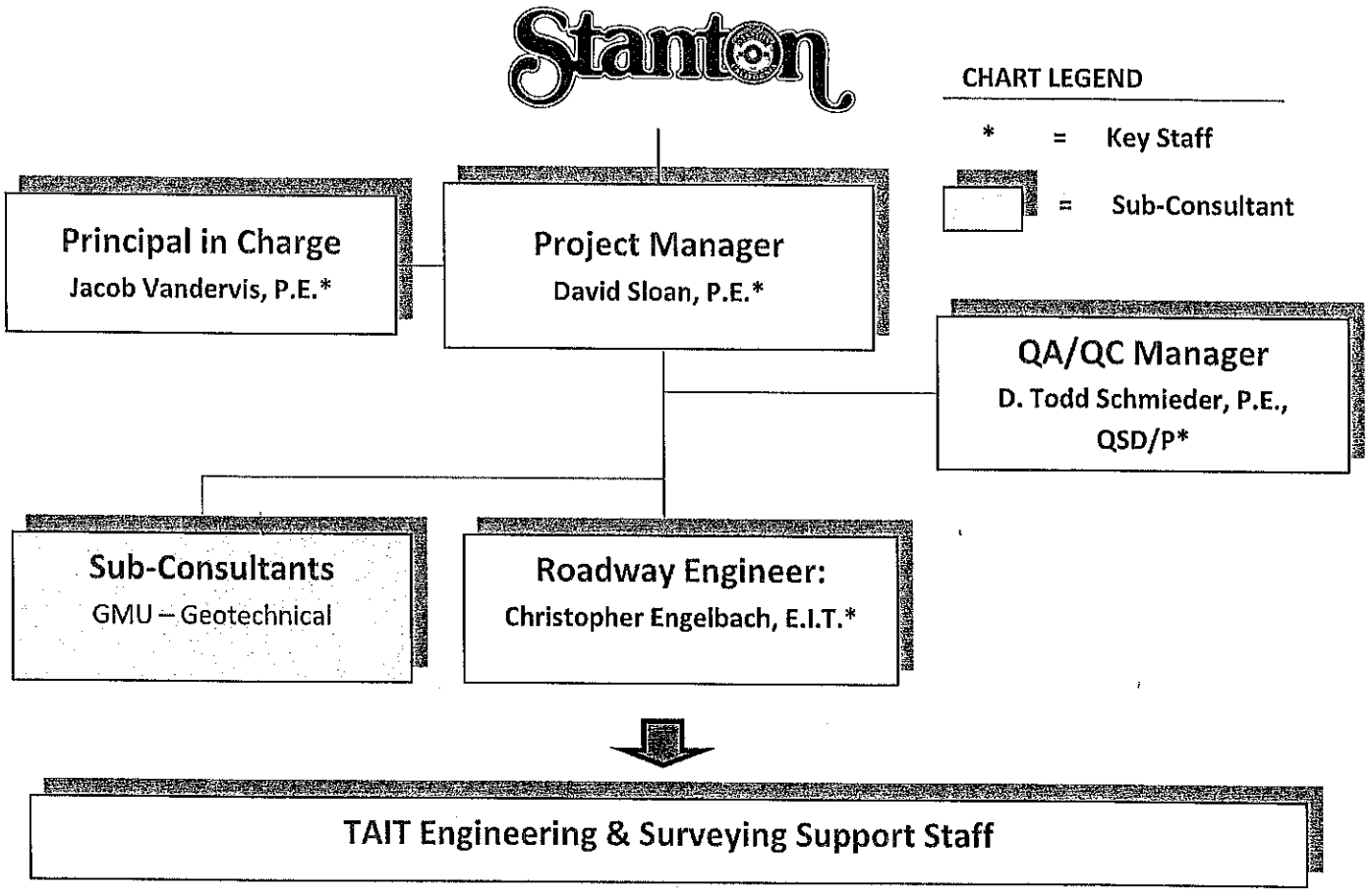
D. Todd Schmieder, P.E., QA/QC Manager

In his 36 years of professional experience Mr. Schmieder has worked on numerous public infrastructure and private development projects throughout Los Angeles and Orange County, ranging from small public, residential, and commercial projects to a 30-mile long toll road. A sampling of recent projects include: Tustin Metrolink Station Site Reconfiguration and Waterline Relocation for OCTA and the City of Tustin, Harbor Blvd. Water Main Replacement plans for the City of Garden Grove, A-Town Sewer Capacity and Street Widening Improvement Projects for the City of Anaheim, and the Armstrong and Valencia Avenue Sewer Lining Project for Irvine Ranch Water District.

Christopher Engelbach, E.I.T., Project Engineer

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

ORGAINIZATION CHART



2. Availability

All key staff will be available for the duration of the proposed project and no person designated as key personnel shall be removed or replaced without prior written notification to the City.

C. Detailed Work Plan

1. Approach & Work Plan

Approach/Project Understanding

The City of Stanton is seeking a civil engineering firm to provide design engineering services for three separate projects: **1) Sunshine Village Tract Overlay Project,** 2) Western Ave./Palais Rd. Alley Reconstruction Project, and 3) Cerritos Avenue Widening Project. It is understood that all three projects will be awarded to a single design consultant, but that three separate proposals are required. This proposal is specifically for the Sunshine Village Tract Overlay Project. Proposals for the remaining two projects can be found attached to this proposal.

The Sunshine Village Tract Overlay Project is located in the northern portion of the City of Stanton, and includes the multi-family residential tract streets adjoined to Rutledge Avenue from Bradford Street to Western Avenue. The streets included within this project include the following, of which, the most notable stretch of roadway is Rutledge Avenue which stretches 2,650 learn feet and encompasses nearly 85,000 square foot of pavement rehabilitation.

Street Name	From	To	Surface Type	Length (ft)	Width (ft)	Area (sf)
ASCOT WAY	Radcliff Way w/s	Camden Way	AC	240	25	6,000
CAMDEN WY	Ascot Way s/s	Rutledge Ave n/s	AC	430	30	12,900
DOVER WAY	Rutledge Ave s/s	Windmere Way	AC	220	30	6,600
EATON WAY	Rutledge Ave n/s	End	AC	160	30	4,800
EWELL WAY	Rutledge Ave s/s	Hardee Way	AC	230	30	6,900
HARDEE WAY	Ewell Way e/s	Kirby Way	AC	260	20	5,200
HOOD WAY	Kirby Way	Rutledge Ave s/s	AC	205	30	6,150
KENT WY	Dover Way w/s	End	AC	80	30	2,400
KIRBY WY	Hardee Way	Hood Way w/s	AC	450	25	11,250
RADCLIFF WAY	Rutledge Ave n/s	Ascot Way	AC	245	30	7,350
ROXBURY WAY	Rutledge Ave s/s	End	AC	170	30	5,100
RUTLEDGE AVE	Western Ave w/s	Bradford Pl e/s	AC	2,650	32	84,800
WINDMERE WY	Dover Way e/s	Rutledge Ave s/s	AC	650	30	19,500
PARKING AREA	Ewell Way	Rutledge Ave	AC			3,600
TOTAL AREA						182,550

The key elements for the design of this contract include:

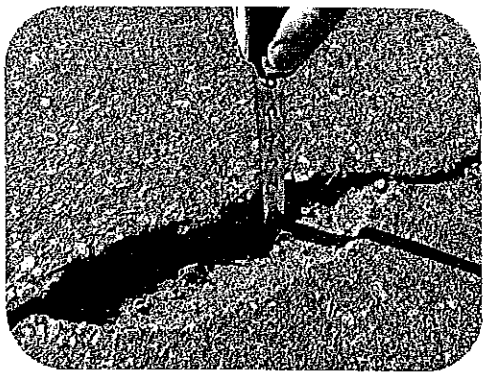
- ✓ Pavement Evaluation to Determine Cost Effective Rehabilitation Scenario
- ✓ Cost Effective Design Approach to Deal With Non-Standard Roadway Scenarios
- ✓ Effective Communication and Presentations at the Community Meetings Regarding Impacts to Residents
- ✓ Clear and Constructible PS&E to be Prepared for a Successful Construction of the Project.

In order for this contract to be successful, it will be critical that the selected design consultant design the project with the City's ultimate budget in mind while achieving the City's goals.

In an effort to better present our understanding of the scope of work and anticipated design constraints, the following pages present our site observations and a list of problems and solutions for key design items that will need to be addressed during the design phase.

Site Observations

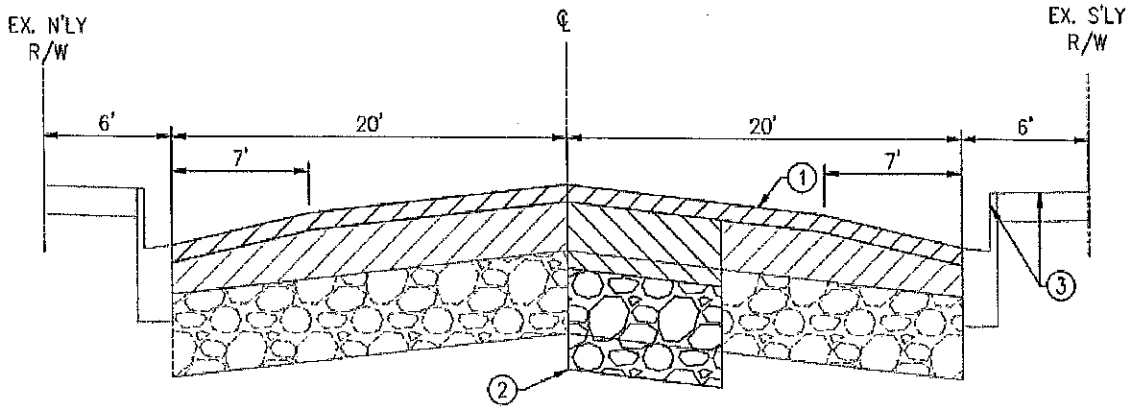
Pavement Conditions



Pavement conditions within the Sunshine Village Tract were noted to be widely varied. Based on TAITs initial field investigation, the pavement condition along Rutledge Avenue (which composes nearly ½ of the pavement surface) appears to be moderate with typical longitudinal and block cracking along the traveled way, and isolated alligator cracking located most typically at intersections and pavement joins at cross gutters.

It was also observed that a thin (~0.1') overlay appears to have been conducted in the past that is cracking and creating potholes along the roadway centerline and traveled way. Such failures will need to be isolated and repaired prior to the implementation of the overlay.

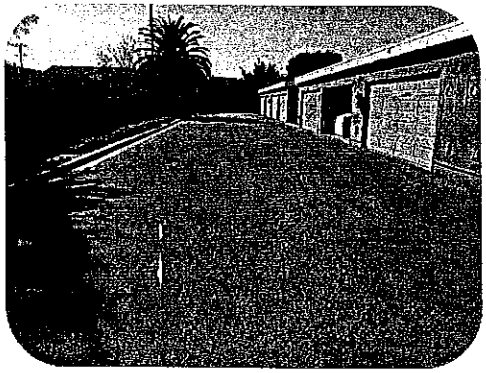
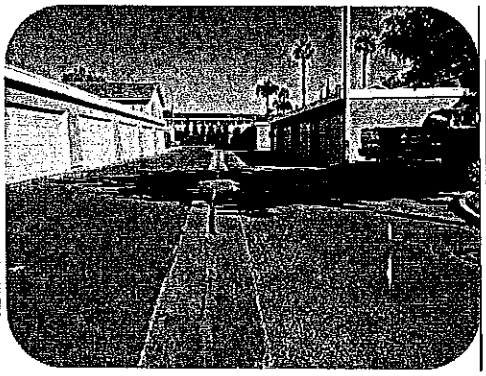
Based on the observed pavement condition it is recommended that a conventional edge grind and overlay be conducted along the entire roadway limits with isolated digouts being conducted to repair base failure. The design exhibit below depicts the typical rehabilitation anticipated along Rutledge Avenue.



NOTES:

1. OVERLAY WITH ARHM ON EXISTING PAVEMENT SURFACE TO MINIMIZE CONSTRUCTION COSTS & INCREASE STRUCTURAL SECTION FOR FUTURE LOADING
2. REMOVE EXISTING FAILED PAVEMENT & CONSTRUCT NEW STRUCTURAL SECTION DESIGNED FOR CURRENT TRAFFIC LOADING AND BASED ON FINAL TRAFFIC CONFIGURATION.
3. REMOVE & REPLACE EXISTING SIDEWALK, CURB AND GUTTER, & RAMPS WHERE UPLIFTED/DAMAGED

Unlike Rutledge Avenue, the pavement conditions within the tract interior roadways appear to be widely varied. Based on field observations, there is a consistent alligator cracking/failure along each of the interior roadway segments (below left) with significant pavement section/base failures occurring largely along the access roads located along the n'ly & s'ly property lines (below right). Additionally, areas of sagging/failure were noted which were causing ponding within the roadway (below middle). Per our coordination with the City, it is understood that the pavement repair limits within the interior roadways will be based on the pre-determined public pavement limits which do not encompass the entire paved access roads from garage face to curb and gutter. As a result, it is anticipated that, at a minimum, the pavement repair methodology will include a full width grind and AC overlay with localized full depth reconstruction (including base stabilization) in areas that are observed to be failed (such as the image to the bottom right).

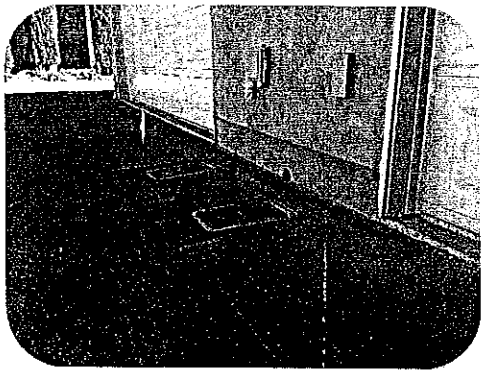

Cost effectiveness of design and construction will be critical to the success of this project. In an effort to recommend the most appropriate pavement replacement section, TAIT is proposing to conduct corings within the project limits in order to verify the existing pavement section and to recommend a repair design pavement section for the areas determined to require full depth reconstruction. Though minor savings could be found by eliminating the geotechnical investigation within this tract, due to the fact that pavement corings and tests are required on the Western/Palais Alley Reconstruction Project, TAIT believes that the greatest value and benefit to the City will be found by combining the geotechnical investigation on all projects.

Parkway Conditions

In addition to the pavement repair costs, it is anticipated that this project will have sizeable PCC curb ramp, sidewalk, and curb and gutter replacement costs. Based on the initial site walk, it is anticipated that all curb ramps along Rutledge Avenue will require removal and replacement (see image to right for typical non-compliant existing curb ramp along Rutledge).

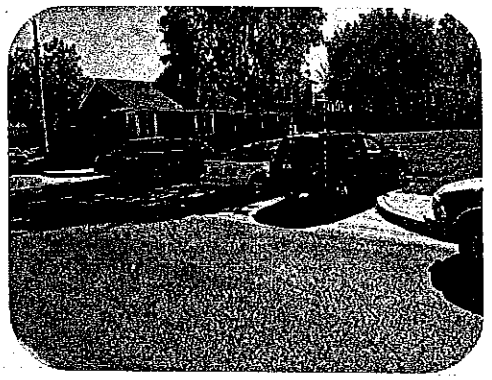
Additionally, uplifted sidewalk/curb and gutter were observed throughout the site that will require removal and replacement in order to provide an ADA compliant path of travel for sidewalk, and positive drainage along the curb and gutter (see image to right for typical example of uplifted curb and gutter due to root intrusion). It is believe that most, or all, locations of replacement will not require topographic survey, and that general limits of construction or standard plans will suffice for depiction and design of the bid items. However, in order to provide flexibility of design, TAIT has also included an optional bid item to conduct a 1 day topographic pickup survey in order to spot check and survey existing grades in order to provide the necessary data for providing an accurate design detail for the localized replacements.

Utilities



The impact to existing utilities will be negligible on this contract. The image to right depicts existing water meter boxes that are located within the paved limits of the tract access roads. Such boxes will need to be identified during the field walk in order to verify location and count of the impacted boxes for depiction on the plans and bid item. Additionally, manholes/water valves will require adjustment along Rutledge Avenue, but no further utility adjustments or relocations are anticipated as part of this project.

Community Coordination



One key observation taken from the field was the high volume of on-street parking noted during even the day time hours (see image to right which notes full capacity parking during the mid-day field walk which was conducted). Due to the fact that this is a high density residential tract where alternate parking options are not available for the residents, it is anticipated that the construction methods recommended in the final bid documents will need to accommodate vehicular traffic at the end of each working day. TAIT will work closely with the City and will schedule the community coordination meetings at appropriate stages of design in order to communicate the proposed improvements and impacts that should be anticipated during construction. Due to the high residential impact on this project, it is anticipated that a minimum of two of the four proposed community meetings will be focused around this project. The community meetings will be managed and run by the TAIT project manager, David Sloan, who has been responsible for previous similar projects which required televised community coordination meetings for the entire City of Placentia, as well as personal town hall workshop meetings for the City of Torrance and Lomita.

Problems & Solutions

We believe that every project has a unique set of problems and solutions that must be carefully considered in order to ensure a successful completion to the project. In an effort to show our understanding and ability to perform the required services, the following observed problems and potential solutions have been summarized for the City's review.

Problem: Cost Effective Design Vs. Construction Pavement Recommendations
As is the case with most pavement rehabilitation projects, a balance must be struck between costly design analyses vs. cost savings in the construction phase based on good recommendations. This can be difficult to balance to ensure a successful project.

Solution:
TAIT has prepared a comprehensive design approach and scope for this project that allows the necessary flexibility for the City to prioritize design and construction funds based on the City's needs. TAIT suggests that a pre-award meeting be scheduled with our project manager in order to review the City's construction and design goals in order to pick the most appropriate materials testing and design approach. Given the results of this meeting, the TAIT approach will structure the design to ensure that the ultimate construction budget is structured and design with the overall project budget in mind.

As was noted before, due to the high sensitivity to traffic impacts, it is anticipated that alternate pavement rehabilitation methodologies will not be a viable option for finding savings due to their longer traffic impacts associated with construction. Upon verification of the final field conditions and the City's budget, TAIT will work closely with the city and local paving contractor's to recommend a final rehabilitation scenario for this tract.

Problem: Varied Pavement Conditions Within Tract
As was noted before, the pavement conditions within this tract are largely varied and require special attention. Further, due to the fact that only portions of the paved access roads are included in the City's project, rehabilitation methodologies are limited as a result of join conditions.

Solution:
Due to the fact that the pavement conditions with the Tract streets are largely varied careful attention to the limits and methods of rehabilitation/reconstruction must be paid during the design phase. In order to effectively implement a design scenario, TAIT will first review all available existing records for the tract to understand the existing pavement structure. Secondly, prior to conducting the field visit, TAIT will create an aerial site base map with any available site records/linework drafted on it in order to aid in the identification and placement of proposed improvements and pavement join limits. By understanding the existing conditions, and providing a clear base map to mark and review in the field, the need for a detailed design survey is eliminated and the pavement rehabilitation/reconstruction scenario can be accurately implemented in the field.

Problem: High Density Residential Parking Restrictions
Finally – as was highlighted before, it is anticipated that daytime parking will be a critical issue on this tract's improvements. No viable alternate parking locations are available within the tract, and the residents will likely need to move vehicles in and out of the site during active construction.

Solution:
Clear communication of the City's plans and the expected impacts are critical to the successful implementation of projects such as this one. In order to properly implement this project, TAIT believes that two community coordination meetings will be required. The first meeting should be scheduled near the 60% design stage to discuss the proposed pavement rehabilitation scenarios and to get resident input regarding access and parking restrictions. The notes and information obtained from this meeting will need to be implemented in to the design to prepare a phasing map and final rehabilitation/construction scenario that will be included in the project specifications. Upon preparation of the phasing and impact map, a second meetings will need to be conducted to communicate the final plan and timeline for construction. Finally, upon design completion and selection/award of a construction contract, it is recommended that there be a final pre-construction community coordination meeting to communicate the final construction schedule, contractor, contact information for construction impacts and other hot topics at the time.

WORK PLAN

The following scope of work has been prepared in accordance with the City's RFP. The following tasks are assumed to be combined and conducted concurrently with the equivalent tasks for the remaining two projects associated with this RFP.

1 Design Kick-Off Meeting

A design kick-off meeting with TAIT's Project Manager, City staff, and other affected parties, will be held at the start of the project to identify clear lines of communication and review the final scope, schedule, milestones and other project details of concern. At this meeting the project's schedule will be confirmed with the City. It is anticipated that the City will provide all pertinent record information for the existing City streets and utilities including as-built plans, record plans, and CAD files and GIS files (As applies) for the project limits.

Based on our actual NTP date, TAIT will prepare and present an update of our project schedule to be reviewed with the City Project Manager during our Kick-off Meeting. Any revisions or adjustments that need to be made to the project schedule will be thoroughly discussed with the City Project Manager prior to finalization.

TAIT will prepare a meeting agenda for initial circulation. Upon completion of the meetings, TAIT will also prepare meeting minutes for circulation, review and comments. All meeting agendas, minutes and exhibits will be filed in our project folder for final submittal to the City at the completion of the project.

Deliverables:

- ✓ Meeting Agenda & Minutes
- ✓ Updated Project Schedule

2 Existing Records Research & Field Walk

Records Research & Review

Review of record Information provided from the City files will be conducted to verify existing field conditions. TAIT will also research acquire existing available design records and utility information. It is anticipated that the information collected during the research phase will be used to assist in the development of the project base maps.

The records research will include obtaining records from the City of Stanton, utility providers and all other jurisdictions within the project limits. In addition, TAIT will document, contact, and coordinate with other public and private agencies/entities/jurisdictions involved to inform them about the project and obtain their records, approval, and permit requirements, as applies.

Obtained records will be reviewed and correlated with the Topographic and aerial (Bing Map) data in order to prepare the final project Base map.

Design Field Walk

This sub-task includes all hours necessary for the field review and design required to observe and document the existing site conditions and to identify anticipated work items. Existing condition photos will be along the project limits in order to aid the City in construction coordination. All field notes will be compiled and stored in the design file for reference. Grades at existing ramps will be noted for review and recommendation of removal and replacement.

Deliverables:

- ✓ Digital Copies of Obtained Records
- ✓ Field Notes, Observations, & Photos

3 Utility Notifications, & Coordination

Utility Notifications

At project inception, TAIT will conduct utility research through Dig-Alert and City records and will prepare and distribute the 1st utility notifications which will identify the project intent, limits, and general scope of work and will request that each utility provide our office with the associated As-Built records for the project limits. TAIT will review and compile the received responses in to the project Utility matrix for tracking of existing utilities and conflicting facilities.

Upon completion of the 75% design, TAIT will distribute a 2nd notice to all present utilities and will include a current set of plans for the utility's review and comment. All foreseen utility relocations or conflicts will be identified in this notice for the Utility's review and action. TAIT will actively coordinate with all utilities in order to ensure all relocations are coordinated and completed prior to the start of the City's project.

The final notice will be sent at the design completion stage and will include a signed print of the plans for the utilities records. TAIT will review all obtained record data and will coordinate with utilities that may be affected in order to obtain further design and construction requirements. All utility coordination, records and data will be compiled at the end of the project and will be submitted to the City for future reference.

Utility Coordination

TAIT will coordinate with all present and affected utilities during the course of the design. All potential conflicts with the improvements will be identified, and contact will be made with the appropriate utility coordinator.

Utility relocations or permits are not anticipated as part of this project.

Deliverables:

- ✓ Utility Correspondence and Design Records
- ✓ 1st, 2nd & Final Utility Notices

4 Design/Topographic Survey & Basemapping

Per discussion with the City, a conventional design survey will not be required for this project segment, and it is anticipated that all base mapping will be provided through review and drafting of existing records. The proposed base map will also include an aerial base prepared from google maps or Bing maps (Based on the base available imagery).

However, as an alternate work items, TAIT has included an allowance for a single day of topographic pickup survey in order to provide field data and elevations for critical areas requiring localized removal and replacements. It is anticipated that the pickup survey for these areas, if needed, will be on a local control/datum with a temporary horizontal control set in the field in order to maximize the benefit of the survey data. Should survey data be deemed necessary, TAIT will notify the City and obtain approval of proceeding on the alternate work item prior to proceeding on any work.

Deliverables:

- ✓ Alternate – Topographic Pickup Survey (Isolated Areas)

5 Project Basemaps

As part of this contract, TAIT will prepare the following basemaps for incorporation in the project design:

- Roadway
- Right of way
- Utility
- Aerial Image (Bing/Google)

It is assumed that the City will provide TAIT with any available GIS and record basemaps for features within the project limits. TAIT will format and update the base with the noted existing records, Bing/Google Maps aerial reference imagery, and all other applicable existing improvements (loops, signal equipment, striping, legends, etc.).

Deliverables:

- ✓ Project Basemaps (Roadway, Right of Way, Utility, & Aerial Image)

6 Geotechnical Investigation

TAIT has obtained the services of GMU Geotechnical to provide the necessary baseline field and office material testing data for this project. In an effort to provide a cost effective design budget, TAIT has assumed a base scope of work for the geotechnical engineer that includes only the field coring and testing/design of a proposed pavement section for the tract streets which appear to be in a failed condition. A single day of a drilling rig has been scheduled for the three RFP projects in order to obtain the necessary coring and base data for each location. R Value testing will be conducted for each location in order to design the ultimate pavement section based on a range of TIs and the City's desired pavement life (10 or 20 year). The geotechnical task will generally include the following:

Task 1 – Document Review

- GMU will perform a document review of existing as-built drawings and other pertinent pavement information provided

Task 2 – Pavement Corings

- GMU will obtain an encroachment permit from the City of Stanton for the proposed pavement corings. We have assumed permits from other agencies are not required.
- GMU will coordinate with Dig Alert to assess potential conflicts with known underground utilities prior to performing the subsurface exploration.
- Our budget includes **one day** of pavement corings to perform a total of **6 corings** (inclusive of all three project areas).
- The pavement corings will be performed using 6-inch diameter electric core drill to cut through the AC layer. The underlying layers will be explored using hand and power tools to a maximum depth of 4 feet. The thickness of the AC and aggregate base layers (if encountered) will be measured and recorded. Bulk and drive sampling will be performed to collect subsurface materials. The collected materials will be returned to GMU's laboratory to evaluate various engineering properties. Depth to groundwater, if encountered, will be measured. The borings will backfilled with aggregate base materials and capped with asphalt concrete cold patch immediately after sample collection.
- We assume the pavement corings can be performed within the hours of **9 AM and 4 PM.**
- Traffic control to redirect traffic around our work zone is included and will be performed in accordance the WATCH Manual.

Task 3 – Laboratory Testing Program

Laboratory testing will be conducted on the samples collected from the field investigation program. Laboratory tests will include:

- R-value;
- Particle size analyses (gradation);
- Atterberg Limits (including Plasticity Index) for soil classification;
- Maximum density and optimum moisture content;
- In-place moisture/density.

The quantity of testing has been estimated based on our experience on similar past projects.

Task 4 – Pavement Engineering Analysis

- Information gathered from the previous described tasks will be reviewed and used for pavement engineering analysis. Pavement engineering analysis will be performed in accordance with the California Highway Design Manual. This methodology considers the relationship between the traffic index (TI), subgrade soil strength (through R-value testing), and the gravel factors of the various pavement layers.
- We assume that 10- and 20-year traffic indexes will be provided to us for use in our analysis.

Task 5 – Pavement Recommendation Report

- A pavement Recommendation report will be prepared to summarize our findings, conclusions, and recommendations. The final report will include:

    - Summary of information gathered from the document review;
    - Project location map;
    - Pavement coring location map;
    - Pavement coring summary table;
    - Select photographs of the pavement surface condition;
    - Laboratory testing results;
    - Pavement repair recommendations for 10- and 20-year design lives (traffic index to be provided to us for pavement thickness analysis).

ASSUMPTIONS

- We have assumed that the City of Stanton will provide a free of charge permit for our field investigations. We have assumed that permits from other agencies will not be required and costs to obtain such permits have not been included.
- Our scope includes traffic control to redirect vehicles around our pavement corings following the WATCH Manual. We have assumed that traffic control plans are not required. If required, traffic control plans can be provided for an additional cost.
- We have assumed backfilling the boreholes with the soil cuttings and surfacing them with AC cold patch is acceptable. Sand blasting spray mark, pavement grinding, and hot asphalt patch were not considered in our cost estimate.

Deliverables:

- Geotechnical Pavement Recommendation Report

7 Design Plans

Upon City approval of the pavement rehabilitation scenario, TAIT will initiate the preparation of the design PS&E. Based on our review of the project limits, the following are the anticipated plan sheets for this project area:

SHEET DESCRIPTION	SCALE	SHEET COUNT
Title Sheet	N/A	1 Sheet
Notes, Details, & Typical Sections	Varies	1 Sheet
Street Improvement Plans (Plan View Only)	1" = 40'	4 Sheets
Signing & Striping Plans	1" = 60'	1 Sheet
Total Sheet Count		**7 Sheets**

7.1) Title Sheet:

The title sheet will include all City of Stanton standard notes, project construction notes, bench mark and basis of bearing, vicinity map, list of utility contacts and project abbreviations and legends. The plan set will be prepared on the City of Stanton standard title block on 24"x36" bond paper. It is assumed that a separate plan set will be required for each project area.

7.2) Notes, Details, & Typical Sections:

General project notes, a master list of construction notes, and typical roadway sections will be included on these sheets that depict the nature of the proposed improvements based on the proposed stationing and intersecting streets.

Construction details will be prepared for all work items that cannot be built by standard plan, or do not have adequate space on the plan sheet for the necessary detailed callouts.

7.3) Street Improvement Plans:

Street improvement plan sheets will be prepared for the entire project limits at a 1"=40' horizontal scale. The plans will be presented in a grid based layout of the existing tract in order to depict the location and limits of each work item. Existing tract improvements will be depicted from obtained existing records converted to CAD line work, and an aerial base which will help to communicate the location of each work item.

7.4) QA/QC, Compilation, and Submittal of PS&E

The following submittals are anticipated as part of this project:

- ✓ 75% PS&E
- ✓ 100% PS&E

Prior to each submittal, TAIT will conduct a full QA/QC review per our quality assurance protocols described at the end of this section. Additionally, TAIT will plot, compile and deliver the noted number and format of PS&E to the City for each submittal per the RFP requirements.

Deliverables:

- ✓ 75% Plans (Digital & Hard Copy)
- ✓ 100% Plans (Digital & Hard Copy)

8 Project Specifications

TAIT will prepare technical specifications for the proposed project based on the City boilerplate specifications. Each work item will have a clear measurement and payment clause in order to avoid costly change orders during the construction phase. Specifications will also include clear delineation of the traffic control requirements, water pollution control requirements, survey monument protection and replacement requirements, and construction scheduling parameters as well as coordination requirements with utilities. Utility owners, coordination and contact requirements, and additional permitting requirements will also be included in the specifications. The project specifications will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Draft Project Specifications (Digital & Hard Copy)
- ✓ 100% Project Specifications (Digital & Hard Copy)

9 Quantity Calculation and Cost Estimate

TAIT will prepare cost estimates at the 75% & 100% PS&E stage for City review and input. Unit prices will be checked against recent City projects. Work items will be prepared to correlate with the specifications and will include all work items including mobilization, storm water compliance, traffic control and striping. The cost estimate will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Engineer's Cost Estimate (Digital & Hard Copy)
- ✓ 100% Engineer's Cost Estimate (Digital & Hard Copy)

10 Mylar and Design File Submittal

Upon City approval and confirmation of the 100 %PS&E, a final signed mylar plan set will be routed through the City for signature. Final Specifications and cost estimate will also be plotted, signed, and compiled per RFP requirements. All electronic support documents (CAD, Word, Excel, Records, Etc.) will also be compiled and submitted to the City at this time.

Deliverables:

- ✓ 1 Set Mylar Plans (Wet Singed Copy)
- ✓ Final Bid Document
- ✓ Design Files/Documents

11 Public Relation Meetings

Per RFP requirements, a total of 4 public relation meetings have been budgeted as part of this overall project (including all three project area). It is assumed that a minimum of 2 public relation meetings will be required for this project area. For each public relation meeting, TAIT will prepare presentation material and agendas including full scale color plots, design handouts, and initial notices. It is assumed that the City will provide the meeting venue and distribution of notices to the residents. TAIT will chair the public relation meetings and will take notes/minutes of each meeting in order to incorporate the community responses in to the design. For this project, the following two meetings are recommended:

- Pre-75% design Meeting
- Final Design Meeting

Deliverables:

- ✓ Meeting Agenda/Minutes
- ✓ Presentation Material/Prints

12 Construction Support Services (As Needed)

TAIT will continue to support the City during the Construction phase on an as needed basis. This task includes assumed hours for the design team in order to review and respond to RFI's, prepare any necessary addenda's, and to attend construction meetings (as needed). This task assumes the following items:

- Review and Responding to Bidding RFIs
- Preparation of Addenda (as needed)
- Attendance at the Pre-Construction Meeting
- Review and Responding to Construction RFIs/Submittals
- Attendance at a single construction meeting/site visit at City's option

It is assumed that the construction phase for each of the three projects within this RFP will be conducted separately. Should the construction phases be combined, TAIT will combine the construction support services task to create savings for the City.

Deliverables:

- ✓ Response to RFIs
- ✓ Addenda Documents/Plans
- ✓ Coordination Records

2. Approach to Managing Resources

TAIT has excellent working relationships with each of our proposed sub consultants. At the heart of each relationship and team member is effective communication of the **roles & responsibilities**, **quality requirements** and **scheduling needs**. As can be seen in the level of detail included in this proposal, TAIT has coordinated extensively with our sub-consultants to define each of their roles and responsibilities on the contract.

Additionally, TAIT has **clearly defined quality control and quality assurance** protocols set in place in the office. As part of our scope of services and fee proposal, we have set aside time to ensure that quality control is incorporated in to the contract. TAIT has also assigned a QA/QC manager to the project to ensure reviews occur and the City is provided a quality design. TAIT's QA/QC program is further defined on the following page.

Finally, TAIT has **clearly defined the scheduling** needs on this contract and has communicated the deadlines and needs to each of the team members. By reviewing the project scope and needs at project inception and clearly delineating tasks and deadlines to team members we are able to circumvent potential delays in the design process. A detailed schedule has been included for the City's review on the following pages.

QUALITY ASSURANCE/QUALITY CONTROL PROGRAM

An important feature of our design process is our Quality Assurance/Quality Control (QA/QC) Program. Mr. Todd Schmieder, P.E. will oversee TAIT's QA/QC Program for this project. TAIT's QA/QC Program focuses on the following four primary objectives:

- To ensure that a quality design has been provided by following our in-house design checklists
- To verify that different disciplines and agencies have been coordinated
- To verify that the proposed improvements are constructible, and
- To verify that a cost effective analysis approach was followed to achieve the client's specific project goals and objectives.

TAIT utilizes a Total Quality Management approach.

TAIT's philosophy is that quality control begins at day one and does not end until the project is constructed.

Quality Control is the responsibility of each and every team member.

It includes the selection of project team members who have demonstrated through experience the ability to understand and apply the project objectives to achieve a specific goal. It requires open and continuous communications between all team members and the client.

TAIT has developed internal design checklists.

Design checklists are used by our design team as a component of our firm's QC process.

Timely Quality Control Reviews are provided.

Before plans are submitted to outside parties and the approving agency/agencies for review and approval, TAIT's QA/QC Manager or his designated QC team member conducts a thorough review to verify the quality, constructability and completeness of the submittal. A typical TAIT QA/QC Program includes the following steps:

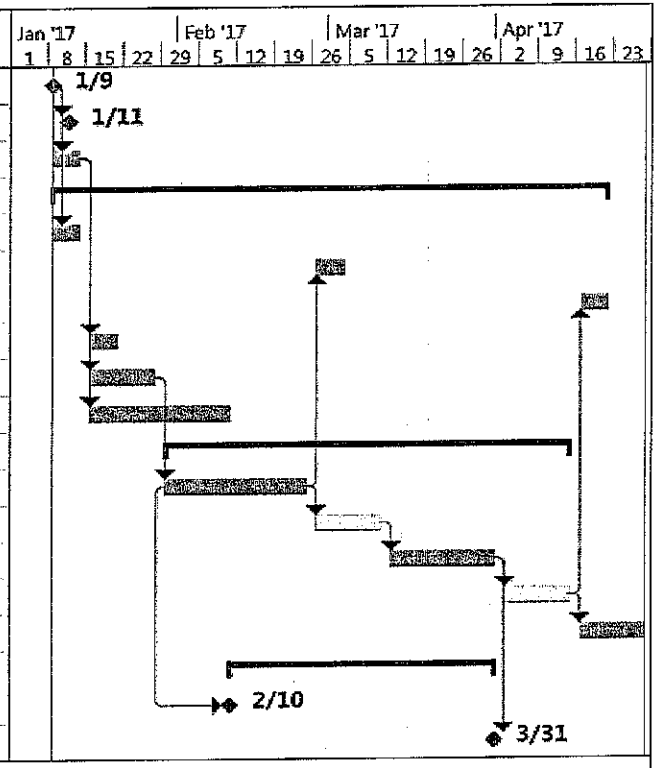
- **Project Manager (PM) Transmits Design Documents to the QA/QC Manager** - The PM initiates the QC process at agreed upon project milestones.
- **QA/QC Manager conducts initial review** - The QA/QC Manager reviews the submittal with the PM to obtain project specific information and conducts a limited review on the completeness of the submittal.
- **Review of the Submittal** – The submittal is reviewed using TAIT's internal checklists. Necessary corrections are identified on the submittal which is returned to the PM.
- **PM to Addresses QC Comments** - The QA/QC Manager and PM review the QC comments to set a course of action. Any proposed Value Engineering (VE) measures are reviewed to determine the appropriate next step (i.e.: implement the VE measure, review the VE measure with the City, or conduct additional analysis to determine the feasibility and potential cost savings). The reviewed submitted is then returned to the design team.

PM finalizes Design Documents for Submittal to the Agency - The PM meets with the design team to monitor progress and verify incorporation of the QC comments into the design documents. Any deviation from the QC comment or the agreed upon action is reviewed for acceptance prior to transmitting the final design documents to the City and other reviewing parties for their review.

PROJECT SCHEDULE

The following schedule has been prepared to show our understanding and proposed order/duration of activities. This proposal assumes that all three projects included in this RFP are conducted concurrently. TAIT will work closely with City staff during the design phase to update and adjust our schedule based on the City's needs.

ID	Task Name	Duration	Start	Finish
1	**Notice to Proceed Issued**	**0 days**	**Mon 1/9/17**	**Mon 1/9/17**
2	**1) Project Kick Off Meeting**	**0 days**	**Wed 1/11/17**	**Wed 1/11/17**
3	**2) Existing Records Research & Field Walk**	**5 days**	**Mon 1/9/17**	**Fri 1/13/17**
4	**3) Utility Notification & Coordination**	**75 days**	**Mon 1/9/17**	**Fri 4/21/17**
5	Prepare & Send 1st Utility Notice	5 days	Mon 1/9/17	Fri 1/13/17
6	Prepare & Send 2nd Utility Notice	5 days	Mon 2/27/17	Fri 3/3/17
7	Prepare & Send Final Utility Notice	5 days	Mon 4/17/17	Fri 4/21/17
8	**4) Topographic Survey**	**5 days**	**Mon 1/16/17**	**Fri 1/20/17**
9	**5) Project Basemaps**	**10 days**	**Mon 1/16/17**	**Fri 1/27/17**
10	**6) Geotechnical Investigation**	**20 days**	**Mon 1/16/17**	**Fri 2/10/17**
11	**7-9) Street Improvement PS&E**	**55 days**	**Mon 1/30/17**	**Fri 4/14/17**
12	Prepare & Submit 75% PS&E	20 days	Mon 1/30/17	Fri 2/24/17
13	City Review 75% PS&E	10 days	Mon 2/27/17	Fri 3/10/17
14	Prepare & Submit 100% PS&E	15 days	Mon 3/13/17	Fri 3/31/17
15	City Review 100% PS&E	10 days	Mon 4/3/17	Fri 4/14/17
16	**10) Submit Mylars & Design Files**	**10 days**	**Mon 4/17/17**	**Fri 4/28/17**
17	**11) Public Relation Meetings**	**35 days**	**Fri 2/10/17**	**Fri 3/31/17**
18	Initial Meeting	0 days	Fri 2/10/17	Fri 2/10/17
19	Final Meeting	0 days	Fri 3/31/17	Fri 3/31/17



Date: 11/14/2016
Project: Stanton Overlay, Alley, & Widening Project

Tait Team Task — Milestone
City Task — Summary

D. FEE PROPOSAL

The following is our Not-to-Exceed Fee Proposal to perform the proposed services for each of the three projects included in this RFP.

Project #	Description	Base Fee
Project #1	Sunshine Village Tract Overlay Project	$39,210
Project #2	Alley Replacement Project	$30,335
Project #3	Cerritos Avenue Widening Project	$39,135
	TOTAL BASE FEE (NOT TO EXCEED)	**$107,680**

A detailed fee proposal has been included below for the Sunshine Village Tract Overlay project, in addition to TAIT's fee schedule through the end of 2016 on the following page.

TAIT & ASSOCIATES PROPOSAL FOR
DESIGN SERVICES FOR SUNSHINE VILLAGE TRACT OVERLAY PROJECT
PROJECT FINANCIAL SUMMARY

Total Estimated Fee: $ 39,210
Total Estimated Fee + Optional Items: $ 42,650

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	BILLABLE
Design Kickoff Meeting	1	1		1						$ -	2	$ 355
Existing Records Research & Field Walk	2			8	8					$ -	16	$ 2,040
Utility Notification & Coordination	3				8					$ -	8	$ 840
Topographic Survey	4									$ -	0	$ -
Project Basemaps	5			8	16					$ -	24	$ 2,880
Geotechnical Investigation	6	1				4				$ 4,900	5	$ 5,445
Street Improvement Plans (75% & 100%)	7	6	2	23	120	0	0	0	0	$ -	151	$ 17,670
Title Sheet	7.1			1	4					$ -	5	$ 570
Notes, Details, & Typical Sections	7.2			2	16					$ -	18	$ 1,980
Street Improvement Plans	7.3	2		16	80					$ -	98	$ 11,210
Signing & Striping Plans	7.4	2		4	16					$ -	22	$ 2,690
75% PS&E QA/QC, Compilation, and Submittal	7.5	1	1		2					$ -	4	$ 610
100% PS&E QA/QC, Compilation, and Field Walk	7.6	1	1		2					$ -	4	$ 610
Project Specifications	8	2	1	8		4				$ -	15	$ 2,145
Quantity Calculation & Cost Estimate	9	1	1	2	4					$ -	8	$ 1,120
Mylar and Design File Submittal	10	1		2	4					$ -	7	$ 925
Public Relation Meetings (Assumes 2 for This Project)	11	4			8					$ -	12	$ 1,660
Construction Support Services (Per Project Area)	12	2		8	8	8				$ -	26	$ 3,130

TOTAL LABOR COSTS $ 38,210
REIMBURSABLES $ 1,000
TTOAL LABOR COSTS $ 39,210

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	BILLABLE
Optional Items												
Pickup Topographic Survey	A-1	1		2			1	4	8	$ -	16	$ 3,440
		1	0	2	0	0	1	4	8	$ -	16	$ 3,440

CLIENT:City of Stanton
PROJECT: DESIGN SERVICES FOR SUNSHINE VILLAGE TRACT OVERLAY PROJECT
PREPARED BY:DS 2016.11.14

TOTAL BASE FEE + OPTIONAL ITEMS: $ 42,650

TAIT
RISING TO THE CHALLENGE

Schedule of Fees

1. Employee Classification	Hourly Rate
06 - Engineering Assistant	65.00
18 - Contract Administrator	85.00
04 - Engineering Designer I	105.00
10 - Engineering Designer II	130.00
03 - Project Engineer/Project Manager	150.00
02 - Professional Engineer/Licensed Surveyor	175.00
17 - Senior Professional Engineer/Surveyor	195.00
01 - Principal	205.00
15 - Structural Engineer	195.00
05 - Permit Expediter	80.00
11 - Permit Specialist	95.00
09 - Senior Permit Specialist/Research Analyst	105.00
07 - Surveyor	85.00
08 - Senior Survey Specialist/ Party Chief	120.00
00 - Two man survey crew	***
22 - One Man Survey Crew with Robotics	***

The hourly rate for client authorized overtime and for representation at hearings and meetings after 6:00 p.m. will be invoiced at 1.5 times the posted rate.

The above rates are inclusive of phone charges, fax charges, software and licensing fees, and photocopying charges.

*** Field survey crew rates will be per current prevailing wage rates. Billable Hourly Rate will be provided at time of work order/proposal based on current wage determination.

2. Mileage, Travel and Per Diem

Auto Mileage: $.55 per mile
Air Travel and Auto Rental: Actual cost plus 15 percent
Per Diem: Actual cost of lodging and meals, plus 15 percent

3. Materials and Supplies

Office and CADD supplies are included in the hourly rates. Prints, plots and reproductions are charged at cost plus 15 percent from commercial blueprint companies. In-house reproduction charges are as follows:

	Prints	Plots	Color Plots
Bond	$ .95/s.f.	$.95/s.f.	$6.00/s.f.
Vellum	1.35/s.f.	1.65/s.f.	7.50/s.f.

4. Reimbursable Expenses

Will be billed at cost plus 15 percent. Client will pay directly for all permit and agency fees; otherwise cost plus 15%. Subconsultant invoices will be billed at cost plus 15%.

5. Insurance Coverage

General Liability: $5,000,000
Errors/Omissions: $1,000,000
California Workers' Compensation - Statutory
Certificates of insurance coverage will be provided upon request.
Waivers of Subrogation (if required) will be billed as a 2% surcharge on all invoices.
Special endorsements will be billed to the client at cost plus 15% on the first project.

INTEREST OF 1-1/2 PERCENT PER MONTH WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.
:Fees51

APPENDIX - RESUMES

Jacob Vandervis, PE

PRINCIPAL-IN-CHARGE

Education

B.S. -- Civil Engineering

California State University, Long Beach

Year of TAIT Team Enlistment

1997

Total Experience

30

Certifications

Registered Professional Engineer, Civil – California, Oregon, Arizona, Utah, Nevada, and Alaska

Mr. Vandervis currently serves as a Vice President/Chief Operations Officer in TAIT's Corporate Office in Santa Ana. In addition to his management duties, he acts as the primary point of contact for several national retail and residential developers. Mr. Vandervis is a licensed civil engineer with over 30 years of experience with land development projects in the western United States. He has been a member of the TAIT team for the past 19 years. His areas of expertise include site design, grading design, drainage studies, water pollution control plans, erosion & sediment control plans, as well as street improvement plans. He is experienced in site design of all sizes for commercial development, involved in preliminary design to develop cost estimates & due diligence packages, as well as experienced in the entitlement phase of projects. His surveying experience includes the preparation of ALTA and topographic surveys, parcel maps, record of survey, and legal descriptions. He is a certified Qualified SWPP Developer (QSD), Certified Development, Design & Construction Professional (CDP), and Certified Retail Property Executive (CRX)

Harbor Blvd. Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Principal-in-Charge, 2013

Principal-in-Charge of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to ensure the project was properly staffed and that the work was completed to the satisfaction of both TAIT & Associates as well as the City of Garden Grove.

On-Call Engineering Services, Orange County Public Works, Principal-In-Charge, 2010 – Present

Principal-in-Charge of the work being conducted by all TAIT staff and sub-consultants to provide Plan Check and On-Call Engineering Services for the County of Orange Planned Communities. Primary responsibilities were to ensure the project is properly staffed and that the work is completed to the satisfaction of both TAIT & Associates as well as the County of Orange.

100 Acre Parcel Development El Toro Marine Base, Orange County Public Works, Project Director, 2009 - Present

Services provided to the County have included a study of the existing and planned infrastructure for the redevelopment of several County of Orange parcels. Additional infrastructure assessment and cost studies have been prepared for the placement of a potential waterpark with the County's parcels. TAIT also conducted an assessment of five existing warehouse structures for a potential interim reuse. These projects required an extensive site review and assessment of existing conditions including the review of existing and future sewer, water, gas, electrical, telephone and drainage infrastructure available for redevelopment and the preparation of potential costs for redevelopment of the County property.

City Hall Underground Fuel Storage Tank Removal and Replacement, City of Irvine, Principal-In-Charge, 2013
As Principal-In-Charge Mr. Vandervis made sure that the project was completed to the satisfaction of the City of Irvine Project Manager. He also made sure that we had qualified staff and resources working the project to be sure that all the deliverables were to a standard that was expected by both TAIT as well as the City of Irvine.

Columbus Square Community, Tustin, CA, Principal-In-Charge, 2008
Working closely with Lennar Homes, the City of Tustin and Irvine Ranch Water District, Mr. Vandervis was able to direct the preparation of planning studies and final design for the development of infrastructure improvements to provided underground wet and dry utilities, public and private streets, storm drain systems and site grading for this 110–acre planned residential development on the former USMC Tustin Air Station. His efforts included review and coordination with Southern California Edison for design of the backbone electrical services.

FBI Training Center, Orange County Public Works, Principal-In-Charge/Structural Engineer, 2007 -2008
Provided structural design for a 1,480 square foot masonry block structure to be constructed at new FBI training facility on the former El Toro Marine Base. The site improvements were to include the construction of a new classroom and a covered training area adjacent to an existing structure. The site was a former USMC shooting range and was being upgraded by the FBI. To help minimize the overall construction cost and to speed up construction, the use of a pre-manufactured roof truss for the structure was proposed. The design/build construction of the facility was completed in August 2008.

Tuscany Senior Apartments – Los Angeles, CA 2004-2007 (Principal-In-Charge)
Supervised civil engineering design services for a new 315-unit, 13-acre senior care facility constructed in collaboration with Shapell Industries and the City of Los Angeles. ADA access required consideration in developing the ultimate arrangement of and improvements to the seniors' complex. In addition to preparing grading, drainage, and utility plans for the project, our services included the preparation and processing of tentative map and final parcel maps. Public street improvements along the project frontages were designed and plans were processed through the City of Los Angeles, Bureau of Engineering.

Abridged List of Additional Project Experience by Jake:

- Foothill Crossing, City of Rancho Cucamonga (Principal-In-Charge)
- Columbus Square Infrastructure Improvements, City of Tustin, (Principal-In-Charge)
- Entertainment Park, City of Anaheim (Senior Project Manager)
- Chino Hill Center, City of Chino Hills (Senior Project Manager)

David Sloan, PE

PROJECT MANAGER

As a Project Manager, David has performed and coordinated detailed designs on arterial roadways, conducted utility coordination for major relocations on high profile projects and assisted in coordination and project management efforts on multiple projects throughout the Southern California region. David has acted as community coordinator for high profile projects and has coordinated presentations of the project scope, intent and impact in front of the affected stakeholders and local communities. David is an effective communicator and actively stays in contact with his clients throughout the life of his projects. David has also been responsible for multiple public work construction management projects, which brings value to design projects by fully understanding the methods and costs of construction projects. David is also responsible for supervising staff at TAIT on the preparation of public and private development projects throughout the Southern California region.

Education

BS Civil Engineering – Tau Beta Pi Honor Society & Chi Epsilon, University of Southern California

BS Physical Science, Biola

Year of TAIT Team Enlistment

2014

Total Experience

9

Certifications

Professional Engineer

California No. 82595

Portola Parkway Resurfacing Project, City of Lake Forest Project Manager, 2015
David is currently serving as the Project Manager to the City of Lake Forest on this federally funded arterial pavement rehabilitation project which included design engineering, geotechnical engineering, surveying, and federal documentation/ approvals. The project included the rehabilitation of the arterial roadway as well as the identification and replacement of non-ADA compliant or non-functional PCC sidewalk, curb ramp, curb and gutter and other improvements. The design also included the replacement and updating of the roadway and bike lane striping throughout the project limits. The project also included the relocation and reconstruction of an existing median at Bake parkway in order to construct an additional left turn pocket.

FY13/14 Major Street Rehabilitation, City of Pomona, Project Manager, 2014
David is currently acting as the Project Manager to the City of Pomona for their annual major street rehabilitation project. The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Parking Lot Rehabilitation for the City of Diamond Bar, Project Manager, 2015
David served as the Project Manager and Construction Manager to the City of Diamond Bar for expansion and reconstruction of two public park parking lots. The design included the analysis of traffic flow, preparation of a geotechnical investigation, design of water quality management plan and hydrology, and the preparation of detail PS&E for the construction of the proposed improvements. Analysis, removal, and replacement of park trees were required as part of this contract.

Newport Height Sewer & Alley Reconstruction Project, City of Newport Beach, Project Manager, 2015
David is currently acting as the Project Manager to the City of Newport Beach for the Newport Heights Alley & Sewer Reconstruction Project. The project includes the survey, design, and reconstruction of over three miles of residential alleys. The project is designed in three phases with phase 1 being sewer main replacements, and phase 2 & 3 being alley reconstructions within select neighborhoods. The alley replacement design included the geometric and profile analysis of each alley along with the preparation of design plan and profile sheets for each alley segment. The design also included the preparation and analysis of design cross sections (via use of Civil 3D corridors) to ensure design crossfalls along the alley are appropriate. The project is scheduled to complete phase 1 design in April, 2016, and phase 2 & 3 design in July, 2016.

STPL Woodruff Ave. & Palo Verde Ave. Rehab. Project, City of Bellflower, Project Engineer, 2013
As Project Engineer, David provided Design engineering and Federal Aid Documentation services to the City of Bellflower for this STPL-funded project. The project spanned 5,200 LF of arterial roadway, along Woodruff Avenue, from Alondra Boulevard to Somerset Boulevard and Palo Verdes Avenue, from the South City Limits to Artesia Boulevard. The project was designed as a single project, but split for construction. The scope included full-width grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway, installing 16 ADA-compliant curb ramps, as well as extensive traffic control to allow access to open businesses during construction. David prepared an E-76 Construction Authorization Package to obtain Caltrans approval on the project and to secure funding. David continued to coordinate with Caltrans for the duration of this contract.

STPL Bellflower Blvd. & Woodruff Ave. Rehabilitation, City of Bellflower, Project Engineer, 2011
David provided design engineering and project coordination services to the City of Bellflower on this Federal Surface Transportation Program Local (STPL) funds project. The project was designed as a single project, but split for construction. The total design covered approximately 3,500 LF of arterial roadway rehabilitation design. The rehabilitation design varied, and included full-width and variable-depth grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway and curb ramp replacement and traffic striping design. David expedited the design schedule to meet E-76 requirements, and ensured all other funding requirements and deadlines were met to secure funding.

SRTS Campus Drive Class I Bikeway Project, City of Irvine, Project Engineer, 2011
David served as Project Engineer and Project Coordinator to the City of Irvine for a 1,600 LF bikeway separated from traffic. The project limits spanned the south side of Campus Drive between Culver Drive and California Avenue. The final design included the 11-foot wide off street bikeway, constructed of 6-inch thick PCC. A 3.5-foot-high split face block retaining wall was designed and a trail lighting system was installed along the bikeway for cyclist safety. David verified existing right-of-way and determined required easements from UCI to obtain an E-76 permit from Caltrans and secure Federal Funding. The design also included the preparation of a WQMP and installation of bioswales to improve runoff water quality in compliance with NPDES requirements.

ARRA Red Hill Avenue Rehabilitation Project – City of Irvine, Project Engineer, 2009
David served as Project Engineer for the City of Irvine on this ARRA-funded pavement rehabilitation project. The project included preparing PS&E, including plan and profile, striping and signing plans, traffic control and phasing plans and detour plans. The scope of work consisted of rehabilitating approximately 3,300 LF of roadway on Red Hill Avenue, from Deer Avenue to Reynolds Avenue. Red Hill Avenue is a major 6 lane arterial that runs parallel to the State Route 55 Freeway and serves as a non-freeway alternate route for commuters. Our design included portions of grind and overlay, full depth reconstruction, ARHM cap, removal and

replacement of 4,500 LF of curb gutter, 1,500 SF of sidewalk, installing ADA-compliant ramps, and installing video detection systems at intersections, as well as various related improvements.

2012 Citywide Street Rehab. Project, City of Placentia, Project Engineer/CM, 2013

David served as Project Engineer and Construction Manager for the City of Placentia on the 2012 City-wide Residential Street Rehabilitation Project. The project was funded by a variety of sources including Gas Tax, Proposition 1B, Measure M1, and Measure M2. Our analysis included 75 miles of roadway and the actual design spanned 35 miles. The scope of work included rehabilitating the roadway using primarily Type II Slurry Seal, chip seal, and portions of full R&R. The final design included rehabilitating 41% of the City's residential roadways, including 109 new ADA compliant curb ramps, 5,445 tons of slurry, 105,050 square yards of chip seal, grind and overlay with 235,070 tons of AC paving, adjusting 209 manholes and 369 water valve, and 2,363 LF of curb and gutter.

Area 7/Zone 5 Road Maintenance Project, City of Diamond Bar, Project Engineer/CM, 2012

David served as Project Engineer and Construction Manager to the City of Diamond Bar on their Area 7 and Arterial Zone 5 Road Maintenance Project. The limits of this project include a total of 19.5 centerline miles of residential, collector and arterial streets. The scope of work included rehabilitating the roadway using primarily slurry seal and chip seal methods. In areas of extreme degradation, an asphaltloverlay or full width grind and replacement was recommended depending on funding availability. To provide a complete and accurate design, David and the team individually walked each proposed roadway to note necessary localized AC remove and replace patches, damaged curb & gutter and uplifted or non-ADA compliant sidewalks.

Jamboree Road Roadway Rehabilitation Project, City of Irvine, Project Engineer, 2013

David served as Project Engineer for the City of Irvine to rehabilitate Jamboree Road, from MacArthur to Camp. Funding deadlines required an expedited design, and the design was modified mid-way through to eliminate anticipated median island improvements on this 119-foot-wide major arterial. The design included grind and ARHM overlay, 2,232 tons of 10-inch FDR, upgrading 9 ramps to meet ADA compliance, loop installation, and video detection at 2 intersections.

Culver Drive Pavement Rehabilitation Project – City of Irvine, Project Engineer, 2011

David served as Project Engineer, providing PS&E to the City of Irvine on the Culver Drive Rehabilitation Project. The project spanned 1,800 LF along Culver Drive, from the north railroad tracks to Walnut Avenue. Culver Drive is a principal arterial roadway, providing northeast/southwest access through the western portions of the City of Irvine, while also serving as a primary travel route through a variety of commercial, residential and institutional zoning areas. David designed localized pavement reconstruction at the Northbound #3 lane and the Southbound #1 lane, where pavement conditions were considerably worse than adjacent lanes; the length of the project was treated with full width 2-inch grind, a 2-inch AC leveling course and 2-inch ARHM overlay. The project also entailed removing and replacing the existing median shed gutter with a standard 8-inch median curb, median island landscape improvements, and ensuring ramps throughout the project were ADA compliant.

Abridged List of Additional Project Experience by David:

- Citywide Comprehensive Drainage Study, Diamond Bar, Project Manager
- Irvine Center Drive Rehabilitation Project – City of Irvine, Project Engineer
- FTA-Administrated 2010 Bus Shelter Replacement Project – Norwalk Transit, Project Engineer
- Area 2 & Zone 1 Roadway Maintenance Project, City of Diamond Bar, Project Engineer

D. Todd Schmieder, PE

SR. PROJECT MANAGER/QA/QC MANAGER

Education
B.S. – Civil Engineering
Ohio State University, 1980

Year of TAIT Team Enlistment
2005

Total Experience
36

Certifications
Professional Engineer
California No. C37167

Certificate program in light construction and development management

University of California—Irvine Extension, 2004

Affiliations
1Transportation Committee Member

Mr. Schmieder has worked on numerous public infrastructure and private development projects ranging from small residential and commercial projects to a 30-mile long toll road, a 40-acre commercial center, and 1000-home master planned communities. His project experience includes plan check services, preparation of feasibility, and site assessment studies, site planning studies and preliminary and final design plans, tentative and final maps, and environmental studies and reports. Mr. Schmieder's technical experience also includes conducting design reviews, development of traffic signing and striping plans, preparation of traffic control and construction staging plans, preparation of construction specifications and cost estimates, and providing construction management and inspection. His project management experience includes utility coordination, master planning, and project scheduling.

FY13/14 Major Street Rehabilitation, City of Pomona, QA/QC Manager, 2014
The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Harbor Boulevard Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Senior Project Manager, 2013
Project Manager of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to review and stamp the plans, supervise engineering team, and attend and coordinate project meetings with City staff and other stakeholders. Project included Providing Plans Specifications and Cost estimate for City improvements to Harbor Boulevard that will accommodate the future redevelopment of several city-owned parcels. This project included reconfiguration of Harbor Boulevard from Palm Street to Lampson Avenue (approximately 1/3-mile total length), improvements to an existing raised median, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of new 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains, sewer and water services.

Silverado Campus Conversion, County of Orange, Sr. Project Manager, 2013-Present
TAIT's current task order assignment with OC Parks includes preparing plans for the demolition of several existing campus structures with the conversion of the former classrooms and office space into a County Library, offices for County Park staff, and community meeting rooms that cover 3500 square feet of usable enclosed space. Site work in the initial phase will consist of implementing Code-required ADA improvements for public

access at the campus and for public restrooms, upgrading of the existing parking lot, and provisions to provide security lighting for night-time use of the facility.

Public Sewer and Street Improvements, City of Anaheim, Sr. Project Manager, 2007
Engineering design services included the design of sewer capacity enhancements for over 2 miles on new 15-inch and 21-inch sewer lines in Katella Ave., Gene Autry Way and Santa Cruz Rd. in the City's Platinum Triangle area. Encroachment permits were obtained from the Orange County Sanitation District for connections to a district sewer line and with Caltrans District 12 (Orange County) for work within Interstate I-5 right of way. The engineering design services also included the preparation street widening plans for Katella Avenue, State College Boulevard and Gene Autry Way (approximately one-mile) that included a new raised landscape median in Katella Avenue, and the reconstruction of a City Changeable Message Sign.

Red Hill Median & Streetscape Feasibility Study, City of Tustin, Sr. Project Manager, 2012
Served as the Project Manager responsible for the completion of a feasibility study to add a landscape median, bike lanes, and improved pedestrian circulation on Red Hill Avenue, a major arterial street, in the City of Tustin from I-5 to Bryant Avenue. The City recently restriped Red Hill from four to six lanes eliminating parking along both sides of the street within the project limits. The feasibility study required that several options for potential on-street and off-street bike lanes be developed while looking at improvements for pedestrian mobility, and streetscape improvements that would include gateway signage, median landscaping and street trees within the study limits. As part of this effort construction cost estimates for street improvements and for undergrounding overhead power lines were developed during the alternative analysis phase. The results on the study presented two final options to City Public Works Department for their consideration.

Tustin Metrolink Station Redevelopment, City of Tustin/OCTA, Sr. Project Manager, 2011
This OCTA project consisted of the redevelopment of an existing 4-acre Metrolink Station in order to provide parking for 870 vehicles and improve traffic circulation and bus loading operations. Design required preparation of plans for the reconfiguration of the existing surface parking lot for a new five-story parking structure, relocation of sewer, water and storm drain lines, and the installation of storm water treatment devices to satisfy the new storm water discharge permit requirements. Design services required extensive coordination and/or permitting with the City of Tustin, Irvine Ranch Water District, Orange County Sanitation District and the State Water Board. Access to the existing Metrolink platform was maintained throughout construction and the entire station was reopened to the public in November 2011.

Abridged List of Additional Project Experience by Todd:

- Antonio Parkway Widening Improvements, County of Orange
- Marketplace Drive and Neil Armstrong Street Reconfiguration, City of Montebello
- Greenwood Street Rehabilitation and Extension, City of Monterey Park
- Tustin Family Campus, County of Orange/OCSSA

TAIT
RISING TO THE CHALLENGE

Christopher Engelbach, E.I.T.

PROJECT ENGINEER

Education
BS Civil Engineering, California State Polytechnic University, Pomona

Year of TAIT Team Enlistment
2016

Total Experience
7

Certifications
E.I.T.

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

Orange County Engineering Plan Check, County of Orange, Project Engineer, 2016
Chris currently provides plan check services for the County of Orange including review of Tentative Tract Maps, Site Development Plans, and Street Improvement Plans. Plans are reviewed for compliance with various codes and regulations including California Building Code, the Americans with Disabilities Act, and community specific development standards.

Newport Heights Alley Replacement, City of Newport Beach, Project Engineer, 2016
Chris is currently a Project Engineer on this alley rehabilitation project which includes design engineering, utility research and sewer replacement. Chris is responsible for rehabilitation of the alley-ways as well as the addition of ADA compliant PCC sidewalks, curb ramps, curb and gutter and other improvements.

Redlands Packing House, City of Redlands, Project Engineer, 2016
Chris is currently a Project Engineer on this 10 acre commercial development in the City of Redlands which includes design engineering, utility research, and coordination with consultants and field crew. The project includes Street Improvements, and on-site Rough Grading and Stockpile, Utilities, Water Quality, and Precise Grading. Chris is responsible for Street Improvements including relocation and reconstruction of medians, traffic signal relocation, identification and replacement of non-ADA complaint curb ramps, and updated crosswalks and landings designed to enhance urban feel, encourage pedestrian traffic, and increase safety.

Limonite Sumner Retail Development, City of Eastvale, Project Engineer, 2016
Chris is currently a Project Engineer on this 7 acre commercial development in the City of Eastvale. The project includes Off-site Street Improvements, Rough Grading, Water Quality, Precise Grading, Utility, and on-site Storm Drain design. Chris is responsible for street improvements including relocation and reconstruction of existing medians and updated signing and striping as well as On-site Storm Drain design including Hydraulic calculations and utilization of the most current Low Impact BMPs.

Orange County Animal Care Facility, City of Tustin, Project Engineer, 2016
Chris is currently a Project Engineer on this Orange County Animal Care Facility in the City of Tustin. The project includes Public Sewer, Water, Fire Water, Water Quality, On-site Utilities, and Grading plans. Chris is responsible for the public Sewer, Water, and Fire Water plans

Vons-Albertsons Distribution Center, City of El Monte, Project Engineer, 2016
Chris is currently the Project Engineer on this 36 acre Industrial Project which includes Demolition, Grading, and Utility Research. Chris is responsible for the Demotion, and Grading Plans as well as coordination with Utility Providers. These plans include the removal and disposal of Hazardous materials as well as the protection of existing ground-water monitoring wells and grading design which duplicates existing flow patterns.

Limonite Marketplace, City of Jurupa Valley, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 39 acre mixed use development in the City of Jurupa Valley. This mixed use project combined Retail development with private, high-density, residential. Chris was responsible for the Tentative Tract and Parcel Maps, Site Development Plan, on and off-site Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, and Precise Grading Plans. Off-site Street Improvement Plans included relocation of traffic signals, roadway widening, new signing and striping, addition of ADA ramps, bus turn-outs, and horse trails, and development of 1 mile of unpaved rural dirt road.

Stoneridge, County of Riverside, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 700 acre Master-Planned residential community in Riverside County. This project included Tentative Maps, Phasing Exhibits, Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, Precise Grading, and Traffic Studies. Chris was responsible for Street Improvement, Rough Grading, Storm Drain, and Phasing of this project. Street improvement plans included the development of 20 miles of new roadway along with signing, stripping and signalization.

Crossroads at Chino Hills, City of Chino Hills, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 15 acre high density residential development. This project included on-site Street, Utility, Storm Drain, Water Quality, and Grading. Chris was responsible for on-site Street, Sewer, Water, Grading and Storm Drain design.

GMU GEOTECHNICAL, INC.

23241 Arroyo Vista
Rancho Santa Margarita
CA 92688

voice: 949.888.6513
fax: 949.888.1380
web: www.gmugeo.com

S. Ali Bastani, PhD, PE, GE, F. ASCE

DIRECTOR OF ENGINEERING

Summary of Experience

Dr. Bastani, an adjunct faculty at Cal Poly Pomona, has more than twenty years of diversified experience in geotechnical, earthquake, and environmental engineering. His experience covers all aspects of the consulting engineer's profession including project and staff management for small and large projects, marketing, developing new client base, maintaining existing clients with exceptional service, and a comprehensive knowledge and applied use of conceptual, physical, and numerical modeling for geotechnical and environmental engineering solutions.

Dr. Bastani's professional experience entails performance, management and providing practical solutions for variety of projects including: (1) Geotechnical investigation and monitoring for foundation design of bridges, water reservoirs, pipelines, power plants, commercial and industrial facilities, and landfills; (2) Seismic ground motion studies, site response analysis, liquefaction analysis, determination of seismic induced deformations, and seismic retrofit evaluations; (3) Deep-seated and shallow landslide investigation, analysis, and mitigation; (4) Design of shoring and stabilization systems including tie back and soil nail retaining structures (5) Groundwater flow and contaminant transport evaluation and modeling; and (6) Seismic hazard evaluation, probabilistic and deterministic, for various seismic zones around the United States and abroad.

Ali has been involved in many major high profile projects such as seismic retrofitting of San Diego-Coronado Bay Bridge, review of cover system design for Operating Industries Inc. Landfill, Fluor Daniel Corporation headquarter buildings, 10 MG Nohl Canyon and 7 MG Sand Canyon Reservoirs, Orange County's Regional Fire Operation and Training Center, Los Angeles and Rancho Santiago Community Colleges, Hoag Hospital, Malburg 134 MW and Otay Mesa 570 MW Generating Stations, City of Los Angeles Bridge program, Los Angeles Department of Water and Power (LADWP) on-call contract, and Christchurch Earthquake in New Zealand. Dr. Bastani was involved in review of geotechnical reports and development plans for 14 cities in Los Angeles and Orange Counties as part of his work at Bing Yen and Associates from 1995 to 1999. Some of these cities included Cities of Malibu, Moorpark, Santa Clarita, Simi Valley, and Mission Viejo.

Dr. Bastani has been involved in innovative and state-of-the-art research project for the Los Angeles Department of Water and Power (LADWP) to investigate lateral seismic earth pressures on very large buried reinforced concrete reservoirs (up to 40 MG capacity) to improve their seismic design reliability. This research includes state-of-the-art centrifuge testing and numerical modeling approaches to advance our understanding of the magnitude and distribution of earthquake-induced lateral earth pressures on restraint walls. Dr.

S. Ali Bastani

Bastani's experience also includes numerous state-of-the-art centrifuge (physical) models for evaluating the dynamic response of dry sands, saturated stratified layers of sand overlaid by silt, and embankments, to study liquefaction mechanism at level and sloping grounds, dynamic settlement, and liquefaction-induced slope deformations. Mr. Bastani has also worked with and modified several conventional, elasto-plastic bounding surface, and hypoplasticity constitutive models for soil, and has performed triaxial and other conventional geotechnical experiments to calibrate these effective stress constitutive models. These centrifuge tests were numerically modeled by one- and two-dimensional static and dynamic effective stress finite element/difference programs.

Education

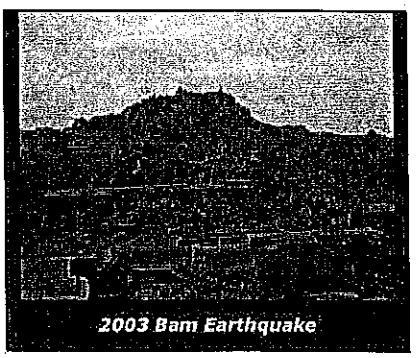
- Ph.D., Civil and Environmental Engineering, University of California, Davis
- M.S., Civil and Environmental Engineering, University of California, Davis
- B.S., Civil Engineering, Polytechnic of Tehran

Registrations

- Registered Geotechnical Engineer, CA No. GE 2458
- Registered Civil Engineer, CA No. C 53924

Professional Affiliations

- American Society of Civil Engineers (ASCE)
- Earthquake Engineering Research Institute (EERI)
- Consortium of Organizations for Strong-Motion Observation Systems (COSMOS)
- EERI Reconnaissance Team Member for Bam, Iran, Earthquake of December 26, 2003
- Pacific Earthquake Engineering Research Center (PEER) Reconnaissance Team Member for Nisqually Earthquake of February 28, 2001
- Network for Earthquake Engineering Simulation (NEES)
- Seismological Society of America (SSA)
- Orange County Water Association (OCWA)
- UC Davis Reconnaissance Team Member for 1989 Loma Prieta Earthquake and evaluation of post earthquake deformations south of Market Street.


2003 Bam Earthquake

ROGER W. SCHLIERKAMP, M.SC., P.E.

Director of Pavement Engineering

GMU GEOTECHNICAL, INC.

PROFESSION
Civil Engineer

REGISTRATION
Registered Civil Engineer C81529 – State of California

EDUCATION
M.S. Civil Engineering (Pavement/Materials Engineering) – University of Nevada, Reno
B.S. Civil Engineering
University of Nevada, Reno

PROFESSIONAL EXPERIENCE
GMU Geotechnical, Inc.
(2014 – Present)
Director of Pavement Engineering
Rancho Santa Margarita, California
Twining, Inc.
(2011 – 2014)
Pavement Engineer
Long Beach, California
University of Nevada, Reno
(2009 – 2011)
Graduate Researcher, Pavement / Materials
Reno, Nevada

PROFESSIONAL AFFILIATIONS
CalAPA
ASCE Orange County - Engineers without Borders
APWA
AGC

SUMMARY OF EXPERIENCE & QUALIFICATIONS

Mr. Schlierkamp is experienced in pavement engineering, testing, inspection, specification, and mix design development projects. His experience includes work with a number of private sector clients, local government agencies, paving contractors, and pavement material producers. He has also worked successfully as a quality control manager and pavement engineer on a wide variety of projects. His engineering experience includes performing pavement evaluations, developing cost-effective pavement repair recommendations, performing pavement mix designs, and managing testing and inspection of pavement construction projects. Mr. Schlierkamp's experience as a quality control manager provides him a thorough understanding of various pavement construction specifications. His proficiency in pavement construction testing and inspection has allows him to support both owners and contractors in achieving quality and cost-effective pavement products. Selected projects representative of Mr. Schlierkamp's experience are listed below:

- Pavement engineering analysis and design
- Pavement surface condition assessments
- Non-destructive pavement testing, including deflection testing, ground-penetrating radar (GPR) testing
- Pavement smoothness testing
- Pavement mix designs, including hot-mix asphalt (HMA), rubberized hot-mix asphalt (RHMA), warm-mix asphalt (WMA) following Marshall, Hveem, and Superpave design methods, soil-stabilization, and cold recycled asphalt
- Pavement preservation strategies, including fog seals, slurry seals, scrub seals micro-surfacing seals, and chip seals
- Pavement rehabilitation strategies, such as rubberized pavement overlays, cold recycling, full-depth reclamation, cement/lime base and subgrade stabilization
- In-depth knowledge of various pavement construction specifications, including Caltrans, Greenbook, Airport, and Ports.
- Quality control / assurance laboratory testing expertise, including Hveem Stability, Hamburg Wheel Track, Moisture Susceptibility, Maximum Density, Wet Track Abrasion, and more.

23241 Arroyo Vista, Rancho Santa Margarita, CA 92688 | ph: 949.888.6513 | fax: 949.888.1380 | web: www.gmugeo.com

Pavement Evaluation and Design Projects - Local Municipalities

Alicia Parkway Investigation, City of Laguna Niguel, Laguna Niguel, California: Pavement Engineer for the evaluation of recently applied slurry seal. Performed visual assessment and reviewed lab testing results of approximately 7 lane miles of pavement. Assisted City in identifying areas for reapplication and pay adjustment negations.

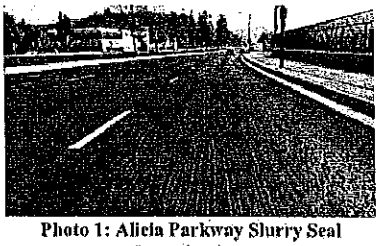


Photo 1: Alicia Parkway Slurry Seal Investigation.

Irvine Avenue Evaluation and Design, City of Newport Beach, Newport Beach, CA, November 2014: Pavement Engineer for the evaluation and development of repair recommendations approximately 3.5 lane miles of pavement in Newport Beach California. Project was located between Santiago Drive and Monte Vista Avenue. Developed recommendations to address isolated areas of alligator cracking and block cracking. Recommended recyclable pavement interlayer system to mitigate reflective cracking and reduce moisture infiltration. Recommended ARHM overlay.

MacArthur Boulevard Rehabilitation, City of Newport Beach, Newport Beach, California, September 2015: Pavement Engineer for the rehabilitation evaluation and design of approximately 12 lane-miles of asphalt concrete pavement. Performed pavement surface condition assessment and deflection. Reviewed laboratory testing and performing engineering analysis. Identified and delineated sections in need of isolated repairs based on deflection data. Developed asphalt-rubberized hot-mix asphalt mill-and-overlay recommendations for a 20-year pavement design life.

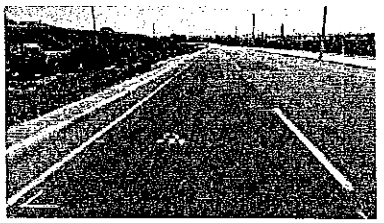


Photo 2: MacArthur Blvd Pavement Evaluation.

Metro Blue Line Artesia Park N Ride Parking Lot, Compton, California, October 2013: Pavement Engineer for the investigation of the Park N Ride parking lot project to determine the potential cause of high-severity rutting and shoving distresses of newly constructed pavement (approximately 3 months old). Corings were performed to extract AC samples for laboratory testing. The binder content and gradation were noted to be out of tolerance (excess binder content and fine aggregate gradation). These findings were identified as likely contributors to the pavement distresses. Additionally, a tack coat was not observed between paving lifts. The pavement appeared to have separated along the lift line which promoted movement of the materials of the top lift. Repair recommendations consisted of removing the top lift by milling, applying a tack coat, and constructing a mix with increased stability.

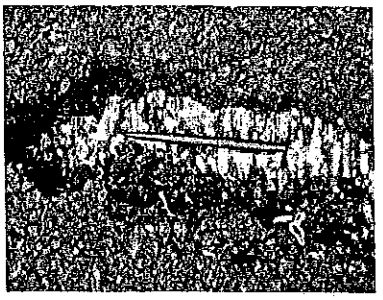


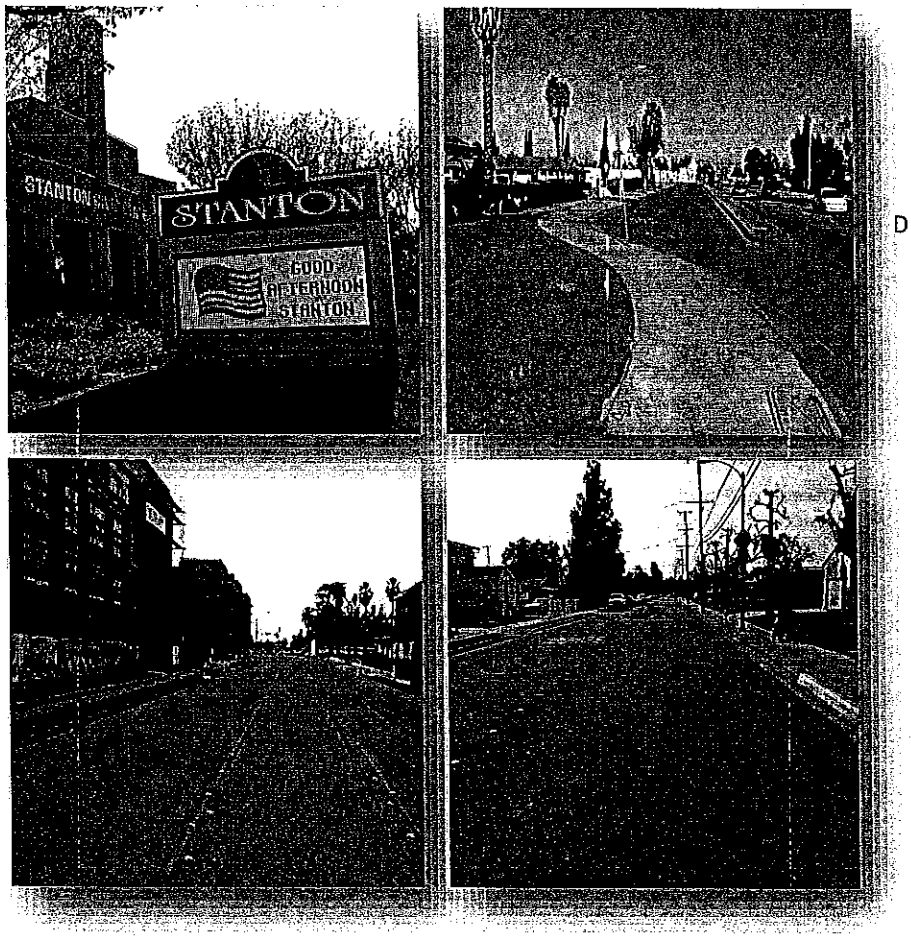
Photo 3: Metro Blue Line Parking Lot Pavement Evaluation.

Roger W. Schlierkamp

TAIT
RISING TO THE CHALLENGE

Stanton

November 14, 2016



Submitted To:
ATTN: Allan Rigg,
Director of Public Works /
City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

Submitted By:
TAIT & Associates, Inc.
701 N. Parkcenter Dr.
Santa Ana, CA 92705
(714) 560-8200

www.tait.com

PROPOSAL FOR
ALLEY RECONSTRUCTION

TAIT
RISING TO THE CHALLENGE

701 N. Parkcenter Drive, Santa Ana, CA 92705

p:714/560/8200 www.tait.com

November 14, 2016

ATTN: Allan Rigg,
Director of Public Works / City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

RE: Request for Proposals (RFP) for Alley Reconstruction

Dear Allan,

TAIT & Associates (TAIT) is pleased to provide the City of Stanton with this proposal to provide design services for Alley Reconstruction.

TAIT at a Glance. At TAIT, we have provided innovative engineering solutions to our clients for more than 50 years. We understand that public projects have their own specific issues, and with 150 associates, we have the right blend of professional engineers, surveyors, environmental assessors, and construction personnel with the experience necessary to address critical and big picture concerns. Since TAIT was founded in 1964 in Orange County, we have built mature relationships with state and local agencies throughout Southern California, and consistently create successful partnerships with the agencies for which we work.

Experience and Expertise. With a diverse engineering staff, our firm has expertise in the many facets of civil engineering, both on and off site, planning, and design services including: roadways, pavement and parking rehabilitation, storm drains, water quality, water and waste water, utilities, site development and remediation, surveying, and mapping. In addition to engineering services, our company also has architecture, entitlements, and environmental groups which are ready to serve the City should the opportunity arise. Our project experience is vast and includes recent projects such as the Newport Heights Alley and Sewer Replacement Project for City of Newport Beach, the Portola Parkway Resurfacing Project for City of Lake Forest, and the Harbor Boulevard Street Reconfiguration Project for City of Garden Grove, to name a few.

Project Team. As part of our project approach, we have reviewed the project needs and site requirements in order to propose the most effective staff. With 30 years of experience, **Jacob Vandervis, PE**, will act as Principal in Charge and will personally lead the team to success.

David Sloan, PE, will serve as the Project Manager for this contract. David's career has been rooted exclusively in public roadway design and construction. His background and experience with street rehabilitation projects will be invaluable to the City on this contract. David will be supported by expert project engineer, Christopher Engelbach, EIT.

Mr. Todd Schmieder, PE, will be the QA/QC Manager of TAIT's services to the City. Mr. Schmieder has over 36 years of public works experience. His extensive background in public street rehabilitation projects will allow for a value assessment of the proposed design while ensuring the quality expected by the City.

TAIT
RISING TO THE CHALLENGE

701 N. Parkcenter Drive, Santa Ana, CA 92705

p:714/560/8200 www.tait.com

Service. We aim to act as an extension of the City's staff and will place an emphasis on customer service which has been and will remain one of TAIT's corporate goals "To Completely Satisfy our Customers". We are very excited to be given this opportunity to propose on this project and look forward to developing a successful relationship with the City of Stanton. We understand that TAIT will have contractual obligation with the City of Stanton with regard to this project.

Our legal name is TAIT & Associates, Inc. and we are a California Corporation (C0495510) headquartered at 701 Park Center Drive, in the city of Santa Ana, CA 92705. The contact person for this procurement will be Jacob Vandervis, P.E. at (714) 560-8677 or jacobv@tait.com, who you may contact at any time during the period of the proposal. Thank you for your consideration of TAIT & Associates on this contract. We are confident in the quality and dedication of our team, and look forward to starting our first design project for the City of Stanton.

Very truly yours,

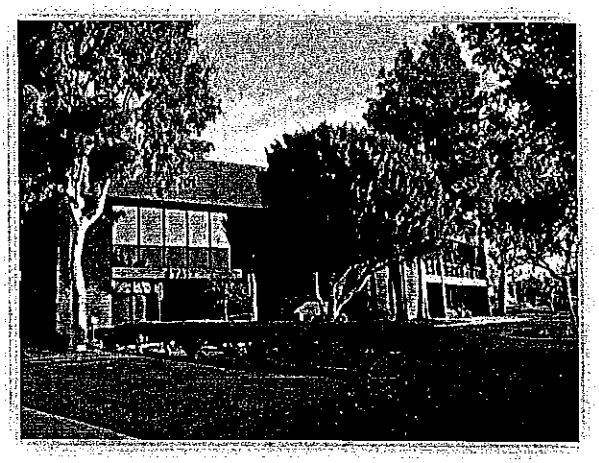
TAIT & ASSOCIATES, INC.

Jacob Vandervis, P.E.
Vice President, COO, and Principal in Charge

A. Qualifications, Relevant Experience and References

1. Firm Profile

Firm Background



TAIT Headquarters, Santa Ana, CA

TAIT is a Southern California based family owned engineering firm founded by Dr. Kenneth E. Tait, P.E. established in 1964 and incorporated in the State of California. TAIT has grown to have 6 offices throughout the Western United States and is headquartered in Santa Ana, CA. We have approximately 150 associates who work together as a team to provide a full range of engineering services.

TAIT has dedicated itself to offering quality design services throughout the Western U.S. Each project presents new challenges, and we use each one as an opportunity to learn something new and apply that knowledge to future projects. Whether it is a new technical approach, a better management system, or simply improving our communication with clients, the end result is always improved service while strengthening our existing relationships with our clients.

Organizational Structure

Under the direction of its President (K. Richard Tait) along with his brother and Chief Executive Officer (Thomas F. Tait), TAIT maintains a rather unique and proactive approach to its organizational structure. Instead of emphasizing detailed and complicated vertical channels of reporting like many other firms use, TAIT operates within a very flat organizational structure. This offers many benefits to clients because it encourages a free-flow of communication between project managers in different departments and opens direct communication channels with the President so decisions can be made in a timely and cost-effective manner. This structure also provides the head of each department the authority to customize his/her service to meet the client's needs.

Within this organization structure, **TAIT boasts a wide array of Professional Engineers, QSP & QSD Certified Engineers, Professional Land Surveyors, Licensed Architects, Licensed Geologists, Construction Managers, Construction Inspectors, and a skilled bench of Design and Project Engineers.** We pride ourselves on our engineering diversity, and actively train our in-house staff with weekly design seminars on topics such as ADA compliance, Water Quality Design and Compliance, Civil 3D Design Best Practices, and Water, Waste Water, Pavement and Storm Drain Design Principals.

Company Approach to Our Services

Our goal is to determine our client's requirements while acting as an extension of their staff. Our prime objective is to provide the highest quality professional and technical services in a responsive, cost effective, timely and personalized manner.

A key component of TAIT's strength is based upon our ability to focus on solutions that are cost-effective. We know when to look for feedback from our clients and other approving agencies, especially when budget constraints restrict a project's direction. When multiple solutions or options are available, a request for input and feedback along with our recommended alternative is presented to ensure that our client's sometimes limited resources and time is efficiently utilized.

COMPANY CAPABILITIES

Today our family-owned, multi-disciplined firm offers a full array of consulting services to public agencies and private development clients. More specifically, we offer project management, civil engineering, surveying, construction management and inspection, architecture, planning, entitlement, right of way engineering, environmental investigation, and remediation. TAIT has been providing public design and management services to local public agencies for many years. Some of the most recent relevant projects that we are either currently under contract or have recently completed are:

- **Newport Heights Alleys Replacement for City of Newport Beach**
- **Portola Parkway Resurfacing Design Project for City of Lake Forest**
- **FY 2013-2014 Major Street Rehabilitation for the City of Pomona**
- **Harbor Boulevard Street Improvement Project for the City of Garden Grove**
- **A-Town Street and Sewer Improvements for City of Anaheim/Lennar Homes**
- **Public Park Parking Lot Reconfiguration for the City of Diamond Bar**
- **SR 395 Street Widening and Regional Storm Drain Improvements for the City of Victorville**
- **Citywide Comprehensive Drainage Analysis for City of Diamond Bar**
- **Water Main Replacement Design Build Projects for Golden State Water District**
- **Greenwood at Tustin Legacy for Standard Pacific Homes in City of Tustin**
- **100 Acre USMC El Toro Air Station Development Conversion for the County of Orange**
- **Tustin Family Campus Construction Plans for Orange County Facilities Division**
- **Tustin Metrolink Facility Redevelopment for OCTA**

We have built a reputation of successfully managing projects from concept to completion. We have specific expertise in public infrastructure development, land development, natural resource preservation, and environmental management. We also understand the tight time and money constraints under which our clients frequently operate and strive to provide unique solutions that allow our client's projects to be completed on time and within budget.

There are no financial or other conditions that may impede the firm's ability to complete the City's requested services.

Few firms can match our combination of services, local in-house talent, industry knowledge, and commitment. By constantly learning and improving, our expertise enables us to overcome our clients' toughest challenges, which has resulted in a very high amount of repeat business from our existing clients.

2. Firm's Experience

NEWPORT HEIGHTS ALLEY AND SEWER REPLACEMENT PROJECT

Newport Beach, CA

TAIT was selected by the City of Newport Beach to provide civil engineering services on Newport Height Alley and Sewer Replacement Projects. The project limits spanned across an entire neighborhood in the City's coastal community of Newport Heights and include a total of 3+ miles of alley reconstructions as well as the review and repair of existing alley sewer and lateral connections. In order to facilitate the City's budget and timelines, the design project was split in to three phases which required separate design PS&E for each project. Phase 1 included all sewer main replacements while Phases 2 and 3 included the alley removal and replacements in the neighborhoods.

The proposed design includes the preparation of design plan and profile for each alley, prepare of design cross sections at 25' intervals for review of proposed cross falls, preparation of sewer main replacement and lateral replacement plans, field review of all alley locations to field locate existing utilities, conflicts, and join locations, identification of sewer laterals that have been recently been replaced for protection, and the detailing of all alley approaches for ADA compliance.

In total, the design package includes 60+ sheets of alley and sewer replacement plans. Due to the narrow alley widths (15' typical), design cross falls and alley drainage capacity was a critical issue in the design. TAIT is carefully checking each alley limit to ensure that the proposed design cross section improves the drainage condition both on the longitudinal as well as the horizontal cross sections.

Reference Contact:
Frank Tran, PE
(949) 644-3340

Client:
City of Newport Beach

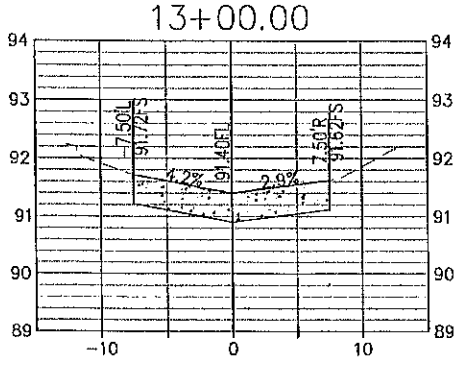
Construction Cost:
$1.3 M (Sewer)
$1.8 M (Alley)

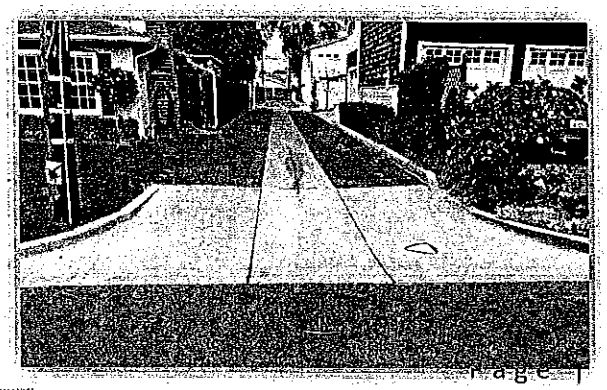
Project Dates
Design:
2016 (Sewer & Alley)
Construction:
2016 (Sewer TBD)
2016-2017 (Alley)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

As part of this design, TAIT also included the installation of LID seep drains at the low point of each alley in order to capture nuisance flows to infiltrate in to the sand bed rather than entering the storm drain system. TAIT is also working closely with City staff to determine the extent and need for private repairs for encroaching improvements within the alleys.

The design of this contract is anticipated to be completed for the sewer project in early April, 2016, with the alley reconstruction design being completed in June, 2016. Construction of the sewer improvements are scheduled for June of 2016, with the alley replacements being constructed later in 2016, or early 2017.





PORTOLA PARKWAY RESURFACING DESIGN PROJECT

Lake Forest, CA

TAIT was selected by the City of Lake Forest to provide civil engineering, surveying, geotechnical engineering and federal funding assistance services on the Portola Parkway Resurfacing Project from Alton Parkway to El Toro Road. The project limits include a total of 2 miles of arterial roadway rehabilitation on Portola Parkway which a 6 lane arterial roadway with bike lanes extending through the City of Lake Forest. The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/protection of utility facilities.

Reference Contact:
Doug Erdman, PE
(949) 282-5233

Client:
City of Lake Forest

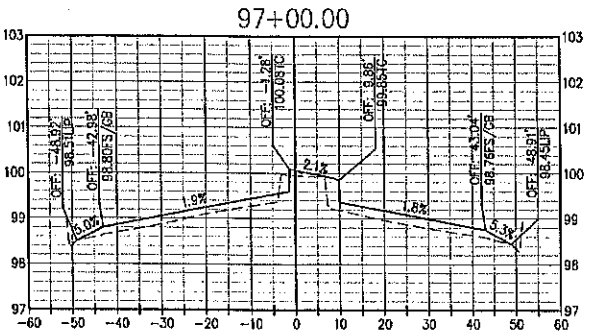
Construction Cost:
$1.5 M

Project Dates
Design: 2015-2016
Construction: 2016 (TBD)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

This project also included the relocation of an existing median at Portola Parkway and Bake Parkway in order to construct an additional left turn lane. The scope of the reconstruction included design of plan and profiles and design sections as well as the analysis of the existing and proposed traffic signal system to ensure adequate capacity is available in the existing conduits/system. TAIT also provided federal funding assistance services on this contract which included preparing and submitting the Preliminary Environmental Study (PES), Right of Way Certification, and the Request for Authorization to Proceed (RFA). TAIT is working closely with the City to ensure that the federal funding documentation is processed, submitted, and approved in a timely manner in order to avoid project delays. Due to the expedited timeframe in the project, TAIT was able to suggest to the City some project design improvements which have successfully aided in the expedited submittal of the right of way certification and PES documentation top Caltrans for Review.

The project limits also included on and off ramps for SR-241 which has required coordination with Caltrans in order to submit and obtain an encroachment permit through Caltrans. The project is scheduled to complete design in March, 2016, and is slated to start construction in September 2016 upon Caltrans RFA and bid approvals.



FY 13/14 Major Street Rehabilitation Project

Pomona, CA

TAIT & Associates was selected by the City of Pomona to provide major street rehabilitation design services on eight streets located throughout the City. The streets to be rehabilitated include two lane residential streets with on street parking and four-lane divided arterial highways. In addition to the implantation of a pavement rehabilitation program for the 7.4 miles of city streets, the project also includes improvements to pedestrian and bicycle mobility. Class II or Class III bike lanes will be added to the city streets, broken or raised segments of sidewalks and curbs will be replaced, and sidewalk access ramps will be improved to comply with state accessibility regulations. The proposed pavement rehabilitation methodologies on this contract in lude the use of Cold Central Plant Recycled Asphalt (CCPR-AC), Conventional AC Overlays, ARHM Overlays, and Slurry/Fog Seals.

This project also required coordination as warranted with existing utility providers to avoid future utility cuts in the new refurbished streets as well as with SCRAA/Metrolink in order to obtain a railroad crossing encroachment permit for the work proposed within the crossing.

The streets to be rehabilitated as part of this project include:

1. San Bernardino Avenue
2. Dudley Street
3. Ridgeway Streets
4. Kingsley Avenue
5. Monterey Avenue
6. San Antonio Avenue
7. Alvarado Avenue
8. Garey Avenue

Reference Contact:
Matthew Pilarz, PE
(909) 620-3652

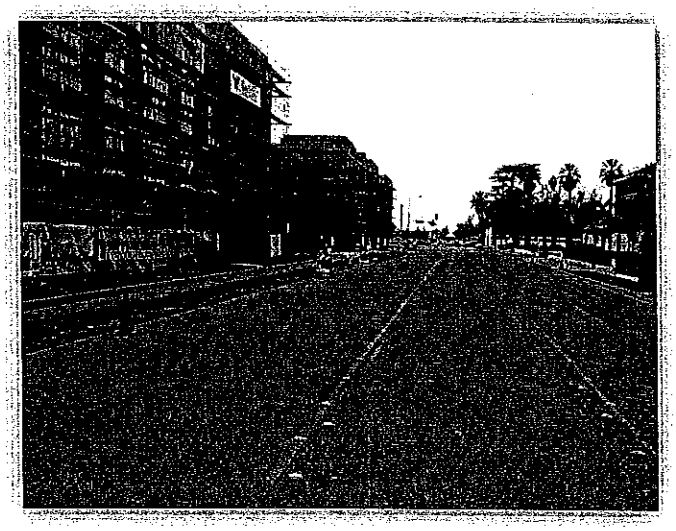
Client:
City of Pomona

Construction Cost:
$5 M

Project Dates
Design: 2014-2015
Construction: 2016

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

The Design of this project was completed in October, 2015, and the construction is slated to being in mid to late 2016.



HARBOR BOULEVARD STREET RECONFIGURATION PROJECT

Garden Grove, CA

This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard from Palm Street to Lampson Avenue in the City of Garden Grove. Water line improvements also included new connections to existing City 12-inch and 8-inch water lines and the installation of two new fire hydrants. Engineering services required extensive research, review, and a potholing program for the installation of the new utilities and storm drain improvements within the existing six-lane Harbor Boulevard roadway.

TAIT, working with City Water Department, proposed the installation of a cut-in valve to ensure continuous water service to a medical facility during the construction of the water line improvements. The proposed traffic signal improvements included phased construction to allow installation of underground conduits with the current street improvement project and the final completion of the signal improvements as part of the future redevelopment project. The Construction Bid cost was approximately $1,400,000 with a 2013 completion.

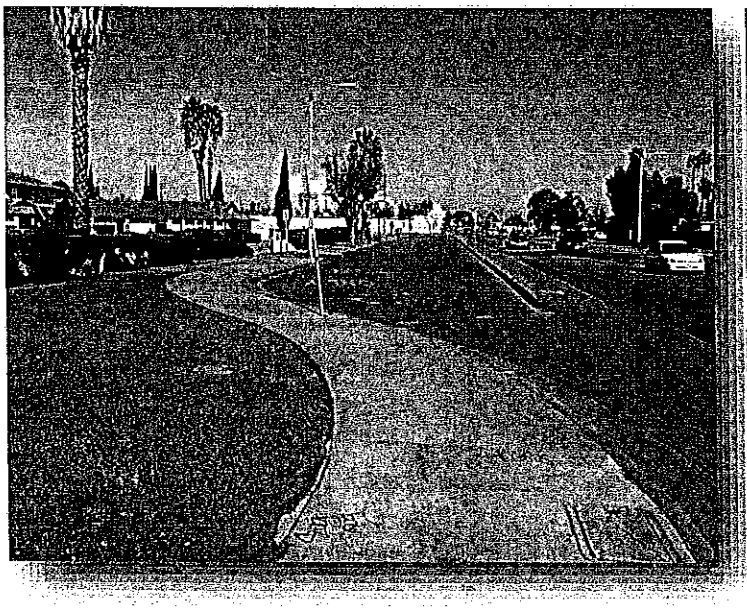
Client:
City of Garden Grove

Reference:
Mr. Bill Murray, P.E.
Tel: 714-741-5379

Construction Cost:
$1.4 M

Project Dates
Design: 2012
Construction: 2013

Project Team:
PIC: Jacob Vandervis
PM: Todd Schmieder



REAGAN & PETERSON PARK PARKING LOT EXPANSION PROJECT

Diamond Bar, CA

TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots. The design services included topographic survey, geotechnical investigation, water quality management design, Los Angeles County Flood Control District storm drain permit processing, and the preparation of detailed PS&E for the construction of the park improvements. Design analysis included addition of handicapped parking stalls, design of optimal cross and longitudinal grades and the installation of retaining curbs to optimize the parking stall configuration.

Careful attention was required while designing the parking lot expansion in order to ensure full ADA access is provided to the park while avoiding damage or impact to the existing facilities. Design of low flow and high flow diversion systems were required in order to ensure proper drainage for the site. Due to soft subgrade soils, the design also included the analysis and coordination of subgrade stabilization. The final design included the installation of stabilizing geogrids under the crushed base layer which helped provide structural stability for the pavement structure.

Extensive coordination between the City's public works and Park Maintenance Division was required in order to ensure the design was both in compliance with public works standards as well as the park division's ultimate master plan.

Reference Contact:
John Beshay
(909) 839-7043

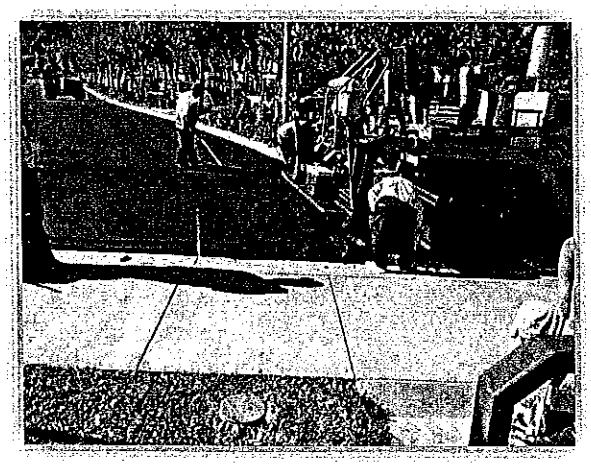
Client:
City of Diamond Bar

Construction Cost:
$575 K

Project Dates
Design: 2014-2015
Construction: 2015

Project Team:
PIC: Jacob Vandervis
PM/CM: David Sloan
QA/QC: Todd Schmieder

During the construction phase, TAIT coordinated and managed the construction activities of this contract by scheduling pre-construction meetings, reviewing and approving submittals, and providing full time construction management and inspection services. Extensive coordination was required with the City's contractor in order to ensure contract compliance for scheduling and quality of construction. TAIT was a strong advocate for the City during the construction phase and was able to identify field deficiencies observed by the inspector in order to require the Contractor to replace any and all non-compliant items. The design of this contract was completed in June, 2015, and the construction was completed in December, 2016.



ADDITIONAL TAIT PROJECT EXPERIENCE

Our design process is fully automated from survey data collection through plan preparation. TAIT has extensive experience in the planning, design, and construction of street improvement projects including street rehabilitation, widening, realignment, and new streets. A list of additional street projects is presented below:

Street Extension
Daycreek Boulevard
City of Rancho Cucamonga,
$1.5 M
Constructed in 2007

Street Widening & Rehabilitation
Gene Autry Way, State College Blvd. and Katella Ave.
City of Anaheim, $2.4 M
Design Completed 2007

Street Improvements
Columbus Square
Alley, Street, Drainage, and Utility Improvements
City of Tustin
Constructed in 2008

Street Improvements
Street Reconstruction and Storm Drain
Pacific Coast HWY (SR-1)
6th Street and Walnut Ave.
City of Huntington Beach
Constructed in 2009

Widening and Median Improvements
SR-18 – Palmdale Road
City of Victorville, $1 M
Constructed in 2014

Street & Median Widening
Dale Evans Parkway
Town of Apple Valley
$1.4 M
Design Completed 2011

Highway Improvements
State Route 395
San Diego County, $1 M
Constructed in 2014

Street Improvements
Flood Protection and Street Widening Improvements
US HWY 395
City of Victorville, $3.8 M
Constructed in 2014

Street Improvements
Median and Traffic Signal
Bear Valley Road
City of Victorville, $400,000
Constructed in 2014

Widening and Traffic Signal
Amargosa Road
City of Victorville, $600,000
Constructed in 2014

New City Street
Canteina Street
City of Victorville, $350,000
Construction in 2014

Street Improvements
Realignment, New Storm Drain, and Public Utilities
Neil Armstrong Street and Marketplace Drive
City of Montebello
Design Completed 2015

Street Improvements
Rehabilitation and Extension
Greenwood Avenue
City of Monterey Park
Design Completed 2016

SUB-CONSULTANT'S EXPERIENCE

GMU has built a reputation over 45 years as a trusted consultant for some of the most challenging and recognizable projects throughout Southern California. GMU prides itself on providing cost effective, innovative solutions utilizing a pro-active approach for both public and private development and improvement projects. GMU's in-house laboratory is approved by the California Department of Transportation (Caltrans), AASHTO Materials Reference Lab (AMRL), the County of Orange, and other public agencies.

GMU Project Examples

2014-15 Pavement Rehabilitation Projects

San Juan Capistrano, California

GMU provided pavement evaluation services for nine different roadways and parking lots scattered throughout the City of San Juan Capistrano. Areas included residential roadways to parking lots for the multi-modal Metrolink station.

GMU performed pavement corings to identify existing pavement structured sections. Subgrade soil samples were collected for laboratory testing. Engineering analysis was performed and pavement repair recommendations were provided.

Several of the pavement areas appeared to contain potentially unstable subgrade soils. GMU developed recommendations with "build-in" methods that addresses the potentially unstable soil conditions. By foreseeing the potential unstable conditions and developing corresponding pavement repair recommendations, cost savings are expected to be realized during construction.

Highlights

Pavement evaluation
Full-depth reclamation
Construction oversight
Pavement materials testing

GMU Design Date

Summer 2014 to present

Construction Date

TBD

Cost of Services

$15,500

Construction Cost

TBD

GMU Key Staff

Roger Schlierkamp, MS, PE,
Pavement Engineer
David Atkinson,
Senior Engineer

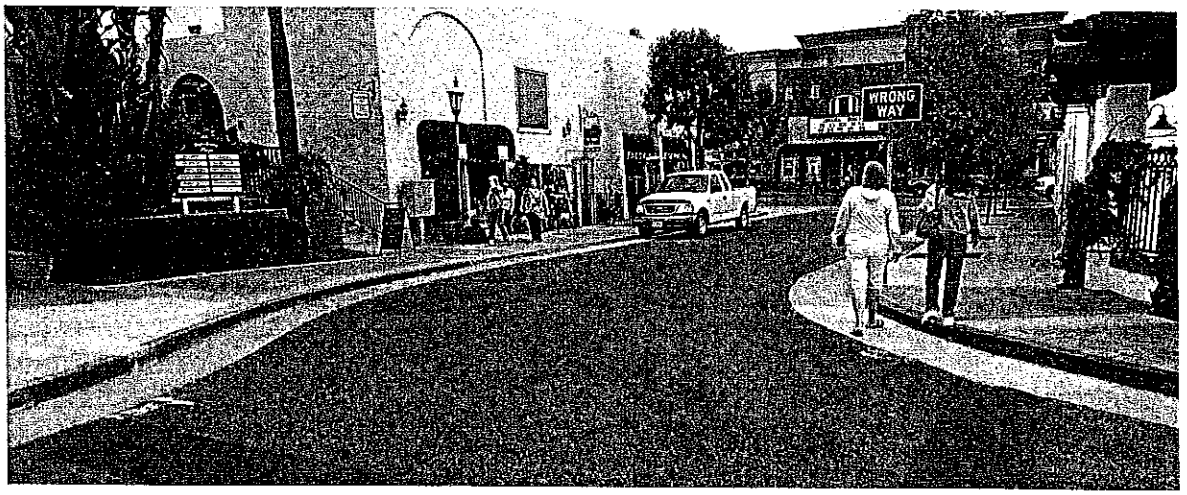


Photo 1: Photo showing Metrolink Station Parking Lot (part of pavement evaluation).

2015 Residential Streets Rehabilitation

City of Garden Grove

This project consisted of evaluating pavements within a residential neighborhood approximately 0.5 by 0.5 square miles in Garden Grove, California (500,000 square feet or 6 to 7 lane miles of AC). The majority of the streets exhibited medium- to high-severity alligator cracking. Some streets displayed less severe distresses.

A pavement evaluation was performed to identify potential causes of the pavement deterioration. Pavement corings were performed to identify the in-place pavement structural layers and to collect samples for laboratory testing. Collected samples were returned to GMU's laboratory for in-house evaluation for various engineering properties (R-value, in-place moisture/density, soil classification, sulfate content, etc.). Pavement engineering analysis was performed to develop cost-effective pavement repair recommendations.

Repair recommendations consisted of performing full-depth reclamation (FDR) with cement treatment for the majority of the street segments within the project limits. **This recommendation is estimated to save the City approximately 40 percent in construction costs versus conventional methods.** These savings are derived from using in-place materials as part of the new pavement section, rather than exporting waste materials and importing new aggregate base and AC.

Highlights

Estimated 40 percent construction cost savings.

Pavement coring.

In-house laboratory testing.

Full-depth reclamation.

GMU Design Date

June 2015

Construction Date

TBD

Construction Cost:

TBD

Reference

Bob Moungey,

Public Works Supervisor

GMU Key Staff

Roger Schlierkamp, MS, PE, Pavement Engineer

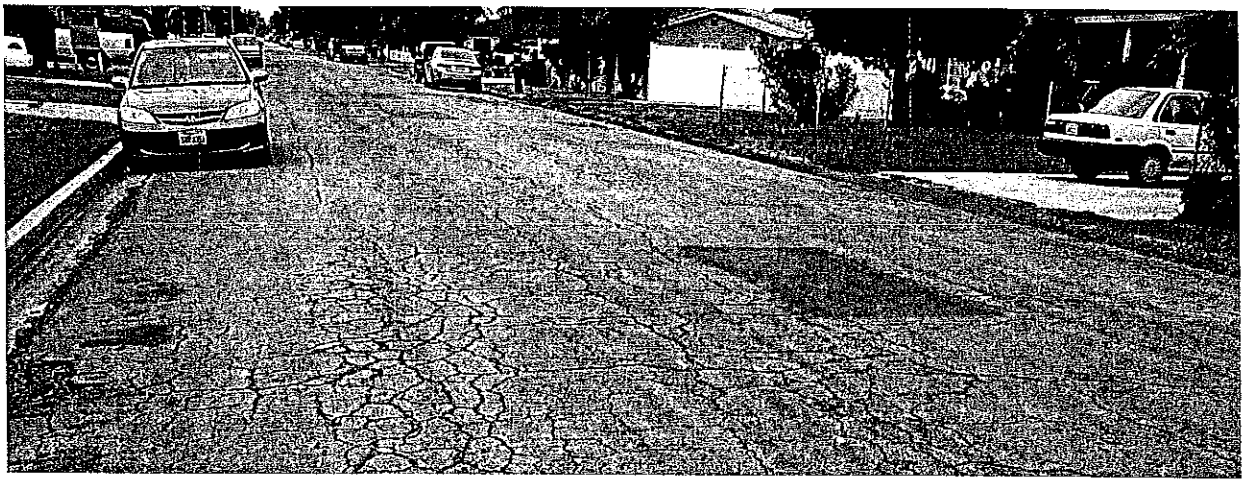


Photo 2: Representative pavement surface condition within residential community, Garden Grove, California.

Portola Parkway Rehabilitation

City of Lake Forest

GMU evaluated evaluating approximately 12 lane miles of asphalt concrete pavement on Portola Parkway between Alton Parkway and El Toro Road in City of Lake Forest, California.

GMU's scope of work included performing an assessment of the pavement surface condition, deflection testing, AC corings, laboratory testing, and engineering analysis.

Areas showing high-severity distresses or areas showing relatively high deflection readings were recommended for a deeper mill and thicker overlay. The remaining areas were recommended to receive an edge grind and asphalt-rubberized hot-mix overlay. The recommendations were developed taking into consideration our findings, the City's construction budget, and the desired pavement life extension.

Highlights

Surface condition assessment
Pavement deflection testing
AC pavement corings
Laboratory testing

GMU Design Date

January 2016

Construction Date

2016 (TBD)

Construction Cost:

$1.5 M

Reference

Doug Erdman, PE
Principal Civil Engineer
City of Lake Forest

GMU Key Staff

Roger Schlierkamp, MS, PE
Pavement Engineer

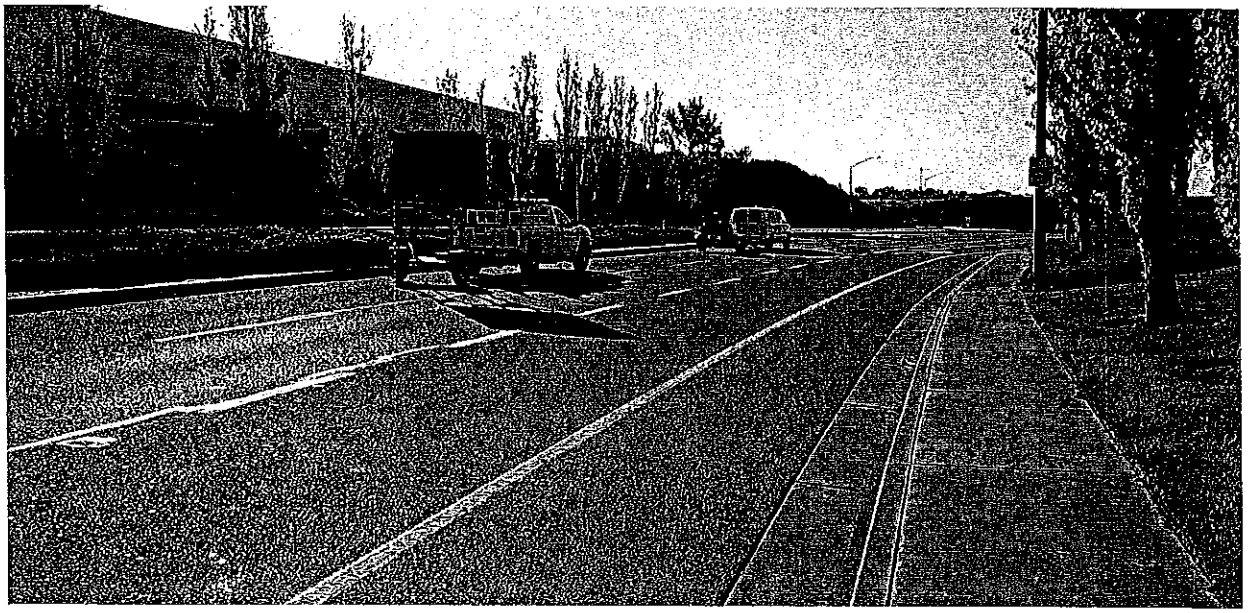


Photo 3: Deflection testing in progress on Portola Parkway, Lake Forest, California.

3. References

Client	Contact/Title	Address/Phone Number	Project Description
City of Newport Beach	Frank Tran, PE, Associate Civil Engineer	949-644-3340 100 Civic Center Drive, Newport Beach, CA 92660	**Newport Height Alley and Sewer Replacement Project** - The project limits spanned across an entire neighborhood in the City's coastal community of Newport Heights and include the review and repair of existing alley sewer and lateral connections and a total of 3+ miles of alley reconstructions.
City of Lake Forest	Doug Erdman, PE, Principal City Engineer	25550 Commercentre Drive, Suite 100, Lake Forest, CA P: 949-282-5233	**Portola Resurfacing Design Project** - The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/ protection of utility facilities.
City of Garden Grove	Bill Murray, PE, Public Works Director	11222 Acacia Pkwy, Garden Grove, CA P: 714-741-5379	**Harbor Blvd. Street Reconfiguration Project** - This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard
City of Diamond Bar	John Beshay, PE, Associate Engineer	21810 Copley Dr., Diamond Bar, CA P: 909-839-7043	**Reagan & Peterson Park Parking Lot Expansion Project** - TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots.

B. Proposed Team

1. Key Personnel

The key personnel for the TAIT Team are identified below, including a short bio of their qualifications as well as their responsibilities proposed for this project.

Name	Classification/ Designation	Licenses/Certifications/ Registrations	Years of Experience	Time with Firm
Jacob Vandervis, P.E.	Principal-in-Charge	CA No. C46301	30	19
David Sloan, P.E.	Project Manager	CA No. C82595	10	3
Todd Schmieder, P.E., QSD/P	QA/QC	CA No. C37167	36	11
Christopher Engelbach, E.I.T.	Project Engineer	E.I.T.	7	1
GMU– Geotechnical Sub-Consultant				

Jacob Vandervis, P.E. Principal-In-Charge

As Principal-In-Charge Mr. Vandervis will ensure that the TAIT team has the adequate staff resources to complete our services to the City. He will provide the corporate support required to meet the projects schedule, budget, and staffing requirements. Throughout his career he has demonstrated expertise in engineering, project management, and controls. He has a successful track record of organizing and leading teams to execute work in a profitable manner and with a high degree of client satisfaction. He currently serves as a Vice President and Chief Operating Officer with TAIT. His technical expertise includes pipeline design, land surveying, structural engineering, street design, drainage design, and site development engineering.

David Sloan, P.E., Project Manager

David is TAIT's public infrastructure project manager and serves as the project lead for public projects at TAIT. David has performed and coordinated detailed designs on arterial roadways, water mains, conducted utility coordination for major relocations on high profile projects, and coordinated project management efforts on multiple projects throughout the Southern California region. Additionally, David acts as a community coordinator for high profile projects which require community coordination and presentations. A sampling of other recent projects managed or designed by David include: Rehabilitation of 9 Arterial/Collector Streets within the City of Pomona, design & construction management for the rehabilitation of over 50% of the city of Placentia's residential streets, and the design & construction management for the rehabilitation of nearly 30% of the City of Diamond Bar's residential streets and 20% of their arterial streets.

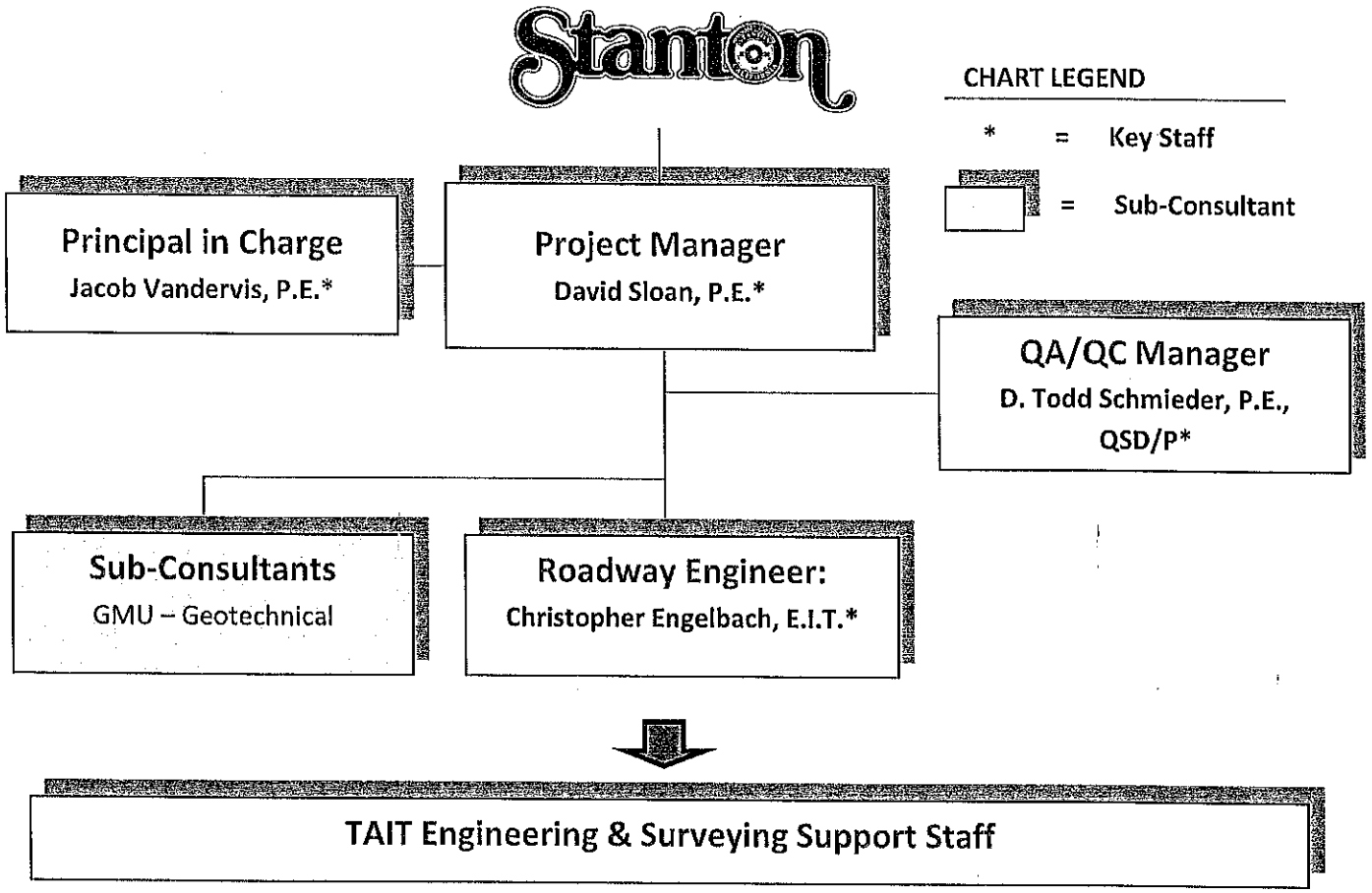
D. Todd Schmieder, P.E., QA/QC Manager

In his 36 years of professional experience Mr. Schmieder has worked on numerous public infrastructure and private development projects throughout Los Angeles and Orange County, ranging from small public, residential, and commercial projects to a 30-mile long toll road. A sampling of recent projects include: Tustin Metrolink Station Site Reconfiguration and Waterline Relocation for OCTA and the City of Tustin, Harbor Blvd. Water Main Replacement plans for the City of Garden Grove, A-Town Sewer Capacity and Street Widening Improvement Projects for the City of Anaheim, and the Armstrong and Valencia Avenue Sewer Lining Project for Irvine Ranch Water District.

Christopher Engelbach, E.I.T., Project Engineer

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

ORGAINIZATION CHART



2. Availability

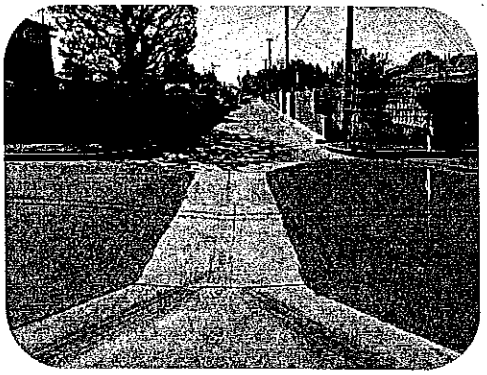
All key staff will be available for the duration of the proposed project and no person designated as key personnel shall be removed or replaced without prior written notification to the City.

C. Detailed Work Plan

1. Approach & Work Plan

Approach/Project Understanding

The City of Stanton is seeking a civil engineering firm to provide design engineering services for three separate projects: 1) Sunshine Village Tract Overlay Project, **2) Western Ave./Palais Rd. Alley Reconstruction Project**, and 3) Cerritos Avenue Widening Project. It is understood that all three projects will be awarded to a single design consultant, but that three separate proposals are required. This proposal is specifically for the Western Ave./ Palais Rd. Alley Reconstruction Project. Proposals for the remaining two projects can be found attached to this proposal.



The proposed alley replacements for this project are located near the SW corner of Western Avenue and Palais Road and span a total of 700 linear feet. The existing alley has been noted to be a 20' wide alley lined on each side with a 6" minimum and variable height, non-integral PCC curb which has reduced the ultimate drivable width of the alley to total of 19'. Based on field observations, it appears to be that the existing alley also serves as a drainage course for the surrounding neighborhood which has necessitated the PCC curbs on each side of the alley to contain the higher storm flows encountered during larger storm events (See image top right for depiction of alley entrance and cross gutter). All storm flow within the alley flows southerly to confluence with a drainage swale intersections, and then flows further south to a drainage undercrossing located at the rail road right of way (See bottom right).

Based on our review of the RFP and field observations, the key elements for the design of this contract include:

- ✓ Geotechnical Evaluation to Determine Best Structural Section for Construction of New PCC Alley
- ✓ Detailed Design & Review of Flowline & Alley Flow Capacity to Ensure Drainage Course if Maintained
- ✓ Review of Tight Alley Join Conditions to Ensure a Successful Design Project
- ✓ Communication of Impacts to Residents by Effectively Planning and Conduction Community Meetings
- ✓ Clear and Constructible PS&E to be Prepared for a Successful Construction of the Project.

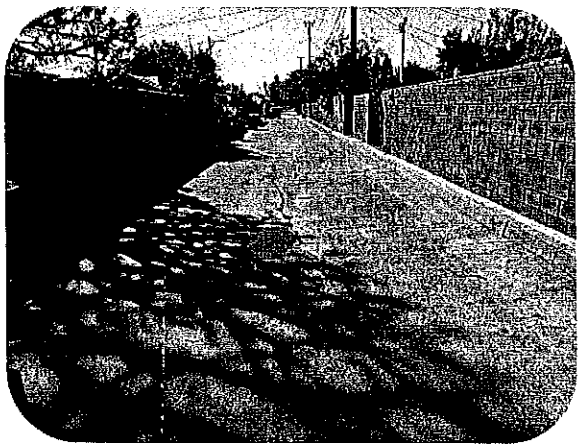
In order for this contract to be successful, it will be critical that the selected design consultant design the project with the City's ultimate budget in mind while achieving the City's goals.

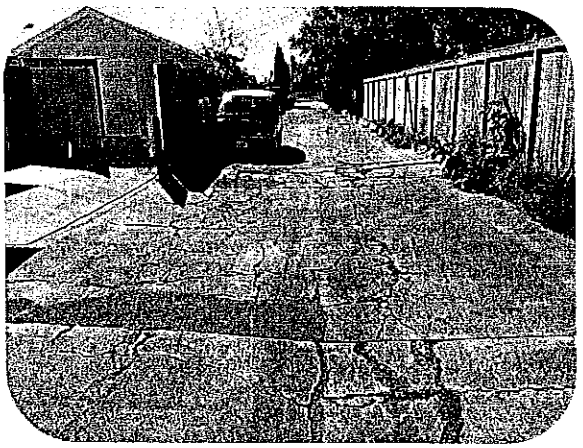
In an effort to better present our understanding of the scope of work and anticipated design constraints, the following pages present our site observations and a list of problems and solutions for key design items that will need to be addressed during the design phase.

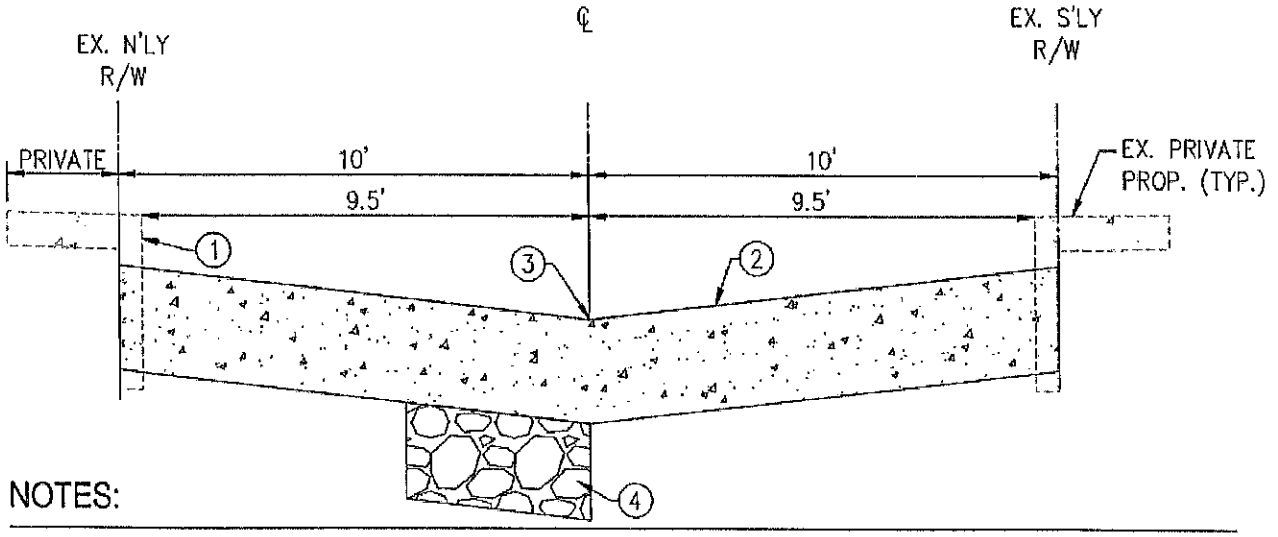
Site Observations

Pavement Conditions

The existing PCC alley pavement section, in general, was noted to be in moderate but worn condition with typical longitudinal cracking along the flowline (see below left) and isolated stretches of significant pavement failure and cracking (see below right). It is anticipated that the pavement failures are due to subgrade failures combined with excessively heavy vehicular uses likely originating from the adjacent property owners. In order to recommend a sufficient pavement sections within the project limits, pavement and subgrade corings must be taken to analyze the subgrade soil characteristics. Additionally, a proposed traffic index must be determined to verify the loadings anticipated for the given 20 year pavement life. The proposed geotechnical report will include a range of pavement sections associated with varied traffic indexes in order to provide the City with flexibility for design and construction costs.





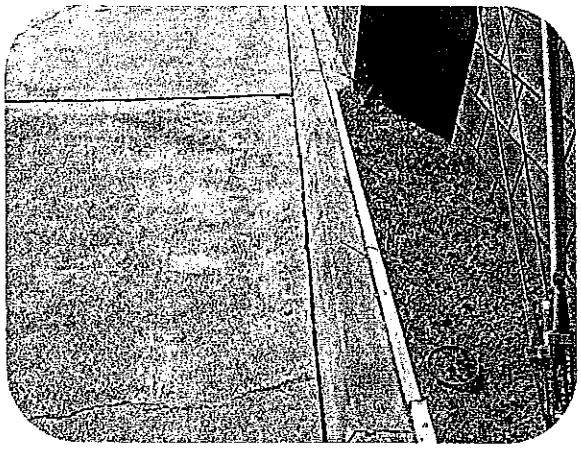


NOTES:

1. PROTECT EXISTING CURB IN PLACE
2. REMOVE EXISTING CONCRETE ALLEY AND CONSTRUCT NEW STRUCTURAL SECTION PER GEOTECHNICAL REPORT
3. DESIGN FLOW LINE TO MAINTAIN OR IMPROVE EXISTING CAPACITY
4. POTENTIALLY STABILIZE/REPAIR SUBGRADE IN FAILED AREAS

Parkway Conditions

Auxiliary improvements are anticipated to be limited for this project. Due to the fact that the perimeter PCC curbs are not integral to the alley, it is anticipated that they can be protected in place. Furthermore, it is anticipated that private property improvements will not be required due to the fact that the adjacent properties are already raised, and the alley cross sections appear to be appropriate and do not require major modification. Lastly, it was observed that recent alley approach/ramp replacements have been conducted at the project limits which will also minimize the added costs of ADA ramps and join condition improvements.



Utilities

The impact to existing utilities will be negligible on this contract. Based on initial field review, it does not appear to be that utility facilities are located within the alley. However, as part of the design phase, utility notices will be distributed for the given project limits in order to ensure that all underground and overhead utilities within the alley improvements are depicted and accounted for during the construction phase.

Community Coordination

Community impacts on this project are anticipated to be limited due to the fact that all properties have frontages along other streets. However, in order to ensure a smooth and successful project, it is anticipated that one community meeting will be conducted for the Alley Replacement project in order to communicate the proposed improvements and take notes on access/parking needs during construction. All notes/information obtained during the community meetings will be reviewed with the City and incorporated in to the contract documents.

Problems & Solutions

We believe that every project has a unique set of problems and solutions that must be carefully considered in order to ensure a successful completion to the project. In an effort to show our understanding and ability to perform the required services, the following observed problems and potential solutions have been summarized for the City's review.

Problem: Extended Impact of PCC Construction Projects
Due to the curing requirements for PCC alley replacements, extended impact to resident access is anticipated during the construction phase.

Solution:
TAIT has recently completed a neighborhood wide PCC alley removal and replacement project in the City of Newport Beach. The key to success on planning and designing for PCC alley replacements lies in the effective delineation of the allowed construction durations and phasing requirements during the construction phase. TAIT will work with the City and the community to delineate a phasing map that identifies what portions and durations are allowed for construction in order to minimize the access impacts to the residents. Access needs and durations will be discussed and communicated at the community coordination meeting in order to minimize frustrations during the construction phase.

Problem: Maintaining Drainage Capacity
Due to the fact that this alley is also a main drainage course for the entire neighborhood, careful attention must be paid to the design flowline and cross sectional capacity in order to ensure flows are maintained throughout the alley.

Solution:
The first step to an accurate design will be to conduct a detailed filed survey to verify all join elevations. Upon verification of the field conditions, a Civil 3D corridor model will be set up to ensure that the longitudinal and cross sectional design of the alley maintains an equal or improved drainage capacity for the alley section. The corridor design of the alley will also take in to consideration the driveway/access join points in order to ensure all existing access points are maintained in a similar condition.

WORK PLAN

The following scope of work has been prepared in accordance with the City's RFP. The following tasks are assumed to be combined and conducted concurrently with the equivalent tasks for the remaining two projects associated with this RFP.

1 Design Kick-Off Meeting

A design kick-off meeting with TAIT's Project Manager, City staff, and other affected parties, will be held at the start of the project to identify clear lines of communication and review the final scope, schedule, milestones and other project details of concern. At this meeting the project's schedule will be confirmed with the City. It is anticipated that the City will provide all pertinent record information for the existing City streets and utilities including as-built plans, record plans, and CAD files and GIS files (As applies) for the project limits.

Based on our actual NTP date, TAIT will prepare and present an update of our project schedule to be reviewed with the City Project Manager during our Kick-off Meeting. Any revisions or adjustments that need to be made to the project schedule will be thoroughly discussed with the City Project Manager prior to finalization.

TAIT will prepare a meeting agenda for initial circulation. Upon completion of the meetings, TAIT will also prepare meeting minutes for circulation, review and comments. All meeting agendas, minutes and exhibits will be filed in our project folder for final submittal to the City at the completion of the project.

Deliverables:

- ✓ Meeting Agenda & Minutes
- ✓ Updated Project Schedule

2 Existing Records Research & Field Walk

Records Research & Review

Review of record Information provided from the City files will be conducted to verify existing field conditions. TAIT will also research acquire existing available design records and utility information. It is anticipated that the information collected during the research phase will be used to assist in the development of the project base maps.

The records research will include obtaining records from the City of Stanton, utility providers and all other jurisdictions within the project limits. In addition, TAIT will document, contact, and coordinate with other public and private agencies/entities/jurisdictions involved to inform them about the project and obtain their records, approval, and permit requirements, as applies.

Obtained records will be reviewed and correlated with the Topographic and aerial (Bing Map) data in order to prepare the final project Base map.

Design Field Walk

This sub-task includes all hours necessary for the field review and design required to observe and document the existing site conditions and to identify anticipated work items. Existing condition photos will be along the project limits in order to aid the City in construction coordination. All field notes will be compiled and stored in

the design file for reference. Grades at existing ramps will be noted for review and recommendation of removal and replacement.

Deliverables:

- ✓ Digital Copies of Obtained Records
- ✓ Field Notes, Observations, & Photos

3 Utility Notifications, & Coordination

Utility Notifications

At project inception, TAIT will conduct utility research through Dig-Alert and City records and will prepare and distribute the 1st utility notifications which will identify the project intent, limits, and general scope of work and will request that each utility provide our office with the associated As-Built records for the project limits. TAIT will review and compile the received responses in to the project Utility matrix for tracking of existing utilities and conflicting facilities.

Upon completion of the 75% design, TAIT will distribute a 2nd notice to all present utilities and will include a current set of plans for the utility's review and comment. All foreseen utility relocations or conflicts will be identified in this notice for the Utility's review and action. TAIT will actively coordinate with all utilities in order to ensure all relocations are coordinated and completed prior to the start of the City's project.

The final notice will be sent at the design completion stage and will include a signed print of the plans for the utilities records. TAIT will review all obtained record data and will coordinate with utilities that may be affected in order to obtain further design and construction requirements. All utility coordination, records and data will be compiled at the end of the project and will be submitted to the City for future reference.

Utility Coordination

TAIT will coordinate with all present and affected utilities during the course of the design. All potential conflicts with the improvements will be identified, and contact will be made with the appropriate utility coordinator.

Utility relocations or permits are not anticipated as part of this project.

Deliverables:

- ✓ Utility Correspondence and Design Records
- ✓ 1st, 2nd & Final Utility Notices

4 Design/Topographic Survey & Basemapping

Field topographic surveying services will be provide by TAIT's in house survey team g. TAIT will initiate the field survey upon completion of the design field walk. All potential items requiring elevation data will be spot marked in the field to ensure adequate design information is obtained in the survey.

Deliverables:

- ✓ Topographic Survey Data

5 Project Basemaps

As part of this contract, TAIT will prepare the following basemaps for incorporation in the project design:

- Roadway
- Right of way
- Utility
- Aerial Image (Bing/Google)

It is assumed that the City will provide TAIT with any available GIS and record basemaps for features within the project limits. TAIT will format and update the base with the noted existing records, Bing/Google Maps aerial reference imagery, and all other applicable existing improvements (loops, signal equipment, striping, legends, etc.).

Deliverables:

✓ Project Basemaps (Roadway, Right of Way, Utility, & Aerial Image)

6 Geotechnical Investigation

TAIT has obtained the services of GMU Geotechnical to provide the necessary baseline field and office material testing data for this project. In an effort to provide a cost effective design budget, TAIT has assumed a base scope of work for the geotechnical engineer that includes only the field coring and testing/design of a proposed pavement section for the tract streets which appear to be in a failed condition. A single day of a drilling rig has been scheduled for the three RFP projects in order to obtain the necessary coring and base data for each location. R Value testing will be conducted for each location in order to design the ultimate pavement section based on a range of TIs and the City's desired pavement life (10 or 20 year). The geotechnical task will generally include the following:

Task 1 – Document Review

- GMU will perform a document review of existing as-built drawings and other pertinent pavement information provided

Task 2 – Pavement Corings

- GMU will obtain an encroachment permit from the City of Stanton for the proposed pavement corings. We have assumed permits from other agencies are not required.
- GMU will coordinate with Dig Alert to assess potential conflicts with known underground utilities prior to performing the subsurface exploration.
- Our budget includes **one day** of pavement corings to perform a total of **6 corings** (inclusive of all three project areas).
- The pavement corings will be performed using 6-inch diameter electric core drill to cut through the AC layer. The underlying layers will be explored using hand and power tools to a maximum depth of 4 feet. The thickness of the AC and aggregate base layers (if encountered) will be measured and recorded. Bulk and drive sampling will be performed to collect subsurface materials. The collected materials will be returned to GMU's laboratory to evaluate various engineering properties. Depth to groundwater, if

encountered, will be measured. The borings will backfilled with aggregate base materials and capped with asphalt concrete cold patch immediately after sample collection.

- We assume the pavement corings can be performed within the hours of **9 AM and 4 PM.**
- Traffic control to redirect traffic around our work zone is included and will be performed in accordance the WATCH Manual.

Task 3 – Laboratory Testing Program

Laboratory testing will be conducted on the samples collected from the field investigation program. Laboratory tests will include:

- R-value;
- Particle size analyses (gradation);
- Atterberg Limits (including Plasticity Index) for soil classification;
- Maximum density and optimum moisture content;
- In-place moisture/density.

The quantity of testing has been estimated based on our experience on similar past projects.

Task 4 – Pavement Engineering Analysis

- Information gathered from the previous described tasks will be reviewed and used for pavement engineering analysis. Pavement engineering analysis will be performed in accordance with the California Highway Design Manual. This methodology considers the relationship between the traffic index (TI), subgrade soil strength (through R-value testing), and the gravel factors of the various pavement layers.
- We assume that 10- and 20-year traffic indexes will be provided to us for use in our analysis.

Task 5 – Pavement Recommendation Report

- A pavement Recommendation report will be prepared to summarize our findings, conclusions, and recommendations. The final report will include:

    - Summary of information gathered from the document review;
    - Project location map;
    - Pavement coring location map;
    - Pavement coring summary table;
    - Select photographs of the pavement surface condition;
    - Laboratory testing results;
    - Pavement repair recommendations for 10- and 20-year design lives (traffic index to be provided to us for pavement thickness analysis).

ASSUMPTIONS

- We have assumed that the City of Stanton will provide a free of charge permit for our field investigations. We have assumed that permits from other agencies will not be required and costs to obtain such permits have not been included.
- Our scope includes traffic control to redirect vehicles around our pavement corings following the WATCH Manual. We have assumed that traffic control plans are not required. If required, traffic control plans can be provided for an additional cost.

- We have assumed backfilling the boreholes with the soil cuttings and surfacing them with AC cold patch is acceptable. Sand blasting spray mark, pavement grinding, and hot asphalt patch were not considered in our cost estimate.

Deliverables:

- Geotechnical Pavement Recommendation Report

7 Design Plans

Upon City approval of the pavement rehabilitation scenario, TAIT will initiate the preparation of the design PS&E. Based on our review of the project limits, the following are the anticipated plan sheets for this project area:

SHEET DESCRIPTION	SCALE	SHEET COUNT
Title Sheet	N/A	1 Sheet
Notes, Details, & Typical Sections	Varies	1 Sheet
Alley Replacement Plans (Plan & Profile)	1" = 20' H 1" = 4' V	2 Sheets
Total Sheet Count		**4 Sheets**

7.1) Title Sheet:

The title sheet will include all City of Stanton standard notes, project construction notes, bench mark and basis of bearing, vicinity map, list of utility contacts and project abbreviations and legends. The plan set will be prepared on the City of Stanton standard title block on 24"x36" bond paper. It is assumed that a separate plan set will be required for each project area.

7.2) Notes, Details, & Typical Sections:

General project notes, a master list of construction notes, and typical roadway sections will be included on these sheets that depict the nature of the proposed improvements based on the proposed stationing and intersecting streets.

Construction details will be prepared for all work items that cannot be built by standard plan, or do not have adequate space on the plan sheet for the necessary detailed callouts.

7.3) Alley Replacement Plans:

Alley Replacement plan sheets will be prepared for the entire project limits at a 1"=20' horizontal and 1" = 4' vertical scale. Existing and proposed profiles for the Alley centerline as well as edge join conditions will be depicted on each sheet with appropriate grade break and horizontal control callouts for the alley centerline

geometry. The plans will be structured in such a way to match the existing stationing format for previous alley construction plans in order to aid in the comparison of previous and proposed design improvements.

As part of this task, design cross section (25' O.C.) will also be generated for design review purposes only. The design cross section sheets will be submitted to the city at the 75% & 100% submittals for verification of design.

7.4) QA/QC, Compilation, and Submittal of PS&E

The following submittals are anticipated as part of this project:

- ✓ 75% PS&E
- ✓ 100% PS&E

Prior to each submittal, TAIT will conduct a full QA/QC review per our quality assurance protocols described at the end of this section. Additionally, TAIT will plot, compile and deliver the noted number and format of PS&E to the City for each submittal per the RFP requirements.

Deliverables:

- ✓ 75% Plans (Digital & Hard Copy)
- ✓ 100% Plans (Digital & Hard Copy)

8 Project Specifications

TAIT will prepare technical specifications for the proposed project based on the City boilerplate specifications. Each work item will have a clear measurement and payment clause in order to avoid costly change orders during the construction phase. Specifications will also include clear delineation of the traffic control requirements, water pollution control requirements, survey monument protection and replacement requirements, and construction scheduling parameters as well as coordination requirements with utilities. Utility owners, coordination and contact requirements, and additional permitting requirements will also be included in the specifications. The project specifications will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Draft Project Specifications (Digital & Hard Copy)
- ✓ 100% Project Specifications (Digital & Hard Copy)

9 Quantity Calculation and Cost Estimate

TAIT will prepare cost estimates at the 75% & 100% PS&E stage for City review and input. Unit prices will be checked against recent City projects. Work items will be prepared to correlate with the specifications and will include all work items including mobilization, storm water compliance, traffic control and striping. The cost estimate will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Engineer's Cost Estimate (Digital & Hard Copy)
- ✓ 100% Engineer's Cost Estimate (Digital & Hard Copy)

10 Mylar and Design File Submittal

Upon City approval and confirmation of the 100 %PS&E, a final signed mylar plan set will be routed through the City for signature. Final Specifications and cost estimate will also be plotted, signed, and compiled per RFP requirements. All electronic support documents (CAD, Word, Excel, Records, Etc.) will also be compiled and submitted to the City at this time.

Deliverables:

- ✓ 1 Set Mylar Plans (Wet Singed Copy)
- ✓ Final Bid Document
- ✓ Design Files/Documents

11 Public Relation Meetings

Per RFP requirements, a total of 4 public relation meetings have been budgeted as part of this overall project (including all three project area). It is assumed that a minimum of 1 public relation meeting will be required for this project area. For each public relation meeting, TAIT will prepare presentation material and agendas including full scale color plots, design handouts, and initial notices. It is assumed that the City will provide the meeting venue and distribution of notices to the residents. TAIT will chair the public relation meetings and will take notes/minutes of each meeting in order to incorporate the community responses in to the design. For this project, the following meeting is recommended for this project:

- Post-75% design Meeting

Deliverables:

- ✓ Meeting Agenda/Minutes
- ✓ Presentation Material/Prints

12 Construction Support Services (As Needed)

TAIT will continue to support the City during the Construction phase on an as needed basis. This task includes assumed hours for the design team in order to review and respond to RFI's, prepare any necessary addenda's, and to attend construction meetings (as needed). This task assumes the following items:

- Review and Responding to Bidding RFIs
- Preparation of Addenda (as needed)
- Attendance at the Pre-Construction Meeting
- Review and Responding to Construction RFIs/Submittals
- Attendance at a single construction meeting/site visit at City's option

It is assumed that the construction phase for each of the three projects within this RFP will be conducted separately. Should the construction phases be combined, TAIT will combine the construction support services task to create savings for the City.

Deliverables:

- ✓ Response to RFIs
- ✓ Addenda Documents/Plans
- ✓ Coordination Records

2. Approach to Managing Resources

TAIT has excellent working relationships with each of our proposed sub consultants. At the heart of each relationship and team member is effective communication of the **roles & responsibilities**, **quality requirements** and **scheduling needs**. As can be seen in the level of detail included in this proposal, TAIT has coordinated extensively with our sub-consultants to define each of their roles and responsibilities on the contract.

Additionally, TAIT has **clearly defined quality control and quality assurance** protocols set in place in the office. As part of our scope of services and fee proposal, we have set aside time to ensure that quality control is incorporated in to the contract. TAIT has also assigned a QA/QC manager to the project to ensure reviews occur and the City is provided a quality design. TAIT's QA/QC program is further defined on the following page.

Finally, TAIT has **clearly defined the scheduling** needs on this contract and has communicated the deadlines and needs to each of the team members. By reviewing the project scope and needs at project inception and clearly delineating tasks and deadlines to team members we are able to circumvent potential delays in the design process. A detailed schedule has been included for the City's review on the following pages.

QUALITY ASSURANCE/QUALITY CONTROL PROGRAM

An important feature of our design process is our Quality Assurance/Quality Control (QA/QC) Program. Mr. Todd Schmieder, P.E. will oversee TAIT's QA/QC Program for this project. TAIT's QA/QC Program focuses on the following four primary objectives:

- To ensure that a quality design has been provided by following our in-house design checklists
- To verify that different disciplines and agencies have been coordinated
- To verify that the proposed improvements are constructible, and
- To verify that a cost effective analysis approach was followed to achieve the client's specific project goals and objectives.

TAIT utilizes a Total Quality Management approach.

TAIT's philosophy is that quality control begins at day one and does not end until the project is constructed.

Quality Control is the responsibility of each and every team member.

It includes the selection of project team members who have demonstrated through experience the ability to understand and apply the project objectives to achieve a specific goal. It requires open and continuous communications between all team members and the client.

TAIT has developed internal design checklists.

Design checklists are used by our design team as a component of our firm's QC process.

Timely Quality Control Reviews are provided.

Before plans are submitted to outside parties and the approving agency/agencies for review and approval, TAIT's QA/QC Manager or his designated QC team member conducts a thorough review to verify the quality, constructability and completeness of the submittal. A typical TAIT QA/QC Program includes the following steps:

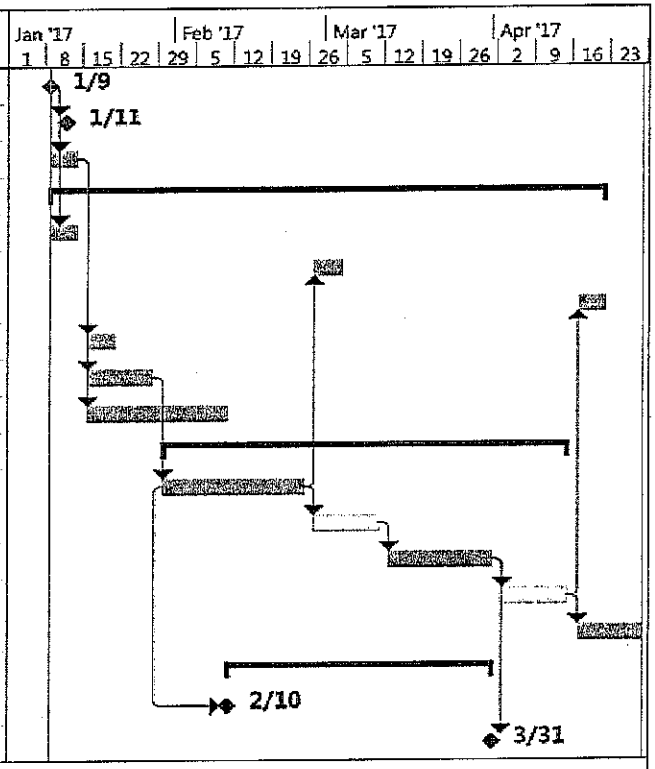
- **Project Manager (PM) Transmits Design Documents to the QA/QC Manager** - The PM initiates the QC process at agreed upon project milestones.
- **QA/QC Manager conducts initial review** - The QA/QC Manager reviews the submittal with the PM to obtain project specific information and conducts a limited review on the completeness of the submittal.
- **Review of the Submittal** – The submittal is reviewed using TAIT's internal checklists. Necessary corrections are identified on the submittal which is returned to the PM.
- **PM to Addresses QC Comments** - The QA/QC Manager and PM review the QC comments to set a course of action. Any proposed Value Engineering (VE) measures are reviewed to determine the appropriate next step (i.e.: implement the VE measure, review the VE measure with the City, or conduct additional analysis to determine the feasibility and potential cost savings). The reviewed submitted is then returned to the design team.

PM finalizes Design Documents for Submittal to the Agency - The PM meets with the design team to monitor progress and verify incorporation of the QC comments into the design documents. Any deviation from the QC comment or the agreed upon action is reviewed for acceptance prior to transmitting the final design documents to the City and other reviewing parties for their review.

PROJECT SCHEDULE

The following schedule has been prepared to show our understanding and proposed order/duration of activities. This proposal assumes that all three projects included in this RFP are conducted concurrently. TAIT will work closely with City staff during the design phase to update and adjust our schedule based on the City's needs.

ID	Task Name	Duration	Start	Finish
1	**Notice to Proceed Issued**	**0 days**	**Mon 1/9/17**	**Mon 1/9/17**
2	**1) Project Kick Off Meeting**	**0 days**	**Wed 1/11/17**	**Wed 1/11/17**
3	**2) Existing Records Research & Field Walk**	**5 days**	**Mon 1/9/17**	**Fri 1/13/17**
4	**3) Utility Notification & Coordination**	**75 days**	**Mon 1/9/17**	**Fri 4/21/17**
5	Prepare & Send 1st Utility Notice	5 days	Mon 1/9/17	Fri 1/13/17
6	Prepare & Send 2nd Utility Notice	5 days	Mon 2/27/17	Fri 3/3/17
7	Prepare & Send Final Utility Notice	5 days	Mon 4/17/17	Fri 4/21/17
8	**4) Topographic Survey**	**5 days**	**Mon 1/16/17**	**Fri 1/20/17**
9	**5) Project Basemaps**	**10 days**	**Mon 1/16/17**	**Fri 1/27/17**
10	**6) Geotechnical Investigation**	**20 days**	**Mon 1/16/17**	**Fri 2/10/17**
11	**7-9) Street Improvement PS&E**	**55 days**	**Mon 1/30/17**	**Fri 4/14/17**
12	Prepare & Submit 75% PS&E	20 days	Mon 1/30/17	Fri 2/24/17
13	City Review 75% PS&E	10 days	Mon 2/27/17	Fri 3/10/17
14	Prepare & Submit 100% PS&E	15 days	Mon 3/13/17	Fri 3/31/17
15	City Review 100% PS&E	10 days	Mon 4/3/17	Fri 4/14/17
16	**10) Submit Mylars & Design Files**	**10 days**	**Mon 4/17/17**	**Fri 4/28/17**
17	**11) Public Relation Meetings**	**35 days**	**Fri 2/10/17**	**Fri 3/31/17**
18	Initial Meeting	0 days	Fri 2/10/17	Fri 2/10/17
19	Final Meeting	0 days	Fri 3/31/17	Fri 3/31/17



Date: 11/14/2016
Project: Stanton Overlay, Alley, & Widening Project

Tait Team Task
City Task
Milestone
Summary

D. FEE PROPOSAL

The following is our Not-to-Exceed Fee Proposal to perform the proposed services for each of the three projects included in this RFP.

Project #	Description	Base Fee
Project #1	Sunshine Village Tract Overlay Project	$39,210
Project #2	Alley Replacement Project	$30,335
Project #3	Cerritos Avenue Widening Project	$39,135
	TOTAL BASE FEE (NOT TO EXCEED)	**$107,680**

A detailed fee proposal has been included below for the Alley Replacement Project, in addition to TAIT's fee schedule through the end of 2016 on the following page.

TAIT & ASSOCIATES PROPOSAL FOR
DESIGN SERVICES FOR ALLEY REPLACEMENT PROJECT
PROJECT FINANCIAL SUMMARY

Total Estimated Fee: $ 30,835

Total Estimated Fee + Optional Items: $ 30,835

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	ITEM TOTALS BILLABLE
Design Kickoff Meeting	1	1		1						$ -	2	$ 355
Existing Records Research & Field Walk	2			4	4					$ -	8	$ 1,020
Utility Notification & Coordination	3				8					$ -	8	$ 840
Topographic Survey	4	1			2		2	4	8	$ -	17	$ 3,525
Project Basemaps	5			2	8			4		$ -	14	$ 1,660
Geotechnical Investigation	6	1				4				$ 4,900	5	$ 5,445
Street Improvement Plans (75% & 100%)	7	4	2	15	56	0	0	0	0	$ -	77	$ 9,340
Title Sheet	7.1			1	4					$ -	5	$ 570
Notes, Details, & Typical Sections	7.2			2	8					$ -	10	$ 1,140
Street Improvement Plan & Profile	7.3	2		12	40					$ -	54	$ 6,410
Signing & Striping Plans	7.4									$ -	0	$ -
75% PS&E QA/QC, Compilation, and Submittal	7.5	1	1		2					$ -	4	$ 610
100% PS&E QA/QC, Compilation, and Field Walk	7.6	1	1		2					$ -	4	$ 610
Project Specifications	8	2	1	8		4				$ -	15	$ 2,145
Quantity Calculation & Cost Estimate	9	1	1	2	4					$ -	8	$ 1,120
Mylar and Design File Submittal	10	1		2	4					$ -	7	$ 925
Public Relation Meetings (Assumes 1 for This Project)	11	2			4					$ -	6	$ 830
Construction Support Services (Per Project Area)	12	2		8	8	8				$ -	26	$ 3,130

TOTAL LABOR COSTS $ 30,335
REIMBURSABLES $ 500
TTOAL LABOR COSTS $ 30,835

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	ITEM TOTALS BILLABLE
Optional Items												
										$ -	0	$ -
		0	0	0	0	0	0	0	0	$ -	0	$ -

CLIENT:City of Stanton
PROJECT: DESIGN SERVICES FOR ALLEY REPLACEMENT PROJECT
PREPARED BY:DS 2016.11.14

TOTAL BASE FEE + OPTIONAL ITEMS: $ 30,835

TAIT
RISING TO THE CHALLENGE

Schedule of Fees

1. Employee Classification	Hourly Rate
06 - Engineering Assistant	65.00
18 - Contract Administrator	85.00
04 - Engineering Designer I	105.00
10 - Engineering Designer II	130.00
03 - Project Engineer/Project Manager	150.00
02 - Professional Engineer/Licensed Surveyor	175.00
17 - Senior Professional Engineer/Surveyor	195.00
01 - Principal	205.00
15 - Structural Engineer	195.00
05 - Permit Expediter	80.00
11 - Permit Specialist	95.00
09 - Senior Permit Specialist/Research Analyst	105.00
07 - Surveyor	85.00
08 - Senior Survey Specialist/ Party Chief	120.00
00 - Two man survey crew	***
22 - One Man Survey Crew with Robotics	***

The hourly rate for client authorized overtime and for representation at hearings and meetings after 6:00 p.m. will be invoiced at 1.5 times the posted rate.

The above rates are inclusive of phone charges, fax charges, software and licensing fees, and photocopying charges.

*** Field survey crew rates will be per current prevailing wage rates. Billable Hourly Rate will be provided at time of work order/proposal based on current wage determination.

2. Mileage, Travel and Per Diem

Auto Mileage: $.55 per mile
Air Travel and Auto Rental: Actual cost plus 15 percent
Per Diem: Actual cost of lodging and meals, plus 15 percent

3. Materials and Supplies

Office and CADD supplies are included in the hourly rates. Prints, plots and reproductions are charged at cost plus 15 percent from commercial blueprint companies. In-house reproduction charges are as follows:

	Prints	Plots	Color Plots
Bond	$ .95/s.f.	$.95/s.f.	$6.00/s.f.
Vellum	1.35/s.f.	1.65/s.f.	7.50/s.f.

4. Reimbursable Expenses

Will be billed at cost plus 15 percent. Client will pay directly for all permit and agency fees; otherwise cost plus 15%. Subconsultant invoices will be billed at cost plus 15%.

5. Insurance Coverage

General Liability: $5,000,000
Errors/Omissions: $1,000,000
California Workers' Compensation - Statutory
Certificates of insurance coverage will be provided upon request.
Waivers of Subrogation (if required) will be billed as a 2% surcharge on all invoices.
Special endorsements will be billed to the client at cost plus 15% on the first project.

INTEREST OF 1-1/2 PERCENT PER MONTH WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.
:Fees51

APPENDIX - RESUMES

Jacob Vandervis, PE

PRINCIPAL-IN-CHARGE

Education

B.S. – Civil Engineering

California State University, Long Beach

Year of TAIT Team Enlistment

1997

Total Experience

30

Certifications

Registered Professional Engineer, Civil – California, Oregon, Arizona, Utah, Nevada, and Alaska

Mr. Vandervis currently serves as a Vice President/Chief Operations Officer in TAIT's Corporate Office in Santa Ana. In addition to his management duties, he acts as the primary point of contact for several national retail and residential developers. Mr. Vandervis is a licensed civil engineer with over 30 years of experience with land development projects in the western United States. He has been a member of the TAIT team for the past 19 years. His areas of expertise include site design, grading design, drainage studies, water pollution control plans, erosion & sediment control plans, as well as street improvement plans. He is experienced in site design of all sizes for commercial development, involved in preliminary design to develop cost estimates & due diligence packages, as well as experienced in the entitlement phase of projects. His surveying experience includes the preparation of ALTA and topographic surveys, parcel maps, record of survey, and legal descriptions. He is a certified Qualified SWPP Developer (QSD), Certified Development, Design & Construction Professional (CDP), and Certified Retail Property Executive (CRX)

Harbor Blvd. Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Principal-in-Charge, 2013

Principal-in-Charge of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to ensure the project was properly staffed and that the work was completed to the satisfaction of both TAIT & Associates as well as the City of Garden Grove.

On-Call Engineering Services, Orange County Public Works, Principal-In-Charge, 2010 – Present

Principal-in-Charge of the work being conducted by all TAIT staff and sub-consultants to provide Plan Check and On-Call Engineering Services for the County of Orange Planned Communities. Primary responsibilities were to ensure the project is properly staffed and that the work is completed to the satisfaction of both TAIT & Associates as well as the County of Orange.

100 Acre Parcel Development El Toro Marine Base, Orange County Public Works, Project Director, 2009 - Present

Services provided to the County have included a study of the existing and planned infrastructure for the redevelopment of several County of Orange parcels. Additional infrastructure assessment and cost studies have been prepared for the placement of a potential waterpark with the County's parcels. TAIT also conducted an assessment of five existing warehouse structures for a potential interim reuse. These projects required an extensive site review and assessment of existing conditions including the review of existing and future sewer, water, gas, electrical, telephone and drainage infrastructure available for redevelopment and the preparation of potential costs for redevelopment of the County property.

City Hall Underground Fuel Storage Tank Removal and Replacement, City of Irvine, Principal-In-Charge, 2013
As Principal-In-Charge Mr. Vandervis made sure that the project was completed to the satisfaction of the City of Irvine Project Manager. He also made sure that we had qualified staff and resources working the project to be sure that all the deliverables were to a standard that was expected by both TAIT as well as the City of Irvine.

Columbus Square Community, Tustin, CA, Principal-In-Charge, 2008
Working closely with Lennar Homes, the City of Tustin and Irvine Ranch Water District, Mr. Vandervis was able to direct the preparation of planning studies and final design for the development of infrastructure improvements to provided underground wet and dry utilities, public and private streets, storm drain systems and site grading for this 110–acre planned residential development on the former USMC Tustin Air Station. His efforts included review and coordination with Southern California Edison for design of the backbone electrical services.

FBI Training Center, Orange County Public Works, Principal-In-Charge/Structural Engineer, 2007 -2008
Provided structural design for a 1,480 square foot masonry block structure to be constructed at new FBI training facility on the former El Toro Marine Base. The site improvements were to include the construction of a new classroom and a covered training area adjacent to an existing structure. The site was a former USMC shooting range and was being upgraded by the FBI. To help minimize the overall construction cost and to speed up construction, the use of a pre-manufactured roof truss for the structure was proposed. The design/build construction of the facility was completed in August 2008.

Tuscany Senior Apartments – Los Angeles, CA 2004-2007 (Principal-In-Charge)
Supervised civil engineering design services for a new 315-unit, 13-acre senior care facility constructed in collaboration with Shapell Industries and the City of Los Angeles. ADA access required consideration in developing the ultimate arrangement of and improvements to the seniors' complex. In addition to preparing grading, drainage, and utility plans for the project, our services included the preparation and processing of tentative map and final parcel maps. Public street improvements along the project frontages were designed and plans were processed through the City of Los Angeles, Bureau of Engineering.

Abridged List of Additional Project Experience by Jake:

- Foothill Crossing, City of Rancho Cucamonga (Principal-In-Charge)
- Columbus Square Infrastructure Improvements, City of Tustin, (Principal-In-Charge)
- Entertainment Park, City of Anaheim (Senior Project Manager)
- Chino Hill Center, City of Chino Hills (Senior Project Manager)

David Sloan, PE

PROJECT MANAGER

As a Project Manager, David has performed and coordinated detailed designs on arterial roadways, conducted utility coordination for major relocations on high profile projects and assisted in coordination and project management efforts on multiple projects throughout the Southern California region. David has acted as community coordinator for high profile projects and has coordinated presentations of the project scope, intent and impact in front of the affected stakeholders and local communities. David is an effective communicator and actively stays in contact with his clients throughout the life of his projects. David has also been responsible for multiple public work construction management projects, which brings value to design projects by fully understanding the methods and costs of construction projects. David is also responsible for supervising staff at TAIT on the preparation of public and private development projects throughout the Southern California region.

Education

BS Civil Engineering – Tau Beta Pi Honor Society & Chi Epsilon, University of Southern California

BS Physical Science, Biola

Year of TAIT Team Enlistment

2014

Total Experience

9

Certifications

Professional Engineer

California No. 82595

Newport Height Sewer & Alley Reconstruction Project, City of Newport Beach, Project Manager, 2015

David is currently acting as the Project Manager to the City of Newport Beach for the Newport Heights Alley & Sewer Reconstruction Project. The project includes the survey, design, and reconstruction of over three miles of residential alleys. The project is designed in three phases with phase 1 being sewer main replacements, and phase 2 & 3 being alley reconstructions within select neighborhoods. The alley replacement design included the geometric and profile analysis of each alley along with the preparation of design plan and profile sheets for each alley segment. The design also included the preparation and analysis of design cross sections (via use of Civil 3D corridors) to ensure design crossfalls along the alley are appropriate. The project is scheduled to complete phase 1 design in April, 2016, and phase 2 & 3 design in July, 2016.

Portola Parkway Resurfacing Project, City of Lake Forest Project Manager, 2015

David is currently serving as the Project Manager to the City of Lake Forest on this federally funded arterial pavement rehabilitation project which included design engineering, geotechnical engineering, surveying, and federal documentation/ approvals. The project included the rehabilitation of the arterial roadway as well as the identification and replacement of non-ADA compliant or non-functional PCC sidewalk, curb ramp, curb and gutter and other improvements. The design also included the replacement and updating of the roadway and bike lane striping throughout the project limits. The project also included the relocation and reconstruction of an existing median at Bake parkway in order to construct an additional left turn pocket.

FY13/14 Major Street Rehabilitation, City of Pomona, Project Manager, 2014

David is currently acting as the Project Manager to the City of Pomona for their annual major street rehabilitation project. The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad

encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Parking Lot Rehabilitation for the City of Diamond Bar, Project Manager, 2015
David served as the Project Manager and Construction Manager to the City of Diamond Bar for expansion and reconstruction of two public park parking lots. The design included the analysis of traffic flow, preparation of a geotechnical investigation, design of water quality management plan and hydrology, and the preparation of detail PS&E for the construction of the proposed improvements. Analysis, removal, and replacement of park trees were required as part of this contract.

STPL Woodruff Ave. & Palo Verde Ave. Rehab. Project, City of Bellflower, Project Engineer, 2013
As Project Engineer, David provided Design engineering and Federal Aid Documentation services to the City of Bellflower for this STPL-funded project. The project spanned 5,200 LF of arterial roadway, along Woodruff Avenue, from Alondra Boulevard to Somerset Boulevard and Palo Verdes Avenue, from the South City Limits to Artesia Boulevard. The project was designed as a single project, but split for construction. The scope included full-width grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway, installing 16 ADA-compliant curb ramps, as well as extensive traffic control to allow access to open businesses during construction. David prepared an E-76 Construction Authorization Package to obtain Caltrans approval on the project and to secure funding. David continued to coordinate with Caltrans for the duration of this contract.

STPL Bellflower Blvd. & Woodruff Ave. Rehabilitation, City of Bellflower, Project Engineer, 2011
David provided design engineering and project coordination services to the City of Bellflower on this Federal Surface Transportation Program Local (STPL) funds project. The project was designed as a single project, but split for construction. The total design covered approximately 3,500 LF of arterial roadway rehabilitation design. The rehabilitation design varied, and included full-width and variable-depth grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway and curb ramp replacement and traffic striping design. David expedited the design schedule to meet E-76 requirements, and ensured all other funding requirements and deadlines were met to secure funding.

SRTS Campus Drive Class I Bikeway Project, City of Irvine, Project Engineer, 2011
David served as Project Engineer and Project Coordinator to the City of Irvine for a 1,600 LF bikeway separated from traffic. The project limits spanned the south side of Campus Drive between Culver Drive and California Avenue. The final design included the 11-foot wide off street bikeway, constructed of 6-inch thick PCC. A 3.5-foot-high split face block retaining wall was designed and a trail lighting system was installed along the bikeway for cyclist safety. David verified existing right-of-way and determined required easements from UCI to obtain an E-76 permit from Caltrans and secure Federal Funding. The design also included the preparation of a WQMP and installation of bioswales to improve runoff water quality in compliance with NPDES requirements.

ARRA Red Hill Avenue Rehabilitation Project – City of Irvine, Project Engineer, 2009
David served as Project Engineer for the City of Irvine on this ARRA-funded pavement rehabilitation project. The project included preparing PS&E, including plan and profile, striping and signing plans, traffic control and phasing plans and detour plans. The scope of work consisted of rehabilitating approximately 3,300 LF of roadway on Red Hill Avenue, from Deer Avenue to Reynolds Avenue. Red Hill Avenue is a major 6 lane arterial that runs parallel to the State Route 55 Freeway and serves as a non-freeway alternate route for commuters. Our design included portions of grind and overlay, full depth reconstruction, ARHM cap, removal and

replacement of 4,500 LF of curb gutter, 1,500 SF of sidewalk, installing ADA-compliant ramps, and installing video detection systems at intersections, as well as various related improvements.

2012 Citywide Street Rehab. Project, City of Placentia, Project Engineer/CM, 2013
David served as Project Engineer and Construction Manager for the City of Placentia on the 2012 City-wide Residential Street Rehabilitation Project. The project was funded by a variety of sources including Gas Tax, Proposition 1B, Measure M1, and Measure M2. Our analysis included 75 miles of roadway and the actual design spanned 35 miles. The scope of work included rehabilitating the roadway using primarily Type II Slurry Seal, chip seal, and portions of full R&R. The final design included rehabilitating 41% of the City's residential roadways, including 109 new ADA compliant curb ramps, 5,445 tons of slurry, 105,050 square yards of chip seal, grind and overlay with 235,070 tons of AC paving, adjusting 209 manholes and 369 water valve, and 2,363 LF of curb and gutter.

Area 7/Zone 5 Road Maintenance Project, City of Diamond Bar, Project Engineer/CM, 2012
David served as Project Engineer and Construction Manager to the City of Diamond Bar on their Area 7 and Arterial Zone 5 Road Maintenance Project. The limits of this project include a total of 19.5 centerline miles of residential, collector and arterial streets. The scope of work included rehabilitating the roadway using primarily slurry seal and chip seal methods. In areas of extreme degradation, an asphalt overlay or full width grind and replacement was recommended depending on funding availability. To provide a complete and accurate design, David and the team individually walked each proposed roadway to note necessary localized AC remove and replace patches, damaged curb & gutter and uplifted or non-ADA compliant sidewalks.

Jamboree Road Roadway Rehabilitation Project, City of Irvine, Project Engineer, 2013
David served as Project Engineer for the City of Irvine to rehabilitate Jamboree Road, from MacArthur to Camp. Funding deadlines required an expedited design, and the design was modified mid-way through to eliminate anticipated median island improvements on this 119-foot-wide major arterial. The design included grind and ARHM overlay, 2,232 tons of 10-inch FDR, upgrading 9 ramps to meet ADA compliance, loop installation, and video detection at 2 intersections.

Culver Drive Pavement Rehabilitation Project – City of Irvine, Project Engineer, 2011

David served as Project Engineer, providing PS&E to the City of Irvine on the Culver Drive Rehabilitation Project. The project spanned 1,800 LF along Culver Drive, from the north railroad tracks to Walnut Avenue. Culver Drive is a principal arterial roadway, providing northeast/southwest access through the western portions of the City of Irvine, while also serving as a primary travel route through a variety of commercial, residential and institutional zoning areas. David designed localized pavement reconstruction at the Northbound #3 lane and the Southbound #1 lane, where pavement conditions were considerably worse than adjacent lanes; the length of the project was treated with full width 2-inch grind, a 2-inch AC leveling course and 2-inch ARHM overlay. The project also entailed removing and replacing the existing median shed gutter with a standard 8-inch median curb, median island landscape improvements, and ensuring ramps throughout the project were ADA compliant.

Abridged List of Additional Project Experience by David:

- Citywide Comprehensive Drainage Study, Diamond Bar, Project Manager
- Irvine Center Drive Rehabilitation Project – City of Irvine, Project Engineer
- FTA-Administrated 2010 Bus Shelter Replacement Project – Norwalk Transit, Project Engineer
- Area 2 & Zone 1 Roadway Maintenance Project, City of Diamond Bar, Project Engineer

D. Todd Schmieder, PE

SR. PROJECT MANAGER/QA/QC MANAGER

Education
B.S. – Civil Engineering
Ohio State University, 1980

Year of TAIT Team Enlistment
2005

Total Experience
36

Certifications
Professional Engineer
California No. C37167

Certificate program in light construction and development management

University of California—Irvine Extension, 2004

Affiliations
1Transportation Committee Member

Mr. Schmieder has worked on numerous public infrastructure and private development projects ranging from small residential and commercial projects to a 30-mile long toll road, a 40-acre commercial center, and 1000-home master planned communities. His project experience includes plan check services, preparation of feasibility, and site assessment studies, site planning studies and preliminary and final design plans, tentative and final maps, and environmental studies and reports. Mr. Schmieder's technical experience also includes conducting design reviews, development of traffic signing and striping plans, preparation of traffic control and construction staging plans, preparation of construction specifications and cost estimates, and providing construction management and inspection. His project management experience includes utility coordination, master planning, and project scheduling.

FY13/14 Major Street Rehabilitation, City of Pomona, QA/QC Manager, 2014
The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Harbor Boulevard Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Senior Project Manager, 2013
Project Manager of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to review and stamp the plans, supervise engineering team, and attend and coordinate project meetings with City staff and other stakeholders. Project included Providing Plans Specifications and Cost estimate for City improvements to Harbor Boulevard that will accommodate the future redevelopment of several city-owned parcels. This project included reconfiguration of Harbor Boulevard from Palm Street to Lampson Avenue (approximately 1/3-mile total length), improvements to an existing raised median, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of new 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains, sewer and water services.

Silverado Campus Conversion, County of Orange, Sr. Project Manager, 2013-Present
TAIT's current task order assignment with OC Parks includes preparing plans for the demolition of several existing campus structures with the conversion of the former classrooms and office space into a County Library, offices for County Park staff, and community meeting rooms that cover 3500 square feet of usable enclosed space. Site work in the initial phase will consist of implementing Code-required ADA improvements for public

access at the campus and for public restrooms, upgrading of the existing parking lot, and provisions to provide security lighting for night-time use of the facility.

Public Sewer and Street Improvements, City of Anaheim, Sr. Project Manager, 2007
Engineering design services included the design of sewer capacity enhancements for over 2 miles on new 15-inch and 21-inch sewer lines in Katella Ave., Gene Autry Way and Santa Cruz Rd. in the City's Platinum Triangle area. Encroachment permits were obtained from the Orange County Sanitation District for connections to a district sewer line and with Caltrans District 12 (Orange County) for work within Interstate I-5 right of way. The engineering design services also included the preparation street widening plans for Katella Avenue, State College Boulevard and Gene Autry Way (approximately one-mile) that included a new raised landscape median in Katella Avenue, and the reconstruction of a City Changeable Message Sign.

Red Hill Median & Streetscape Feasibility Study, City of Tustin, Sr. Project Manager, 2012
Served as the Project Manager responsible for the completion of a feasibility study to add a landscape median, bike lanes, and improved pedestrian circulation on Red Hill Avenue, a major arterial street, in the City of Tustin from I-5 to Bryant Avenue. The City recently restriped Red Hill from four to six lanes eliminating parking along both sides of the street within the project limits. The feasibility study required that several options for potential on-street and off-street bike lanes be developed while looking at improvements for pedestrian mobility, and streetscape improvements that would include gateway signage, median landscaping and street trees within the study limits. As part of this effort construction cost estimates for street improvements and for undergrounding overhead power lines were developed during the alternative analysis phase. The results on the study presented two final options to City Public Works Department for their consideration.

Tustin Metrolink Station Redevelopment, City of Tustin/OCTA, Sr. Project Manager, 2011
This OCTA project consisted of the redevelopment of an existing 4-acre Metrolink Station in order to provide parking for 870 vehicles and improve traffic circulation and bus loading operations. Design required preparation of plans for the reconfiguration of the existing surface parking lot for a new five-story parking structure, relocation of sewer, water and storm drain lines, and the installation of storm water treatment devices to satisfy the new storm water discharge permit requirements. Design services required extensive coordination and/or permitting with the City of Tustin, Irvine Ranch Water District, Orange County Sanitation District and the State Water Board. Access to the existing Metrolink platform was maintained throughout construction and the entire station was reopened to the public in November 2011.

Abridged List of Additional Project Experience by Todd:

- Antonio Parkway Widening Improvements, County of Orange
- Marketplace Drive and Neil Armstrong Street Reconfiguration, City of Montebello
- Greenwood Street Rehabilitation and Extension, City of Monterey Park
- Tustin Family Campus, County of Orange/OCSSA

TAIT
RISING TO THE CHALLENGE

Christopher Engelbach, E.I.T.

PROJECT ENGINEER

Education
BS Civil Engineering, California State Polytechnic University, Pomona

Year of TAIT Team Enlistment
2016

Total Experience
7

Certifications
E.I.T.

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

Orange County Engineering Plan Check, County of Orange, Project Engineer, 2016
Chris currently provides plan check services for the County of Orange including review of Tentative Tract Maps, Site Development Plans, and Street Improvement Plans. Plans are reviewed for compliance with various codes and regulations including California Building Code, the Americans with Disabilities Act, and community specific development standards.

Newport Heights Alley Replacement, City of Newport Beach, Project Engineer, 2016
Chris is currently a Project Engineer on this alley rehabilitation project which includes design engineering, utility research and sewer replacement. Chris is responsible for rehabilitation of the alley-ways as well as the addition of ADA compliant PCC sidewalks, curb ramps, curb and gutter and other improvements.

Redlands Packing House, City of Redlands, Project Engineer, 2016
Chris is currently a Project Engineer on this 10 acre commercial development in the City of Redlands which includes design engineering, utility research, and coordination with consultants and field crew. The project includes Street Improvements, and on-site Rough Grading and Stockpile, Utilities, Water Quality, and Precise Grading. Chris is responsible for Street Improvements including relocation and reconstruction of medians, traffic signal relocation, identification and replacement of non-ADA complaint curb ramps, and updated crosswalks and landings designed to enhance urban feel, encourage pedestrian traffic, and increase safety.

Limonite Sumner Retail Development, City of Eastvale, Project Engineer, 2016
Chris is currently a Project Engineer on this 7 acre commercial development in the City of Eastvale. The project includes Off-site Street Improvements, Rough Grading, Water Quality, Precise Grading, Utility, and on-site Storm Drain design. Chris is responsible for street improvements including relocation and reconstruction of existing medians and updated signing and striping as well as On-site Storm Drain design including Hydraulic calculations and utilization of the most current Low Impact BMPs.

Orange County Animal Care Facility, City of Tustin, Project Engineer, 2016
Chris is currently a Project Engineer on this Orange County Animal Care Facility in the City of Tustin. The project includes Public Sewer, Water, Fire Water, Water Quality, On-site Utilities, and Grading plans. Chris is responsible for the public Sewer, Water, and Fire Water plans

Vons-Albertsons Distribution Center, City of El Monte, Project Engineer, 2016
Chris is currently the Project Engineer on this 36 acre Industrial Project which includes Demolition, Grading, and Utility Research. Chris is responsible for the Demotion, and Grading Plans as well as coordination with Utility Providers. These plans include the removal and disposal of Hazardous materials as well as the protection of existing ground-water monitoring wells and grading design which duplicates existing flow patterns.

Limonite Marketplace, City of Jurupa Valley, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 39 acre mixed use development in the City of Jurupa Valley. This mixed use project combined Retail development with private, high-density, residential. Chris was responsible for the Tentative Tract and Parcel Maps, Site Development Plan, on and off-site Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, and Precise Grading Plans. Off-site Street Improvement Plans included relocation of traffic signals, roadway widening, new signing and striping, addition of ADA ramps, bus turn-outs, and horse trails, and development of 1 mile of unpaved rural dirt road.

Stoneridge, County of Riverside, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 700 acre Master-Planned residential community in Riverside County. This project included Tentative Maps, Phasing Exhibits, Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, Precise Grading, and Traffic Studies. Chris was responsible for Street Improvement, Rough Grading, Storm Drain, and Phasing of this project. Street improvement plans included the development of 20 miles of new roadway along with signing, stripping and signalization.

Crossroads at Chino Hills, City of Chino Hills, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 15 acre high density residential development. This project included on-site Street, Utility, Storm Drain, Water Quality, and Grading. Chris was responsible for on-site Street, Sewer, Water, Grading and Storm Drain design.

GMU GEOTECHNICAL, INC.

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CA 92688

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web: www.gmugeo.com

S. Ali Bastani, PhD, PE, GE, F. ASCE

DIRECTOR OF ENGINEERING

Summary of Experience

Dr. Bastani, an adjunct faculty at Cal Poly Pomona, has more than twenty years of diversified experience in geotechnical, earthquake, and environmental engineering. His experience covers all aspects of the consulting engineer's profession including project and staff management for small and large projects, marketing, developing new client base, maintaining existing clients with exceptional service, and a comprehensive knowledge and applied use of conceptual, physical, and numerical modeling for geotechnical and environmental engineering solutions.

Dr. Bastani's professional experience entails performance, management and providing practical solutions for variety of projects including: (1) Geotechnical investigation and monitoring for foundation design of bridges, water reservoirs, pipelines, power plants, commercial and industrial facilities, and landfills; (2) Seismic ground motion studies, site response analysis, liquefaction analysis, determination of seismic induced deformations, and seismic retrofit evaluations; (3) Deep-seated and shallow landslide investigation, analysis, and mitigation; (4) Design of shoring and stabilization systems including tie back and soil nail retaining structures (5) Groundwater flow and contaminant transport evaluation and modeling; and (6) Seismic hazard evaluation, probabilistic and deterministic, for various seismic zones around the United States and abroad.

Ali has been involved in many major high profile projects such as seismic retrofitting of San Diego-Coronado Bay Bridge, review of cover system design for Operating Industries Inc. Landfill, Fluor Daniel Corporation headquarter buildings, 10 MG Nohl Canyon and 7 MG Sand Canyon Reservoirs, Orange County's Regional Fire Operation and Training Center, Los Angeles and Rancho Santiago Community Colleges, Hoag Hospital, Malburg 134 MW and Otay Mesa 570 MW Generating Stations, City of Los Angeles Bridge program, Los Angeles Department of Water and Power (LADWP) on-call contract, and Christchurch Earthquake in New Zealand. Dr. Bastani was involved in review of geotechnical reports and development plans for 14 cities in Los Angeles and Orange Counties as part of his work at Bing Yen and Associates from 1995 to 1999. Some of these cities included Cities of Malibu, Moorpark, Santa Clarita, Simi Valley, and Mission Viejo.

Dr. Bastani has been involved in innovative and state-of-the-art research project for the Los Angeles Department of Water and Power (LADWP) to investigate lateral seismic earth pressures on very large buried reinforced concrete reservoirs (up to 40 MG capacity) to improve their seismic design reliability. This research includes state-of-the-art centrifuge testing and numerical modeling approaches to advance our understanding of the magnitude and distribution of earthquake-induced lateral earth pressures on restraint walls. Dr.

S. Ali Bastani

Bastani's experience also includes numerous state-of-the-art centrifuge (physical) models for evaluating the dynamic response of dry sands, saturated stratified layers of sand overlaid by silt, and embankments, to study liquefaction mechanism at level and sloping grounds, dynamic settlement, and liquefaction-induced slope deformations. Mr. Bastani has also worked with and modified several conventional, elasto-plastic bounding surface, and hypoplasticity constitutive models for soil, and has performed triaxial and other conventional geotechnical experiments to calibrate these effective stress constitutive models. These centrifuge tests were numerically modeled by one- and two-dimensional static and dynamic effective stress finite element/difference programs.

Education

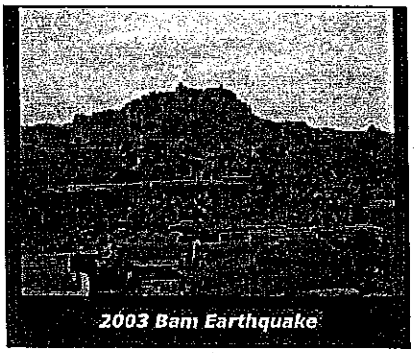
- Ph.D., Civil and Environmental Engineering, University of California, Davis
- M.S., Civil and Environmental Engineering, University of California, Davis
- B.S., Civil Engineering, Polytechnic of Tehran

Registrations

- Registered Geotechnical Engineer, CA No. GE 2458
- Registered Civil Engineer, CA No. C 53924

Professional Affiliations

- American Society of Civil Engineers (ASCE)
- Earthquake Engineering Research Institute (EERI)
- Consortium of Organizations for Strong-Motion Observation Systems (COSMOS)
- EERI Reconnaissance Team Member for Bam, Iran, Earthquake of December 26, 2003
- Pacific Earthquake Engineering Research Center (PEER) Reconnaissance Team Member for Nisqually Earthquake of February 28, 2001
- Network for Earthquake Engineering Simulation (NEES)
- Seismological Society of America (SSA)
- Orange County Water Association (OCWA)
- UC Davis Reconnaissance Team Member for 1989 Loma Prieta Earthquake and evaluation of post earthquake deformations south of Market Street.



2003 Bam Earthquake

ROGER W. SCHLIERKAMP, M.SC., P.E.

Director of Pavement Engineering

GMU GEOTECHNICAL, INC.

PROFESSION
Civil Engineer

REGISTRATION
Registered Civil Engineer C81529 – State of California

EDUCATION
M.S. Civil Engineering (Pavement/Materials Engineering)- University of Nevada, Reno
B.S. Civil Engineering University of Nevada, Reno

PROFESSIONAL EXPERIENCE
GMU Geotechnical, Inc.
(2014 – Present)
Director of Pavement Engineering
Rancho Santa Margarita, California
Twining, Inc.
(2011 – 2014)
Pavement Engineer
Long Beach, California
University of Nevada, Reno
(2009 – 2011)
Graduate Researcher, Pavement / Materials
Reno, Nevada

PROFESSIONAL AFFILIATIONS
CalAPA
ASCE Orange County - Engineers without Borders
APWA
AGC

SUMMARY OF EXPERIENCE & QUALIFICATIONS

Mr. Schlierkamp is experienced in pavement engineering, testing, inspection, specification, and mix design development projects. His experience includes work with a number of private sector clients, local government agencies, paving contractors, and pavement material producers. He has also worked successfully as a quality control manager and pavement engineer on a wide variety of projects. His engineering experience includes performing pavement evaluations, developing cost-effective pavement repair recommendations, performing pavement mix designs, and managing testing and inspection of pavement construction projects. Mr. Schlierkamp's experience as a quality control manager provides him a thorough understanding of various pavement construction specifications. His proficiency in pavement construction testing and inspection has allows him to support both owners and contractors in achieving quality and cost-effective pavement products. Selected projects representative of Mr, Schlierkamp's experience are listed below:

- Pavement engineering analysis and design
- Pavement surface condition assessments
- Non-destructive pavement testing, including deflection testing, ground-penetrating radar (GPR) testing
- Pavement smoothness testing
- Pavement mix designs, including hot-mix asphalt (HMA), rubberized hot-mix asphalt (RHMA), warm-mix asphalt (WMA) following Marshall, Hveem, and Superpave design methods, soil-stabilization, and cold recycled asphalt
- Pavement preservation strategies, including fog seals, slurry seals, scrub seals micro-surfacing seals, and chip seals
- Pavement rehabilitation strategies, such as rubberized pavement overlays, cold recycling, full-depth reclamation, cement/lime base and subgrade stabilization
- In-depth knowledge of various pavement construction specifications, including Caltrans, Greenbook, Airport, and Ports.
- Quality control / assurance laboratory testing expertise, including Hveem Stability, Hamburg Wheel Track, Moisture Susceptibility, Maximum Density, Wet Track Abrasion, and more.

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Pavement Evaluation and Design Projects - Local Municipalities

Alicia Parkway Investigation, City of Laguna Niguel, Laguna Niguel, California: Pavement Engineer for the evaluation of recently applied slurry seal. Performed visual assessment and reviewed lab testing results of approximately 7 lane miles of pavement. Assisted City in identifying areas for reapplication and pay adjustment negations.

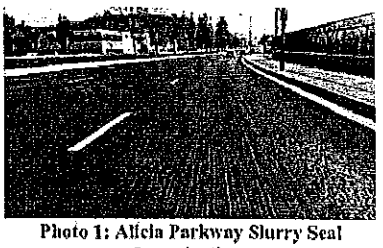


Photo 1: Alicia Parkway Slurry Seal Investigation.

Irvine Avenue Evaluation and Design, City of Newport Beach, Newport Beach, CA, November 2014: Pavement Engineer for the evaluation and development of repair recommendations approximately 3.5 lane miles of pavement in Newport Beach California. Project was located between Santiago Drive and Monte Vista Avenue. Developed recommendations to address isolated areas of alligator cracking and block cracking. Recommended recyclable pavement interlayer system to mitigate reflective cracking and reduce moisture infiltration. Recommended ARHM overlay.

MacArthur Boulevard Rehabilitation, City of Newport Beach, Newport Beach, California, September 2015: Pavement Engineer for the rehabilitation evaluation and design of approximately 12 lane-miles of asphalt concrete pavement. Performed pavement surface condition assessment and deflection. Reviewed laboratory testing and performing engineering analysis. Identified and delineated sections in need of isolated repairs based on deflection data. Developed asphalt-rubberized hot-mix asphalt mill-and-overlay recommendations for a 20-year pavement design life.

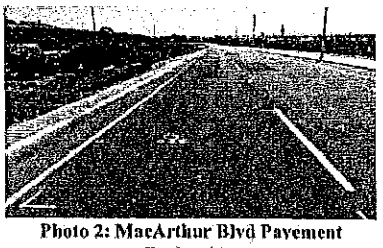


Photo 2: MacArthur Blvd Pavement Evaluation.

Metro Blue Line Artesia Park N Ride Parking Lot, Compton, California, October 2013: Pavement Engineer for the investigation of the Park N Ride parking lot project to determine the potential cause of high-severity rutting and shoving distresses of newly constructed pavement (approximately 3 months old). Corings were performed to extract AC samples for laboratory testing. The binder content and gradation were noted to be out of tolerance (excess binder content and fine aggregate gradation). These findings were identified as likely contributors to the pavement distresses. Additionally, a tack coat was not observed between paving lifts. The pavement appeared to have separated along the lift line which promoted movement of the materials of the top lift. Repair recommendations consisted of removing the top lift by milling, applying a tack coat, and constructing a mix with increased stability.

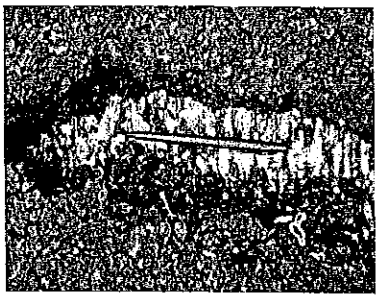


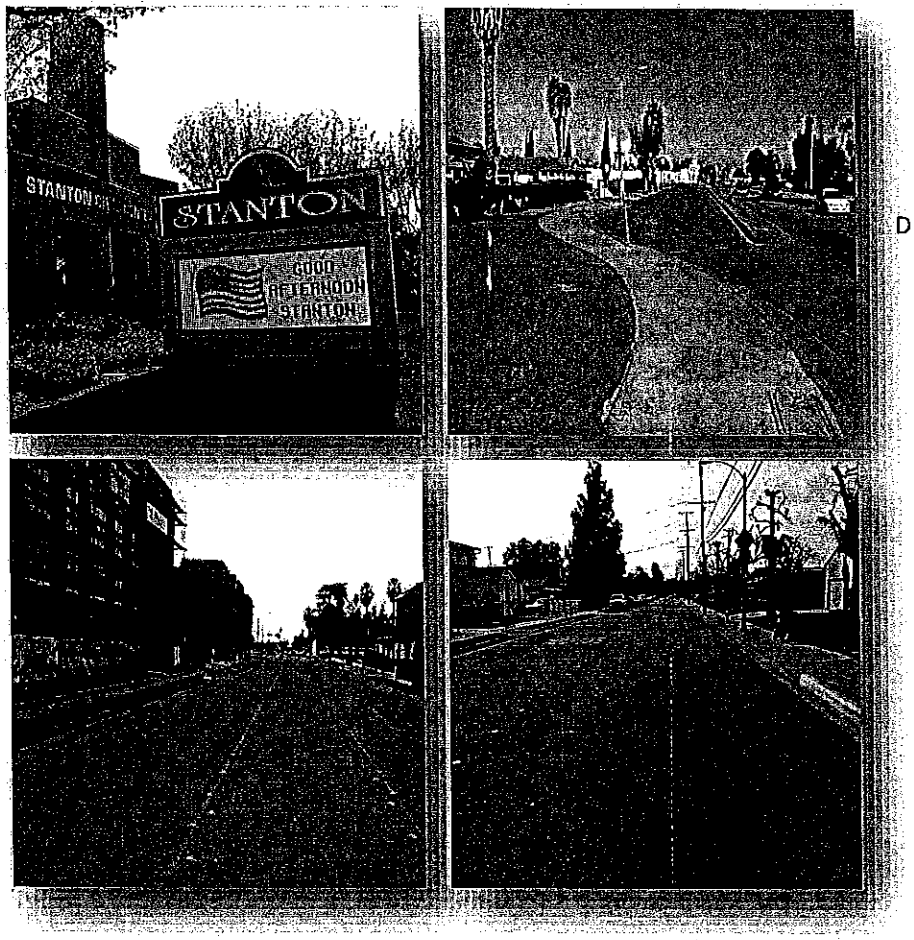
Photo 3: Metro Blue Line Parking Lot Pavement Evaluation.

Roger W. Schlierkamp

TAIT
RISING TO THE CHALLENGE

Stanton

November 14, 2016



Submitted To:
ATTN: Allan Rigg,
Director of Public Works /
City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

Submitted By:
TAIT & Associates, Inc.
701 N. Parkcenter Dr.
Santa Ana, CA 92705
(714) 560-8200

www.tait.com

PROPOSAL FOR
CERRITOS AVE. WIDENING DESIGN

TAIT
RISING TO THE CHALLENGE

701 N. Parkcenter Drive, Santa Ana, CA 92705

p:714/560/8200 www.tait.com

November 14, 2016

ATTN: Allan Rigg,
Director of Public Works / City Engineer
City of Stanton
7800 Katella Avenue,
Stanton, CA 90680-3162

RE: Request for Proposals (RFP) for Cerritos Ave. Widening Design

Dear Allan,

TAIT & Associates (TAIT) is pleased to provide the City of Stanton with this proposal to provide design services for the Cerritos Ave. Widening Design.

TAIT at a Glance. At TAIT, we have provided innovative engineering solutions to our clients for more than 50 years. We understand that public projects have their own specific issues, and with 150 associates, we have the right blend of professional engineers, surveyors, environmental assessors, and construction personnel with the experience necessary to address critical and big picture concerns. Since TAIT was founded in 1964 in Orange County, we have built mature relationships with state and local agencies throughout Southern California, and consistently create successful partnerships with the agencies for which we work.

Experience and Expertise. With a diverse engineering staff, our firm has expertise in the many facets of civil engineering, both on and off site, planning, and design services including: roadways, pavement and parking rehabilitation, storm drains, water quality, water and waste water, utilities, site development and remediation, surveying, and mapping. In addition to engineering services, our company also has architecture, entitlements, and environmental groups which are ready to serve the City should the opportunity arise. Our project experience is vast and includes recent projects such as the Harbor Boulevard Street Reconfiguration Project for City of Garden Grove, FY13/14 Major Street Rehabilitation for City of Pomona, and the Portola Parkway Resurfacing Project for City of Lake Forest, to name a few.

Project Team. As part of our project approach, we have reviewed the project needs and site requirements in order to propose the most effective staff. With 30 years of experience, **Jacob Vandervis, PE**, will act as Principal in Charge and will personally lead the team to success.

David Sloan, PE, will serve as the Project Manager for this contract. David's career has been rooted exclusively in public roadway design and construction. His background and experience with street rehabilitation projects will be invaluable to the City on this contract. David will be supported by expert project engineer, Christopher Engelbach, EIT.

Mr. Todd Schmieder, PE, will be the QA/QC Manager of TAIT's services to the City. Mr. Schmieder has over 36 years of public works experience. His extensive background in public street rehabilitation projects will allow for a value assessment of the proposed design while ensuring the quality expected by the City.

TAIT
RISING TO THE CHALLENGE

701 N. Parkcenter Drive, Santa Ana, CA 92705

p:714/560/8200 www.tait.com

Service. We aim to act as an extension of the City's staff and will place an emphasis on customer service which has been and will remain one of TAIT's corporate goals "To Completely Satisfy our Customers". We are very excited to be given this opportunity to propose on this project and look forward to developing a successful relationship with the City of Stanton. We understand that TAIT will have contractual obligation with the City of Stanton with regard to this project.

Our legal name is TAIT & Associates, Inc. and we are a California Corporation (C0495510) headquartered at 701 Park Center Drive, in the city of Santa Ana, CA 92705. The contact person for this procurement will be Jacob Vandervis, P.E. at (714) 560-8677 or jacobv@tait.com, who you may contact at any time during the period of the proposal. Thank you for your consideration of TAIT & Associates on this contract. We are confident in the quality and dedication of our team, and look forward to starting our first design project for the City of Stanton.

Very truly yours,

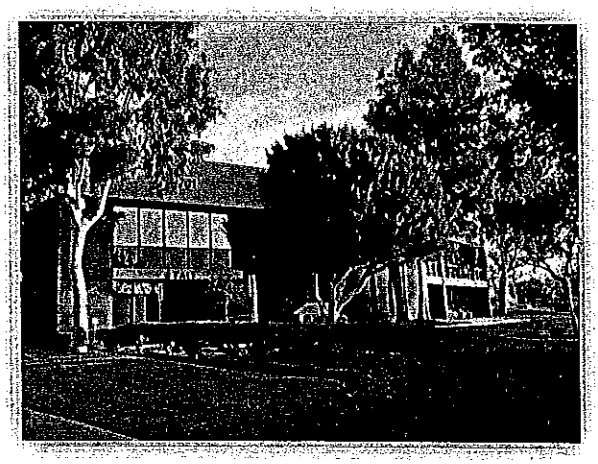
TAIT & ASSOCIATES, INC.

Jacob Vandervis, P.E.
Vice President, COO, and Principal in Charge

A. Qualifications, Relevant Experience and References

1. Firm Profile

Firm Background



TAIT Headquarters, Santa Ana, CA

TAIT is a Southern California based family owned engineering firm founded by Dr. Kenneth E. Tait, P.E. established in 1964 and incorporated in the State of California. TAIT has grown to have 6 offices throughout the Western United States and is headquartered in Santa Ana, CA. We have approximately 150 associates who work together as a team to provide a full range of engineering services.

TAIT has dedicated itself to offering quality design services throughout the Western U.S. Each project presents new challenges, and we use each one as an opportunity to learn something new and apply that knowledge to future projects. Whether it is a new technical approach, a better management system, or simply improving our communication with clients, the end result is always improved service while strengthening our existing relationships with our clients.

Organizational Structure

Under the direction of its President (K. Richard Tait) along with his brother and Chief Executive Officer (Thomas F. Tait), TAIT maintains a rather unique and proactive approach to its organizational structure. Instead of emphasizing detailed and complicated vertical channels of reporting like many other firms use, TAIT operates within a very flat organizational structure. This offers many benefits to clients because it encourages a free-flow of communication between project managers in different departments and opens direct communication channels with the President so decisions can be made in a timely and cost-effective manner. This structure also provides the head of each department the authority to customize his/her service to meet the client's needs.

Within this organization structure, **TAIT boasts a wide array of Professional Engineers, QSP & QSD Certified Engineers, Professional Land Surveyors, Licensed Architects, Licensed Geologists, Construction Managers, Construction Inspectors, and a skilled bench of Design and Project Engineers.** We pride ourselves on our engineering diversity, and actively train our in-house staff with weekly design seminars on topics such as ADA compliance, Water Quality Design and Compliance, Civil 3D Design Best Practices, and Water, Waste Water, Pavement and Storm Drain Design Principals.

Company Approach to Our Services

Our goal is to determine our client's requirements while acting as an extension of their staff. Our prime objective is to provide the highest quality professional and technical services in a responsive, cost effective, timely and personalized manner.

A key component of TAIT's strength is based upon our ability to focus on solutions that are cost-effective. We know when to look for feedback from our clients and other approving agencies, especially when budget constraints restrict a project's direction. When multiple solutions or options are available, a request for input and feedback along with our recommended alternative is presented to ensure that our client's sometimes limited resources and time is efficiently utilized.

COMPANY CAPABILITIES

Today our family-owned, multi-disciplined firm offers a full array of consulting services to public agencies and private development clients. More specifically, we offer project management, civil engineering, surveying, construction management and inspection, architecture, planning, entitlement, right of way engineering, environmental investigation, and remediation. TAIT has been providing public design and management services to local public agencies for many years. Some of the most recent relevant projects that we are either currently under contract or have recently completed are:

- **Portola Parkway Resurfacing Design Project for City of Lake Forest**
- **FY 2013-2014 Major Street Rehabilitation for the City of Pomona**
- **Harbor Boulevard Street Improvement Project for the City of Garden Grove**
- **Newport Heights Alleys Replacement for City of Newport Beach**
- **A-Town Street and Sewer Improvements for City of Anaheim/Lennar Homes**
- **Public Park Parking Lot Reconfiguration for the City of Diamond Bar**
- **SR 395 Street Widening and Regional Storm Drain Improvements for the City of Victorville**
- **Citywide Comprehensive Drainage Analysis for City of Diamond Bar**
- **Water Main Replacement Design Build Projects for Golden State Water District**
- **Greenwood at Tustin Legacy for Standard Pacific Homes in City of Tustin**
- **100 Acre USMC El Toro Air Station Development Conversion for the County of Orange**
- **Tustin Family Campus Construction Plans for Orange County Facilities Division**
- **Tustin Metrolink Facility Redevelopment for OCTA**

We have built a reputation of successfully managing projects from concept to completion. We have specific expertise in public infrastructure development, land development, natural resource preservation, and environmental management. We also understand the tight time and money constraints under which our clients frequently operate and strive to provide unique solutions that allow our client's projects to be completed on time and within budget.

There are no financial or other conditions that may impede the firm's ability to complete the City's requested services.

Few firms can match our combination of services, local in-house talent, industry knowledge, and commitment. By constantly learning and improving, our expertise enables us to overcome our clients' toughest challenges, which has resulted in a very high amount of repeat business from our existing clients.

2. Firm's Experience

HARBOR BOULEVARD STREET RECONFIGURATION PROJECT

Garden Grove, CA

This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard from Palm Street to Lampson Avenue in the City of Garden Grove. Water line improvements also included new connections to existing City 12-inch and 8-inch water lines and the installation of two new fire hydrants. Engineering services required extensive research, review, and a potholing program for the installation of the new utilities and storm drain improvements within the existing six-lane Harbor Boulevard roadway.

TAIT, working with City Water Department, proposed the installation of a cut-in valve to ensure continuous water service to a medical facility during the construction of the water line improvements. The proposed traffic signal improvements included phased construction to allow installation of underground conduits with the current street improvement project and the final completion of the signal improvements as part of the future redevelopment project. The Construction Bid cost was approximately $1,400,000 with a 2013 completion.

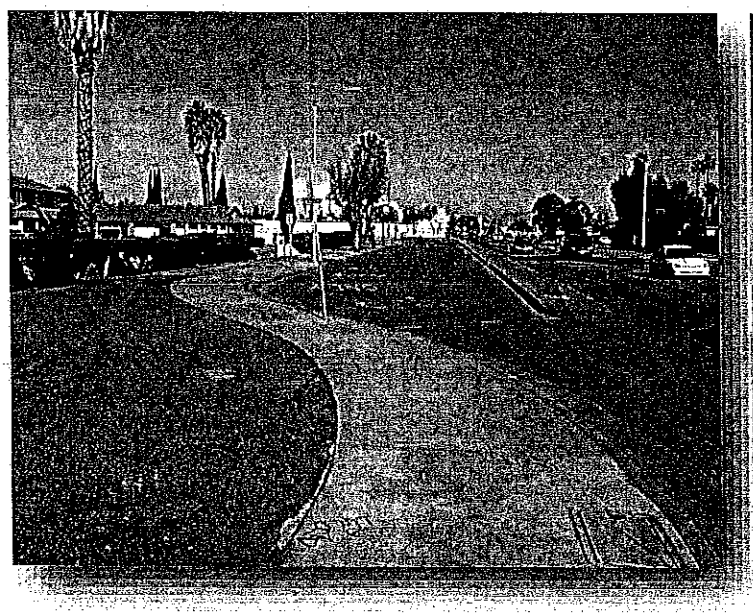
Client:
City of Garden Grove

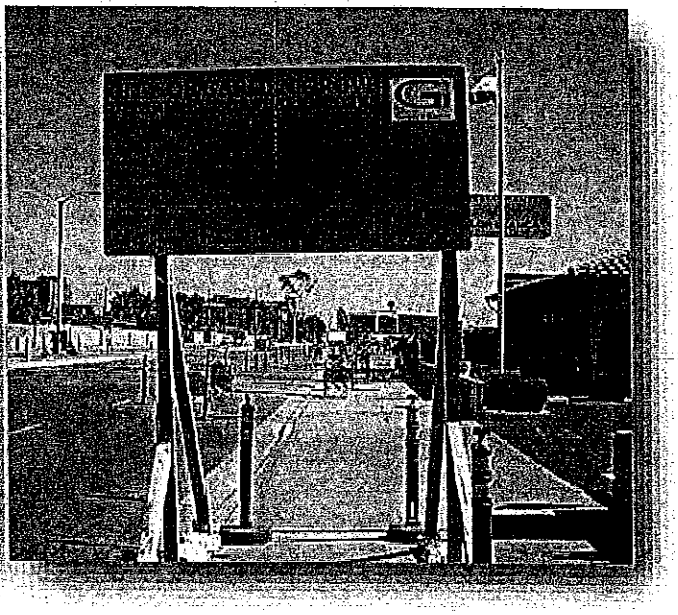
Reference:
Mr. Bill Murray, P.E.
Tel: 714-741-5379

Construction Cost:
$1.4 M

Project Dates
Design: 2012
Construction: 2013

Project Team:
PIC: Jacob Vandervis
PM: Todd Schmieder





PORTOLA PARKWAY RESURFACING DESIGN PROJECT

Lake Forest, CA

TAIT was selected by the City of Lake Forest to provide civil engineering, surveying, geotechnical engineering and federal funding assistance services on the Portola Parkway Resurfacing Project from Alton Parkway to El Toro Road. The project limits include a total of 2 miles of arterial roadway rehabilitation on Portola Parkway which a 6 lane arterial roadway with bike lanes extending through the City of Lake Forest. The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/protection of utility facilities.

Reference Contact:
Doug Erdman, PE
(949) 282-5233

Client:
City of Lake Forest

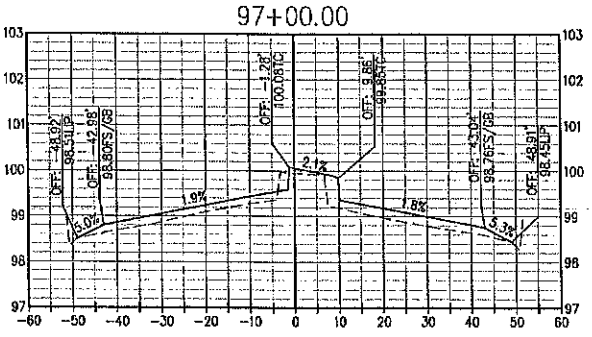
Construction Cost:
$1.5 M

Project Dates
Design: 2015-2016
Construction: 2016 (TBD)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

This project also included the relocation of an existing median at Portola Parkway and Bake Parkway in order to construct an additional left turn lane. The scope of the reconstruction included design of plan and profiles and design sections as well as the analysis of the existing and proposed traffic signal system to ensure adequate capacity is available in the existing conduits/system. TAIT also provided federal funding assistance services on this contract which included preparing and submitting the Preliminary Environmental Study (PES), Right of Way Certification, and the Request for Authorization to Proceed (RFA). TAIT is working closely with the City to ensure that the federal funding documentation is processed, submitted, and approved in a timely manner in order to avoid project delays. Due to the expedited timeframe in the project, TAIT was able to suggest to the City some project design improvements which have successfully aided in the expedited submittal of the right of way certification and PES documentation top Caltrans for Review.

The project limits also included on and off ramps for SR-241 which has required coordination with Caltrans in order to submit and obtain an encroachment permit through Caltrans. The project is scheduled to complete design in March, 2016, and is slated to start construction in September 2016 upon Caltrans RFA and bid approvals.



FY 13/14 Major Street Rehabilitation Project

Pomona, CA

TAIT & Associates was selected by the City of Pomona to provide major street rehabilitation design services on eight streets located throughout the City. The streets to be rehabilitated include two lane residential streets with on street parking and four-lane divided arterial highways. In addition to the implantation of a pavement rehabilitation program for the 7.4 miles of city streets, the project also includes improvements to pedestrian and bicycle mobility. Class II or Class III bike lanes will be added to the city streets, broken or raised segments of sidewalks and curbs will be replaced, and sidewalk access ramps will be improved to comply with state accessibility regulations. The proposed pavement rehabilitation methodologies on this contract in lude the use of Cold Central Plant Recycled Asphalt (CCPR-AC), Conventional AC Overlays, ARHM Overlays, and Slurry/Fog Seals.

This project also required coordination as warranted with existing utility providers to avoid future utility cuts in the new refurbished streets as well as with SCRAA/Metrolink in order to obtain a railroad crossing encroachment permit for the work proposed within the crossing.

The streets to be rehabilitated as part of this project include:

1. San Bernardino Avenue
2. Dudley Street
3. Ridgeway Streets
4. Kingsley Avenue
5. Monterey Avenue
6. San Antonio Avenue
7. Alvarado Avenue
8. Garey Avenue

Reference Contact:
Matthew Pilarz, PE
(909) 620-3652

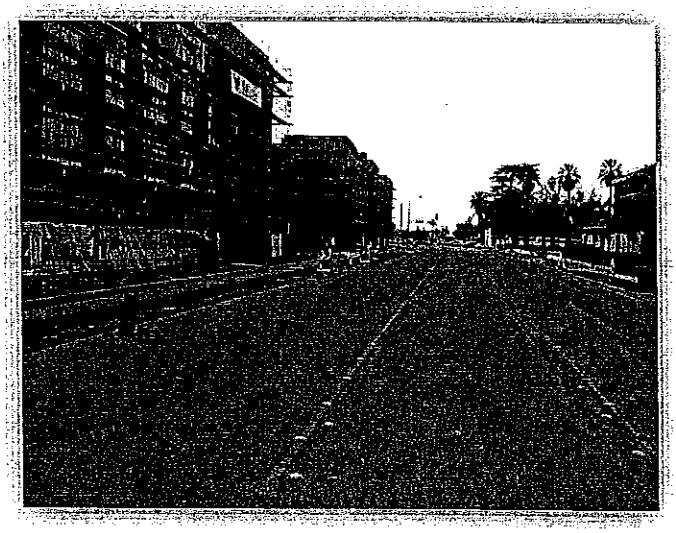
Client:
City of Pomona

Construction Cost:
$5 M

Project Dates
Design: 2014-2015
Construction: 2016

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder

The Design of this project was completed in October, 2015, and the construction is slated to being in mid to late 2016.



REAGAN & PETERSON PARK PARKING LOT EXPANSION PROJECT

Diamond Bar, CA

TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots. The design services included topographic survey, geotechnical investigation, water quality management design, Los Angeles County Flood Control District storm drain permit processing, and the preparation of detailed PS&E for the construction of the park improvements. Design analysis included addition of handicapped parking stalls, design of optimal cross and longitudinal grades and the installation of retaining curbs to optimize the parking stall configuration.

Careful attention was required while designing the parking lot expansion in order to ensure full ADA access is provided to the park while avoiding damage or impact to the existing facilities. Design of low flow and high flow diversion systems were required in order to ensure proper drainage for the site. Due to soft subgrade soils, the design also included the analysis and coordination of subgrade stabilization. The final design included the installation of stabilizing geogrids under the crushed base layer which helped provide structural stability for the pavement structure.

Extensive coordination between the City's public works and Park Maintenance Division was required in order to ensure the design was both in compliance with public works standards as well as the park division's ultimate master plan.

Reference Contact:
John Beshay
(909) 839-7043

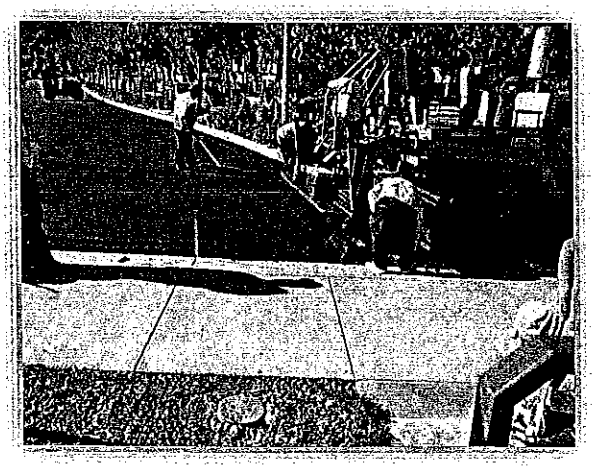
Client:
City of Diamond Bar

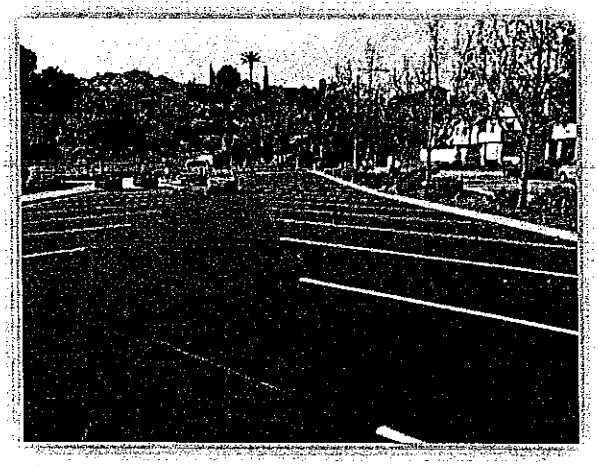
Construction Cost:
$575 K

Project Dates
Design: 2014-2015
Construction: 2015

Project Team:
PIC: Jacob Vandervis
PM/CM: David Sloan
QA/QC: Todd Schmieder

During the construction phase, TAIT coordinated and managed the construction activities of this contract by scheduling pre-construction meetings, reviewing and approving submittals, and providing full time construction management and inspection services. Extensive coordination was required with the City's contractor in order to ensure contract compliance for scheduling and quality of construction. TAIT was a strong advocate for the City during the construction phase and was able to identify field deficiencies observed by the inspector in order to require the Contractor to replace any and all non-compliant items. The design of this contract was completed in June, 2015, and the construction was completed in December, 2016.





NEWPORT HEIGHTS ALLEY AND SEWER REPLACEMENT PROJECT

Newport Beach, CA

TAIT was selected by the City of Newport Beach to provide civil engineering services on Newport Height Alley and Sewer Replacement Projects. The project limits spanned across an entire neighborhood in the City's coastal community of Newport Heights and include a total of 3+ miles of alley reconstructions as well as the review and repair of existing alley sewer and lateral connections. In order to facilitate the City's budget and timelines, the design project was split in to three phases which required separate design PS&E for each project. Phase 1 included all sewer main replacements while Phases 2 and 3 included the alley removal and replacements in the neighborhoods.

The proposed design includes the preparation of design plan and profile for each alley, prepare of design cross sections at 25' intervals for review of proposed cross falls, preparation of sewer main replacement and lateral replacement plans, field review of all alley locations to field locate existing utilities, conflicts, and join locations, identification of sewer laterals that have been recently been replaced for protection, and the detailing of all alley approaches for ADA compliance.

In total, the design package includes 60+ sheets of alley and sewer replacement plans. Due to the narrow alley widths (15' typical), design cross falls and alley drainage capacity was a critical issue in the design. TAIT is carefully checking each alley limit to ensure that the proposed design cross section improves the drainage condition both on the longitudinal as well as the horizontal cross sections.

As part of this design, TAIT also included the installation of LID seep drains at the low point of each alley in order to capture nuisance flows to infiltrate in to the sand bed rather than entering the storm drain system. TAIT is also working closely with City staff to determine the extent and need for private repairs for encroaching improvements within the alleys.

The design of this contract is anticipated to be completed for the sewer project in early April, 2016, with the alley reconstruction design being completed in June, 2016. Construction of the sewer improvements are scheduled for June of 2016, with the alley replacements being constructed later in 2016, or early 2017.

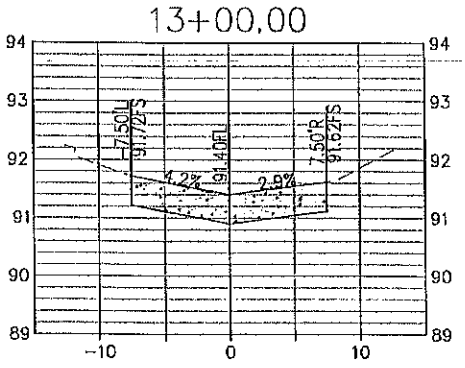
Reference Contact:
Frank Tran, PE
(949) 644-3340

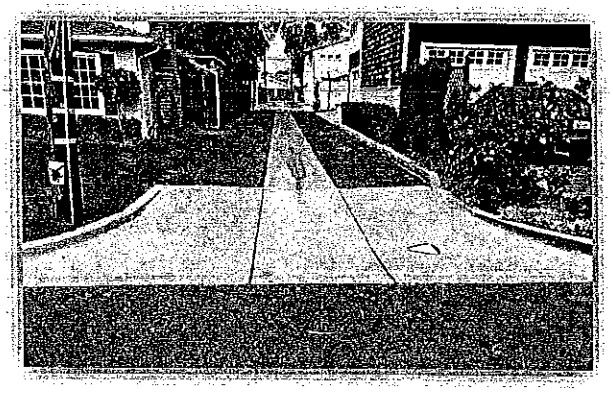
Client:
City of Newport Beach

Construction Cost:
$1.3 M (Sewer)
$1.8 M (Alley)

Project Dates
Design:
2016 (Sewer & Alley)
Construction:
2016 (Sewer TBD)
2016-2017 (Alley)

Project Team:
PIC: Jacob Vandervis
PM: David Sloan
QA/QC: Todd Schmieder





ADDITIONAL TAIT PROJECT EXPERIENCE

Our design process is fully automated from survey data collection through plan preparation. TAIT has extensive experience in the planning, design, and construction of street improvement projects including street rehabilitation, widening, realignment, and new streets. A list of additional street projects is presented below:

Street Extension
Daycreek Boulevard
City of Rancho Cucamonga,
$1.5 M
Constructed in 2007

Street Widening & Rehabilitation
Gene Autry Way, State College Blvd. and Katella Ave.
City of Anaheim, $2.4 M
Design Completed 2007

Street Improvements
Columbus Square
Alley, Street, Drainage, and Utility Improvements
City of Tustin
Constructed in 2008

Street Improvements
Street Reconstruction and Storm Drain
Pacific Coast HWY (SR-1)
6th Street and Walnut Ave.
City of Huntington Beach
Constructed in 2009

Widening and Median Improvements
SR-18 – Palmdale Road
City of Victorville, $1 M
Constructed in 2014

Street & Median Widening
Dale Evans Parkway
Town of Apple Valley
$1.4 M
Design Completed 2011

Highway Improvements
State Route 395
San Diego County, $1 M
Constructed in 2014

Street Improvements
Flood Protection and Street Widening Improvements
US HWY 395
City of Victorville, $3.8 M
Constructed in 2014

Street Improvements
Median and Traffic Signal
Bear Valley Road
City of Victorville, $400,000
Constructed in 2014

Widening and Traffic Signal
Amargosa Road
City of Victorville, $600,000
Constructed in 2014

New City Street
Canteina Street
City of Victorville, $350,000
Construction in 2014

Street Improvements
Realignment, New Storm Drain, and Public Utilities
Neil Armstrong Street and Marketplace Drive
City of Montebello
Design Completed 2015

Street Improvements
Rehabilitation and Extension
Greenwood Avenue
City of Monterey Park
Design Completed 2016

SUB-CONSULTANT'S EXPERIENCE

GMU has built a reputation over 45 years as a trusted consultant for some of the most challenging and recognizable projects throughout Southern California. GMU prides itself on providing cost effective, innovative solutions utilizing a pro-active approach for both public and private development and improvement projects. GMU's in-house laboratory is approved by the California Department of Transportation (Caltrans), AASHTO Materials Reference Lab (AMRL), the County of Orange, and other public agencies.

GMU Project Examples

2014-15 Pavement Rehabilitation Projects

San Juan Capistrano, California

GMU provided pavement evaluation services for nine different roadways and parking lots scattered throughout the City of San Juan Capistrano. Areas included residential roadways to parking lots for the multi-modal Metrolink station.

GMU performed pavement corings to identify existing pavement structured sections. Subgrade soil samples were collected for laboratory testing. Engineering analysis was performed and pavement repair recommendations were provided.

Several of the pavement areas appeared to contain potentially unstable subgrade soils. GMU developed recommendations with "build-in" methods that addresses the potentially unstable soil conditions. By foreseeing the potential unstable conditions and developing corresponding pavement repair recommendations, cost savings are expected to be realized during construction.

Highlights

Pavement evaluation
Full-depth reclamation
Construction oversight
Pavement materials testing

GMU Design Date

Summer 2014 to present

Construction Date

TBD

Cost of Services

$15,500

Construction Cost

TBD

GMU Key Staff

Roger Schlierkamp, MS, PE, Pavement Engineer
David Atkinson, Senior Engineer

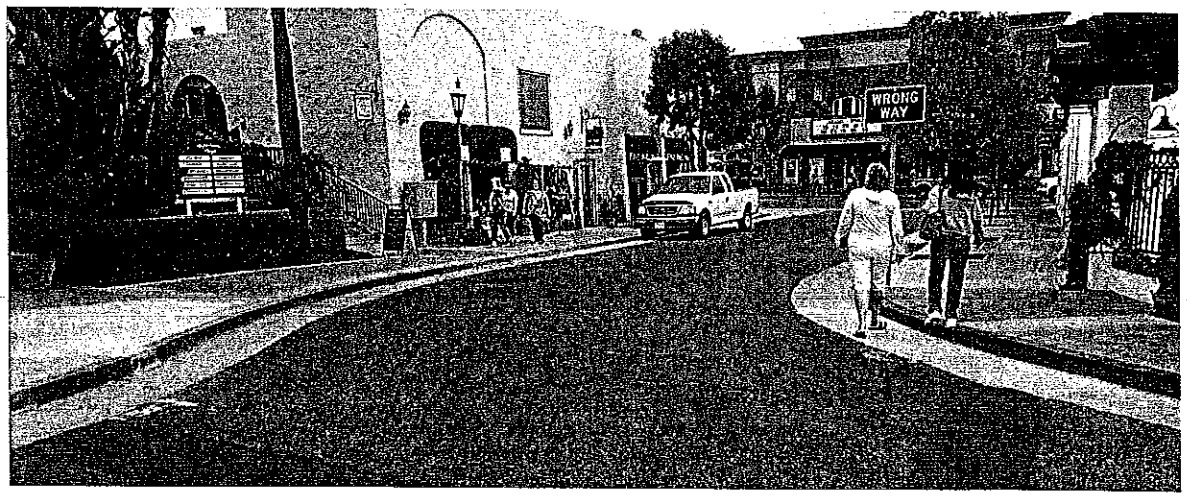


Photo 1: Photo showing Metrolink Station Parking Lot (part of pavement evaluation).

2015 Residential Streets Rehabilitation

City of Garden Grove

This project consisted of evaluating pavements within a residential neighborhood approximately 0.5 by 0.5 square miles in Garden Grove, California (500,000 square feet or 6 to 7 lane miles of AC). The majority of the streets exhibited medium- to high-severity alligator cracking. Some streets displayed less severe distresses.

A pavement evaluation was performed to identify potential causes of the pavement deterioration. Pavement corings were performed to identify the in-place pavement structural layers and to collect samples for laboratory testing. Collected samples were returned to GMU's laboratory for in-house evaluation for various engineering properties (R-value, in-place moisture/density, soil classification, sulfate content, etc.). Pavement engineering analysis was performed to develop cost-effective pavement repair recommendations.

Repair recommendations consisted of performing full-depth reclamation (FDR) with cement treatment for the majority of the street segments within the project limits. **This recommendation is estimated to save the City approximately 40 percent in construction costs versus conventional methods.** These savings are derived from using in-place materials as part of the new pavement section, rather than exporting waste materials and importing new aggregate base and AC.

Highlights

Estimated 40 percent construction cost savings.

Pavement coring.

In-house laboratory testing.

Full-depth reclamation.

GMU Design Date

June 2015

Construction Date

TBD

Construction Cost:

TBD

Reference

Bob Moungey,

Public Works Supervisor

GMU Key Staff

Roger Schlierkamp, MS, PE, Pavement Engineer

Photo 2: Representative pavement surface condition within residential community, Garden Grove, California.

Portola Parkway Rehabilitation

City of Lake Forest

GMU evaluated evaluating approximately 12 lane miles of asphalt concrete pavement on Portola Parkway between Alton Parkway and El Toro Road in City of Lake Forest, California.

GMU's scope of work included performing an assessment of the pavement surface condition, deflection testing, AC corings, laboratory testing, and engineering analysis.

Areas showing high-severity distresses or areas showing relatively high deflection readings were recommended for a deeper mill and thicker overlay. The remaining areas were recommended to receive an edge grind and asphalt-rubberized hot-mix overlay. The recommendations were developed taking into consideration our findings, the City's construction budget, and the desired pavement life extension.

Highlights

Surface condition assessment
Pavement deflection testing
AC pavement corings
Laboratory testing

GMU Design Date

January 2016

Construction Date

2016 (TBD)

Construction Cost:

$1.5 M

Reference

Doug Erdman, PE
Principal Civil Engineer
City of Lake Forest

GMU Key Staff

Roger Schlierkamp, MS, PE
Pavement Engineer

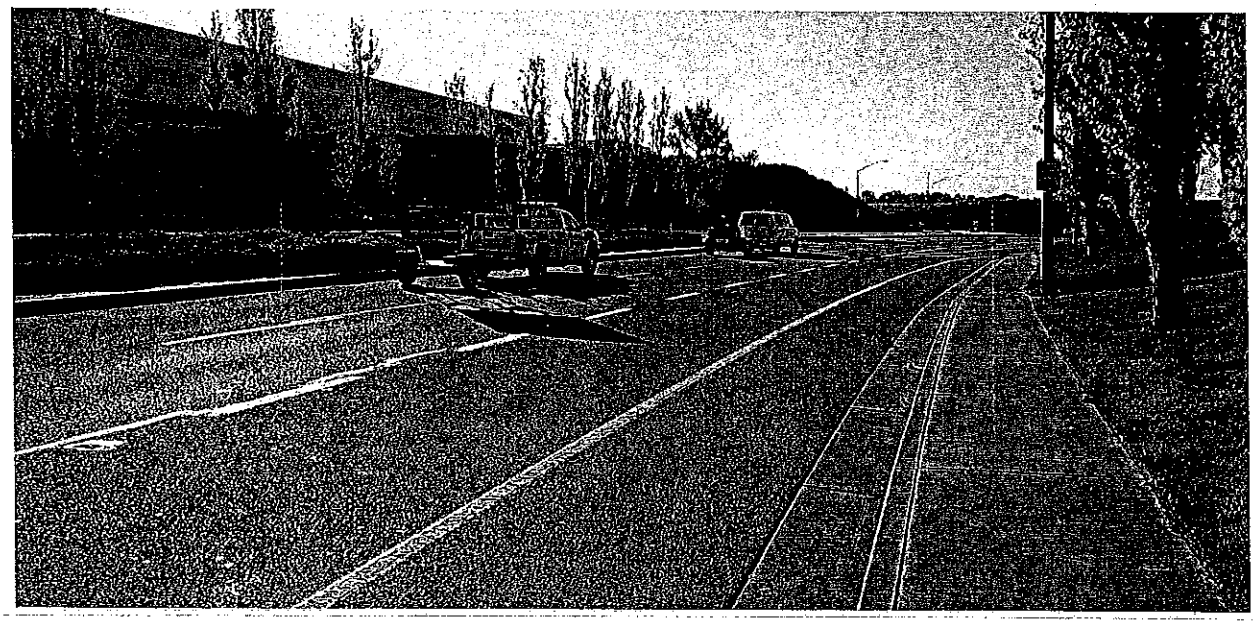


Photo 3: Deflection testing in progress on Portola Parkway, Lake Forest, California.

3. References

Client	Contact/Title	Address/Phone Number	Project Description
City of Garden Grove	Bill Murray, PE, Public Works Director	11222 Acacia Pkwy, Garden Grove, CA P: 714-741-5379	**Harbor Blvd. Street Reconfiguration Project** - This project included street reconfiguration (approximately 1/3-mile total length), improvements to an existing raised median, a new traffic signal, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains and sewer and water services to accommodate a future redevelopment project along Harbor Boulevard
City of Lake Forest	Doug Erdman, PE, Principal City Engineer	25550 Commercentre Drive, Suite 100, Lake Forest, CA P: 949-282-5233	**Portola Resurfacing Design Project** - The project includes the design of pavement rehabilitation strategies as well as the identification and replacement of non-ADA compliant curb ramps, sidewalk, replacement of damaged curb and gutter, and the identification and adjustment/ protection of utility facilities.
City of Pomona	Matthew Pilarz, PE, Senior Engineer	505 South Garey Ave., Pomona, CA P: 909-620-3652	**FY 13/14 Major Street Rehabilitation Project** - The streets to be rehabilitated include two lane residential streets with on street parking and four-lane divided arterial highways. In addition to the implantation of a pavement rehabilitation program for the 7.4 miles of city streets, the project also includes improvements to pedestrian and bicycle mobility.
City of Diamond Bar	John Beshay, PE, Associate Engineer	21810 Copley Dr., Diamond Bar, CA P: 909-839-7043	**Reagan & Peterson Park Parking Lot Expansion Project** - TAIT was hired by the City of Diamond Bar to analyze, design, and provide construction management and inspection services for the expansion of two public park parking lots.

B. Proposed Team

1. Key Personnel

The key personnel for the TAIT Team are identified below, including a short bio of their qualifications as well as their responsibilities proposed for this project.

Name	Classification/ Designation	Licenses/Certifications/ Registrations	Years of Experience	Time with Firm
Jacob Vandervis, P.E.	Principal-in-Charge	CA No. C46301	30	19
David Sloan, P.E.	Project Manager	CA No. C82595	10	3
Todd Schmieder, P.E., QSD/P	QA/QC	CA No. C37167	36	11
Christopher Engelbach, E.I.T.	Project Engineer	E.I.T.	7	1
GMU – Geotechnical Sub-Consultant				

Jacob Vandervis, P.E. Principal-In-Charge

As Principal-In-Charge Mr. Vandervis will ensure that the TAIT team has the adequate staff resources to complete our services to the City. He will provide the corporate support required to meet the projects schedule, budget, and staffing requirements. Throughout his career he has demonstrated expertise in engineering, project management, and controls. He has a successful track record of organizing and leading teams to execute work in a profitable manner and with a high degree of client satisfaction. He currently serves as a Vice President and Chief Operating Officer with TAIT. His technical expertise includes pipeline design, land surveying, structural engineering, street design, drainage design, and site development engineering.

David Sloan, P.E., Project Manager

David is TAIT's public infrastructure project manager and serves as the project lead for public projects at TAIT. David has performed and coordinated detailed designs on arterial roadways, water mains, conducted utility coordination for major relocations on high profile projects, and coordinated project management efforts on multiple projects throughout the Southern California region. Additionally, David acts as a community coordinator for high profile projects which require community coordination and presentations. A sampling of other recent projects managed or designed by David include: Rehabilitation of 9 Arterial/Collector Streets within the City of Pomona, design & construction management for the rehabilitation of over 50% of the city of Placentia's residential streets, and the design & construction management for the rehabilitation of nearly 30% of the City of Diamond Bar's residential streets and 20% of their arterial streets.

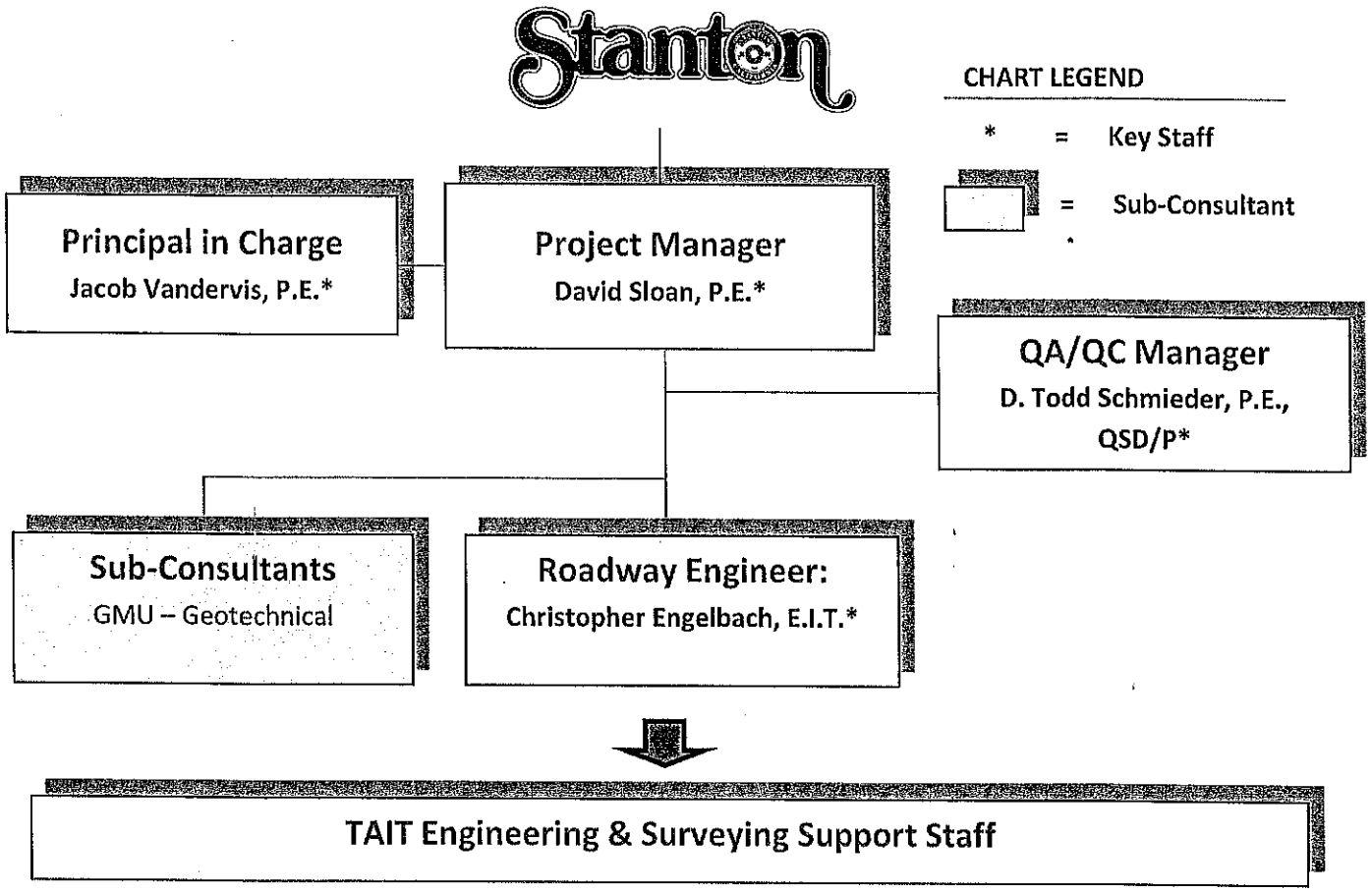
D. Todd Schmieder, P.E., QA/QC Manager

In his 36 years of professional experience Mr. Schmieder has worked on numerous public infrastructure and private development projects throughout Los Angeles and Orange County, ranging from small public, residential, and commercial projects to a 30-mile long toll road. A sampling of recent projects include: Tustin Metrolink Station Site Reconfiguration and Waterline Relocation for OCTA and the City of Tustin, Harbor Blvd. Water Main Replacement plans for the City of Garden Grove, A-Town Sewer Capacity and Street Widening Improvement Projects for the City of Anaheim, and the Armstrong and Valencia Avenue Sewer Lining Project for Irvine Ranch Water District.

Christopher Engelbach, E.I.T., Project Engineer

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

ORGAINIZATION CHART



2. Availability

All key staff will be available for the duration of the proposed project and no person designated as key personnel shall be removed or replaced without prior written notification to the City.

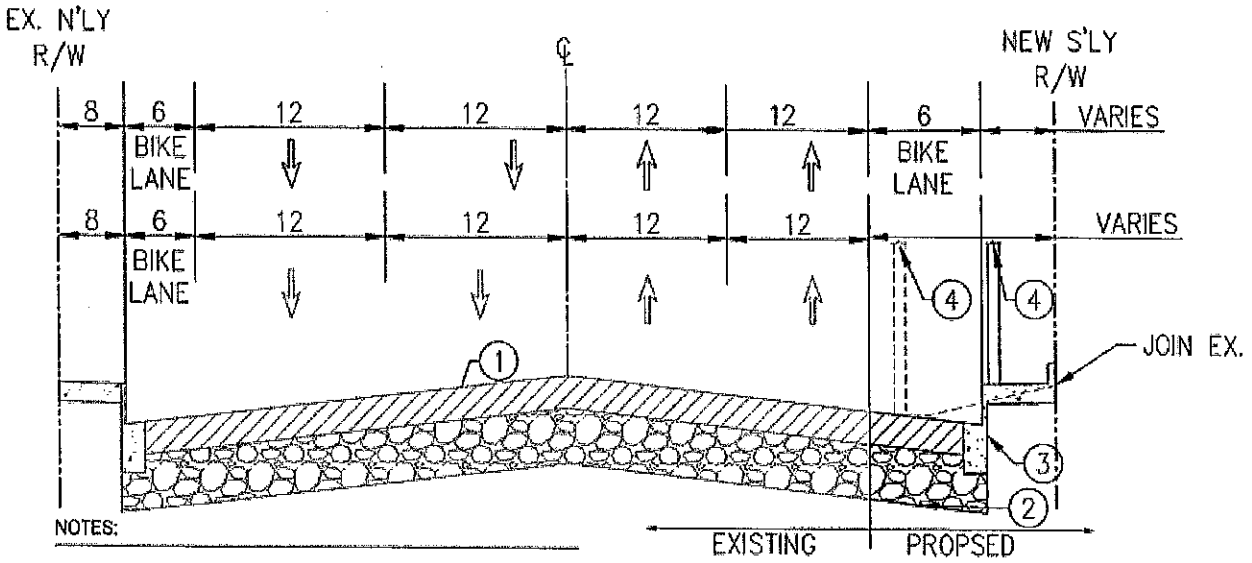
C. Detailed Work Plan

1. Approach & Work Plan

Approach/Project Understanding

The City of Stanton is seeking a civil engineering firm to provide design engineering services for three separate projects: 1) Sunshine Village Tract Overlay Project, 2) Western Ave./Palais Rd. Alley Reconstruction Project, and **3) Cerritos Avenue Widening Project.** It is understood that all three projects will be awarded to a single design consultant, but that three separate proposals are required. This proposal is specifically for the Cerritos Avenue Widening Project. Proposals for the remaining two projects can be found attached to this proposal.

The Cypress Avenue Widening Project is located on Cypress Avenue and spans approximately 450 linear feet between Rost Street and Flower Avenue. The project proposes to widen the southern half of Cypress Avenue in order to construct an ultimate roadway section to include a bike lane and full parkway improvements. The general roadway section and pavement widening scenario is depicted below. As can be seen, the widening of Cypress Avenue will include pavement reconstruction and parkway/sidewalk construction as well as utility relocations including the relocation of power poles, fire hydrants, and water meters to the ultimate parkway. All such relocations will need to be coordinated as part of the selected consultants design efforts.



1. PROTECT EX. STRUCTURAL SECTION IN PLACE (3" AC ON 8–12" AB TYPICAL)
2. CONSTRUCT NEW STRUCTURAL SECTION DESIGNED FOR CURRENT TRAFFIC LOADING BASED ON FINAL TRAFFIC CONFIGURATION AND TO MATCH EXISTING IMPROVEMENTS
3. CONSTRUCT SIDEWALK, CURB AND GUTTER, & RAMPS
4. RELOCATE EXISTING UTILITIES

The key elements for the design of this contract include:

- ✓ Verification of the ultimate roadway cross section to be implemented
- ✓ Field Review and Verification of Widening Impacts to Existing Utility & Parkway Improvements
- ✓ Geotechnical Investigation to Recommend Ultimate Pavement Section
- ✓ Effective Communication and Presentations at the Community Meetings Regarding Impacts to Residents
- ✓ Clear and Constructible PS&E to be Prepared for a Successful Construction of the Project.

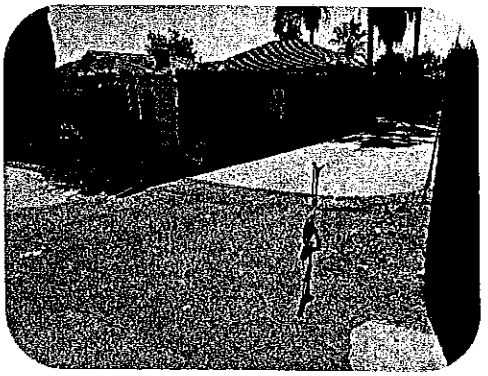
In order for this contract to be successful, it will be critical that the selected design consultant design the project with the City's ultimate budget in mind while achieving the City's goals.

In an effort to better present our understanding of the scope of work and anticipated design constraints, the following pages present our site observations and a list of problems and solutions for key design items that will need to be addressed during the design phase.

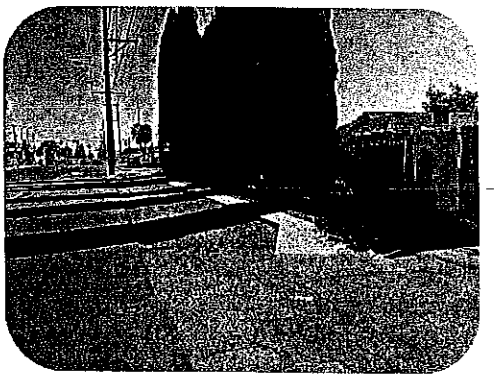
Site Observations

Pavement Conditions

The pavement conditions along Cypress Avenue were noted to be in good condition (see top right). As a result, it is anticipated that the existing pavement section on Cypress Avenue is adequate and requires no immediate corrective measures for rehabilitation or repair in conjunction with the widening activities. As part of the design contract, in order to determine the design pavement section for the widened portion of the road, subgrade soil samples will be collected within the un-widened portion of Cypress Avenue and a design section will be recommended. The key consideration in designing the widening pavement section and elevations will lie in the existing join elevations of the City obtained parcels and adjoining streets/alleys (see middle right). A detailed topographic survey will need to be conducted within the public and private parcels along the roadway segment in order to design the appropriate improvements.

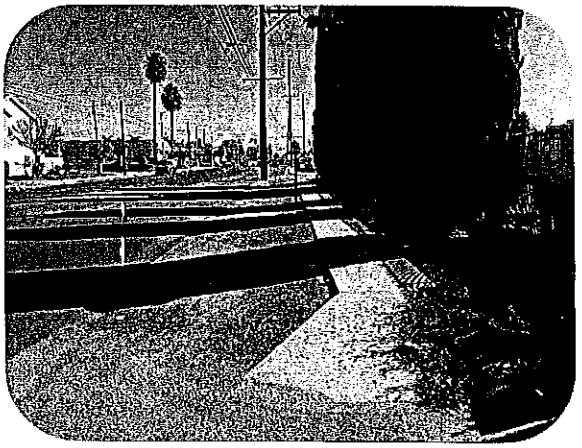


Additionally, it was observed that the parkway conditions within the improvement limits vary on either side of the alley. The image to the top right depicts the parkway conditions to the west of the alley, and the image to the bottom right depict the parkway conditions to the east of the alley. All join conditions will be verified in the field during the design phase in order to ensure a successful construction phase.

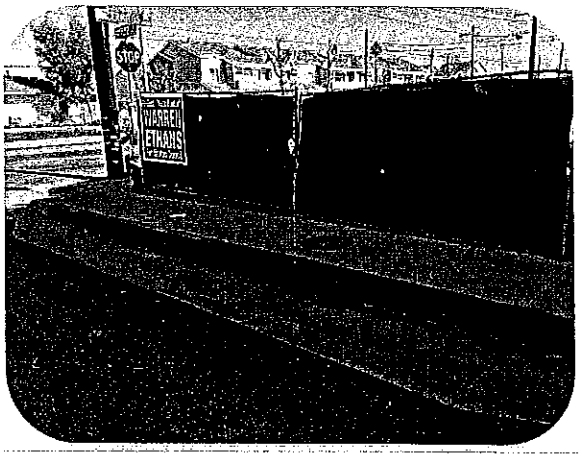


Parkway Conditions

As was described above, the existing parkway conditions vary on either side of the existing galley located within the project limits. All existing parkway improvements will require design and relocation to the ultimate right of way. Per the north side of Cerritos Avenue, the ultimate parkway is anticipated to be an 8' wide parkway. Based on review of existing field conditions, it appears to be that the existing sidewalk is elevated from the roadway to such an extent to best accommodate the ultimate widening and construction of the 8' wide parkway improvements. Based on this field observations, it is anticipated that significant adjacent parcel improvements or retaining will not be required in order to accommodate the ultimate improvements. Additionally, due to the fact that both adjoining parcels are un-developed, all such join conditions will be able to be made with grading of existing round instead of fixed improvements.

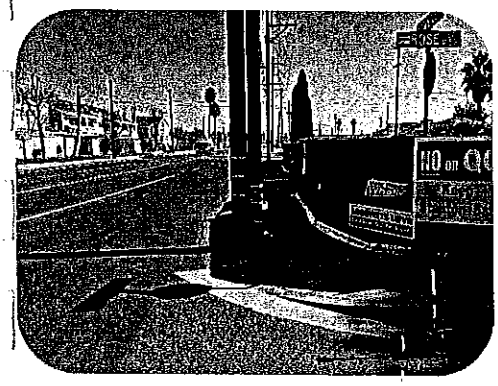
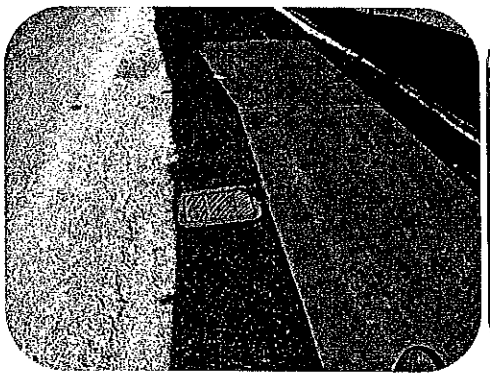


Also – depending on the design radius anticipated for the NE corner of Cypress and Rose Street, it is anticipated that the existing catch basin and storm drain lateral located at this corner will also be impacted. Should the catch basin require reconstruction and relocation, a separate design detail/plan and profile will be required to depict the ultimate location and elevations of the storm drain features. During the design phase, it will be critical that existing inverts of the catch basin and storm drain system be noted in order to design a new system, should it be deemed necessary.



Utilities

Significant utility impacts are anticipated as part of this project. At a minimum, existing power poles (bottom left), water meters (bottom middle) and fire hydrants (bottom right) will require relocation as part of this project. TAIT will initiate early contact and coordination with each utility provider to notify them of the proposed improvements and to begin coordination for design and relocation of the ultimate utility improvements. All other utility features noted to be in conflict with the widening will be identified during the utility research phase and will be included in the design of this contract.


Community Coordination

Due to the fact that the City has already obtained the two parcels noted to be within the widening limits, the impact to adjacent properties and need for community coordination is anticipated to be minimal. However, per RFP requirements, a single community coordination meeting has been assumed for this project to discuss the project winding and impacts to the adjoining street. Additionally, due to the fact that a dedication will be required on the parcels, the community coordination meeting may be used with the affected or receiving property owners in order to discuss and present the ultimate dedication limits.

Problems & Solutions

We believe that every project has a unique set of problems and solutions that must be carefully considered in order to ensure a successful completion to the project. In an effort to show our understanding and ability to perform the required services, the following observed problems and potential solutions have been summarized for the City's review.

Problem: Utility Relocations
As is the case with all roadway widening project, the widening of the roadway impacts all existing utility features located within the existing parkway. Careful design consideration must be made in order to ensure conflicts or delays are note encountered during the construction phase.

Solution:
TAIT, being a public works and private development engineering firm, has extensive experience with localized widening projects such as this one. Our main strategy to ensuring delays and conflicts are not encountered during the design phase is to initiate and continue the utility coordination on the project from project inception and through the life of the project. By first communicating what the project limits are, and then communicating the proposed design sections and impacts, the Utilities are able to plan accordingly for the ultimate relocations.

Problem: Drainage Connectivity Along Widened Portion of the Road
By widening the roadway, the existing flow line along the roadway must be adjusted to accommodate the additional width of pavement. Careful attention to flow line join conditions must be paid to ensure ponding or flat areas are not constructed.

Solution:
TAIT's design approach includes the preparation of detailed corridor models and design sections along the project limits in order to depict the existing and proposed cross sections. The design cross sections will include proposed cross falls and elevations at 25' O.C. in order to ensure the City has the opportunity to review the ultimate roadway cross sections. Careful attention will be paid to both the longitudinal as well as cross sectional grades in order to provide a functional and sustainable roadway section.

Further, careful attention to the bike lane cross falls must be paid which, at no point, should exceed a 5% cross fall. TAITs approach will be to first mimic the existing roadway cross falls so as not to create a grade break along the vehicular traveled lanes. Should the given cross sectional approach create join condition errors, the cross sectional grades will be adjusted accordingly to join the parkway and project limit improvements in the best way possible.

WORK PLAN

The following scope of work has been prepared in accordance with the City's RFP. The following tasks are assumed to be combined and conducted concurrently with the equivalent tasks for the remaining two projects associated with this RFP.

1 Design Kick-Off Meeting

A design kick-off meeting with TAIT's Project Manager, City staff, and other affected parties, will be held at the start of the project to identify clear lines of communication and review the final scope, schedule, milestones and other project details of concern. At this meeting the project's schedule will be confirmed with the City. It is anticipated that the City will provide all pertinent record information for the existing City streets and utilities including as-built plans, record plans, and CAD files and GIS files (As applies) for the project limits.

Based on our actual NTP date, TAIT will prepare and present an update of our project schedule to be reviewed with the City Project Manager during our Kick-off Meeting. Any revisions or adjustments that need to be made to the project schedule will be thoroughly discussed with the City Project Manager prior to finalization.

TAIT will prepare a meeting agenda for initial circulation. Upon completion of the meetings, TAIT will also prepare meeting minutes for circulation, review and comments. All meeting agendas, minutes and exhibits will be filed in our project folder for final submittal to the City at the completion of the project.

Deliverables:

- ✓ Meeting Agenda & Minutes
- ✓ Updated Project Schedule

2 Existing Records Research & Field Walk

Records Research & Review

Review of record Information provided from the City files will be conducted to verify existing field conditions. TAIT will also research acquire existing available design records and utility information. It is anticipated that the information collected during the research phase will be used to assist in the development of the project base maps.

The records research will include obtaining records from the City of Stanton, utility providers and all other jurisdictions within the project limits. In addition, TAIT will document, contact, and coordinate with other public and private agencies/entities/jurisdictions involved to inform them about the project and obtain their records, approval, and permit requirements, as applies.

Obtained records will be reviewed and correlated with the Topographic and aerial (Bing Map) data in order to prepare the final project Base map.

Design Field Walk

This sub-task includes all hours necessary for the field review and design required to observe and document the existing site conditions and to identify anticipated work items. Existing condition photos will be along the project limits in order to aid the City in construction coordination. All field notes will be compiled and stored in

the design file for reference. Grades at existing ramps will be noted for review and recommendation of removal and replacement.

Deliverables:

- ✓ Digital Copies of Obtained Records
- ✓ Field Notes, Observations, & Photos

3 Utility Notifications, & Coordination

Utility Notifications

At project inception, TAIT will conduct utility research through Dig-Alert and City records and will prepare and distribute the 1st utility notifications which will identify the project intent, limits, and general scope of work and will request that each utility provide our office with the associated As-Built records for the project limits. TAIT will review and compile the received responses in to the project Utility matrix for tracking of existing utilities and conflicting facilities.

Upon completion of the 75% design, TAIT will distribute a 2nd notice to all present utilities and will include a current set of plans for the utility's review and comment. All foreseen utility relocations or conflicts will be identified in this notice for the Utility's review and action. TAIT will actively coordinate with all utilities in order to ensure all relocations are coordinated and completed prior to the start of the City's project.

The final notice will be sent at the design completion stage and will include a signed print of the plans for the utilities records. TAIT will review all obtained record data and will coordinate with utilities that may be affected in order to obtain further design and construction requirements. All utility coordination, records and data will be compiled at the end of the project and will be submitted to the City for future reference.

Utility Coordination

TAIT will coordinate with all present and affected utilities during the course of the design. All potential conflicts with the improvements will be identified, and contact will be made with the appropriate utility coordinator.

Utility relocations are anticipated as part of this project. TAIT will coordinate with each utility agency during the life of the contract to provide the City's design files, and obtain the appropriate utility relocation design files. It is anticipated that the electrical utility relocations will be provided by SCE, and that the water system relocations will be depicted on the roadway widening plans. Should additional plans/submittals be required to other utility jurisdictions, such plan sheets will be considered extra and will require additional hours and fees. It is not anticipated that utility permits will be required as part of this task.

Deliverables:

- ✓ Utility Correspondence and Design Records
- ✓ 1st, 2nd & Final Utility Notices

4 Design/Topographic Survey & Basemapping

Field topographic surveying services will be provide by TAIT's in house survey team. TAIT will initiate the field survey upon completion of the design field walk. All potential items requiring elevation data will be spot marked in the field to ensure adequate design information is obtained in the survey.

Alternate Work Item – As part of this contract, TAIT has included an alternate work item for the preparation of a legal and plat for the City's dedication portion of the parcels. It is assumed that a single legal and plat will be required, and that the City will provide all right of way/PTR data for the portions of the parcel to be dedicated. The Legal and Platt will be signed and stamped by the TAIT in house surveyor and will be submitted to the City for recordation and implementation.

Deliverables:

- ✓ Topographic Survey Data
- ✓ Alternate – Dedication Legal & Platt

5 Project Basemaps

As part of this contract, TAIT will prepare the following basemaps for incorporation in the project design:

- Roadway
- Right of way
- Utility
- Aerial Image (Bing/Google)

It is assumed that the City will provide TAIT with any available GIS and record basemaps for features within the project limits. TAIT will format and update the base with the noted existing records, Bing/Google Maps aerial reference imagery, and all other applicable existing improvements (loops, signal equipment, striping, legends, etc.).

Deliverables:

- ✓ Project Basemaps (Roadway, Right of Way, Utility, & Aerial Image)

6 Geotechnical Investigation

TAIT has obtained the services of GMU Geotechnical to provide the necessary baseline field and office material testing data for this project. In an effort to provide a cost effective design budget, TAIT has assumed a base scope of work for the geotechnical engineer that includes only the field coring and testing/design of a proposed pavement section for the tract streets which appear to be in a failed condition. A single day of a drilling rig has been scheduled for the three RFP projects in order to obtain the necessary coring and base data for each location. R Value testing will be conducted for each location in order to design the ultimate pavement section based on a range of TIs and the City's desired pavement life (10 or 20 year). The geotechnical task will generally include the following:

Task 1 – Document Review

- GMU will perform a document review of existing as-built drawings and other pertinent pavement information provided

Task 2 – Pavement Corings

- GMU will obtain an encroachment permit from the City of Stanton for the proposed pavement corings. We have assumed permits from other agencies are not required.
- GMU will coordinate with Dig Alert to assess potential conflicts with known underground utilities prior to performing the subsurface exploration.
- Our budget includes **one day** of pavement corings to perform a total of **6 corings** (inclusive of all three project areas).
- The pavement corings will be performed using 6-inch diameter electric core drill to cut through the AC layer. The underlying layers will be explored using hand and power tools to a maximum depth of 4 feet. The thickness of the AC and aggregate base layers (if encountered) will be measured and recorded. Bulk and drive sampling will be performed to collect subsurface materials. The collected materials will be returned to GMU's laboratory to evaluate various engineering properties. Depth to groundwater, if encountered, will be measured. The borings will backfilled with aggregate base materials and capped with asphalt concrete cold patch immediately after sample collection.
- We assume the pavement corings can be performed within the hours of **9 AM and 4 PM.**
- Traffic control to redirect traffic around our work zone is included and will be performed in accordance the WATCH Manual.

Task 3 – Laboratory Testing Program

Laboratory testing will be conducted on the samples collected from the field investigation program. Laboratory tests will include:

- R-value;
- Particle size analyses (gradation);
- Atterberg Limits (including Plasticity Index) for soil classification;
- Maximum density and optimum moisture content;
- In-place moisture/density.

The quantity of testing has been estimated based on our experience on similar past projects.

Task 4 – Pavement Engineering Analysis

- Information gathered from the previous described tasks will be reviewed and used for pavement engineering analysis. Pavement engineering analysis will be performed in accordance with the California Highway Design Manual. This methodology considers the relationship between the traffic index (TI), subgrade soil strength (through R-value testing), and the gravel factors of the various pavement layers.
- We assume that 10- and 20-year traffic indexes will be provided to us for use in our analysis.

Task 5 – Pavement Recommendation Report

- A pavement Recommendation report will be prepared to summarize our findings, conclusions, and recommendations. The final report will include:

    - Summary of information gathered from the document review;
    - Project location map;
    - Pavement coring location map;
    - Pavement coring summary table;

- Select photographs of the pavement surface condition;
- Laboratory testing results;
- Pavement repair recommendations for 10- and 20-year design lives (traffic index to be provided to us for pavement thickness analysis).

ASSUMPTIONS

- We have assumed that the City of Stanton will provide a free of charge permit for our field investigations. We have assumed that permits from other agencies will not be required and costs to obtain such permits have not been included.
- Our scope includes traffic control to redirect vehicles around our pavement corings following the WATCH Manual. We have assumed that traffic control plans are not required. If required, traffic control plans can be provided for an additional cost.
- We have assumed backfilling the boreholes with the soil cuttings and surfacing them with AC cold patch is acceptable. Sand blasting spray mark, pavement grinding, and hot asphalt patch were not considered in our cost estimate.

Deliverables:

- Geotechnical Pavement Recommendation Report

7 Design Plans

Upon City approval of the pavement rehabilitation scenario, TAIT will initiate the preparation of the design PS&E. Based on our review of the project limits, the following are the anticipated plan sheets for this project area:

SHEET DESCRIPTION	SCALE	SHEET COUNT
Title Sheet	N/A	1 Sheet
Notes, Details, & Typical Sections	Varies	1 Sheet
Street Widening Plans (Plan & Profile	1" = 20'	1 Sheet
Signing & Striping Plans	1" = 20'	1 Sheet
Total Sheet Count		**4 Sheets**

7.1) Title Sheet:

The title sheet will include all City of Stanton standard notes, project construction notes, bench mark and basis of bearing, vicinity map, list of utility contacts and project abbreviations and legends. The plan set will be prepared on the City of Stanton standard title block on 24"x36" bond paper. It is assumed that a separate plan set will be required for each project area.

7.2) Notes, Details, & Typical Sections:

General project notes, a master list of construction notes, and typical roadway sections will be included on these sheets that depict the nature of the proposed improvements based on the proposed stationing and intersecting streets.

Construction details will be prepared for all work items that cannot be built by standard plan, or do not have adequate space on the plan sheet for the necessary detailed callouts.

7.3) Street Widening Plans:

Street widening plan sheets will be prepared for the entire project limits at a 1"=20' horizontal and 1" = 4' vertical scale. Existing and proposed profiles for the roadway centerline and the s'ly top of curb will be depicted on each sheet with appropriate grade break and horizontal control callouts for the roadway centerline geometry. The n'ly curb plan and profile will be omitted from this plan set due to the fact that the project limits are not anticipated to include grade related improvements beyond the roadway centerline. The plans will be structured in such a way to match the existing stationing format for previous roadway construction plans in order to aid in the comparison of previous and proposed design improvements.

As part of this task, design cross section (25' O.C.) will also be generated for design review purposes only. The design cross section sheets will be submitted to the city at the 75% & 100% submittals for verification of design.

Alternate task – Should it be deemed necessary, a storm drain lateral and catch basin plan and profile detail will be prepared for the existing catch basin located at the NE corner of Cerritos Avenue and Rose Street. This task will not be initiated until site impacts are verified and the City has provide authorization to proceed with the design.

7.4) QA/QC, Compilation, and Submittal of PS&E

The following submittals are anticipated as part of this project:

- ✓ 75% PS&E
- ✓ 100% PS&E

Prior to each submittal, TAIT will conduct a full QA/QC review per our quality assurance protocols described at the end of this section. Additionally, TAIT will plot, compile and deliver the noted number and format of PS&E to the City for each submittal per the RFP requirements.

Deliverables:

- ✓ 75% Plans (Digital & Hard Copy)
- ✓ 100% Plans (Digital & Hard Copy)

8 Project Specifications

TAIT will prepare technical specifications for the proposed project based on the City boilerplate specifications. Each work item will have a clear measurement and payment clause in order to avoid costly change orders during the construction phase. Specifications will also include clear delineation of the traffic control requirements, water pollution control requirements, survey monument protection and replacement requirements, and construction scheduling parameters as well as coordination requirements with utilities. Utility owners,

coordination and contact requirements, and additional permitting requirements will also be included in the specifications. The project specifications will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Draft Project Specifications (Digital & Hard Copy)
- ✓ 100% Project Specifications (Digital & Hard Copy)

9 Quantity Calculation and Cost Estimate

TAIT will prepare cost estimates at the 75% & 100% PS&E stage for City review and input. Unit prices will be checked against recent City projects. Work items will be prepared to correlate with the specifications and will include all work items including mobilization, storm water compliance, traffic control and striping. The cost estimate will be reviewed by the QA/QC Manager prior to each submittal per the quality assurance program.

Deliverables:

- ✓ 75% Engineer's Cost Estimate (Digital & Hard Copy)
- ✓ 100% Engineer's Cost Estimate (Digital & Hard Copy)

10 Mylar and Design File Submittal

Upon City approval and confirmation of the 100 %PS&E, a final signed mylar plan set will be routed through the City for signature. Final Specifications and cost estimate will also be plotted, signed, and compiled per RFP requirements. All electronic support documents (CAD, Word, Excel, Records, Etc.) will also be compiled and submitted to the City at this time.

Deliverables:

- ✓ 1 Set Mylar Plans (Wet Singed Copy)
- ✓ Final Bid Document
- ✓ Design Files/Documents

11 Public Relation Meetings

Per RFP requirements, a total of 4 public relation meetings have been budgeted as part of this overall project (including all three project area). It is assumed that a minimum of 1 public relation meeting will be required for this project area. For each public relation meeting, TAIT will prepare presentation material and agendas including full scale color plots, design handouts, and initial notices. It is assumed that the City will provide the meeting venue and distribution of notices to the residents. TAIT will chair the public relation meetings and will take notes/minutes of each meeting in order to incorporate the community responses in to the design. For this project, the following meeting is recommended:

- Post-75% design Meeting

Deliverables:

- ✓ Meeting Agenda/Minutes
- ✓ Presentation Material/Prints

12 Construction Support Services (As Needed)

TAIT will continue to support the City during the Construction phase on an as needed basis. This task includes assumed hours for the design team in order to review and respond to RFI's, prepare any necessary addenda's, and to attend construction meetings (as needed). This task assumes the following items:

- Review and Responding to Bidding RFIs
- Preparation of Addenda (as needed)
- Attendance at the Pre-Construction Meeting
- Review and Responding to Construction RFIs/Submittals
- Attendance at a single construction meeting/site visit at City's option

It is assumed that the construction phase for each of the three projects within this RFP will be conducted separately. Should the construction phases be combined, TAIT will combine the construction support services task to create savings for the City.

Deliverables:

- ✓ Response to RFIs
- ✓ Addenda Documents/Plans
- ✓ Coordination Records

2. Approach to Managing Resources

TAIT has excellent working relationships with each of our proposed sub consultants. At the heart of each relationship and team member is effective communication of the **roles & responsibilities**, **quality requirements** and **scheduling needs**. As can be seen in the level of detail included in this proposal, TAIT has coordinated extensively with our sub-consultants to define each of their roles and responsibilities on the contract.

Additionally, TAIT has **clearly defined quality control and quality assurance** protocols set in place in the office. As part of our scope of services and fee proposal, we have set aside time to ensure that quality control is incorporated in to the contract. TAIT has also assigned a QA/QC manager to the project to ensure reviews occur and the City is provided a quality design. TAIT's QA/QC program is further defined on the following page.

Finally, TAIT has **clearly defined the scheduling** needs on this contract and has communicated the deadlines and needs to each of the team members. By reviewing the project scope and needs at project inception and clearly delineating tasks and deadlines to team members we are able to circumvent potential delays in the design process. A detailed schedule has been included for the City's review on the following pages.

QUALITY ASSURANCE/QUALITY CONTROL PROGRAM

An important feature of our design process is our Quality Assurance/Quality Control (QA/QC) Program. Mr. Todd Schmieder, P.E. will oversee TAIT's QA/QC Program for this project. TAIT's QA/QC Program focuses on the following four primary objectives:

- To ensure that a quality design has been provided by following our in-house design checklists
- To verify that different disciplines and agencies have been coordinated
- To verify that the proposed improvements are constructible, and
- To verify that a cost effective analysis approach was followed to achieve the client's specific project goals and objectives.

TAIT utilizes a Total Quality Management approach.

TAIT's philosophy is that quality control begins at day one and does not end until the project is constructed.

Quality Control is the responsibility of each and every team member.

It includes the selection of project team members who have demonstrated through experience the ability to understand and apply the project objectives to achieve a specific goal. It requires open and continuous communications between all team members and the client.

TAIT has developed internal design checklists.

Design checklists are used by our design team as a component of our firm's QC process.

Timely Quality Control Reviews are provided.

Before plans are submitted to outside parties and the approving agency/agencies for review and approval, TAIT's QA/QC Manager or his designated QC team member conducts a thorough review to verify the quality, constructability and completeness of the submittal. A typical TAIT QA/QC Program includes the following steps:

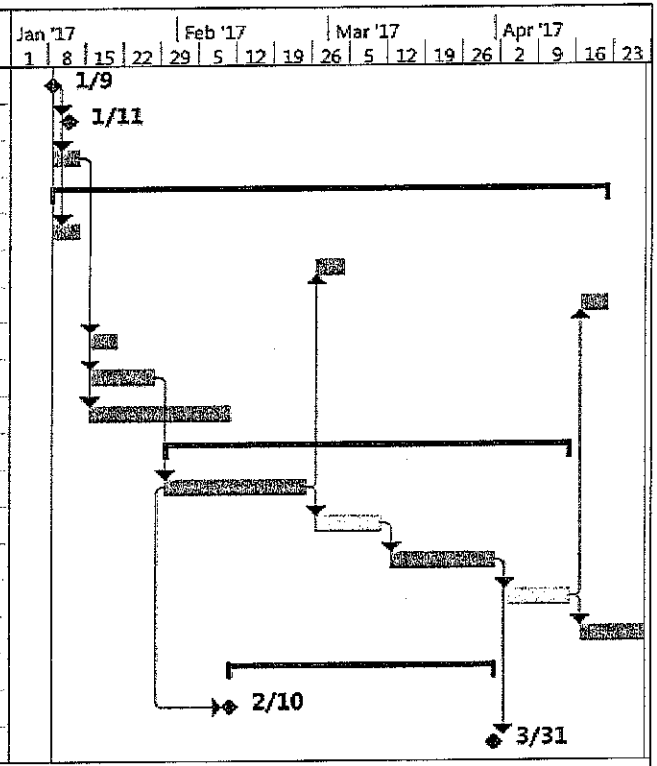
- **Project Manager (PM) Transmits Design Documents to the QA/QC Manager** - The PM initiates the QC process at agreed upon project milestones.
- **QA/QC Manager conducts initial review** - The QA/QC Manager reviews the submittal with the PM to obtain project specific information and conducts a limited review on the completeness of the submittal.
- **Review of the Submittal** – The submittal is reviewed using TAIT's internal checklists. Necessary corrections are identified on the submittal which is returned to the PM.
- **PM to Addresses QC Comments** - The QA/QC Manager and PM review the QC comments to set a course of action. Any proposed Value Engineering (VE) measures are reviewed to determine the appropriate next step (i.e.: implement the VE measure, review the VE measure with the City, or conduct additional analysis to determine the feasibility and potential cost savings). The reviewed submitted is then returned to the design team.

PM finalizes Design Documents for Submittal to the Agency - The PM meets with the design team to monitor progress and verify incorporation of the QC comments into the design documents. Any deviation from the QC comment or the agreed upon action is reviewed for acceptance prior to transmitting the final design documents to the City and other reviewing parties for their review.

PROJECT SCHEDULE

The following schedule has been prepared to show our understanding and proposed order/duration of activities. This proposal assumes that all three projects included in this RFP are conducted concurrently. TAIT will work closely with City staff during the design phase to update and adjust our schedule based on the City's needs.

ID	Task Name	Duration	Start	Finish
1	**Notice to Proceed Issued**	**0 days**	**Mon 1/9/17**	**Mon 1/9/17**
2	**1) Project Kick Off Meeting**	**0 days**	**Wed 1/11/17**	**Wed 1/11/17**
3	**2) Existing Records Research & Field Walk**	**5 days**	**Mon 1/9/17**	**Fri 1/13/17**
4	**3) Utility Notification & Coordination**	**75 days**	**Mon 1/9/17**	**Fri 4/21/17**
5	Prepare & Send 1st Utility Notice	5 days	Mon 1/9/17	Fri 1/13/17
6	Prepare & Send 2nd Utility Notice	5 days	Mon 2/27/17	Fri 3/3/17
7	Prepare & Send Final Utility Notice	5 days	Mon 4/17/17	Fri 4/21/17
8	**4) Topographic Survey**	**5 days**	**Mon 1/16/17**	**Fri 1/20/17**
9	**5) Project Basemaps**	**10 days**	**Mon 1/16/17**	**Fri 1/27/17**
10	**6) Geotechnical Investigation**	**20 days**	**Mon 1/16/17**	**Fri 2/10/17**
11	**7-9) Street Improvement PS&E**	**55 days**	**Mon 1/30/17**	**Fri 4/14/17**
12	Prepare & Submit 75% PS&E	20 days	Mon 1/30/17	Fri 2/24/17
13	City Review 75% PS&E	10 days	Mon 2/27/17	Fri 3/10/17
14	Prepare & Submit 100% PS&E	15 days	Mon 3/13/17	Fri 3/31/17
15	City Review 100% PS&E	10 days	Mon 4/3/17	Fri 4/14/17
16	**10) Submit Mylars & Design Files**	**10 days**	**Mon 4/17/17**	**Fri 4/28/17**
17	**11) Public Relation Meetings**	**35 days**	**Fri 2/10/17**	**Fri 3/31/17**
18	Initial Meeting	0 days	Fri 2/10/17	Fri 2/10/17
19	Final Meeting	0 days	Fri 3/31/17	Fri 3/31/17



Date: 11/14/2016
Project: Stanton Overlay, Alley, & Widening Project

Tait Team Task — Milestone
City Task — Summary

D. FEE PROPOSAL

The following is our Not-to-Exceed Fee Proposal to perform the proposed services for each of the three projects included in this RFP.

Project #	Description	Base Fee
Project #1	Sunshine Village Tract Overlay Project	$39,210
Project #2	Alley Replacement Project	$30,335
Project #3	Cerritos Avenue Widening Project	$39,135
	TOTAL BASE FEE (NOT TO EXCEED)	**$107,680**

A detailed fee proposal has been included below for the Cerritos Avenue Widening project, in addition to TAIT's fee schedule through the end of 2016 on the following page.

TAIT & ASSOCIATES PROPOSAL FOR DESIGN SERVICES FOR CERRITOS AVENUE WIDENING PROJECT PROJECT FINANCIAL SUMMARY

Total Estimated Fee: $ 39,885
Total Estimated Fee + Optional Items: $ 43,645

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	BILLABLE
Design Kickoff Meeting	1	1		1						$ -	2	$ 355
Existing Records Research & Field Walk	2			4	4					$ -	8	$ 1,020
Utility Notification & Coordination	3	2		4	12					$ -	18	$ 2,270
Topographic Survey	4	1			2		2	4	8	$ -	17	$ 3,525
Project Basemaps	5			2	8			4		$ -	14	$ 1,660
Geotechnical Investigation	6	1				4				$ 4,900	5	$ 5,445
Street Improvement Plans (75% & 100%)	7	6	2	25	108	0	0	0	0	$ -	141	$ 16,710
Title Sheet	7.1			1	4					$ -	5	$ 570
Notes, Details, & Typical Sections	7.2			4	24					$ -	28	$ 3,120
Street Improvement Plans	7.3	2		16	60					$ -	78	$ 9,110
Signing & Striping Plans	7.4	2		4	16					$ -	22	$ 2,690
75% PS&E QA/QC, Compilation, and Submittal	7.5	1	1		2					$ -	4	$ 610
100% PS&E QA/QC, Compilation, and Field Walk	7.6	1	1		2					$ -	4	$ 610
Project Specifications	8	2	1	8		4				$ -	15	$ 2,145
Quantity Calculation & Cost Estimate	9	1	1	2	4					$ -	8	$ 1,120
Mylar and Design File Submittal	10	1		2	4					$ -	7	$ 925
Public Relation Meetings (Assumes 1 for This Project)	11	2			4					$ -	6	$ 830
Construction Support Services (Per Project Area)	12	2		8	8	8				$ -	26	$ 3,130

TOTAL LABOR COSTS $ 39,135
REIMBURSABLES $ 750
TTOAL LABOR COSTS $ 39,885

BILLING RATES		205	195	150	105	85	175	130	280	TOTAL PROJET COSTS		
WORK TASK	TASK #	PM	QA/QC	Project Engineer	Designer I	Admin	Survey PM	Survey Designer	2-Man Crew	Consultant/ Expense	ITEM TOTALS HOURS	BILLABLE
Optional Items												
Storm Drain Lateral Replacement Plan & Profile	A-2	1		2	8					$ -	11	$ 1,345
Property Dedication Legal & Platt	A-3	1		2			2	12		$ -	17	$ 2,415
		2	0	4	8	0	2	12	0	$ -	28	$ 3,760

TOTAL BASE FEE + OPTIONAL ITEMS: $ 43,645

CLIENT:City of Stanton
PROJECT: DESIGN SERVICES FOR CERRITOS AVENUE WIDENING PROJECT
PREPARED BY:DS 2016.11.14

TAIT
RISING TO THE CHALLENGE

Schedule of Fees

1. Employee Classification	Hourly Rate
06 - Engineering Assistant	65.00
18 - Contract Administrator	85.00
04 - Engineering Designer I	105.00
10 - Engineering Designer II	130.00
03 - Project Engineer/Project Manager	150.00
02 - Professional Engineer/Licensed Surveyor	175.00
17 - Senior Professional Engineer/Surveyor	195.00
01 - Principal	205.00
15 - Structural Engineer	195.00
05 - Permit Expediter	80.00
11 - Permit Specialist	95.00
09 - Senior Permit Specialist/Research Analyst	105.00
07 - Surveyor	85.00
08 - Senior Survey Specialist/ Party Chief	120.00
00 - Two man survey crew	***
22 - One Man Survey Crew with Robotics	***

The hourly rate for client authorized overtime and for representation at hearings and meetings after 6:00 p.m. will be invoiced at 1.5 times the posted rate.

The above rates are inclusive of phone charges, fax charges, software and licensing fees, and photocopying charges.

*** Field survey crew rates will be per current prevailing wage rates. Billable Hourly Rate will be provided at time of work order/proposal based on current wage determination.

2. Mileage, Travel and Per Diem

Auto Mileage: $.55 per mile
Air Travel and Auto Rental: Actual cost plus 15 percent
Per Diem: Actual cost of lodging and meals, plus 15 percent

3. Materials and Supplies

Office and CADD supplies are included in the hourly rates. Prints, plots and reproductions are charged at cost plus 15 percent from commercial blueprint companies. In-house reproduction charges are as follows:

	Prints	Plots	Color Plots
Bond	$ .95/s.f.	$.95/s.f.	$6.00/s.f.
Vellum	1.35/s.f.	1.65/s.f.	7.50/s.f.

4. Reimbursable Expenses

Will be billed at cost plus 15 percent. Client will pay directly for all permit and agency fees; otherwise cost plus 15%. Subconsultant invoices will be billed at cost plus 15%.

5. Insurance Coverage

General Liability: $5,000,000
Errors/Omissions: $1,000,000
California Workers' Compensation - Statutory
Certificates of insurance coverage will be provided upon request.
Waivers of Subrogation (if required) will be billed as a 2% surcharge on all invoices.
Special endorsements will be billed to the client at cost plus 15% on the first project.

INTEREST OF 1-1/2 PERCENT PER MONTH WILL BE CHARGED ON ALL PAST DUE ACCOUNTS.
:Fees51

APPENDIX - RESUMES

Jacob Vandervis, PE

PRINCIPAL-IN-CHARGE

Education

B.S. -- Civil Engineering

California State University, Long Beach

Year of TAIT Team Enlistment

1997

Total Experience

30

Certifications

Registered Professional Engineer, Civil – California, Oregon, Arizona, Utah, Nevada, and Alaska

Mr. Vandervis currently serves as a Vice President/Chief Operations Officer in TAIT's Corporate Office in Santa Ana. In addition to his management duties, he acts as the primary point of contact for several national retail and residential developers. Mr. Vandervis is a licensed civil engineer with over 30 years of experience with land development projects in the western United States. He has been a member of the TAIT team for the past 19 years. His areas of expertise include site design, grading design, drainage studies, water pollution control plans, erosion & sediment control plans, as well as street improvement plans. He is experienced in site design of all sizes for commercial development, involved in preliminary design to develop cost estimates & due diligence packages, as well as experienced in the entitlement phase of projects. His surveying experience includes the preparation of ALTA and topographic surveys, parcel maps, record of survey, and legal descriptions. He is a certified Qualified SWPP Developer (QSD), Certified Development, Design & Construction Professional (CDP), and Certified Retail Property Executive (CRX)

Harbor Blvd. Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Principal-in-Charge, 2013

Principal-in-Charge of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to ensure the project was properly staffed and that the work was completed to the satisfaction of both TAIT & Associates as well as the City of Garden Grove.

On-Call Engineering Services, Orange County Public Works, Principal-In-Charge, 2010 – Present

Principal-in-Charge of the work being conducted by all TAIT staff and sub-consultants to provide Plan Check and On-Call Engineering Services for the County of Orange Planned Communities. Primary responsibilities were to ensure the project is properly staffed and that the work is completed to the satisfaction of both TAIT & Associates as well as the County of Orange.

100 Acre Parcel Development El Toro Marine Base, Orange County Public Works, Project Director, 2009 - Present

Services provided to the County have included a study of the existing and planned infrastructure for the redevelopment of several County of Orange parcels. Additional infrastructure assessment and cost studies have been prepared for the placement of a potential waterpark with the County's parcels. TAIT also conducted an assessment of five existing warehouse structures for a potential interim reuse. These projects required an extensive site review and assessment of existing conditions including the review of existing and future sewer, water, gas, electrical, telephone and drainage infrastructure available for redevelopment and the preparation of potential costs for redevelopment of the County property.

City Hall Underground Fuel Storage Tank Removal and Replacement, City of Irvine, Principal-In-Charge, 2013
As Principal-In-Charge Mr. Vandervis made sure that the project was completed to the satisfaction of the City of Irvine Project Manager. He also made sure that we had qualified staff and resources working the project to be sure that all the deliverables were to a standard that was expected by both TAIT as well as the City of Irvine.

Columbus Square Community, Tustin, CA, Principal-In-Charge, 2008
Working closely with Lennar Homes, the City of Tustin and Irvine Ranch Water District, Mr. Vandervis was able to direct the preparation of planning studies and final design for the development of infrastructure improvements to provided underground wet and dry utilities, public and private streets, storm drain systems and site grading for this 110–acre planned residential development on the former USMC Tustin Air Station. His efforts included review and coordination with Southern California Edison for design of the backbone electrical services.

FBI Training Center, Orange County Public Works, Principal-In-Charge/Structural Engineer, 2007 -2008
Provided structural design for a 1,480 square foot masonry block structure to be constructed at new FBI training facility on the former El Toro Marine Base. The site improvements were to include the construction of a new classroom and a covered training area adjacent to an existing structure. The site was a former USMC shooting range and was being upgraded by the FBI. To help minimize the overall construction cost and to speed up construction, the use of a pre-manufactured roof truss for the structure was proposed. The design/build construction of the facility was completed in August 2008.

Tuscany Senior Apartments – Los Angeles, CA 2004-2007 (Principal-In-Charge)
Supervised civil engineering design services for a new 315-unit, 13-acre senior care facility constructed in collaboration with Shapell Industries and the City of Los Angeles. ADA access required consideration in developing the ultimate arrangement of and improvements to the seniors' complex. In addition to preparing grading, drainage, and utility plans for the project, our services included the preparation and processing of tentative map and final parcel maps. Public street improvements along the project frontages were designed and plans were processed through the City of Los Angeles, Bureau of Engineering.

Abridged List of Additional Project Experience by Jake:

- Foothill Crossing, City of Rancho Cucamonga (Principal-In-Charge)
- Columbus Square Infrastructure Improvements, City of Tustin, (Principal-In-Charge)
- Entertainment Park, City of Anaheim (Senior Project Manager)
- Chino Hill Center, City of Chino Hills (Senior Project Manager)

David Sloan, PE

PROJECT MANAGER

As a Project Manager, David has performed and coordinated detailed designs on arterial roadways, conducted utility coordination for major relocations on high profile projects and assisted in coordination and project management efforts on multiple projects throughout the Southern California region. David has acted as community coordinator for high profile projects and has coordinated presentations of the project scope, intent and impact in front of the affected stakeholders and local communities. David is an effective communicator and actively stays in contact with his clients throughout the life of his projects. David has also been responsible for multiple public work construction management projects, which brings value to design projects by fully understanding the methods and costs of construction projects. David is also responsible for supervising staff at TAIT on the preparation of public and private development projects throughout the Southern California region.

Education

BS Civil Engineering – Tau Beta Pi Honor Society & Chi Epsilon, University of Southern California

BS Physical Science, Biola

Year of TAIT Team Enlistment

2014

Total Experience

9

Certifications

Professional Engineer

California No. 82595

Portola Parkway Resurfacing Project, City of Lake Forest Project Manager, 2015
David is currently serving as the Project Manager to the City of Lake Forest on this federally funded arterial pavement rehabilitation project which included design engineering, geotechnical engineering, surveying, and federal documentation/ approvals. The project included the rehabilitation of the arterial roadway as well as the identification and replacement of non-ADA compliant or non-functional PCC sidewalk, curb ramp, curb and gutter and other improvements. The design also included the replacement and updating of the roadway and bike lane striping throughout the project limits. The project also included the relocation and reconstruction of an existing median at Bake parkway in order to construct an additional left turn pocket.

FY13/14 Major Street Rehabilitation, City of Pomona, Project Manager, 2014
David is currently acting as the Project Manager to the City of Pomona for their annual major street rehabilitation project. The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Parking Lot Rehabilitation for the City of Diamond Bar, Project Manager, 2015
David served as the Project Manager and Construction Manager to the City of Diamond Bar for expansion and reconstruction of two public park parking lots. The design included the analysis of traffic flow, preparation of a geotechnical investigation, design of water quality management plan and hydrology, and the preparation of detail PS&E for the construction of the proposed improvements. Analysis, removal, and replacement of park trees were required as part of this contract.

Newport Height Sewer & Alley Reconstruction Project, City of Newport Beach, Project Manager, 2015
David is currently acting as the Project Manager to the City of Newport Beach for the Newport Heights Alley & Sewer Reconstruction Project. The project includes the survey, design, and reconstruction of over three miles of residential alleys. The project is designed in three phases with phase 1 being sewer main replacements, and phase 2 & 3 being alley reconstructions within select neighborhoods. The alley replacement design included the geometric and profile analysis of each alley along with the preparation of design plan and profile sheets for each alley segment. The design also included the preparation and analysis of design cross sections (via use of Civil 3D corridors) to ensure design crossfalls along the alley are appropriate. The project is scheduled to complete phase 1 design in April, 2016, and phase 2 & 3 design in July, 2016.

STPL Woodruff Ave. & Palo Verde Ave. Rehab. Project, City of Bellflower, Project Engineer, 2013
As Project Engineer, David provided Design engineering and Federal Aid Documentation services to the City of Bellflower for this STPL-funded project. The project spanned 5,200 LF of arterial roadway, along Woodruff Avenue, from Alondra Boulevard to Somerset Boulevard and Palo Verdes Avenue, from the South City Limits to Artesia Boulevard. The project was designed as a single project, but split for construction. The scope included full-width grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway, installing 16 ADA-compliant curb ramps, as well as extensive traffic control to allow access to open businesses during construction. David prepared an E-76 Construction Authorization Package to obtain Caltrans approval on the project and to secure funding. David continued to coordinate with Caltrans for the duration of this contract.

STPL Bellflower Blvd. & Woodruff Ave. Rehabilitation, City of Bellflower, Project Engineer, 2011
David provided design engineering and project coordination services to the City of Bellflower on this Federal Surface Transportation Program Local (STPL) funds project. The project was designed as a single project, but split for construction. The total design covered approximately 3,500 LF of arterial roadway rehabilitation design. The rehabilitation design varied, and included full-width and variable-depth grind and ARHM overlay, localized full-depth reconstruction, PCC sidewalk, curb & gutter, driveway and curb ramp replacement and traffic striping design. David expedited the design schedule to meet E-76 requirements, and ensured all other funding requirements and deadlines were met to secure funding.

SRTS Campus Drive Class I Bikeway Project, City of Irvine, Project Engineer, 2011
David served as Project Engineer and Project Coordinator to the City of Irvine for a 1,600 LF bikeway separated from traffic. The project limits spanned the south side of Campus Drive between Culver Drive and California Avenue. The final design included the 11-foot wide off street bikeway, constructed of 6-inch thick PCC. A 3.5-foot-high split face block retaining wall was designed and a trail lighting system was installed along the bikeway for cyclist safety. David verified existing right-of-way and determined required easements from UCI to obtain an E-76 permit from Caltrans and secure Federal Funding. The design also included the preparation of a WQMP and installation of bioswales to improve runoff water quality in compliance with NPDES requirements.

ARRA Red Hill Avenue Rehabilitation Project – City of Irvine, Project Engineer, 2009
David served as Project Engineer for the City of Irvine on this ARRA-funded pavement rehabilitation project. The project included preparing PS&E, including plan and profile, striping and signing plans, traffic control and phasing plans and detour plans. The scope of work consisted of rehabilitating approximately 3,300 LF of roadway on Red Hill Avenue, from Deer Avenue to Reynolds Avenue. Red Hill Avenue is a major 6 lane arterial that runs parallel to the State Route 55 Freeway and serves as a non-freeway alternate route for commuters. Our design included portions of grind and overlay, full depth reconstruction, ARHM cap, removal and

replacement of 4,500 LF of curb gutter, 1,500 SF of sidewalk, installing ADA-compliant ramps, and installing video detection systems at intersections, as well as various related improvements.

2012 Citywide Street Rehab. Project, City of Placentia, Project Engineer/CM, 2013

David served as Project Engineer and Construction Manager for the City of Placentia on the 2012 City-wide Residential Street Rehabilitation Project. The project was funded by a variety of sources including Gas Tax, Proposition 1B, Measure M1, and Measure M2. Our analysis included 75 miles of roadway and the actual design spanned 35 miles. The scope of work included rehabilitating the roadway using primarily Type II Slurry Seal, chip seal, and portions of full R&R. The final design included rehabilitating 41% of the City's residential roadways, including 109 new ADA compliant curb ramps, 5,445 tons of slurry, 105,050 square yards of chip seal, grind and overlay with 235,070 tons of AC paving, adjusting 209 manholes and 369 water valve, and 2,363 LF of curb and gutter.

Area 7/Zone 5 Road Maintenance Project, City of Diamond Bar, Project Engineer/CM, 2012

David served as Project Engineer and Construction Manager to the City of Diamond Bar on their Area 7 and Arterial Zone 5 Road Maintenance Project. The limits of this project include a total of 19.5 centerline miles of residential, collector and arterial streets. The scope of work included rehabilitating the roadway using primarily slurry seal and chip seal methods. In areas of extreme degradation, an asphalt overlay or full width grind and replacement was recommended depending on funding availability. To provide a complete and accurate design, David and the team individually walked each proposed roadway to note necessary localized AC remove and replace patches, damaged curb & gutter and uplifted or non-ADA compliant sidewalks.

Jamboree Road Roadway Rehabilitation Project, City of Irvine, Project Engineer, 2013

David served as Project Engineer for the City of Irvine to rehabilitate Jamboree Road, from MacArthur to Camp. Funding deadlines required an expedited design, and the design was modified mid-way through to eliminate anticipated median island improvements on this 119-foot-wide major arterial. The design included grind and ARHM overlay, 2,232 tons of 10-inch FDR, upgrading 9 ramps to meet ADA compliance, loop installation, and video detection at 2 intersections.

Culver Drive Pavement Rehabilitation Project – City of Irvine, Project Engineer, 2011

David served as Project Engineer, providing PS&E to the City of Irvine on the Culver Drive Rehabilitation Project. The project spanned 1,800 LF along Culver Drive, from the north railroad tracks to Walnut Avenue. Culver Drive is a principal arterial roadway, providing northeast/southwest access through the western portions of the City of Irvine, while also serving as a primary travel route through a variety of commercial, residential and institutional zoning areas. David designed localized pavement reconstruction at the Northbound #3 lane and the Southbound #1 lane, where pavement conditions were considerably worse than adjacent lanes; the length of the project was treated with full width 2-inch grind, a 2-inch AC leveling course and 2-inch ARHM overlay. The project also entailed removing and replacing the existing median shed gutter with a standard 8-inch median curb, median island landscape improvements, and ensuring ramps throughout the project were ADA compliant.

Abridged List of Additional Project Experience by David:

- Citywide Comprehensive Drainage Study, Diamond Bar, Project Manager
- Irvine Center Drive Rehabilitation Project – City of Irvine, Project Engineer
- FTA-Administrated 2010 Bus Shelter Replacement Project – Norwalk Transit, Project Engineer
- Area 2 & Zone 1 Roadway Maintenance Project, City of Diamond Bar, Project Engineer

D. Todd Schmieder, PE

SR. PROJECT MANAGER/QA/QC MANAGER

Education
B.S. – Civil Engineering
Ohio State University, 1980

Year of TAIT Team Enlistment
2005

Total Experience
36

Certifications
Professional Engineer
California No. C37167

Certificate program in light construction and development management

University of California—Irvine Extension, 2004

Affiliations
1Transportation Committee Member

Mr. Schmieder has worked on numerous public infrastructure and private development projects ranging from small residential and commercial projects to a 30-mile long toll road, a 40-acre commercial center, and 1000-home master planned communities. His project experience includes plan check services, preparation of feasibility, and site assessment studies, site planning studies and preliminary and final design plans, tentative and final maps, and environmental studies and reports. Mr. Schmieder's technical experience also includes conducting design reviews, development of traffic signing and striping plans, preparation of traffic control and construction staging plans, preparation of construction specifications and cost estimates, and providing construction management and inspection. His project management experience includes utility coordination, master planning, and project scheduling.

FY13/14 Major Street Rehabilitation, City of Pomona, QA/QC Manager, 2014
The project includes the rehabilitation of eight arterial and collector segments of roadway throughout the City. The project required analysis of the existing pavement conditions, recommendation of alternate rehabilitation methods by use of recycled pavement options, obtaining an SCRRA railroad encroachment permits, upgrading of 4 roadway segments in add new bike lanes and the analysis and replacement of all curb ramps along the project limits.

Harbor Boulevard Street Reconfiguration, Water Main Replacement & Utility Relocations, City of Garden Grove, Senior Project Manager, 2013
Project Manager of the work being conducted by all TAIT staff to provide Design Engineering Service for then $500 K water main replacement and utility relocation project and the $ 1 M Street Reconfiguration Project in the City of Garden Grove. Primary responsibilities were to review and stamp the plans, supervise engineering team, and attend and coordinate project meetings with City staff and other stakeholders. Project included Providing Plans Specifications and Cost estimate for City improvements to Harbor Boulevard that will accommodate the future redevelopment of several city-owned parcels. This project included reconfiguration of Harbor Boulevard from Palm Street to Lampson Avenue (approximately 1/3-mile total length), improvements to an existing raised median, abandonment of existing 8-inch ACP and 12-inch DIP City water lines, installation of a 800 LF of new 16-inch water line, relocation of SCE and AT&T main distribution service lines, and the installation of new public storm drains, sewer and water services.

Silverado Campus Conversion, County of Orange, Sr. Project Manager, 2013-Present
TAIT's current task order assignment with OC Parks includes preparing plans for the demolition of several existing campus structures with the conversion of the former classrooms and office space into a County Library, offices for County Park staff, and community meeting rooms that cover 3500 square feet of usable enclosed space. Site work in the initial phase will consist of implementing Code-required ADA improvements for public

access at the campus and for public restrooms, upgrading of the existing parking lot, and provisions to provide security lighting for night-time use of the facility.

Public Sewer and Street Improvements, City of Anaheim, Sr. Project Manager, 2007
Engineering design services included the design of sewer capacity enhancements for over 2 miles on new 15-inch and 21-inch sewer lines in Katella Ave., Gene Autry Way and Santa Cruz Rd. in the City's Platinum Triangle area. Encroachment permits were obtained from the Orange County Sanitation District for connections to a district sewer line and with Caltrans District 12 (Orange County) for work within Interstate I-5 right of way. The engineering design services also included the preparation street widening plans for Katella Avenue, State College Boulevard and Gene Autry Way (approximately one-mile) that included a new raised landscape median in Katella Avenue, and the reconstruction of a City Changeable Message Sign.

Red Hill Median & Streetscape Feasibility Study, City of Tustin, Sr. Project Manager, 2012
Served as the Project Manager responsible for the completion of a feasibility study to add a landscape median, bike lanes, and improved pedestrian circulation on Red Hill Avenue, a major arterial street, in the City of Tustin from I-5 to Bryant Avenue. The City recently restriped Red Hill from four to six lanes eliminating parking along both sides of the street within the project limits. The feasibility study required that several options for potential on-street and off-street bike lanes be developed while looking at improvements for pedestrian mobility, and streetscape improvements that would include gateway signage, median landscaping and street trees within the study limits. As part of this effort construction cost estimates for street improvements and for undergrounding overhead power lines were developed during the alternative analysis phase. The results on the study presented two final options to City Public Works Department for their consideration.

Tustin Metrolink Station Redevelopment, City of Tustin/OCTA, Sr. Project Manager, 2011
This OCTA project consisted of the redevelopment of an existing 4-acre Metrolink Station in order to provide parking for 870 vehicles and improve traffic circulation and bus loading operations. Design required preparation of plans for the reconfiguration of the existing surface parking lot for a new five-story parking structure, relocation of sewer, water and storm drain lines, and the installation of storm water treatment devices to satisfy the new storm water discharge permit requirements. Design services required extensive coordination and/or permitting with the City of Tustin, Irvine Ranch Water District, Orange County Sanitation District and the State Water Board. Access to the existing Metrolink platform was maintained throughout construction and the entire station was reopened to the public in November 2011.

Abridged List of Additional Project Experience by Todd:

- Antonio Parkway Widening Improvements, County of Orange
- Marketplace Drive and Neil Armstrong Street Reconfiguration, City of Montebello
- Greenwood Street Rehabilitation and Extension, City of Monterey Park
- Tustin Family Campus, County of Orange/OCSSA

Christopher Engelbach, E.I.T.

PROJECT ENGINEER

Education
BS Civil Engineering, California State Polytechnic University, Pomona

Year of TAIT Team Enlistment
2016

Total Experience
7

Certifications
E.I.T.

Chris is an experienced Project Engineer in design, approval, and quality control of residential and commercial land development as well as public work projects. He has expertise in preparation of tentative tract maps, street, rough grading, erosion control, storm drain, sewer and water, and precise grading plans; hydrology and hydraulic calculations utilizing Civil-D and WSPG; WQMP employing new low impact development methods; coordination with clients, sub-consultants, site managers, contractors, and survey crew. Chris technical skills include AutoCAD Civil 3D, Water Surface Profile Gradient Software (WSPG), Civil-D, and Microsoft Project.

Orange County Engineering Plan Check, County of Orange, Project Engineer, 2016
Chris currently provides plan check services for the County of Orange including review of Tentative Tract Maps, Site Development Plans, and Street Improvement Plans. Plans are reviewed for compliance with various codes and regulations including California Building Code, the Americans with Disabilities Act, and community specific development standards.

Newport Heights Alley Replacement, City of Newport Beach, Project Engineer, 2016
Chris is currently a Project Engineer on this alley rehabilitation project which includes design engineering, utility research and sewer replacement. Chris is responsible for rehabilitation of the alley-ways as well as the addition of ADA compliant PCC sidewalks, curb ramps, curb and gutter and other improvements.

Redlands Packing House, City of Redlands, Project Engineer, 2016
Chris is currently a Project Engineer on this 10 acre commercial development in the City of Redlands which includes design engineering, utility research, and coordination with consultants and field crew. The project includes Street Improvements, and on-site Rough Grading and Stockpile, Utilities, Water Quality, and Precise Grading. Chris is responsible for Street Improvements including relocation and reconstruction of medians, traffic signal relocation, identification and replacement of non-ADA complaint curb ramps, and updated crosswalks and landings designed to enhance urban feel, encourage pedestrian traffic, and increase safety.

Limonite Sumner Retail Development, City of Eastvale, Project Engineer, 2016
Chris is currently a Project Engineer on this 7 acre commercial development in the City of Eastvale. The project includes Off-site Street Improvements, Rough Grading, Water Quality, Precise Grading, Utility, and on-site Storm Drain design. Chris is responsible for street improvements including relocation and reconstruction of existing medians and updated signing and striping as well as On-site Storm Drain design including Hydraulic calculations and utilization of the most current Low Impact BMPs.

Orange County Animal Care Facility, City of Tustin, Project Engineer, 2016
Chris is currently a Project Engineer on this Orange County Animal Care Facility in the City of Tustin. The project includes Public Sewer, Water, Fire Water, Water Quality, On-site Utilities, and Grading plans. Chris is responsible for the public Sewer, Water, and Fire Water plans

Vons-Albertsons Distribution Center, City of El Monte, Project Engineer, 2016
Chris is currently the Project Engineer on this 36 acre Industrial Project which includes Demolition, Grading, and Utility Research. Chris is responsible for the Demotion, and Grading Plans as well as coordination with Utility Providers. These plans include the removal and disposal of Hazardous materials as well as the protection of existing ground-water monitoring wells and grading design which duplicates existing flow patterns.

Limonite Marketplace, City of Jurupa Valley, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 39 acre mixed use development in the City of Jurupa Valley. This mixed use project combined Retail development with private, high-density, residential. Chris was responsible for the Tentative Tract and Parcel Maps, Site Development Plan, on and off-site Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, and Precise Grading Plans. Off-site Street Improvement Plans included relocation of traffic signals, roadway widening, new signing and striping, addition of ADA ramps, bus turn-outs, and horse trails, and development of 1 mile of unpaved rural dirt road.

Stoneridge, County of Riverside, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 700 acre Master-Planned residential community in Riverside County. This project included Tentative Maps, Phasing Exhibits, Street Improvements, Water Quality, Hydrology, Storm Drain, Rough Grading, Precise Grading, and Traffic Studies. Chris was responsible for Street Improvement, Rough Grading, Storm Drain, and Phasing of this project. Street improvement plans included the development of 20 miles of new roadway along with signing, stripping and signalization.

Crossroads at Chino Hills, City of Chino Hills, Assistant Project Manager, 2015
Chris was the Assistant Project Manager and Engineer for this 15 acre high density residential development. This project included on-site Street, Utility, Storm Drain, Water Quality, and Grading. Chris was responsible for on-site Street, Sewer, Water, Grading and Storm Drain design.

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S. Ali Bastani, PhD, PE, GE, F. ASCE

DIRECTOR OF ENGINEERING

Summary of Experience

Dr. Bastani, an adjunct faculty at Cal Poly Pomona, has more than twenty years of diversified experience in geotechnical, earthquake, and environmental engineering. His experience covers all aspects of the consulting engineer's profession including project and staff management for small and large projects, marketing, developing new client base, maintaining existing clients with exceptional service, and a comprehensive knowledge and applied use of conceptual, physical, and numerical modeling for geotechnical and environmental engineering solutions.

Dr. Bastani's professional experience entails performance, management and providing practical solutions for variety of projects including: (1) Geotechnical investigation and monitoring for foundation design of bridges, water reservoirs, pipelines, power plants, commercial and industrial facilities, and landfills; (2) Seismic ground motion studies, site response analysis, liquefaction analysis, determination of seismic induced deformations, and seismic retrofit evaluations; (3) Deep-seated and shallow landslide investigation, analysis, and mitigation; (4) Design of shoring and stabilization systems including tie back and soil nail retaining structures (5) Groundwater flow and contaminant transport evaluation and modeling; and (6) Seismic hazard evaluation, probabilistic and deterministic, for various seismic zones around the United States and abroad.

Ali has been involved in many major high profile projects such as seismic retrofitting of San Diego-Coronado Bay Bridge, review of cover system design for Operating Industries Inc. Landfill, Fluor Daniel Corporation headquarter buildings, 10 MG Nohl Canyon and 7 MG Sand Canyon Reservoirs, Orange County's Regional Fire Operation and Training Center, Los Angeles and Rancho Santiago Community Colleges, Hoag Hospital, Malburg 134 MW and Otay Mesa 570 MW Generating Stations, City of Los Angeles Bridge program, Los Angeles Department of Water and Power (LADWP) on-call contract, and Christchurch Earthquake in New Zealand. Dr. Bastani was involved in review of geotechnical reports and development plans for 14 cities in Los Angeles and Orange Counties as part of his work at Bing Yen and Associates from 1995 to 1999. Some of these cities included Cities of Malibu, Moorpark, Santa Clarita, Simi Valley, and Mission Viejo.

Dr. Bastani has been involved in innovative and state-of-the-art research project for the Los Angeles Department of Water and Power (LADWP) to investigate lateral seismic earth pressures on very large buried reinforced concrete reservoirs (up to 40 MG capacity) to improve their seismic design reliability. This research includes state-of-the-art centrifuge testing and numerical modeling approaches to advance our understanding of the magnitude and distribution of earthquake-induced lateral earth pressures on restraint walls. Dr.

S. Ali Bastani

Bastani's experience also includes numerous state-of-the-art centrifuge (physical) models for evaluating the dynamic response of dry sands, saturated stratified layers of sand overlaid by silt, and embankments, to study liquefaction mechanism at level and sloping grounds, dynamic settlement, and liquefaction-induced slope deformations. Mr. Bastani has also worked with and modified several conventional, elasto-plastic bounding surface, and hypoplasticity constitutive models for soil, and has performed triaxial and other conventional geotechnical experiments to calibrate these effective stress constitutive models. These centrifuge tests were numerically modeled by one- and two-dimensional static and dynamic effective stress finite element/difference programs.

Education

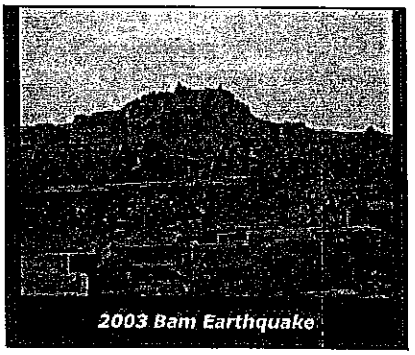
- Ph.D., Civil and Environmental Engineering, University of California, Davis
- M.S., Civil and Environmental Engineering, University of California, Davis
- B.S., Civil Engineering, Polytechnic of Tehran

Registrations

- Registered Geotechnical Engineer, CA No. GE 2458
- Registered Civil Engineer, CA No. C 53924

Professional Affiliations

- American Society of Civil Engineers (ASCE)
- Earthquake Engineering Research Institute (EERI)
- Consortium of Organizations for Strong-Motion Observation Systems (COSMOS)
- EERI Reconnaissance Team Member for Bam, Iran, Earthquake of December 26, 2003
- Pacific Earthquake Engineering Research Center (PEER) Reconnaissance Team Member for Nisqually Earthquake of February 28, 2001
- Network for Earthquake Engineering Simulation (NEES)
- Seismological Society of America (SSA)
- Orange County Water Association (OCWA)
- UC Davis Reconnaissance Team Member for 1989 Loma Prieta Earthquake and evaluation of post earthquake deformations south of Market Street.



2003 Bam Earthquake

ROGER W. SCHLIERKAMP, M.Sc., P.E.

Director of Pavement Engineering

GMU GEOTECHNICAL, INC.

PROFESSION
Civil Engineer

REGISTRATION
Registered Civil Engineer C81529 – State of California

EDUCATION
M.S. Civil Engineering (Pavement/Materials Engineering)– University of Nevada, Reno
B.S. Civil Engineering
University of Nevada, Reno

PROFESSIONAL EXPERIENCE
GMU Geotechnical, Inc.
(2014 – Present)
Director of Pavement Engineering
Rancho Santa Margarita, California
Twining, Inc.
(2011 – 2014)
Pavement Engineer
Long Beach, California
University of Nevada, Reno
(2009 – 2011)
Graduate Researcher, Pavement / Materials
Reno, Nevada

PROFESSIONAL AFFILIATIONS
CalAPA
ASCE Orange County - Engineers without Borders
APWA
AGC

SUMMARY OF EXPERIENCE & QUALIFICATIONS

Mr. Schlierkamp is experienced in pavement engineering, testing, inspection, specification, and mix design development projects. His experience includes work with a number of private sector clients, local government agencies, paving contractors, and pavement material producers. He has also worked successfully as a quality control manager and pavement engineer on a wide variety of projects. His engineering experience includes performing pavement evaluations, developing cost-effective pavement repair recommendations, performing pavement mix designs, and managing testing and inspection of pavement construction projects. Mr. Schlierkamp's experience as a quality control manager provides him a thorough understanding of various pavement construction specifications. His proficiency in pavement construction testing and inspection has allows him to support both owners and contractors in achieving quality and cost-effective pavement products. Selected projects representative of Mr. Schlierkamp's experience are listed below:

- Pavement engineering analysis and design
- Pavement surface condition assessments
- Non-destructive pavement testing, including deflection testing, ground-penetrating radar (GPR) testing
- Pavement smoothness testing
- Pavement mix designs, including hot-mix asphalt (HMA), rubberized hot-mix asphalt (RHMA), warm-mix asphalt (WMA) following Marshall, Hveem, and Superpave design methods, soil-stabilization, and cold recycled asphalt
- Pavement preservation strategies, including fog seals, slurry seals, scrub seals micro-surfacing seals, and chip seals
- Pavement rehabilitation strategies, such as rubberized pavement overlays, cold recycling, full-depth reclamation, cement/lime base and subgrade stabilization
- In-depth knowledge of various pavement construction specifications, including Caltrans, Greenbook, Airport, and Ports.
- Quality control / assurance laboratory testing expertise, including Hveem Stability, Hamburg Wheel Track, Moisture Susceptibility, Maximum Density, Wet Track Abrasion, and more.

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Pavement Evaluation and Design Projects - Local Municipalities

Alicia Parkway Investigation, City of Laguna Niguel, Laguna Niguel, California: Pavement Engineer for the evaluation of recently applied slurry seal. Performed visual assessment and reviewed lab testing results of approximately 7 lane miles of pavement. Assisted City in identifying areas for reapplication and pay adjustment negations.

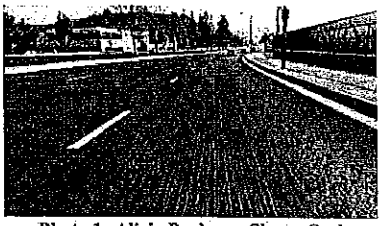


Photo 1: Alicia Parkway Slurry Seal Investigation.

Irvine Avenue Evaluation and Design, City of Newport Beach, Newport Beach, CA, November 2014: Pavement Engineer for the evaluation and development of repair recommendations approximately 3.5 lane miles of pavement in Newport Beach California. Project was located between Santiago Drive and Monte Vista Avenue. Developed recommendations to address isolated areas of alligator cracking and block cracking. Recommended recyclable pavement interlayer system to mitigate reflective cracking and reduce moisture infiltration. Recommended ARHM overlay.

MacArthur Boulevard Rehabilitation, City of Newport Beach, Newport Beach, California, September 2015: Pavement Engineer for the rehabilitation evaluation and design of approximately 12 lane-miles of asphalt concrete pavement. Performed pavement surface condition assessment and deflection. Reviewed laboratory testing and performing engineering analysis. Identified and delineated sections in need of isolated repairs based on deflection data. Developed asphalt-rubberized hot-mix asphalt mill-and-overlay recommendations for a 20-year pavement design life.

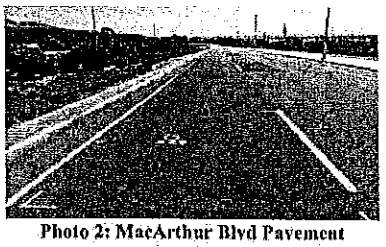


Photo 2: MacArthur Blvd Pavement Evaluation.

Metro Blue Line Artesia Park N Ride Parking Lot, Compton, California, October 2013: Pavement Engineer for the investigation of the Park N Ride parking lot project to determine the potential cause of high-severity rutting and shoving distresses of newly constructed pavement (approximately 3 months old). Corings were performed to extract AC samples for laboratory testing. The binder content and gradation were noted to be out of tolerance (excess binder content and fine aggregate gradation). These findings were identified as likely contributors to the pavement distresses. Additionally, a tack coat was not observed between paving lifts. The pavement appeared to have separated along the lift line which promoted movement of the materials of the top lift. Repair recommendations consisted of removing the top lift by milling, applying a tack coat, and constructing a mix with increased stability.

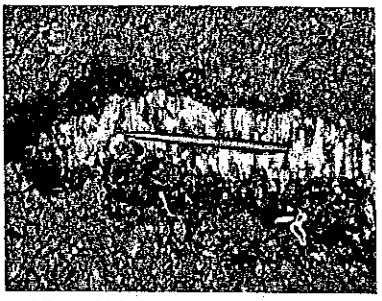


Photo 3: Metro Blue Line Parking Lot Pavement Evaluation.

Roger W. Schlierkamp

ORDINANCE NO. 1061

AN ORDINANCE OF THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA REPEALING ORDINANCE NO. 1022 AND AMENDING DIVISION I OF TITLE 16 AND SECTIONS 17.08.010 AND 17.08.020 OF THE STANTON MUNICIPAL CODE PERTAINING TO THE 2016 EDITIONS OF THE CALIFORNIA BUILDING STANDARDS CODE, WITH AMENDMENTS THERETO, AND MAKING FINDINGS IN SUPPORT THEREOF

WHEREAS, California Health and Safety Code Section 17958.7 and 18941.5 authorize the City of Stanton ('City") to adopt ordinances and regulations imposing the same requirements as are contained in the California Building Standards Code, 2016 Edition as provided in Title 24 and 25 of the California Code of Regulations and other codes adopted by the State pursuant to California Health and Safety Code Section 17922; and

WHEREAS, pursuant to California Government Code Section 50022.1 *et seq.* the City may adopt by reference the California Building Standards Code, 2016 Edition, as provided in Title 24 and 25 of the California Code of Regulations and other codes, (hereinafter referred to collectively as "Codes"); and

WHEREAS, Health and Safety Code Section 17958.5(a) permits the City to make modifications or changes to the Codes, which are reasonably necessary because of local climatic, geologic, or topographic conditions; and

WHEREAS, Health and Safety Code Section 17958.7 requires that the City Council, before making any modifications or changes to the Codes, make an express finding that such changes or modifications are reasonably necessary because of local climatic, geologic, or topographic conditions; and

WHEREAS, The Stanton Fire Chief and Building Official have recommended that changes and modifications be made to the 2016 Codes, and have advised that certain of said changes and modifications to the Codes are reasonably necessary due to local conditions within the City of Stanton, and have further advised that the remainder of the said changes and modifications are of an administrative or procedural nature, or concern themselves with subjects not covered by the Codes, or are reasonably necessary to safeguard life and property within the City of Stanton; and

WHEREAS, all legal prerequisites prior to the adoption of this Ordinance have occurred.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF STANTON, CALIFORNIA DOES HEREBY ORDAIN AS FOLLOWS:

SECTION 1: The City Council finds that the above facts, findings and conclusions are true and correct and are made a material part of this Ordinance.

SECTION 2: Ordinance 1022 is hereby repealed in its entirety.

SECTION 3: General provisions applicable to all the Codes adopted by this Ordinance are as follows:

1. Violations – penalty.

For all sections of the Codes, any and all amendments included within this Ordinance, the following shall apply pertaining to violations and shall replace any sections of those Codes that pertain to violation.

It shall be unlawful for any person, firm or corporation to erect, construct, enlarge, alter, repair, move, improve, remove, convert or demolish, equip, use, occupy, or maintain any building or structure in the city, or cause same to be done, contrary to or in violation of any of the provisions of this Ordinance.

Any person, firm, or corporation violating any of the provisions of this ordinance, shall be deemed guilty of a misdemeanor, and each such person shall be deemed guilty of a separate offense for each and every day or portion thereof during which any violation of any of the provisions of this ordinance is committed, continued, or permitted, and upon conviction of any such violation such persons shall punishable according to the provisions of Section 1.10.010 of this code.

2. Board of Appeals

For all sections of the Codes, including any and all amendments included within this Ordinance, the following shall apply pertaining to board of appeals and shall replace any sections of those codes that pertain to board of appeals.

In order to determine the suitability of alternate materials and methods of construction and provisions of these codes, there shall be and there is hereby create a board of appeals, consisting of five members, composed of the mayor and the other members of the city council. Said members shall hold their respective membership on said board of appeals by reason of, and concurrently with their terms of service as council members and shall cease to be such members upon their ceasing to be such council members. The building official shall be the secretary of the board. The board may adopt reasonable rules and regulations for conducting its investigations and shall render all its decisions and findings on contested matters, in writing to the building official, with a duplicate copy thereof to any appellant or contestant affected by any such decision or finding, and may recommend to the city council such new legislation, if any, as is consistent therewith.

Three members of the board shall constitute a quorum. The mayor shall be the presiding officer of the board and in the mayor's absence the mayor pro-tem shall preside. Meetings shall be conducted in accordance with the Brown Act.

The board shall have the right, subject to such limits as the city council may prescribe by resolution, to employ at the cost and expense of the city, such qualified individuals as the board, in its discretion, may deem reasonably necessary in order to assist it in its investigations and making its findings and decisions.

3. Fees.

For all sections of the Codes, including any and all amendments included within this Ordinance, pertaining to fees are hereby amended to read as follows:

All fees shall be as set forth by resolution of the City Council.

4. Uniform Codes Available.

Copies of all of the Codes adopted by this Ordinance shall be maintained in the office of the Clerk of the City of Stanton.

SECTION 4: Section 16.02.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.02.010 California Administrative Code adopted.

There is hereby adopted by reference the California Administrative Code, 2016 Edition as published by the International Code Council.

SECTION 5: Section 16.04.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.04.010 California building code adopted.

There is hereby adopted by reference the California Building Code Volume 1 and 2, and appendices B, C, I and J, 2016 Edition, based on the 2015 International Building Code as published by the International Code Council. Such Code, and amendments thereto as set forth in this chapter, are incorporated, pursuant to California Government Code Section 50022.2 et seq. and Health and Safety Code section 18941.5, 18938, and 17958, as though fully set forth at length herein, for the purpose of prescribing regulations for the erecting, construction, enlargement, alteration, repair, improving, removal, conversion, demolition, occupancy, equipment use, height, and area of buildings and structures within the corporate limits of the City. From the date on which this section takes effect, the provisions of said code, together with amendments thereto, shall be controlling within the corporate limits of the City."

SECTION 6: Section 16.04.020 of the Stanton Municipal Code is hereby amended to read as follows:

"16.04.020 California building code amended.

Based upon the findings of the city council and upon the recommendations of the fire chief and building official, the city council hereby amends the California Building Code, 2016 Edition, applicable within the corporate limits of the city, as follows:

A. Section 104.8 of the California Building Code is hereby amended by adding a sentence to the end of the paragraph as follows:

Section 104.8 Liability. The provisions of this section shall apply if the Building Official or his/her authorized representative are employees of this jurisdiction and shall also apply if the Building Official or his/her authorized representative are acting under contract as agents of this jurisdiction.

B. **Section 202** of the California Building Code is hereby revised by adding "Spark Arrestor" as follows:

> **SPARK ARRESTER.** A listed device constructed of noncombustible material specifically for the purpose of meeting one of the following conditions:
>
> 1. Removing and retaining carbon and other flammable particles/debris from the exhaust flow of an internal combustion engine in accordance with California Vehicle Code Section 38366.
>
> 2. Fireplaces that burn solid fuel in accordance with California Building Code Chapter 28.

C. **Section 701A.3 Application** is hereby revised to read as follows:

701A.3 Application. New buildings located in any Fire Hazard Severity Zone or any Wildland-Urban Interface Fire Area designated by the enforcing agency constructed after the application date, and additions to and remodel of buildings constructed before 2012 located in areas currently designated as such, shall comply with the provisions of this chapter. The provisions shall also apply to additions, remodels, and accessory structures located within 100 feet of a fuel modification zone, vegetation management area, or similar area containing hazardous combustible vegetation, regardless of whether the property is currently located in a designated Fire Hazard Severity Zone or Wildland-Urban Interface Fire Area, when materials and/or construction methods for exterior wildfire exposure were previously required at the property by the Building or Fire Code Official.

Exceptions:

1. Buildings of an accessory character classified as a Group U occupancy and not exceeding 120 square feet in floor area, when located at least 30 feet from the applicable building.
2. Buildings of an accessory character classified as a Group U occupancy of any size located least 50 feet from an applicable building.
3. Buildings classified as a Group U Agricultural Building, as defined in Section 202 of this code (see also Appendix C – Group U Agricultural Buildings), when located at least 50 feet from an applicable building.

Section 710A.3.2 is hereby revised to read as follows:

710A.3.2 Detached accessory structures within 50 feet of an applicable building shall comply with the requirements of this section.

Section 710A.4 Requirements is hereby revised to read as follows:

710A.4 Requirements. Accessory structures shall be constructed of non-combustible or ignition-resistant materials.

D. **Section 903.2 Where required** is hereby amended as follows:

[F] 903.2 Where required. Approved automatic sprinkler systems in buildings and structures shall be provided in the following locations:

1. **New buildings**: Notwithstanding any applicable provisions of Sections 903.2.1 through 903.2.12, an automatic fire-extinguishing system shall also be installed in all occupancies when the total building area, as defined in Section 202, exceeds 5,000 square feet (465 m^2), or more than two stories in height, regardless of fire areas or allowable area.

   Exception: Group R-3 occupancies. Group R-3 occupancies shall comply with California Residential Code Section R313.2.

2. **Existing buildings:** Notwithstanding any applicable provisions of this code, an automatic sprinkler system shall be provided in an existing building when an addition occurs and when one of the following conditions exists:

   a. When the addition is 33% or more of the existing building area and the resulting building area, as defined in Section 202, exceeds 5000 square feet (465 m^2); or

   b. When the addition exceeds 2000 square feet (185.81 m^2) and the resulting building area, as defined in Section 202, exceeds 5000

square feet (465 m^2); or

An additional story is added above the second floor regardless of fire areas or allowable area.

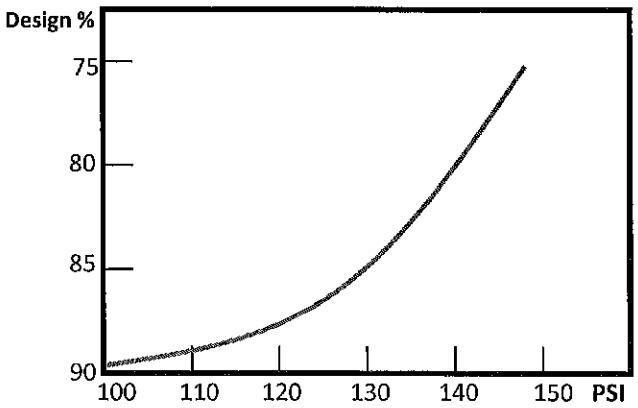
Table 1505.1 is amended, by the deletion of Table 1505.1 and the addition of a new Table 1505.1 thereto, to read as follows:

Section 903.3.5.3 Hydraulically calculated systems is hereby added as follows:

903.3.5.3 Hydraulically calculated systems. The design of hydraulically calculated fire sprinkler systems shall not exceed 90% of the water supply capacity.

Exception: When static pressure exceeds 100 psi, and when required by the fire code official, the fire sprinkler system shall not exceed the water supply capacity specified by Table 903.3.5.3.

TABLE 903.3.5.3
Hydraulically Calculated Systems



E. Table 1505.1 of the California Building Code is hereby amended, by the deletion of Table 1505.1 and the addition of a new Table 1505.1 thereto, to read as follows:

TABLE 1505.1[a]
MINIMUM ROOF COVERING CLASSIFICATIONS
TYPES OF CONSTRUCTION

IA	IB	IIA	IIB	IIIA	IIIB	IV	VA	VB
B	B	B	B	B	B	B	B	B

For SI: 1 foot = 304.8 mm, 1 square foot = 0.0929 m^2.
a. Unless otherwise required in accordance with Chapter 7A.

F. Section 1505.1.3 of the California Building Code is hereby amended as follows:

1505.1.3 Roof coverings within all other areas. The entire roof covering of every existing structure where more than 50 percent of the total roof area is replaced within any one-year period, the entire roof covering of every new structure, and any roof covering applied in the alteration, repair or replacement of the roof of every existing structure, shall be a fire-retardant roof covering that is at least Class B.

Section 1505.5 is hereby amended, by the deletion of the entire section.

Section 1505.7 is hereby amended, by the deletion of the entire section.

G. Chapter 35 of the California Building Code, Referenced Standards, is hereby amended as follows:

Chapter 35 Referenced Standards is adopted in its entirety with the following amendments:

NFPA 13, 2016 Edition, Standard for the Installation of Sprinkler Systems is hereby amended as follows:

Section 6.7.3 is hereby revised to read as follows:

6.7.3 Fire department connections (FDC) shall be of an approved type. The location shall be approved and be no more than 150 feet from a public hydrant. The FDC may be located within 150 feet of a private fire hydrant when approved by the fire code official. The size of piping and the number of 2½" inlets shall be approved by the fire code official. If acceptable to the water authority, it may be installed on the backflow assembly. Fire department inlet connections shall be painted OSHA safety red or as approved. When the fire sprinkler density design requires more than 500 gpm (including inside hose stream demand), or a standpipe system is included, four 2½" inlets shall be provided.

Section 8.3.3.1 is hereby revised to read as follows:

8.3.3.1 When fire sprinkler systems are installed in shell buildings of undetermined use (Spec Buildings) other than warehouses (S occupancies), fire sprinklers of the quick-response type shall be used. Use is considered undetermined if a specific tenant/occupant is not identified at the time the fire sprinkler plan is submitted. Sprinklers in light hazard occupancies shall be one of the following:

1. Quick-response type as defined in 3.6.4.8
2. Residential sprinklers in accordance with the requirements of 8.4.5
3. Quick response CMSA sprinklers
4. ESFR sprinklers
5. Standard-response sprinklers used for modifications or additions to existing light hazard systems equipped with standard-response sprinklers
6. Standard-response sprinklers used where individual standard-response sprinklers are replaced in existing light hazard systems

Section 11.1.1.1 is hereby added as follows:

11.1.1.1 When fire sprinkler systems are required in buildings of undetermined use other than warehouses, they shall be designed and installed to have a fire sprinkler density of not less than that required for an Ordinary Hazard Group 2 use, with no reduction(s) in density or design area. Warehouse fire sprinkler systems shall be designed to Figure 16.2.1.3.2 (d) curve "G". Use is considered undetermined if a specific tenant/occupant is not identified at the time the sprinkler plan is submitted. Where a subsequent use or occupancy requires a system with greater capability, it shall be the responsibility of the occupant to upgrade the system to the required density for the new use or occupancy.

Section 11.2.3.1.1.1 is hereby added as follows:

11.2.3.1.1.1 The available water supply for fire sprinkler system design shall be determined by one of the following methods, as approved by the fire code official:

1) Subtract the project site elevation from the low water level for the appropriate pressure zone and multiply the result by 0.433;
2) Use a maximum of 40 psi, if available;
3) Utilize the OCFA water-flow test form/directions to document a flow test conducted by the local water agency or an approved third party licensed in the State of California.

NFPA 13D 2016 Edition, Standard for the Installation of Sprinkler Systems in One- and Two-Family Dwellings and Manufactured Homes is hereby amended as follows:

Section 7.1.2 is hereby revised to read as follows:

7.1.2 The sprinkler system piping shall not have separate control valves installed unless supervised by a central station, proprietary, or remote station alarm service.

NFPA 14, 2013 Edition, Installation of Standpipe and Hose Systems is hereby amended as follows:

1. Section 7.3.1.1 is hereby revised to read as follows:

7.3.1.1 Class I and III Standpipe hose connections shall be unobstructed and shall be located not less than 18 inches or more than 24 inches above the finished floor. Class II Standpipe hose connections shall be unobstructed and shall be located not less than 3 feet or more than 5 feet above the finished floor.

NFPA 24, 2016 Edition, Standard for the Installation of Private Fire Service Mains and Their Appurtenances is hereby amended as follows:

Section 6.2.8.1 is hereby added as follows:

6.2.8.1 All indicating valves controlling fire suppression water supplies shall be painted OSHA red.

Exceptions:
1. Brass or bronze valves on sprinkler risers mounted to the exterior of the building may be left unpainted.
2. Where OS&Y valves on the detector check assembly are the only control valves, at least one OS&Y valve shall be painted red.

Section 6.2.9 is hereby revised to read as follows:

All connections to private fire service mains for fire protection systems shall be arranged in accordance with one of the following so that they can be isolated:

(1) A post indicator valve installed not less than 40 ft (12 m) from the building

(a) For buildings less than 40 ft (12 m) in height, a post indicator valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the post indicator valve.

(2) A wall post indicator valve
(3) An indicating valve in a pit, installed in accordance with Section 6.4
(4) A backflow preventer with at least one indicating valve not less than 40 ft (12 m) from the building

(a) For buildings less than 40 ft (12 m) in height, a backflow preventer with at least one indicating valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the backflow preventer.

(5) Control valves installed in a fire-rated room accessible from the exterior
(6) Control valves in a fire-rated stair enclosure accessible from the exterior

Section 10.1.5 is hereby added as follows:

10.1.5 All ferrous pipe and joints shall be polyethylene encased per AWWA C150, Method A, B, or C. All fittings shall be protected with a loose 8-mil polyethylene tube or sheet. The ends of the tube or sheet shall extend past the joint by a minimum of 12 inches and be sealed with 2 inch wide tape approved for underground use. Galvanizing does not meet the requirements of this section.

Exception: 304 or 316 Stainless Steel pipe and fittings

Section 10.4.1.1 is hereby revised to read as follows:

10.4.1.1 All bolted joint accessories shall be cleaned and thoroughly coated with asphalt or other corrosion-retarding material after installation.

Exception: Bolted joint accessories made from 304 or 316 stainless steel.

Section 10.4.1.1.1 is hereby added as follows:

10.4.1.1.1 All bolts used in pipe-joint assembly shall be 316 stainless steel.

Section 10.4.3.2 is hereby revised to read as follows:

10.4.3.2 Where fire service mains enter the building adjacent to the foundation, the pipe may run under a building to a maximum of 24 inches, as measured from the interior face of the exterior wall to the center of the vertical pipe. The pipe under the building or building foundation shall be 304 or 316 stainless steel and shall not contain mechanical joints or it shall comply with 10.4.3.2.1 through 10.4.3.2.4.

SECTION 7: Section 16.06.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.06.010 California mechanical adopted.

The California Mechanical Code, 2016 Edition based on the 2015 Uniform Mechanical Code as published by the International Association of Plumbing and Mechanical Officials, is hereby adopted and shall be and become the Mechanical Code of the City, regulating and controlling the design, construction, installation, quality of materials, location, operation and maintenance of heating, ventilating, cooling, refrigeration systems, incinerators and other miscellaneous heat producing appliances."

SECTION 8: Section 16.10.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.10.010 International Property Maintenance Code adopted.

The International Property Maintenance Code, 2015 Edition as published by the International Code Council is herby adopted as the Property Maintenance Code of the City of Stanton, regulating erection, construction, enlargement, alteration repair, maintenance, moving, improving, removal, conversion, demolition and occupancy of all buildings or portions thereof used, or designed or intended to be used for human habitation.

SECTION 9: Section 16.12.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.12.010 California plumbing code adopted.

The California Plumbing Code, 2016 Edition, based on the 2015 Uniform Plumbing Code as published by the International Association of Plumbing and Mechanical Officials, is hereby adopted and shall be and become the Plumbing Code of the City of Stanton, regulating erection, installation, alteration, repair, relocation, replacement, maintenance or use of plumbing systems within the City."

SECTION 10: Section 16.18.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.18.010 California Green Building Standards Code adopted.

The California Green Building Standards Code, 2016 Edition, as published by the International Code Council, is hereby adopted and shall be and become the Green Building Standards Code of the City of Stanton."

16.18.020 Green building standards code amended.

A. Section 202 of the Green Building Standards Code is amended to read as follows:

Sustainability. Consideration of present development and construction impacts on the community, the economy, and the environment without compromising the needs of the future.

SECTION 11: Section 16.20.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.20.010 California electrical code adopted.

Except as provided in this chapter, the California Electrical Code, 2016 Edition, based on the 2014 National Electrical Code as published by the National Fire Protection Association, is hereby adopted and shall be and become the Electrical Code of the City of Stanton, regulating all installation, arrangement, alteration, repair, use and other operation of electrical wiring, connections, fixtures and other electrical appliances on premises within the city."

SECTION 12: Section 16.24.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.20.010 International Swimming Pool and Spa Code adopted.

There is hereby adopted the International Swimming Pool and Spa Code, 2015 Edition as published by the International Code Council."

SECTION 13: Section 16.26.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.18.010 Residential code adopted.

There is hereby adopted the California Residential Code, 2016 Edition; with Appendix G and H, based on the 2015 International Residential Code as published by the International Code Council."

16.18.020 Residential code amended.

Section 202 Definitions is hereby revised by adding "OCFA" and "Spark Arrester" as follows:

OCFA: Orange County Fire Authority, fire authority having jurisdiction.

SPARK ARRESTER. A listed device constructed of noncombustible material specifically for the purpose of meeting one of the following conditions:

1. Removing and retaining carbon and other flammable particles/debris from the exhaust flow of an internal combustion engine in accordance with California Vehicle Code Section 38366.
2. Fireplaces that burn solid fuel in accordance with California Building Code Chapter 28.

A. Table R301.2(1) of the California Residential Code is hereby amended as follows:

TABLE R301.2(1)
CLIMATIC AND GEOGRAPHIC DESIGN CRITERIA

GROUND SNOW LOAD	WIND DESIGN		SEISMIC DESIGN CATEGORY [f]	SUBJECT TO DAMAGE FROM		WINTER DESIGN TEMP [e]	ICE BARRIER UNDERLAYMENT REQUIRED [h]	FLOOD HAZARDS [g]	AIR FREEZING INDEX [i]	MEAN ANNUAL TEMP [j]		
	Speed [d] (mph)	Topographic effects [k]		Weathering [a]	Frost line Depth [b]	Termite [c]						
Zero	85	No	D_2 or E	Negligible	12-24"	Very Heavy	43	No		See Exhibit B	0	60

For SI: 1 pound per square foot = 0.0479 kPa, 1 mile per hour = 0.447 m/s.

Weathering may require a higher strength concrete or grade of masonry than necessary to satisfy the structural requirements of this code. The weathering column shall be filled in with the weathering index (i.e., "negligible," "moderate" or "severe") for concrete as determined from the Weathering Probability Map [Figure R301.2(3)]. The grade of masonry units shall be determined from ASTM C 34, C 55, C 62, C 73, C 90, C 129, C 145, C 216 or C 652.

b. The frost line depth may require deeper footings than indicated in Figure R403.1(1). The jurisdiction shall fill in the frost line depth column with the minimum depth of footing below finish grade.

c. The jurisdiction shall fill in this part of the table to indicate the need for protection depending on whether there has been a history of local subterranean termite damage.

d. The jurisdiction shall fill in this part of the table with the wind speed from the basic wind speed map [Figure R30l.2(4)].Wind exposure category shall be determined on a site-specific basis in accordance with Section R301.2.1.4.

e. The outdoor design dry-bulb temperature shall be selected from the columns of 971/2-percent values for winter from Appendix D of the *California Plumbing Code.* Deviations from the Appendix D temperatures shall be permitted to reflect local climates or local weather experience as determined by the building official.

f. The jurisdiction shall fill in this part of the table with the seismic design category determined from Section R301.2.2.1.

g. The City of Los Alamitos does not have any Flood Hazards Zones. (OR, if yes) See City's FIRM maps for Flood Hazard Locations.

h. In accordance with Sections R905.2.7.1, R905.4.3.1, R905.5.3.1, R905.6.3.1, R905.7.3.1 and R905.8.3.1, where there has been a history of local damage from the effects of ice damming, the jurisdiction shall fill in this part of the table with "YES." Otherwise, the jurisdiction shall fill in this part of the table with "NO."

i. The jurisdiction shall fill in this part of the table with the 100-year return period air freezing index (BF-days) from Figure R403.3(2) or from the I00-year (99%) value on the National Climatic Data Center data table "Air Freezing Index- USA Method (Base 32°)" at www.ncdc.noaa.gov/fpsf.htrnl.

j. The jurisdiction shall fill in this part of the table with the mean annual temperature from the National Climatic Data Center data table "Air Freezing Index-USA Method (Base 32°F)" at www.ncdc.noaa.gov/fpsf.html.

k. In accordance with Section R301.2.1.5, where there is local historical data documenting structural damage to buildings due to topographic wind speed-up effects, the jurisdiction shall fill in this part of the table with "YES." Otherwise, the jurisdiction shall indicate "NO" in this part of the table.

l. In accordance with Figure R301.2(4)A, where there is local historical data documenting unusual wind conditions, the jurisdiction shall fill in this part of the table with "YES" and identify any specific requirements. Otherwise, the jurisdiction shall indicate "NO" in this part of the table.

m. In accordance with Section R301.2.1.2.1, the jurisdiction shall indicate the wind-borne debris wind zone(s). Otherwise, the jurisdiction shall indicate "NO" in this part of the table.

C. **Section R301.9 Fuel Modification Requirements for New Construction** is hereby added as follows:

> **R301.9 Fuel Modification Requirements for New Construction.** All new structures and facilities adjoining land containing hazardous combustible vegetation shall be approved and in accordance with the requirements of OCFA Guideline C-05 "Vegetation Management Guideline – Technical Design for new Construction Fuel Modification Plans and Maintenance Program."

Section R309.6 Fire sprinkler attached garages, and carports with habitable space above is hereby amended by modifying the exception to read as follows:

> **Exception:** An automatic residential fire sprinkler system shall not be required when additions or alterations are made to existing carports and/or garages that do not have an automatic fire sprinkler system installed unless a sprinkler system is required in accordance with California Fire Code Section 903.2.8.

Section R313.1 Townhouse automatic fire sprinkler systems is hereby amended by modifying the exception to read as follows:

> **Exception:** An automatic residential fire sprinkler system shall not be required when additions or alterations are made to existing townhouses that do not have an automatic fire sprinkler system installed unless a sprinkler system is required in accordance with California Fire Code Section 903.2.8.

Section R313.2 One- and two-family dwellings automatic fire sprinklers systems. An automatic residential fire sprinkler system installed in one- and two-family dwellings as follows:

New buildings: An automatic sprinkler system shall be installed throughout all new buildings.

Existing buildings: An automatic sprinkler system shall be installed throughout when one of the following conditions exists:

1. When an addition is 33% or more of the existing building area, as defined in Section 502.1, and greater than 5,000 square feet ($92.903m^2$) within a two-year period; or
2. An addition when the existing building is already provided with automatic sprinklers; or
3. When an existing Group R Occupancy is being substantially renovated, and where the scope of the renovation is such that the Building Code Official determines that the complexity of installing a sprinkler system would be similar as in a new building.

Section R313.3.6.2.2 Calculation procedure is hereby revised to read as follows:

Section R313.3.6.2.2 Calculation procedure. Determination of the required size for water distribution piping shall be in accordance with the following procedure and California Fire Code Section 903.3.5.3.

(The remainder of the section is unchanged)

Section R319.1 Address identification is hereby revised to read as follows:

R319 Site Address. New and existing buildings shall be provided with approved address identification. The address identification shall be legible and placed in a position that is visible from the street or road fronting the property. Address identification characters shall contrast with their background. Address numbers shall be Arabic numbers or alphabetical letters. Numbers shall not be spelled out. Each character shall be not less than 4 inches in height with a stroke width of not less than 0.5 inch. Where required by the fire code official, address identification shall be provided in additional approved locations to facilitate emergency response. Where access is by means of a private road and the building address cannot be viewed from the public way, a monument, pole or other sign or means shall be used to identify the structure. Address identification shall be maintained.

Section R337.1.3 Application is hereby revised to read as follows:

R337.1.3 Application. New buildings located in any Fire Hazard Severity Zone or any Wildland-Urban Interface Fire Area designated by the enforcing agency constructed after the application date, and additions to and remodel of buildings constructed before 2012 located in areas currently designated as such, shall comply with the provisions of this chapter. The provisions shall also apply to additions, remodels, and accessory structures located within 100 feet of a fuel modification zone, vegetation management area, or similar area containing hazardous combustible vegetation, regardless of whether the property is currently located in a designated Fire Hazard Severity Zone or Wildland-Urban Interface Area, when materials and/or construction methods for exterior wildfire exposure were previously required at the property by the Building or Fire Code Official.

Exceptions:

1. Buildings of an accessory character classified as a Group U occupancy and not exceeding 120 square feet in floor area, when located at least 30 feet from an applicable building.
2. Buildings of an accessory character classified as a Group U occupancy of any size located at least 50 feet from an applicable building.
3. Buildings classified as a Group U Agricultural Building, as defined in Section 202 of this code (see also Appendix C – Group U Agricultural Buildings), when located at least 50 feet from an applicable building.

Section R337.1.6 Fuel Modification Requirements for New Construction is hereby added as follows:

R337.1.6 Fuel Modification Requirements for New Construction. All new buildings to be built or installed in a Wildfire Risk Area shall comply with the following:

1. Preliminary fuel modification plans shall be submitted to and approved by the fire code official prior to or concurrently with the approval of any tentative map.
2. Final fuel modification plans shall be submitted to and approved by the fire code official prior to the issuance of a grading permit.
3. The fuel modification plans shall meet the criteria set forth in the Fuel Modification Section of OCFA Guideline C-05 "Vegetation Management Guideline – Technical Design for New Construction Fuel Modification Plans and Maintenance Program."

    3.1. The fuel modification plan shall include provisions for the maintenance of the fuel modification in perpetuity.

4. The fuel modification plan may be altered if conditions change. Any alterations to the fuel modification areas shall have prior approval from the fire code official.

5. All elements of the fuel modification plan shall be maintained in accordance with the approved plan and are subject to the enforcement process outlined in the Fire Code.

I. Section R902.1 of the California Residential Code is hereby amended as follows:

R902.1 Roofing covering materials. Roofs shall be covered with materials as set forth in Sections R904 and R905. A minimum Class A or B roofing shall be installed in areas designated by this section. Classes A or B roofing required by this section to be listed shall be tested in accordance with UL 790 or ASTM E 108.

Exceptions:
1. Class A roof assemblies include those with coverings of brick, masonry and exposed concrete roof deck.
2. Class A roof assemblies also include ferrous or copper shingles or sheets, metal sheets and shingles, clay or concrete roof tile, or slate installed on noncombustible decks.

J. Section R902.1.3 of the California Residential Code is hereby amended as follows:

R902.1.3 Roof coverings within all other areas. The entire roof covering of every existing structure where more than 50 percent of the total roof area is replaced within any one-year period, the entire roof covering of every new structure, and any roof covering applied in the alteration, repair or replacement of the roof of every existing structure, shall be a fire-retardant roof covering that is at least Class B.

K. Section R902.2, first paragraph, of the California Residential Code is hereby amended as follows:

R902.2 Fire-retardant-treated shingles and shakes. Fire-retardant-treated wood shakes and shingles are wood shakes and shingles complying with UBC Standard 15-3 or 15-4 which are impregnated by the full-cell vacuum-pressure process with fire-retardant chemicals, and which have been qualified by UBC Standard 15-2 for use on Class A or B roofs.

I. Section R1001.13 of the California Residential Code is hereby added as follows:

Section R1001.13 Outdoor Fireplaces, Fire Pits, Fire Rings, or similar devices is hereby added as follows:

R1001.13 Chimney spark arresters. All chimneys attached to any appliance or fireplace that burns solid fuel shall be equipped with an approved spark arrester. Chimneys serving outdoor appliances or fireplaces shall be equipped with a spark arrester. The spark arrester shall meet the requirements of Section 2113.9.2 of the California Building Code.

R1001.14 Outdoor Fireplaces, Fire Pits, Fire Rings, or similar devices. Outdoor fireplaces, fire pits, fire rings, or similar exterior devices shall comply with this section.

Exception: Barbeques, grills, and other portable devices intended solely for cooking

Section R1001.13.1 Gas-fueled devices is hereby added as follows:

R1001.13.1 Gas-fueled devices. Outdoor fireplaces, fire pits and similar devices fueled by natural gas or liquefied-petroleum gas are allowed when approved by the Building Department and the device is designed to only burn a gas flame and not wood or other solid fuel. At R-3 occupancies, combustible construction shall not be located within three feet of an atmospheric column that extends vertically from the perimeter of the device. Where a permanent Building Department approved hood and vent is installed, combustible construction may encroach upon this column between the bottom of the hood and the vent opening. Where chimneys or vents are installed, they shall have a spark arrester in accordance with Section R1003.9.2.

Section R1001.13.2 Devices using wood or fuels other than natural gas or liquefied-petroleum gas is hereby added as follows:

R1001.13.2 Devices using wood or fuels other than natural gas or liquefied-petroleum gas. Fireplaces burning wood or other solid fuel shall be constructed in accordance with Section R1001. Fires in a fireplace shall be contained within a firebox with an attached chimney. The opening in the face of the firebox shall have an installed and maintained method of arresting sparks. The burning of wood or other solid fuel in a device is not allowed within 15 feet of combustible structures, unless within a permanent or portable fireplace.

Section R1001.13.3 Devices using wood or fuels other than natural gas or liquefied-petroleum gas is hereby added as follows:

R1001.13.3 Where prohibited. The burning of wood and other solid fuels shall not be conducted within a fuel modification zone. Wood and other solid fuel

burning fires in devices other than permanent fireplaces are not allowed within Wildfire Risk Areas (WRA) and adopted Fire Hazard Severity Zones (FHSZ) or in locations where conditions could cause the spread of fire to the WRA or FHSZ, unless determined by the Fire Code Official that the location or design of the device should reasonably prevent the start of a wildfire.

J. Chapter 44, Referenced Standards, of the California Residential Code is hereby amended as follows:

NFPA 13, 2016 Edition, Standard for the Installation of Sprinkler Systems is hereby amended as follows:

Section 6.7.3 is hereby revised to read as follows:

6.7.3 Fire department connections (FDC) shall be of an approved type. The location shall be approved and be no more than 150 feet from a public hydrant. The FDC may be located within 150 feet of a private fire hydrant when approved by the fire code official. The size of piping and the number of 2½" inlets shall be approved by the fire code official. If acceptable to the water authority, it may be installed on the backflow assembly. Fire department inlet connections shall be painted OSHA safety red or as approved. When the fire sprinkler density design requires more than 500 gpm (including inside hose stream demand), or a standpipe system is included, four 2½" inlets shall be provided.

Section 8.3.3.1 is hereby revised to read as follows:

8.3.3.1 When fire sprinkler systems are installed in shell buildings of undetermined use (Spec Buildings) other than warehouses (S occupancies), fire sprinklers of the quick-response type shall be used. Use is considered undetermined if a specific tenant/occupant is not identified at the time the fire sprinkler plan is submitted. Sprinklers in light hazard occupancies shall be one of the following:

7. Quick-response type as defined in 3.6.4.8
8. Residential sprinklers in accordance with the requirements of 8.4.5
9. Quick response CMSA sprinklers
10. ESFR sprinklers
11. Standard-response sprinklers used for modifications or additions to existing light hazard systems equipped with standard-response sprinklers
12. Standard-response sprinklers used where individual standard-response sprinklers are replaced in existing light hazard systems

Section 11.1.1.1 is hereby added as follows:

11.1.1.1 When fire sprinkler systems are required in buildings of undetermined use other than warehouses, they shall be designed and installed to have a fire sprinkler density of not less than that required for an Ordinary Hazard Group 2

use, with no reduction(s) in density or design area. Warehouse fire sprinkler systems shall be designed to Figure 16.2.1.3.2 (d) curve "G". Use is considered undetermined if a specific tenant/occupant is not identified at the time the sprinkler plan is submitted. Where a subsequent use or occupancy requires a system with greater capability, it shall be the responsibility of the occupant to upgrade the system to the required density for the new use or occupancy.

Section 11.2.3.1.1.1 is hereby added as follows:

11.2.3.1.1.1 The available water supply for fire sprinkler system design shall be determined by one of the following methods, as approved by the fire code official:

4) Subtract the project site elevation from the low water level for the appropriate pressure zone and multiply the result by 0.433;
5) Use a maximum of 40 psi, if available;
6) Utilize the OCFA water-flow test form/directions to document a flow test conducted by the local water agency or an approved third party licensed in the State of California.

NFPA 13D 2016 Edition, Standard for the Installation of Sprinkler Systems in One- and Two-Family Dwellings and Manufactured Homes is hereby amended as follows:

Section 7.1.2 is hereby revised to read as follows:

7.1.2 The sprinkler system piping shall not have separate control valves installed unless supervised by a central station, proprietary, or remote station alarm service.

SECTION AO103.3 Vehicular gates or other barriers across required fire apparatus access roads is hereby added as follows:

AO103.3 Vehicular gates or other barriers across required fire apparatus access roads. The installation of gates or other barriers across a required fire apparatus access road shall be approved by the fire code official. Gates or barriers shall be in accordance with Orange County Fire Authority Guideline B-09 "Fire Master Plans for Commercial and Residential Development".

SECTION 14: Section 16.36.010 of the Stanton Municipal Code is hereby amended to read as follows:

"16.18.010 California Existing Building Code adopted.

The California Existing Building Code, 2016 Edition, as published by the International Code Council, is hereby adopted and shall be and become the Existing Building Code of the City of Stanton."

SECTION 15: Title 16 of the Stanton Municipal Code is hereby amended to add a new Chapter 16.50 to read as follows:

"Chapter 16.50

CHAPTER 9
POST-DISASTER RECOVERY AND RECONSTRUCTION

SECTION 901 – POST-DISASTER SAFETY ASSESSMENT PLACARDS AND SECURITY

901.1 SCOPE. This chapter establishes standard placards to be used to indicate the condition of a structure for continued occupancy after any natural or man-made disaster. It further authorizes the Building and Safety Department, as well as authorized representatives, to post appropriate placards at each entry point to a building or structure upon completion of a safety assessment.

901.2 APPLICATION OF PROVISIONS. The provisions of this chapter are applicable to all buildings and structures, of all occupancies, regulated by the City following each natural or man-made disaster.

901.3 DEFINITIONS.

901.3.1 BUILDING OFFICIAL is defined in Section 16.04.020 of the Stanton Municipal Code.

901.3.2 SAFETY ASSESSMENT is a visual examination of a building or structure for the purpose of determining whether continued use or occupancy is appropriate following a natural or man-made disaster.

901.4 PLACARDS. The following official placards must be used to designate the condition of buildings or structures following a disaster.

901.4.1 (GREEN) INSPECTED - LAWFUL OCCUPANCY PERMITTED. Posted on any building or structure where no apparent hazard has been found. Placement of this placard does not mean that there is no damage to the building or structure.

901.4.2 (YELLOW) RESTRICTED OR LIMITED ENTRY. Posted on each damaged building or structure where damage has created a hazardous condition which justifies restricted occupancy. The Building Official who posts this placard will note in general terms the hazard created and will clearly and concisely note the restrictions on occupancy.

901.4.3 (RED) UNSAFE – DO NOT ENTER OR OCCUPY. Posted on each damaged building or structure such that continued occupancy poses a threat to life or health. Buildings or structures posted with this placard may be entered only after authorization in writing by the building official. Safety assessment teams are

authorized to enter these buildings at any time. This placard may not be used or considered as a demolition order. The official who posts this placard must make a note in general terms of the damage encountered.

901.4.4 SECURING OF UNSAFE BUILDINGS OR STRUCTURES. Buildings or structures that have been determined by the Building Official to pose a threat to life safety or to be unsafe due to damage may be required by the Building Official to be secured from entry by fencing or other approved means until such time that the damage or threat to life is removed by repair, reconstruction or demolition. The fencing or security measures may not be removed without authorization from the building official.

901.4.5 REMOVAL OF PLACARDS. Once the placard has been attached to a building or structure, it may not be removed, altered, or covered until authorized by the Building Official.

901.5 VIOLATION. Any violation of § 16.04.400 of this code is a misdemeanor and will be subject to punishment according to the provisions of § 16.04.310.

SECTION 902 – POST DISASTER ABATEMENT

902.1 INTENT. This chapter establishes abatement criteria for all buildings and structures damaged as a result of a disaster for which a local emergency has been declared.

902.2 APPLICATION OF PROVISIONS. The provisions of this chapter are applicable to all buildings and structures regulated by the City.

902.3 DEFINITIONS. For the purpose of the chapter, the following definitions apply:

902.3.1 EVENT means any occurrence which results in the declaration of a disaster, including but not limited to, fires, landslides, wind storms, earthquakes, and floods.

902.3.2 HISTORIC BUILDING OR STRUCTURE means any building or structure registered with a federal, state, county, or city government, or the register of points of interest. Historic buildings and structures also include those buildings and structures within a recognized historic district.

902.3.3 STATE HISTORIC PRESERVATION OFFICER (SHPO) is the person appointed by the Governor, pursuant to Section 101(b)(1) of the National Historic Preservation Act of 1966, as amended, to administer the State Historic Preservation Program.

Office of Historic Preservation
Department of Parks and Recreation
P.O. BOX 942896
Sacramento, CA 94296-0001

Phone: (916) 653-6624
FAX: (916) 653-9824

902.4 ABATEMENT CRITERIA

902.4.1 NOTICE OF DETERMINATION. Except as provided in Section 902.4.2 below, the Building Official must serve a written Notice of Determination to each property owner as found on the latest available copy of the last equalized assessment roll. Such Notice of Determination must be delivered by hand-delivery, telephone, telegram, facsimile or other reasonable means, and must clearly indicate that the structure is an imminent hazard and dangerous and that, as such, it constitutes a public nuisance. The notice must set forth those factors which, in the opinion of the Building Official, make the structure an imminent hazard and dangerous, and must also include a directive from the Building Official of the specific action or actions to be taken by the property owner. The Notice must specify that within 48 hours from the time of issuance of the Notice of Determination, the owner or other party of record with an equitable or legal interest in the property must abate the nuisance in accordance with the directives written in the Notice of Determination by the Building Official.

902.4.2 NOTICE OF DETERMINATION EXCEPTION. No prior notice is required, when the building official, after considering all the facts, determines, in writing, that the structure is an imminent hazard and dangerous, and that it must be abated immediately and that time and circumstances do not permit the giving of prior notice to the owner. In those cases where time and circumstances do not permit the City to give the owner notice prior to abatement, the Building Official may cause the nuisance to be summarily abated.

902.4.3 APPEAL OF NOTICE OF DETERMINATION. A Notice of Determination delivered by the Building Official, that a building or structure is an imminent hazard and dangerous and therefore must be abated, may be appealed by the property owner or any other party of record with an equitable or legal interest in the property. Such appeal must be made to the Building Official within 48 hours of delivery of such Notice of Determination by the Building Official. Such appeal must be accompanied by a written Hazard Abatement Plan signed by a State of California licensed engineer or architect or by a written report by a State of California licensed engineer or architect stating why the engineer or architect feels the building or structure is not an imminent hazard or dangerous at this time. Such report must include a recommendation by the engineer or architect as to what should or should not be done at this time. If the Building Official accepts the proposed Hazard Abatement Plan in lieu of the Notice of Determination, the Hazard Abatement Plan must be implemented within 24 hours of acceptance by the Building Official. If the

Building Official accepts an engineer's report and agrees there is no imminent hazard, the Building Official must rescind, in writing, the Notice of Determination.

Should the Building Official disagree with the Hazard Abatement Plan, or should the Building Official disagree with the engineer's or architect's report, a hearing must be conducted by the Board of Appeals, as soon as a quorum can be assembled.

902.4.4 BOARD OF APPEALS HEARING. At the hearing, the appellant has the right to call witnesses, to submit evidence, and to cross-examine the witnesses of the City. All witnesses must be sworn.

A record of the proceedings must be made by tape recording. Any relevant evidence may be submitted, regardless of the existence of any common law or statutory rule which might make improper the admission of such evidence over objection in civil actions in the courts of this State.

At the close of the hearing, the Board of Appeals must act to either uphold, overrule, or modify the determination and order of the Building Official. The determination and order of the Building Official will be upheld, unless the Board of Appeals finds, based upon the evidence in the record, that the Building Official erred in determining that the structure is an imminent hazard and dangerous. The decision of the Board of Appeals, with the reasons therefore, may be given orally on the record. If given orally, the decision must be memorialized in writing and served upon the applicant within 24 hours of the time the oral decision is rendered.

If the Board of Appeals upholds the decision of the Building Official, the property owners of record will be ordered to abate the public nuisance within the time set forth in the order. If the structure is determined not to be an imminent hazard and dangerous, the Building Official's determination and order will be vacated. The decision of the Board of Appeals will be final on the date it is rendered.

902.4.5 HAZARD ABATEMENT PLAN. If a Hazard Abatement Plan is approved by the Building Official, the owner or other interested party of record must execute such plan within 24 hours of obtaining approval of the plan from the Building Official. Within 24 hours of completion of the abatement work the owner or other interested party of record must provide the Building Official with a written certification that the public nuisance, as described in the Building Official's Notice of Determination, has been abated.

If the work performed pursuant to the Hazard Abatement Plan amounts to temporary abatement, the owner or other party of record, prior to proceeding with permanent repairs, must obtain required permits and file a damage assessment report with the Building Official. The damage assessment report must be reviewed and approved by the Building Official prior to proceeding with permanent repairs.

902.4.6 FAILURE TO PERFORM. In those instances where the property owner or other interested party of record either does not respond to the Building Official's

Notice of Determination or approved Hazard Abatement Plan, responds untimely, or responds timely but fails to abate the public nuisance within the required time period, the imminent hazard and dangerous structure will be subject to immediate abatement by the Building Official.

902.4.7 PUBLIC NUISANCE. All structures or portions of such structures which, after inspection by the Building Official, are determined to be an imminent hazard and dangerous, either to the public, occupants of the subject structure, or to any adjacent structures, are hereby declared to be public nuisances and must be abated by the owner in accordance with the procedures specified in Sections 43.2.4.4 and 43.2.4.5.

902.4.8 SUSPENSION OF ABATEMENT OF WORK. Notwithstanding any code provisions to the contrary, the Building Official is authorized to suspend abatement work, and to allow the property owner or other party of legal interest to complete the abatement work.

902.4.9 CHANGE OF STATUS. When the conditions making a structure an imminent hazard and dangerous have been abated, the structure will no longer be considered an imminent hazard and dangerous. However, if the abatement work is temporary in nature, as determined by the Building Official, the structure will remain subject to the provisions of this section.

902.4.10 DEMOLITION PERMIT. If the owner of any building or structure has decided to demolish rather than repair, the owner, or the owner's representative, must obtain a demolition permit.

902.5 HAZARD ABATEMENT OF HISTORIC BUILDINGS OR STRUCTURES.

902.5.1 NOTIFICATION OF IMMINENT HAZARD. Within ten days after the event, the Building Official must notify the State Historic Preservation Officer that one of the following actions will be taken regarding any historic building or structure determined by the Building Official to represent an imminent hazard to the health or safety of the public, or to pose an imminent threat to the public right of way:

902.5.1.1 BRACING OR SHORING. Whenever possible, as determined by the Building Official, the building or structure may be braced or shored in such a manner as to mitigate the hazard to public health or safety or the hazard to the public right-of-way.

902.5.1.2 CONDEMNATION. Whenever bracing or shoring is determined to be an unreasonable alternative, the Building Official may cause the building or structure to be condemned and immediately demolished. Such condemnation and demolition may be performed in the interest of public health or safety without a condemnation hearing as required by the Uniform Code for the Abatement of Dangerous Buildings.

902.5.2 CONDEMNATION PROCEEDINGS. If, ten days after the event and less than thirty (30) days after the event, an historic building or structure is determined by the Building Official to represent a hazard to the health or safety of the public or to pose a threat to the public right of way, the Building Official may initiate condemnation proceedings in accordance with the Uniform Code for the Abatement of Dangerous Buildings. The Building Official may also notify the Federal Emergency Management Agency (FEMA), in accordance with the National Historic Preservation Act of 1966, as amended, of its intent to hold a condemnation hearing.

902.5.3 REQUEST TO DEMOLISH. If the Building Official and the owner of any historic building or structure agree that such a building or structure should be demolished, the Building Official must submit a request to demolish to the Federal Emergency Management Agency, in accordance with the National Historic Preservation Act of 1986, as amended. Such request must include all substantiating data.

SECTION 903 – DISASTER REPAIR AND RECONSTRUCTION

903.1 INTENT. This section establishes standards and regulations for the expeditious repair and reconstruction of structures damaged as a result of a disaster for which a local emergency has been declared.

903.2 APPLICATION OF PROVISIONS.

903.2.1 DECLARATION OF EMERGENCY. The provisions of this chapter are applicable to all buildings and structures regulated by the City following each disaster after a local emergency has been declared.

903.2.2 WAIVER FOR ENGINEERING EVALUATION. The requirements of this chapter may be waived by the Building Official subject to an Engineering Evaluation as defined in Section 903.3.3.4.

903.3 DEFINITIONS. For the purpose of this section, the following definitions apply:

903.3.1 ARCHITECT is a person licensed by the State of California to practice architecture, as prescribed by the State of California Business and Professions Code.

903.3.2 CIVIL ENGINEER is a person registered by the State of California to practice Civil Engineering, as prescribed by the State of California Business and Professions Code.

903.3.3 CURRENT CODE means those codes adopted by the City pursuant to California Health and Safety Code § 18941.5.

903.3.4 ENGINEERING EVALUATION is an evaluation of a damaged building or structure, or suspected damaged building or structure, performed under the direction of a structural engineer, civil engineer, or architect retained by the owner of the building or structure. Engineering evaluations must, at a minimum, contain recommendations for repair and an appropriate opinion of the construction cost for those repairs. All engineering evaluations must include the engineer's or architect's stamp, wet-signature, and license expiration date.

903.3.5 ESSENTIAL SERVICE FACILITY means those buildings or structures designated by the City to house facilities necessary for emergency operations subsequent to a disaster.

903.3.6 REPLACEMENT VALUE is the dollar value, as determined by the building official, for replacing a damaged structure with a new structure of the same size, same type of construction, and same occupancy, and located on the same site.

903.3.7 STRUCTURAL ENGINEER is a person registered by the State of California to practice civil engineering and to use the title, Structural Engineer, as defined in Section 5537.1 of the State of California Business and Professions Code.

903.3.8 VALUE OF REPAIR is the dollar value, as determined by the Building Official, for making necessary repairs to the damaged structure.

903.4 REPAIR CRITERIA

903.4.1 GENERAL. Buildings and structures of all occupancies which have been damaged as the result of a disaster, except as otherwise noted, must be repaired in accordance with the following criteria:

903.4.2 UP TO TEN PERCENT REPAIR VALUE. When the estimated value of repair does not exceed ten percent of the replacement value of the structure, the damaged portion may be restored to the pre-disaster condition; except that when the damaged elements include suspended ceiling systems, the ceiling system must be repaired with all bracing required by current code.

903.4.3 UP TO FIFTY PERCENT REPAIR VALUE. When the estimated value of repair is greater than ten percent but less than fifty percent of the replacement value of the structure, the damaged elements must be repaired and brought into conformance with the structural requirements of the current code.

903.4.4 MORE THAN FIFTY PERCENT REPAIR VALUE. When the estimated value of repair is fifty percent or more of the replacement value of the structure, the entire structure must be brought into conformance with the fire and life safety and structural requirements of the current code.

903.4.5 CHIMNEY VALUE EXCLUSION. In Group R, Division 3, occupancies, the repair value of damaged chimneys may be excluded from the computation of percentage of replacement value. Damaged chimneys must be repaired in accordance with Section 903.5.

903.5 REPAIR CRITERIA FOR FIREPLACES AND CHIMNEYS.

903.5.1 GENERAL. All damaged chimneys must be repaired or reconstructed to comply with the requirements of Chapter 21 of the CBC. Damaged portions of chimneys must be removed in accordance with the following criteria.

903.5.2 DAMAGE ABOVE THE ROOF LINE. When the damaged portion of the chimney is located between the roof line and the top of the chimney, the damaged portion may be removed to the roof line provided the roof and ceiling anchorage are in sound condition. The reconstruction portion of the chimney must be braced to the roof structure using an approved method.

903.5.3 SINGLE-STORY STRUCTURE DAMAGE BELOW THE ROOF LINE. For a single-story structure in which the damaged portion of the chimney is below the roof line, or the damaged portion extends from above the roof line to below the roof line, the chimney must be removed to the top of the firebox.

903.5.4 MULTI-STORY STRUCTURE DAMAGE BELOW THE ROOF LINE. For a multi-story structure, the damaged portion of the chimney must be removed from the top to a floor line where anchorage is found.

903.5.5 FIREBOX DAMAGE. In any structure where the firebox has been damaged, the entire chimney and firebox must be removed to the foundation. If the foundation is in sound condition, the firebox and chimney may be reconstructed using the existing foundation. If the foundation has been damaged, the foundation must be removed and replaced. Such reconstruction and replacement must be in accordance with Chapter 21 of the CBC Code.

903.5.6 ENGINEERED ALTERNATE SOLUTIONS. Where existing conditions preclude the installation of all anchorage required by Chapter 21 of the CBC, alternate systems may be used in accordance with the alternate methods and materials provisions of the CBC when approved by the Building Official.

903.5.7 BRACING. Where the portion of the chimney extending above the roof line exceeds two times the least dimension of the chimney, that portion above the roof line must be braced to the roof structure using an approved method.

903.6 REPAIR CRITERIA FOR HISTORIC BUILDINGS OR STRUCTURES.

903.6.1 ENGINEERING EVALUATION REQUIRED. Buildings or structures which are included on a national, state, or local register for historic places or which are qualifying structures within a recognized historic district, which have been damaged

as a result of a disaster, must have an engineering evaluation performed.

903.6.2 MINIMUM REPAIR CRITERIA. The minimum criteria for repair are included in Section 903.4, Repair Criteria, with due consideration given to the historical rating and nature of the structures. Additional standards and criteria, as noted in Part 8, Title 24, California Code of Regulations, also apply.

903.7 REPAIR CRITERIA FOR UNREINFORCED MASONRY BUILDINGS AND STRUCTURES.

903.7.1 GENERAL. All damaged buildings determined to be bearing wall buildings constructed of unreinforced masonry must be repaired and strengthened to fully comply with the requirements of § 16.04.375."

Section 17.08.010 of the Stanton Municipal Code is hereby amended to read as follows:

"**17.08.010 California Fire Code adopted.**

There is hereby adopted by reference the California Fire Code, 2016 Edition, including Chapter 1 and all appendices, based on the 2015 International Fire Code as published by the International Code Council. Such Code, and amendments thereto as set forth in this chapter, are incorporated, pursuant to California Government Code Section 50022.1 et seq. and Health and Safety Code section 18941.5, 18938, and 17958, as though fully set forth at length herein, for the purpose of prescribing regulations governing conditions hazardous to the life and property from fire or explosion within the corporate limits of the City. From the date on which this section takes effect, the provisions of said code, together with amendments thereto, shall be controlling within the corporate limits of the City."

SECTION 16: Section 17.08.020 of the Stanton Municipal Code is hereby added to read as follows:

"**17.08.020 California Fire Code amended.**

Based upon the findings of the city council and upon the recommendations of the fire chief and building official, the city council hereby amends the California Fire Code, 2015 Edition, applicable within the corporate limits of the city, as follows:

Chapter 1 Scope and Administration is adopted in its entirety with the following amendments:

Section 109.4 Violation penalties is hereby revised to read as follows:

109.4 Violation penalties. Persons who shall violate a provision of this code or shall fail to comply with any of the requirements thereof or shall fail to comply

with any issued orders or notices or who shall erect, install, alter, repair or do work in violation of the approved construction documents or directive of the fire code official, or of a permit or certificate used under provisions of this code, shall result in penalties assessed as prescribed in the OCFA Prevention Field Services adopted fee schedule. Each day that a violation continues after due notice has been served shall be deemed a separate offense.

Section 109.4.2 Infraction and misdemeanor is hereby added as follows:

109.4.2 Infraction and misdemeanor. Persons operating or maintaining any occupancy, premises or vehicle subject to this code that shall permit any fire or life safety hazard to exist on premises under their control shall be guilty of an infraction. Persons who fail to take immediate action to abate a fire or life safety hazard when ordered or notified to do so by the chief or a duly authorized representative are guilty of a misdemeanor.

Chapter 2 Definitions is adopted in its entirety with the following amendments:

Sections 202 General Definitions is hereby revised by adding "OCFA," "Sky Lantern," and "Spark Arrester" as follows:

202 General Definitions

OCFA: Orange County Fire Authority, fire authority having jurisdiction.

SKY LANTERN. An airborne lantern typically made of paper, Mylar, or other lightweight material with a wood, plastic, or metal frame containing a candle, fuel cell, or other heat source that provides buoyancy.

SPARK ARRESTER. A listed device constructed of noncombustible material specifically for the purpose of meeting one of the following conditions:

3. Removing and retaining carbon and other flammable particles/debris from the exhaust flow of an internal combustion engine in accordance with California Vehicle Code Section 38366.
4. Fireplaces that burn solid fuel in accordance with California Building Code Chapter 28.

Chapter 3 General Requirements is adopted in its entirety with the following amendments:

Section 304.1.2 Vegetation is hereby revised to read as follows:

304.1.2 Vegetation. Type, amount, or arrangement of weeds, grass, vines or other growth that is capable of being ignited and endangering property needing to comply with OCFA Guidelines, shall be cut, thinned, and removed by the

owner or occupant of the premises in accordance with OCFA Guideline C-05 "Vegetation Management Guideline—Technical Design for New Construction, Fuel Modification Plans, and Maintenance Program. Vegetation clearance requirement in urban-wildland interface areas shall be in accordance with Chapter 49.

Section 305.6 Hazardous Conditions is hereby added as follows:

305.6 Hazardous conditions. Outdoor fires are not allowed when predicted sustained winds exceed 8 MPH during periods when relative humidity is less than 25%, or a red flag condition has been declared or public announcement is made, when an official sign was caused to be posted by the fire code official, or when such fires present a hazard as determined by the fire code official.

Section 305.7 Disposal of rubbish is hereby added as follows:

305.7 Disposal of rubbish. Rubbish, trash or combustible waste material shall be burned only within an approved incinerator and in accordance with Section 307.2.1.

Section 307 OPEN BURNING, RECREATIONAL FIRES AND PORTABLE OUTDOOR FIREPLACES is hereby revised to read as follows:

SECTION 307 OPEN BURNING, RECREATIONAL FIRES, FIRE PITS, FIRE RINGS, AND PORTABLE OUTDOOR FIREPLACES

Sections 307.6 Outdoor Fireplaces, Fire Pits, Fire Rings, or similar devices used at Group R Occupancies is hereby added as follows:

307.6 Outdoor Fireplaces, Fire Pits, Fire Rings, or similar devices used at Group R Occupancies. Outdoor fireplaces, fire pits, fire rings, or similar exterior devices used at Group R shall comply with this section.

Exception: Barbeques, grills, and other portable devices intended solely for cooking.

Section 307.6.1 Gas-fueled devices is hereby added as follows:

307.6.1 Gas-fueled devices. Outdoor fireplaces, fire pits and similar devices fueled by natural gas or liquefied-petroleum gas are allowed when approved by the Building Department and the device is designed to only burn a gas flame and not wood or other solid fuel. At R-3 occupancies, combustible construction shall not be located within three feet of an atmospheric column that extends vertically from the perimeter of the device. At other R occupancies, the minimum distance shall be ten feet. Where a permanent Building Department approved hood and vent is installed, combustible construction may encroach upon this column

between the bottom of the hood and the vent opening. Where chimneys or vents are installed, they shall have a spark arrester as defined in Section 202.

Section 307.6.2 Devices using wood or fuels other than natural gas or liquefied-petroleum gas is hereby added as follows:

307.6.2 Devices using wood or fuels other than natural gas or liquefied-petroleum gas. Fireplaces burning wood or other solid fuel shall be constructed in accordance with the California Building Code. Fires in a fireplace shall be contained within a firebox with an attached chimney. The opening in the face of the firebox shall have an installed and maintained method of arresting sparks. The burning of wood or other solid fuel in a device is not allowed within 15 feet of combustible structures, unless within a permanent or portable fireplace. Conditions which could cause a fire to spread within 25 feet of a structure or to vegetation shall be eliminated prior to ignition. Fires in devices burning wood or solid fuel shall be in accordance with Sections 305, 307, and 308.

Section 307.6.2.1 Where prohibited is hereby added as follows:

307.6.2.1 Where prohibited. The burning of wood and other solid fuels shall not be conducted within a fuel modification zone. Wood and other solid fuel burning fires in devices other than permanent fireplaces are not allowed within Wildfire Risk Areas (WRA) and Wildland-Urban Interface Areas (WUI) or in locations where conditions could cause the spread of fire to the WRA or WUI unless determined by the Fire Code Official that the location or design of the device should reasonably prevent the start of a wildfire.

Section 309.2.1 Indoor charging of electric carts/cars is hereby added as follows:

309.2.1 Indoor charging of electric carts/cars. Indoor charging of electric carts/cars where the combined volume of all battery electrolyte exceeds 50 gallons shall comply with following:

1. Spill control and neutralization shall be provided and comply with Section 608.5.
2. Room ventilation shall be provided and comply with Section 608.6.1
3. Signage shall be provided and comply with Section 608.7.1
4. Smoke detection shall be provided and comply with Section 608.9.

Section 320 Fuel Modification Requirements for New Construction is hereby added as follows:

320 Fuel Modification Requirements for New Construction. All new structures and facilities adjoining land containing hazardous combustible vegetation shall be approved and in accordance with the requirements of OCFA Guideline C-05 "Vegetation Management Guideline – Technical Design for New Construction Fuel Modification Plans and Maintenance Program."

Section 321 Clearance of brush or vegetation growth from roadways is hereby added as follows:

321 Clearance of brush or vegetation growth from roadways. The fire code official is authorized to cause areas within 10 feet (3048 mm) on each side of portions of highways and private streets which are improved, designed or ordinarily used for vehicular traffic, to be cleared of flammable vegetation and other combustible growth. Measurement shall be from the flow-line or the end of the improved edge of the roadway surfaces.

Exception: Single specimens of trees, ornamental shrubbery or cultivated ground cover such as green grass, ivy, succulents or similar plants used as ground covers, provided that they do not form a means of readily transmitting fire.

Section 322 Unusual Circumstances is hereby added as follows:

322 Unusual circumstances. The fire code official may suspend enforcement of the vegetation management requirements and require reasonable alternative measures designed to advance the purpose of this code if determined that in any specific case that any of the following conditions exist:

1. Difficult terrain.
2. Danger of erosion.
3. Presence of plants included in any state and federal resources agencies, California Native Plant Society and county-approved list of wildlife, plants, rare, endangered and/or threatened species.
4. Stands or groves of trees or heritage trees.
5. Other unusual circumstances that make strict compliance with the clearance of vegetation provisions undesirable or impractical.

Section 323 Use of Equipment is hereby added as follows:

323 Use of equipment. Except as otherwise provided in this section, no person shall use, operate, or cause to be operated in, upon or adjoining any hazardous fire area any internal combustion engine which uses hydrocarbon fuels, unless the engine is equipped with a spark arrester as defined in Section 202 maintained in effective working order, or the engine is constructed, equipped and maintained for the prevention of fire.

Exceptions:

1. Engines used to provide motor power for trucks, truck tractors, buses, and passenger vehicles, except motorcycles, are not subject to this section if the exhaust system is equipped with a muffler as defined in the

Vehicle Code of the State of California.

2. Turbocharged engines are not subject to this section if all exhausted gases pass through the rotating turbine wheel, there is no exhaust bypass to the atmosphere, and the turbocharger is in good mechanical condition

Section 323.1 Spark Arresters is hereby added as follows:

> **323.1 Spark arresters.** Spark arresters shall comply with Section 202, and when affixed to the exhaust system of engines or vehicles subject to Section 323 shall not be placed or mounted in such a manner as to allow flames or heat from the exhaust system to ignite any flammable material.

Section 324 Sky Lanterns or similar devices is hereby added as follows:

> **324 Sky Lanterns or similar devices.** The ignition and/or launching of a Sky Lantern or similar device is prohibited.

Chapter 4: Emergency Planning and Preparedness. Adopt only the sections, subsections, and amendment listed below:

401
401.3.4
401.9
402
403.2
404.5 – 404.6.6
407

Section 407.5 is revised to read as follows:

> **407.5 Hazardous Materials Inventory Statement.** Where required by the fire code official, each application for a permit shall include OCFA's Chemical Classification Packet in accordance with Section 5001.5.2.

Chapter 5 Fire Service Features is adopted in its entirety with the following amendments:

SECTION 501.1 Scope is revised to read as follows:

> **501.1 Scope.** Fire service features for buildings, structures and premises shall comply with this chapter and, where required by the fire code official, with OCFA Guideline B-09, "Fire Master Plan for Commercial & Residential Development." Fire service features for buildings, structures and premises located in State Responsibility Areas shall also comply with OCFA Guideline B-09a, "Fire Safe Development in State Responsibility Areas."

Section 510.1 Emergency responder radio coverage is revised to read as follows:

510.1 Emergency responder radio coverage in new buildings. All new buildings shall have approved radio coverage for emergency responders within the building based upon the existing coverage levels of the public safety communication systems of the jurisdiction at the exterior of the building. This section shall not require improvement of the existing public safety communication systems. The Emergency Responder Radio Coverage System shall comply with the local authority having jurisdiction's ordinance and this code.

Exceptions:

1. Where it is determined by the fire code official that the radio coverage system is not needed.
2. In facilities where emergency responder radio coverage is required and such systems, components or equipment required could have a negative impact on the normal operations of that facility, the fire code official shall have the authority to accept an automatically activated emergency radio coverage system.

This section shall not apply to the following:

1. Existing buildings or structures, unless required by the Building Official and OCFA for buildings and structures undergoing extensive remodel and/or expansion.
2. Elevators.
3. Structures that are three stories or less without subterranean storage or parking and that do not exceed 50,000 square feet on any single story.
4. Wood-constructed residential structures four stories or less without subterranean storage or parking that are not built integral to an above ground multi-story parking structure.
5. Should construction that is three stories or less that does not exceed 50,000 square feet on any single story include subterranean storage or parking, then this ordinance shall apply only to the subterranean areas.

Section 510.2 Emergency responder radio coverage in existing buildings is deleted without replacement:

Section 510.4.2.2 Technical Criteria is revised to read as follows:

510.4.2.2 Technical criteria. The fire code official shall maintain a document providing the specific technical information and requirements for the emergency responder radio coverage system. This document shall contain, but not be limited to, the various frequencies required, the location of radio sites, effective radiated power of radio sites, and other supporting technical information.

1. The frequency range supported from the 800 MHz Countywide Communications System shall be 851-869 MHz (base transmitter frequencies).

2. The frequency range supported to the 800 MHz Countywide Communications System shall be 806-824 MHz (radio field transmit frequencies).
3. A public safety radio amplification system shall include filters to reject frequencies below 851 MHz and frequencies above 869 MHz by a minimum of 35dB.
4. All system components must be 100 percent compatible with analog and digital modulations after installation without adjustments or modifications. The systems must be capable of encompassing the frequencies stated herein and capable of future modifications to a frequency range subsequently established by the jurisdiction.
5. Active devices shall have a minimum of -50 dB 3rd order intermodulation protection.
6. All active in-building coverage devices shall be FCC Part 90 Type Certified

Section 510.5.1 Approval prior to installation is revised to read as follows:

510.5.1 Approval prior to installation. Amplification systems capable of operating on frequencies licensed to any public safety agency by the FCC shall not be installed without prior plan submittal, coordination and approval from Orange County Communications and a copy of the approved plan provided to ~~of~~ the fire and building code officials.

Section 510.5.2 Minimum qualification of personnel is revised to read as follows:

510.5.2 Minimum qualifications of personnel. The minimum qualifications of the system designer and lead installation personnel shall include both of the following:

1. A valid FCC-issued general radio operator's license.
2. Certification of in-building system training issued by a nationally recognized organization, school or a certificate issued by the manufacturer of the equipment being installed.

Section 510.5.3 Acceptance test procedure item 7 is revised to read as follows:

510.5.3 Acceptance test procedure. When an emergency responder radio coverage system is required, and upon completion of installation, the building owner shall have the radio system tested to ensure that two-way coverage on each floor of the building is not less than 90 percent. The test procedure shall be conducted as follows: ...

7. As part of the installation a spectrum analyzer or other suitable test equipment shall be utilized to ensure spurious oscillations are not being

generated by the subject signal booster. This test shall be conducted at the time of installation and subsequent annual inspections by the FCC licensed technician hired by the property owner and an OCSD/Communications Division FCC-certified technician.

Section 510.6.1 Testing and proof of compliance is revised to read as follows:

510.6.1 Testing and proof of compliance.
The owner of the building or their representative shall have the emergency responder radio coverage system ~~shall be~~ inspected and tested annually or where structural changes occur including additions or remodels that could materially change the original field performance tests. Testing shall consist of the following:

1. In-building system components shall be tested to determine general functional operability.
2. Signal boosters shall be tested to ensure that the gain is the same as it was upon initial installation and acceptance.
3. Backup batteries and power supplies shall be tested under load of a period of one hour to verify that they will properly operate during an actual power outage. If within the 1-hour test period the battery exhibits symptoms of failure, the test shall be extended for additional 1-hour periods until the integrity of the battery can be determined.
4. Other active components shall be checked to verify operation within the manufacturer's specifications.
5. If noncompliance is found, the FCC licensed technician will assess improvements necessary and provide such information to OCSD Communications and the fire and building code officials.
6. At the conclusion of the testing, a certification report, which shall verify compliance with Section 510.5.3, shall be submitted to OCSD Communications and the fire and building code officials.

Adopt Chapter 9 Fire Protection Systems is adopted in its entirety with the following amendments:

Section 903.2 Where required is hereby revised to read as follows:

903.2 Where required. Approved automatic sprinkler systems in buildings and structures shall be provided when one of the following conditions exists:

1. **New buildings:** Notwithstanding any applicable provisions of Sections 903.2.1 through 903.2.19, an automatic fire-extinguishing system shall also be installed in all occupancies when the total building area exceeds 5,000 square feet as defined in Section 202, regardless of fire areas or allowable area, or is more than two stories in height.

Exception: Subject to approval by the Fire Code Official, open parking garages in accordance with Section 406.5 of the California Building Code.

2. **Existing Buildings:** Notwithstanding any applicable provisions of this code, an automatic sprinkler system shall be provided in an existing building when an addition occurs and one of the following conditions exists:

a. When an addition is 33% or more of the existing building area, and the resulting building area exceeds 5000 square feet
b. When an addition exceeds 2000 square feet and the resulting building area exceeds 5000 square feet.
c. An additional story is added above the second floor regardless of fire areas or allowable area.

Exception: Additions to Group R-3 occupancies shall comply with Section 903.2.8 (2).

Section 903.2.8 Group R is hereby revised to read as follows:

903.2.8 Group R. An automatic sprinkler system installed in accordance with Section 903.3 shall be provided throughout all buildings with a Group R fire area as follows:

1. **New Buildings:** An automatic sprinkler system shall be installed throughout all new buildings.

2. **Existing R-3 Buildings:** An automatic sprinkler system shall be installed throughout when one of the following conditions exists:
   a. When an addition is 33% or more of the existing building area as defined in Section 202, and greater than 1000 square feet within a two year period; or,
   b. An addition when the existing building is already provided with automatic sprinklers; or,
   c. When an existing Group R Occupancy is being substantially renovated, and where the scope of the renovation is such that the Building Code Official determines that the complexity of installing a sprinkler system would be similar as in a new building.

Exceptions:

1. Existing Group R-3 occupancies converted to Group R-3.1 occupancies and not housing bedridden clients, not housing nonambulatory clients above the first floor, and not housing clients above the second floor.
2. Existing Group R-3 occupancies converted to Group R-3.1 occupancies housing only one bedridden client and complying with Section 435.8.3.3 of the California Building Code.
3. Pursuant to Health and Safety Code, Section 13113, occupancies housing ambulatory children only, none of whom are mentally ill children or children with intellectual disabilities, and the buildings or portions thereof in which such children are housed are not more than two stories in height, and building or portions thereof housing such children have an automatic fire alarm system activated by approved smoke detectors.
4. Pursuant to Health and Safety Code, Section 13143.6, occupancies licensed for protective social care which house ambulatory clients only, none of whom is a child (under the age of 18 years), or who is elderly (65 years of age or over).

When not used in accordance with Section 504.2 or 506.3 of the California Building Code, an automatic sprinkler system installed in accordance with Section 903.3.1.2 shall be allowed in Group R-2.1 occupancies.

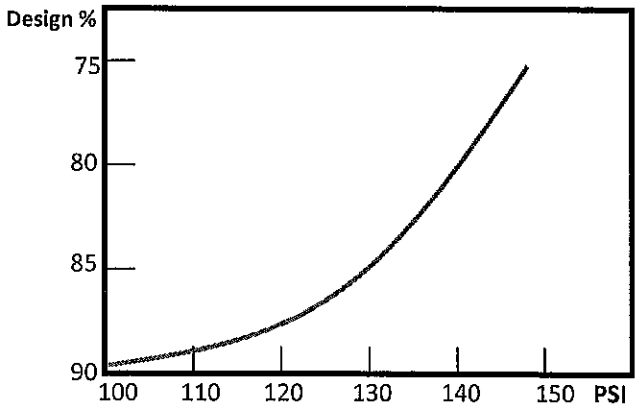
An automatic sprinkler system designed in accordance with Section 903.3.1.3 shall not be utilized in Group R-2.1 or R-4 occupancies.

Section 903.3.5.3 Hydraulically calculated systems is hereby added as follows:

903.3.5.3 Hydraulically calculated systems. The design of hydraulically calculated fire sprinkler systems shall not exceed 90% of the water supply capacity.

Exception: When static pressure exceeds 100 psi, and when required by the fire code official, the fire sprinkler system shall not exceed the water supply capacity specified by Table 903.3.5.3.

TABLE 903.3.5.3
Hydraulically Calculated Systems



3. **Chapter 11**

4. **Construction Requirements for Existing Buildings**

Chapter 11 Construction Requirements for Existing Buildings. Adopt only those sections and subsections listed below:

1103.7
1103.7.3
1103.7.3.1
1103.7.8 – 1103.7.8.2
1103.7.9 – 1103.7.9.10
1103.8 – 1103.8.5.3
1107
1113
1114
1115
1116

Chapter 25 Fruit and Crop Ripening is deleted in its entirety.

Chapter 26 Fumigation and Insecticidal Fogging is deleted in its entirety.

Chapter 28 Lumber Yards and Agro-Industrial, Solid Biomass and Woodworking Facilities is adopted in its entirety with the following amendments:

Section 2801.2 Permit is hereby revised to read as follows:

2801.2 Permit. Permits shall be required as set forth in Section 105.6 and 105.6.29.

Section 2808.2 Storage site is hereby revised to read as follows:

2808.2 Storage site. Storage sites shall be level and on solid ground, elevated soil lifts or other all-weather surface. Sites shall be thoroughly cleaned and approval obtained from the fire code official before transferring products to the site.

Section 2808.3 Size of piles is hereby revised to read as follows:

2808.3 Size of piles. Piles shall not exceed 15 feet in height, 50 feet in width and 100 feet in length.

Exception: The fire code official is authorized to allow the pile size to be increased where a fire protection plan is provided for approval that includes, but is not limited to, the following:

1. Storage yard areas and materials-handling equipment selection, design and arrangement shall be based upon sound fire prevention and protection principles.
2. Factor that lead to spontaneous heating shall be identified in the plan, and control of the various factors shall be identified and implemented, including provisions for monitoring the internal condition of the pile.
3. The plan shall include means for early fire detection and reporting to the public fire department; and facilities needed by the fire department for fire extinguishment including a water supply and fire hydrants.
4. Fire apparatus access roads around the piles and access roads to the top of the piles shall be established, identified and maintained.
5. Regular yard inspections by trained personnel shall be included as part of an effective fire prevention maintenance program.

Additional fire protection called for in the plan shall be provided and shall be installed in accordance with this code. The increase of the pile size shall be based upon the capabilities of the installed fire protection system and features.

Section 2808.4 Pile Separation is hereby revised to read as follows:

2808.4. Pile separation. Piles shall be separated from adjacent piles by a minimum distance of 20 feet. Additionally, piles shall have a minimum separation of 100 feet from combustible vegetation.

Section 2808.7 Pile fire protection is hereby revised to read as follows:

2808.7 Pile fire protection. Automatic sprinkler protection shall be provided in conveyor tunnels and combustible enclosures that pass under a pile. Combustible conveyor systems and enclosed conveyor systems shall be equipped with an approved automatic sprinkler system. Oscillating sprinklers with a sufficient projectile reach are required to maintain a 40% to 60% moisture content and wet down burning/smoldering areas.

Section 2808.9 Material-handling equipment is hereby revised to read as follows:

2808.9 Material-handling equipment. All material-handling equipment operated by an internal combustion engine shall be provided and maintained with an approved spark arrester. Approved material-handling equipment shall be available for moving wood chips, hogged material, wood fines and raw product during fire-fighting operations.

Section 2808.11 Temperature control is hereby added as follows:

2808.11 Temperature control. The temperature shall be monitored and maintained as specified in Sections 2808.11.1 and 2808.11.2.

Section 2808.11.1 Pile temperature control is hereby added as follows:

2808.11.1 Pile temperature control. Piles shall be rotated when internal temperature readings are in excess of 165 degrees Fahrenheit.

Section 2808.11.2 New material temperature control is hereby added as follows:

2808.11.2 New material temperature control. New loads delivered to the facility shall be inspected and tested at the facility entry prior to taking delivery. Material with temperature exceeding 165 degrees Fahrenheit shall not be accepted on the site. New loads shall comply with the requirements of this chapter and be monitored to verify that the temperature remains stable.

Section 2808.12 Water availability is hereby added as follows:

2808.12 Water Availability. Facilities with over 2500 cubic feet shall provide a water supply. The minimum fire flow shall be no less than 500 GPM @ 20 psi for a minimum of 1 hour duration for pile heights up to 6 feet and 2 hour duration for pile heights over 6 feet. If there is no water purveyor, an alternate water supply with storage tank(s) shall be provided for fire suppression. The water supply tank(s) shall provide a minimum capacity of 2500 gallons per pile (maximum 30,000 gallons) for piles not exceeding 6 feet in height and 5000 gallons per pile (maximum 60,000) for piles exceeding 6 feet in height. Water tank(s) shall not be used for any other purpose unless the required fire flow is left in reserve within the tank at all times. An approved method shall be provided to maintain the required amount of water within the tank(s).

Section 2808.13 Tipping area is hereby added as follows:

2808.13 Tipping areas shall comply with the following:

1. Tipping areas shall not exceed a maximum area of 50 feet by 50 feet.
2. Material within a tipping area shall not exceed 5 feet in height at any time.
3. Tipping areas shall be separated from all piles by a 20 foot wide fire access lane.
4. A fire hydrant or approved fire water supply outlet shall be located within 150 feet of all points along the perimeter of the tipping area.
5. All material within a tipping area shall be processed within 5 days of receipt.

Section 2808.14 Emergency Contact is hereby added as follows:

2808.14 Emergency Contact. The contact information of a responsible person or persons shall be provided to the Fire Department and shall be posted at the entrance to the facility for responding units. The responsible party should be available to respond to the business in emergency situation.

Chapter 49 Requirements for Wildland-Urban Interface Fire Areas is adopted in its entirety with the following amendments:

Section 4906.3 Requirements is hereby revised to read as follows:

4906.3 Requirements. Hazardous vegetation and fuels around all applicable buildings and structure shall be maintained in accordance with the following laws and regulations:

1. Public Resources Code, Section 4291.
2. California Code of Regulations, Title 14, Division 1.5, Chapter 7, Subchapter 3, Section 1299 (see guidance for implementation "General Guideline to Create Defensible Space").
3. California Government Code, Section 51182.
4. California Code of Regulations, Title 19, Division 1, Chapter 7, Subchapter 1, Section 3.07.
5. OCFA Guideline C-05 "Vegetation Management Guideline – Technical Design for New Construction Fuel Modification Plans and Maintenance Program."

Section 4908 Fuel Modification Requirements for New Construction is hereby added as follows:

4908 Fuel Modification Requirements for New Construction. All new buildings to be built or installed in a Wildfire Risk Area shall comply with the following:

6. Preliminary fuel modification plans shall be submitted to and approved by the fire code official prior to or concurrently with the approval of any tentative map.
7. Final fuel modification plans shall be submitted to and approved by the fire code official prior to the issuance of a grading permit.
8. The fuel modification plans shall meet the criteria set forth in the Fuel Modification Section of OCFA Guideline C-05 "Vegetation Management Guideline – Technical Design for New Construction Fuel Modification Plans and Maintenance Program."

    3.1 The fuel modification plan shall include provisions for the maintenance of the fuel modification in perpetuity.

9. The fuel modification plan may be altered if conditions change. Any alterations to the fuel modification areas shall have prior approval from the fire code official.
10. All elements of the fuel modification plan shall be maintained in accordance with the approved plan and are subject to the enforcement process outlined in the Fire Code.

Chapter 50 Hazardous Materials – General Provisions is adopted in its entirety with the following amendments.

Section 5001.5.2 Hazardous Materials Inventory Statement (HMIS) is hereby revised to read as follows:

5001.5.2 Hazardous Materials Inventory Statement (HMIS). Where required by the fire code official, an application for a permit shall include Orange County Fire Authority's Chemical Classification Packet, which shall be completed and approved prior to approval of plans, and/or the storage, use or handling of chemicals on the premises. The Chemical Classification Packet shall include the following information:

1. Product Name.
2. Component.
3. Chemical Abstract Service (CAS) number.
4. Location where stored or used.
5. Container size.
6. Hazard classification.
7. Amount in storage.
8. Amount in use-closed systems.
9. Amount in use-open systems.

Section 5003.1.1.1 Extremely Hazardous Substances is hereby added as follows:

5003.1.1.1 Extremely Hazardous Substances. No person shall use or store any amount of extremely hazardous substances (EHS) in excess of the disclosable amounts (see Health and Safety Code Section 25500 et al) in a

residential zoned or any residentially developed property.

Chapter 56 Explosives and Fireworks is adopted in its entirety with the following amendments:

Section 5608.2 Firing is hereby added as follows:

5608.2 Firing. All fireworks displays, regardless of mortar, device, or shell size, shall be electrically fired.

Section 5608.3 Application for Permit is hereby added as follows:

Section 5608.3 Application for Permit. A diagram of the grounds on which the display is to be held showing the point at which the fireworks are to be discharged, the fallout area based on 100 feet per inch of shell size, the location of all buildings, roads, and other means of transportation, the lines behind which the audience will be restrained, the location of all nearby trees, telegraph or telephone line, or other overhead obstructions shall be provided to OCFA.

Chapter 80 Referenced Standards is adopted in its entirety with the following amendments:

NFPA 13, 2016 Edition, Standard for the Installation of Sprinkler Systems is hereby amended as follows:

Section 6.7.3 is hereby revised to read as follows:

6.7.3 Fire department connections (FDC) shall be of an approved type. The location shall be approved and be no more than 150 feet from a public hydrant. The FDC may be located within 150 feet of a private fire hydrant when approved by the fire code official. The size of piping and the number of 2½" inlets shall be approved by the fire code official. If acceptable to the water authority, it may be installed on the backflow assembly. Fire department inlet connections shall be painted OSHA safety red or as approved. When the fire sprinkler density design requires more than 500 gpm (including inside hose stream demand), or a standpipe system is included, four 2½" inlets shall be provided.

Section 8.3.3.1 is hereby revised to read as follows:

8.3.3.1 When fire sprinkler systems are installed in shell buildings of undetermined use (Spec Buildings) other than warehouses (S occupancies), fire sprinklers of the quick-response type shall be used. Use is considered undetermined if a specific tenant/occupant is not identified at the time the fire sprinkler plan is submitted. Sprinklers in light hazard occupancies shall be one of the following:

13. Quick-response type as defined in 3.6.4.8
14. Residential sprinklers in accordance with the requirements of 8.4.5
15. Quick response CMSA sprinklers
16. ESFR sprinklers
17. Standard-response sprinklers used for modifications or additions to existing light hazard systems equipped with standard-response sprinklers
18. Standard-response sprinklers used where individual standard-response sprinklers are replaced in existing light hazard systems

Section 11.1.1.1 is hereby added as follows:

11.1.1.1 When fire sprinkler systems are required in buildings of undetermined use other than warehouses, they shall be designed and installed to have a fire sprinkler density of not less than that required for an Ordinary Hazard Group 2 use, with no reduction(s) in density or design area. Warehouse fire sprinkler systems shall be designed to Figure 16.2.1.3.2 (d) curve "G". Use is considered undetermined if a specific tenant/occupant is not identified at the time the sprinkler plan is submitted. Where a subsequent use or occupancy requires a system with greater capability, it shall be the responsibility of the occupant to upgrade the system to the required density for the new use or occupancy.

Section 11.2.3.1.1.1 is hereby added as follows:

11.2.3.1.1.1 The available water supply for fire sprinkler system design shall be determined by one of the following methods, as approved by the fire code official:

7) Subtract the project site elevation from the low water level for the appropriate pressure zone and multiply the result by 0.433;
8) Use a maximum of 40 psi, if available;
9) Utilize the OCFA water-flow test form/directions to document a flow test conducted by the local water agency or an approved third party licensed in the State of California.

NFPA 13D 2016 Edition, Standard for the Installation of Sprinkler Systems in One- and Two-Family Dwellings and Manufactured Homes is hereby amended as follows:

Section 7.1.2 is hereby revised to read as follows:

7.1.2 The sprinkler system piping shall not have separate control valves installed unless supervised by a central station, proprietary, or remote station alarm service~~:~~

NFPA 14, 2013 Edition, Installation of Standpipe and Hose Systems is hereby amended as follows:

5. **Section 7.3.1.1** is hereby revised to read as follows:

7.3.1.1 Class I and III Standpipe hose connections shall be unobstructed and shall be located not less than 18 inches or more than 24 inches above the finished floor. Class II Standpipe hose connections shall be unobstructed and shall be located not less than 3 feet or more than 5 feet above the finished floor.

NFPA 24, 2016 Edition, Standard for the Installation of Private Fire Service Mains and Their Appurtenances is hereby amended as follows:

Section 6.2.8.1 is hereby added as follows:

6.2.8.1 All indicating valves controlling fire suppression water supplies shall be painted OSHA red.

Exceptions:

3. Brass or bronze valves on sprinkler risers mounted to the exterior of the building may be left unpainted.
4. Where OS&Y valves on the detector check assembly are the only control valves, at least one OS&Y valve shall be painted red.

Section 6.2.9 is hereby revised to read as follows:

All connections to private fire service mains for fire protection systems shall be arranged in accordance with one of the following so that they can be isolated:

(2) A post indicator valve installed not less than 40 ft (12 m) from the building

(a) For buildings less than 40 ft (12 m) in height, a post indicator valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the post indicator valve.

(2) A wall post indicator valve

(3) An indicating valve in a pit, installed in accordance with Section 6.4

(4) A backflow preventer with at least one indicating valve not less than 40 ft (12 m) from the building

(a) For buildings less than 40 ft (12 m) in height, a backflow preventer with at least one indicating valve shall be permitted to be installed closer than 40 ft (12 m) but at least as far from the building as the height of the wall facing the backflow preventer.

(5) Control valves installed in a fire-rated room accessible from the exterior

(6) Control valves in a fire-rated stair enclosure accessible from the exterior

Section 10.1.5 is hereby added as follows:

10.1.5 All ferrous pipe and joints shall be polyethylene encased per AWWA C150, Method A, B, or C. All fittings shall be protected with a loose 8-mil polyethylene tube or sheet. The ends of the tube or sheet shall extend past the joint by a minimum of 12 inches and be sealed with 2 inch wide tape approved for underground use. Galvanizing does not meet the requirements of this section.

Exception: 304 or 316 Stainless Steel pipe and fittings

Section 10.4.1.1 is hereby revised to read as follows:

10.4.1.1 All bolted joint accessories shall be cleaned and thoroughly coated with asphalt or other corrosion-retarding material after installation.

Exception: Bolted joint accessories made from 304 or 316 stainless steel.

Section 10.4.1.1.1 is hereby added as follows:

10.4.1.1.1 All bolts used in pipe-joint assembly shall be 316 stainless steel.

Section 10.4.3.2 is hereby revised to read as follows:

10.4.3.2 Where fire service mains enter the building adjacent to the foundation, the pipe may run under a building to a maximum of 24 inches, as measured from the interior face of the exterior wall to the center of the vertical pipe. The pipe under the building or building foundation shall be 304 or 316 stainless steel and shall not contain mechanical joints or it shall comply with 10.4.3.2.1 through 10.4.3.2.4.

Appendices

Appendix A is deleted in its entirety without amendments.

Appendix D is deleted in its entirety without amendments.

Appendix E is deleted in its entirety without amendments.

Appendix F is deleted in its entirety without amendments.

Appendix G is deleted in its entirety without amendments.

Appendix I is deleted in its entirety without amendments.

Appendix J is deleted in its entirety without amendments.

Appendix K is deleted in its entirety without amendments.

Appendix L is deleted in its entirety without amendments.

Appendix M is deleted in its entirety without amendments.

Appendix N is deleted in its entirety without amendments."

SECTION 17: The City Council hereby finds, determines and declares as follows:

The amendments to the Codes, as set forth in this Ordinance, are reasonably necessary because of the following local climatic, topographical and geological conditions.

I. Climatic Conditions

A. The jurisdiction of Stanton is located in a semi-arid Mediterranean type climate. It annually experiences extended periods of high temperatures with little or no precipitation. Hot, dry (Santa Ana) winds, which may reach speeds of 70 M.P.H. or greater, are also common to the area. These climatic conditions cause extreme drying of vegetation and common building materials. Frequent periods of drought and low humidity add to the fire danger. This predisposes the area to large destructive fires (conflagration). In addition to directly damaging or destroying buildings, these fires are also prone to disrupt utility services throughout Orange County. Obstacles generated by a strong wind, such as fallen trees, street lights and utility poles, and the requirement to climb 75 feet vertically up flights of stairs will greatly impact the response time to reach an incident scene. Additionally, there is a significant increase in the amount of wind force at 60 feet above the ground. Use of aerial type fire fighting apparatus above this height would place rescue personnel at increased risk of injury.

B. The climate alternates between extended periods of drought and brief flooding conditions. Flood conditions may affect the Orange County fire Authority's ability to respond to a fire or emergency condition. Floods also disrupt utility services to buildings and facilities within the County.

C. Water demand in this densely populated area far exceeds the quantity supplied by natural precipitation; and although the population continues to grow, the already-taxed water supply does not. California is projected to increase in population by nearly 10 million over the next quarter of a

century with 50 percent of that growth centered in Southern California. Due to storage capacities and consumption, and a limited amount of rainfall future water allocation is not fully dependable. This necessitates the need for additional and on-site fire protection features. It would also leave tall buildings vulnerable to uncontrolled fires due to a lack of available water and an inability to pump sufficient quantities of available water to floors in a fire.

D. These dry climatic conditions and winds contribute to the rapid spread of even small fires originating in high-density housing or vegetation. These fires spread very quickly and create a need for increased levels of fire protection. The added protection of fire sprinkler systems and other fire protection features will supplement normal fire department response by providing immediate protection for the building occupants and by containing and controlling the fire spread to the area of origin. Fire sprinkler systems will also reduce the use of water for firefighting by as much as 50 to 75 percent.

E. Untreated wood roofs cause or contribute to serious fire hazard and to the rapid spread of fires when such fires are accompanied by high winds. Pieces of burning wooden roofs become flying brands and are carried by the wind to other locations and thereby spread fire quickly. Recent Grand Jury Report findings support this concern.

II. Topographical conditions

A. Natural slopes of 15 percent or greater generally occur throughout the foothills of Orange County. The elevation change cause by the hills creates the geological foundation on which communities with Orange County is built and will continue to build. With much of the populated flatlands already built upon, future growth will occur steeper slopes and greater constraints in terrain.

B. Traffic and circulation congestion is an artificially created, obstructive topographical condition, which is common throughout Orange County.

C. These topographical conditions combine to create a situation which places fire department response time to fire occurrences at risk, and makes it necessary to provide automatic on-site fire-extinguishing systems and other protection measures to protect occupants and property.

III. Geological Conditions

The Orange County region is a densely populated area that has buildings constructed over and near a vast and complex network of faults that are believed to be capable of producing future earthquakes similar or greater in size that the 1994

Northridge and the 1971 Sylmar earthquakes. Earthquake faults run along the northeast and southwest boundaries of Orange County. The Newport-Inglewood Fault, located within Orange County was the source of the destructive 1933 Long Beach earthquake (6.3 magnitude) which took 120 lives and damaged buildings in an area from Laguna Beach to Marina Del Rey to Whittier. In December 1989, another earthquake occurred in the jurisdiction of Irvine at an unknown fault line. Regional planning for reoccurrence of earthquakes is recommended by the state of California, Department of Conservation.

A. Previous earthquakes have been accompanied by disruption of traffic flow and fires. A severe seismic event has the potential to negatively impact any rescue or fire suppression activities because it is likely to create obstacles similar to those indicated under the high wind section above. With the probability of strong aftershocks there exists a need to provide increased protection for anyone on upper floors of buildings. The October 17, 1989, Santa Cruz earthquake resulted in one major fire in the Marina District (San Francisco). When combined with the 34 other fires locally and over 500 responses, the department was taxed to its fullest capabilities. The Marina fire was difficult to contain because mains supplying water to the district burst during the earthquake. This situation creates the need for both additional fire protection and automatic on-site fire protection for building occupants. State Department of Conservation noted in their 1988 report (Planning Scenario on a Major Earthquake on the Newport-Inglewood Fault Zone, page 59): "unfortunately, barely meeting the minimum earthquake standards of building codes places a building on the verge of being legally unsafe."

B. Road circulation features located throughout Orange County also make amendments reasonably necessary. Located throughout Orange County are major roadways, highways and flood control channels that create barriers and slow response times. Hills, slopes, street and storm drain design accompanied by occasional heavy rainfall, may cause roadway flooding and landslides and may make an emergency access route impassable. As a result, there are areas in Orange County that have an emergency response time that exceeds the 5 minute goal.

C. Soils throughout Orange County possess corrosive properties that reduce the expected usable life of water services when metallic pipes in contact with soils are utilized.

D. Portions of Orange County contain active or former oil production fields. These areas contain a variety of naturally occurring gasses, liquids and vapors. These compounds present toxicity or flammability hazards to building occupants. Evaluation of these hazards and the risks they pose to development is necessary implement appropriate mitigation.

Due to the topographical conditions of sprawling development separated by waterways and narrow and congested streets and the expected infrastructure damage inherent in seismic zone described above, it is prudent to rely on automatic fire sprinkler systems to mitigate extended fire department response time and keep fires manageable with reduced fire flow (water) requirements for a given structures. Additional fire protection is also justified to match the current resources of firefighting equipment and personnel within the Orange County Fire Authority.

C. Specific Code Amendment Findings

Amendments to the 2016 Edition of the California Building Code (CDC), California Residential Code (CRC), the 2016 Edition of the California Fire Code (CFC) and California Green Building Standards Code (CGBSC) are found reasonably necessary based on the climatic and/or geologic conditions cited above or administrative and are listed as follows:

CODE SECTION	**TITLE (Clarification)**	**FINDINGS I,II,III**
	CBC	
104.8	Liability	Admin
202	General definitions (Spark Arrestor)	Admin
701A.3	Application	I & II
710A.3.2	Detached accessory buildings	I & II
710A.4	Requirements	I & II
903.2	Where required (Sprinklers)	I-C, I-D, II & III-B
903.3.5.3	Hydraulically calculated systems	I & II
Table 1505.1, 1505.1.3	Roof Coverings	I
Chapter 35	Reference Standards	
	2016 NFPA 13 (Sprinkler Systems)	Admin, I-C, I-D,II & III
	2016 NFPA 13-D (One- and Two-Family Sprinkler Systems)	I-C, I-D, II & III
	2013 NFPA 14 (Standpipe Systems)	I-C, I-D, II & III
	2016 NFPA 24 (Underground Water Supply Systems)	I-C, I-D, II & III
	CGBSC	

202	Definition	Admin
	CRC	
202	Definitions	Admin
Table R301.2(1)	Design Criteria	Admin
301.9	Fuel Modification for new construction	II-B & III-D
R309.6	Fire sprinkler attached garages, carports with habitable space above	II-C & III
R313.1	Townhouse automatic fire sprinkler systems	II-C & III
R313.2	One- and two-family dwellings automatic fire sprinkler system	II-C & III
R313.3.6.2.2	Calculation procedures	Admin
R319	Site Address	II
R337.1.3	Application	I, II & III
R337.1.6	Fuel modification requirements for new construction	II-B & III-D
R902.1, R902.1.3, R902.2	Roof Coverings	I
R1001.13	Chimney spark arrestors	I & II
R1001.14	Outdoor fireplaces, fire pits, fire rings, or similar devices	I
R1001.13.1	Gas-fueled devices	I
R1001.13.2	Devices using wood or fuels other than natural gas or liquefied-petroleum gas	I
R1001.13.3	Where prohibited	I
Chapter 44	Reference Standards	
	2016 NFPA 13 (Sprinkler Systems)	Admin II & III
	2010 NFPA 13-R (Multi-Family Sprinkler Systems)	II & III
	2016 NFPA 13-D (Single Family Sprinkler Systems)	II & III
	2013 NFPA 14 (Standpipe Systems)	II & III
	2016 NFPA 24 (Underground Water Supply Systems)	II & III
	CFC	
109.4	Violation penalties	Admin
109.4.2	Infraction and misdemeanor	Admin
202	General definitions	Admin
304.1.2	Vegetation	I-A & I-D
305.6	Hazardous conditions	I
305.7	Disposal of rubbish	I
307	Open burning, recreational fires, fire rings, or	I

	similar devices	
307.6.1	Gas-fueled devices	I
307.6.2	Devices using wood or fuels other than natural gas or liquefied-petroleum gas	I
307.6.2.1	Where prohibited	I
309.2.1	Indoor charging of electric carts/cars	II-B & III-D
320	Fuel modification requirements for new construction	II-B & III-D
321	Clearance of brush or vegetation grown from roadways	I-A, I-D, II & III
322	Unusual circumstances	I, II & III
323	Use of equipment	I-A & III-D
323.1	Spark arrestors	I-A & III-D
324	Sky lanterns or similar devices	I-A & III-D
407.5	Hazardous materials inventory statement	I-A, II & III
501.1	Scope	Admin
510.1	Emergency responder radio coverage in new buildings	I, II & III
510.2	Emergency responder radio coverage in existing buildings	I, II & III
510.4.2.2	Technical criteria	Admin
510.5.1	Approval prior to installation	Admin
510.5.2	Minimum qualifications of personnel	Admin
510.5.3	Acceptance test procedure	Admin
510.6.1	Testing and proof of compliance	Admin
903.2	Where required	I, II & III
903.2.8	Group R	I, II & III
903.3.5.3	Hydraulically calculated systems	I-C
2801.2	Permits	Admin
2808.2	Storage site	I-A, I-D, II & III
2808.3	Size of piles	I-A, I-D, II & III
2808.4	Pile separation	I-A, I-D, II & III
2808.7	Pile fire protection	I-A, I-D, II & III
2808.9	Material-handling equipment	I-A, I-D, II & III
2808.11	Temperature control	I-A, I-D, II & III
2808.11.1	Pile temperature control	I-A, I-D, II & III
2808.11.2	New material temperature control	I-A, I-D, II &

		III
2808.12	Water availability	I-A, I-D, II & III
2808.13	Tipping areas	I-A, I-D, II & III
2808.14	Emergency contact	I-A, I-D, II & III
4906.3	Requirements	I-A, I-D, II & III
4908	Fuel modification requirements for new construction	I-A, I-D, II & III
5001.5.2	Hazardous materials inventory statement	Admin
5003.1.1.1	Extremely hazardous substances	I-A, II & III
5608.2	Firing (explosives and fireworks)	I & III-D
5608.3	Application for permit	Admin
Chapter 80	Reference Standards	
	2016 NFPA 13 (Sprinkler Systems)	Admin, II & III
	2016 NFPA 13D (Sprinkler System in One- and Two-Family Dwellings)	II & III
	2013 NFPA 14 (Standpipe and Hose Systems)	II & III
	2016 NFPA 24 (Underground Water Supply Systems)	II & III

SECTION 18: CEQA. This Ordinance is not a project within the meaning of CEQA Guidelines section 15378 because it has no potential for resulting in physical change in the environment, directly or indirectly. The City Council further finds, under section 15061(b)(3), that this Ordinance is nonetheless exempt from the requirements of CEQA in that the activity is covered by the general rule that CEQA applies only to activities that have the potential for causing a significant effect on the environment. Where it can be seen with certainty that there is no possibility that the activity in question may have a significant effect on the environment, the activity is not subject to CEQA. The City Council, therefore, directs that a Notice of Exemption be filed with the County Clerk of the County of Orange in accordance with CEQA Guidelines.

SECTION 19: If any section, subsection, subdivision, sentence, clause, phrase, or portion of this Ordinance, is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance, and each section, subsection, subdivision, sentence, clause, phrase, or portion thereof, irrespective of the fact that any one or more sections, subsections, subdivisions, sentences, clauses, phrases, or portions thereof be declared invalid or unconstitutional.

SECTION 20: The City Clerk shall certify to the adoption of this Ordinance and cause same to be posted in the three (3) designated posting places within the City of Stanton within fifteen (15) days after its passage.

PASSED, APPROVED, AND ADOPTED.

_____
BRIAN DONAHUE, MAYOR

ATTEST:

_____
PATRICIA A. VAZQUEZ, CITY CLERK

APPROVED AS TO FORM

_____
MATTHEW E. RICHARDSON, CITY ATTORNEY

STATE OF CALIFORNIA)
COUNTY OF ORANGE) ss.
CITY OF STANTON)

I, Patricia A. Vazquez, City Clerk of the City of Stanton, California, do hereby certify that the foregoing Ordinance No. 1061 was introduced at a regular meeting of the City Council of the City of Stanton, California, held on the 22nd day of November, 2016 and was duly adopted at a regular meeting of the City Council held on the 13th day of December, 2016, by the following roll-call vote, to wit:

AYES: COUNCILMEMBERS: _____

_____

NOES: COUNCILMEMBERS: _____

ABSENT: COUNCILMEMBERS: _____

ABSTAIN: COUNCILMEMBERS: _____

_____
CITY CLERK, CITY OF STANTON

City Council
Item 9A

"SWEARING IN/SEATING NEW COUNCIL MEMBERS"

City Clerk will discuss.

(This item does not contain a staff report)

Council
Agenda Item # 9A