Members of the public may address the City Council on any item shown on the agenda or matter of the Council's authority after completion of "Request to Address the Council Form" available in the lobby of the Council Chambers or in the City Clerk's office. This form must be completed 15 minutes prior to the scheduled meeting time. Pursuant to Section 54957.5 of the California Government Code, Any writings (Except for those writings which are exempt from disclosure) which are distributed to all or a majority of the members of the City Council are available for public inspection in the lobby of the City Council Chambers and in the office of the City Clerk during regular business hours.

COMPTON CITY COUNCIL
AGENDA

09/26/2023
5:30 PM

CITY COUNCIL CHAMBERS
205 SOUTH WILLOWBROOK AVENUE
COMPTON, CALIFORNIA 90220

HEARING(S)

5:45 P.M. A PUBLIC HEARING TO CONSIDER AN APPEAL OF A PLANNING COMMISSION DECISION TO DENY A REQUEST BY KIPP SOCAL SCHOOLS TO CONSTRUCT AND OPERATE A 500-STUDENT CHARTER MIDDLE SCHOOL ON A VACANT LOT LOCATED AT 900 EAST COMPTON BLVD (ARB CASE NO. 23-0031) (ITEM 6)

OPENING

MOMENT OF SILENCE

PLEDGE OF ALLEGIANCE

ROLL CALL

COMMENDATORY RESOLUTIONS/PRESENTATIONS

1. CERTIFICATE PRESENTATION - HABITAT FOR HUMANITY OF GREATER LOS ANGELES, ACKNOWLEDGING THE AGENCY AND STAFF WHO ASSISTED IN THE REPLACEMENT OF THE SUNNYCOVE FENCE
   (Councilperson Jonathan Bowers)

PUBLIC COMMENTS ON AGENDA ITEMS AND NON-AGENDA MATTERS

REGULAR AGENDA

REPORTS OF OFFICERS, BOARDS, COMMISSIONS AND COMMITTEES AND CITY COUNCIL

2. APPOINTMENT(S) OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES

   FEDERAL GRANTS ADVISORY BOARD (CMC SECTION 2-14.1)
   (Councilperson Deidre Duhart)

3. REMOVAL OF OFFICERS, COUNCIL MEMBERS, BOARDS/COMMISSIONS AND COMMITTEES

   FEDERAL GRANTS ADVISORY BOARD - KENNETH LYNCH
   (4-6-23)

CITY MANAGER'S REPORT

4. A PRESENTATION ON THREE PROPOSED DENSITY BASED LAND USE ALTERNATIVES FOR THE PROPOSED GENERAL PLAN 2045 UPDATE

NEW BUSINESS

5. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR LIFE ASSIST MEDICAL SUPPLIES, INC. FOR THE PURCHASE OF MEDICAL SUPPLIES AND RELATED EQUIPMENT FOR THE CITY OF COMPTON FIRE DEPARTMENT ($125,000.00)

6. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON TO CONSIDER AN APPEAL BY KIPP SOCAL TO EITHER UPHOLD OR REVERSE THE PLANNING COMMISSION'S DECISION TO DENY THEIR REQUEST TO CONSTRUCT AND OPERATE A 500 STUDENT CHARTER

7. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR BEADOR CONSTRUCTION COMPANY, INC. FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 ($4,819,430).

8. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR BIGGS CARDOSA ASSOCIATES, INC. STRUCTURAL ENGINEERS TO PROVIDE ADDITIONAL DESIGN COORDINATION AND CONSTRUCTION SUPPORT SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 IN AN AMOUNT NOT TO EXCEED $124,824.

9. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR MARK THOMAS & COMPANY, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 ($884,664).

10. A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY AND THE CITY OF COMPTON AND ISSUE A PURCHASE ORDER ($25,875).

COUNCIL COMMENTS

ADJOURNMENT

NEXT REGULAR MEETING: 10/3/2023 5:30:00 PM

Visit our website at http://www.comptoncity.org

SEPTEMBER 26, 2023

TO: **HONORABLE MAYOR AND CITY COUNCIL MEMBERS**

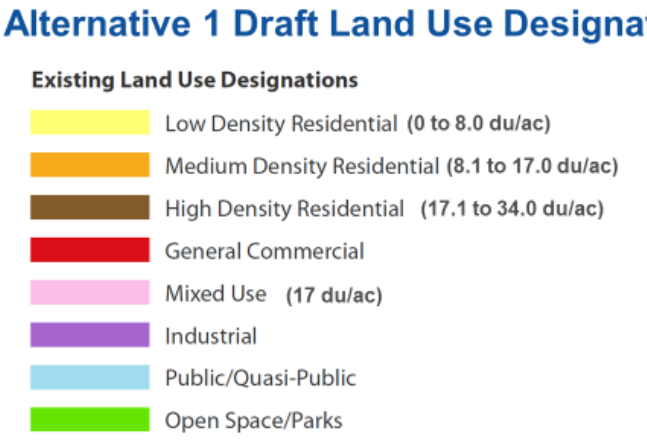
FROM: **CITY MANAGER**

SUBJECT: **A PRESENTATION ON THREE PROPOSED DENSITY BASED LAND USE ALTERNATIVES FOR THE PROPOSED GENERAL PLAN 2045 UPDATE**

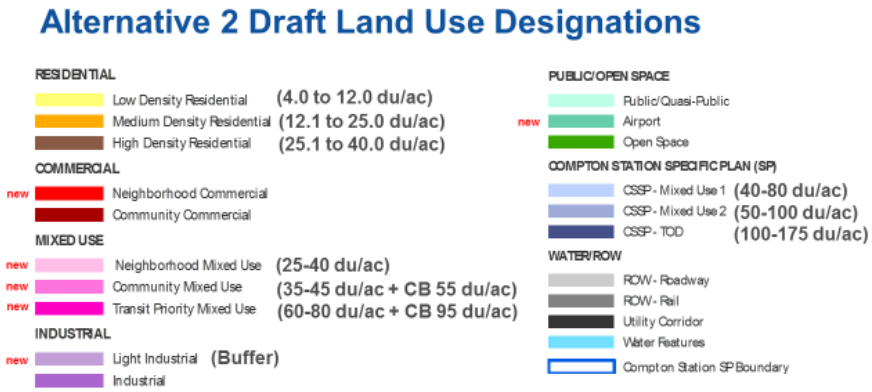
SUMMARY

Staff and MIG will present to the City Council an update on the status of the General Plan 2045 as well as three alternative density based Land Use scenarios that will be used to formulate the General Plan Land Use Map. Alternatives two and three also create new land use categories with increased densities. The presentation will also show the impact the different densities have on the City's ability to meet the RHNA housing numbers and the level of flexibility each alternative affords the City. The City Council will be asked to provide staff direction on which land use alternative to pursue further. The densities of each alternative is shown below.

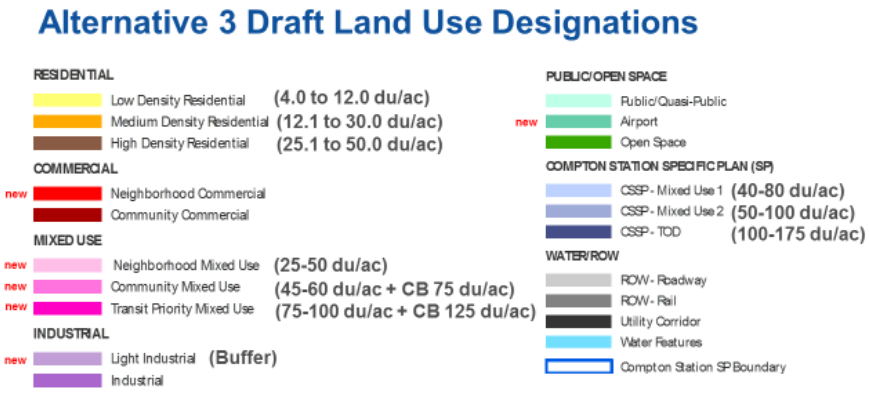
Alternative 1 represents the existing General Plan Land Use Map and density with no changes.



Alternative 2 represents a moderate increase in residential density and new land use categories added.



Alternative 3 represents a more significant increase in residential density and new land use categories added.



On August 24, 2023 the three alternatives were presented to the General Plan 2045 Working Group for feedback. On August 31, 2023 a community meeting was held at the Dollarhide Center to present the three alternatives to the community. The feedback staff and MIG received was that an increase in density is acceptable, but did not express a clear preference for alternative two or three. Next, a similar presentation was held before the Planning Commission at their regular September 13, 2023 meeting.

At the conclusion of the presentation, staff will ask the City Council to express which alternative (level of density) should be developed further culminating in the General Plan 2045 Land Use Map.

RECOMMENDATION

Provide staff with direction on which density based land use alternative should be pursued and developed into the General Plan Land Use Map.

Submitted By:
ROBERT DELGADILLO
SENIOR PLANNER
PLANNING DIVISION
COMMUNITY DEVELOPMENT DEPARTMENT

Forwarded By:
JERRY GROOMES
CITY MANAGER

Attachment:
PowerPoint Presentation

Compton General Plan 2045
Planning Commission Study Session

September 13, 2023

COMPTON
GENERAL PLAN 2045
Building a Better Compton

Agenda

1. General Plan Overview
2. Public Engagement
3. Preliminary Draft Land Use Alternatives
4. Community Benefits
5. Housing Element and Housing Sites
6. Next Steps
7. Questions/Discussion
8. Informal Recommending of a Land Use Alternative



General Plan Overview

A General Plan….

- **Belongs to the community** and reflects local vision and values
- **Long-term plan** for maintenance and change
- **A "living" document** that can be adjusted over time
- **Comprehensive**
  - Required topical "elements"
  - Defined planning area and/or subareas
  - Planning horizon of 15 to 25 years

What Topics Are Covered?



Land Use, & Urban Design, Historic



Housing



Mobility



Parks, Arts, & Culture



Infrastructure & Facilities



Businesses, & Economic Development



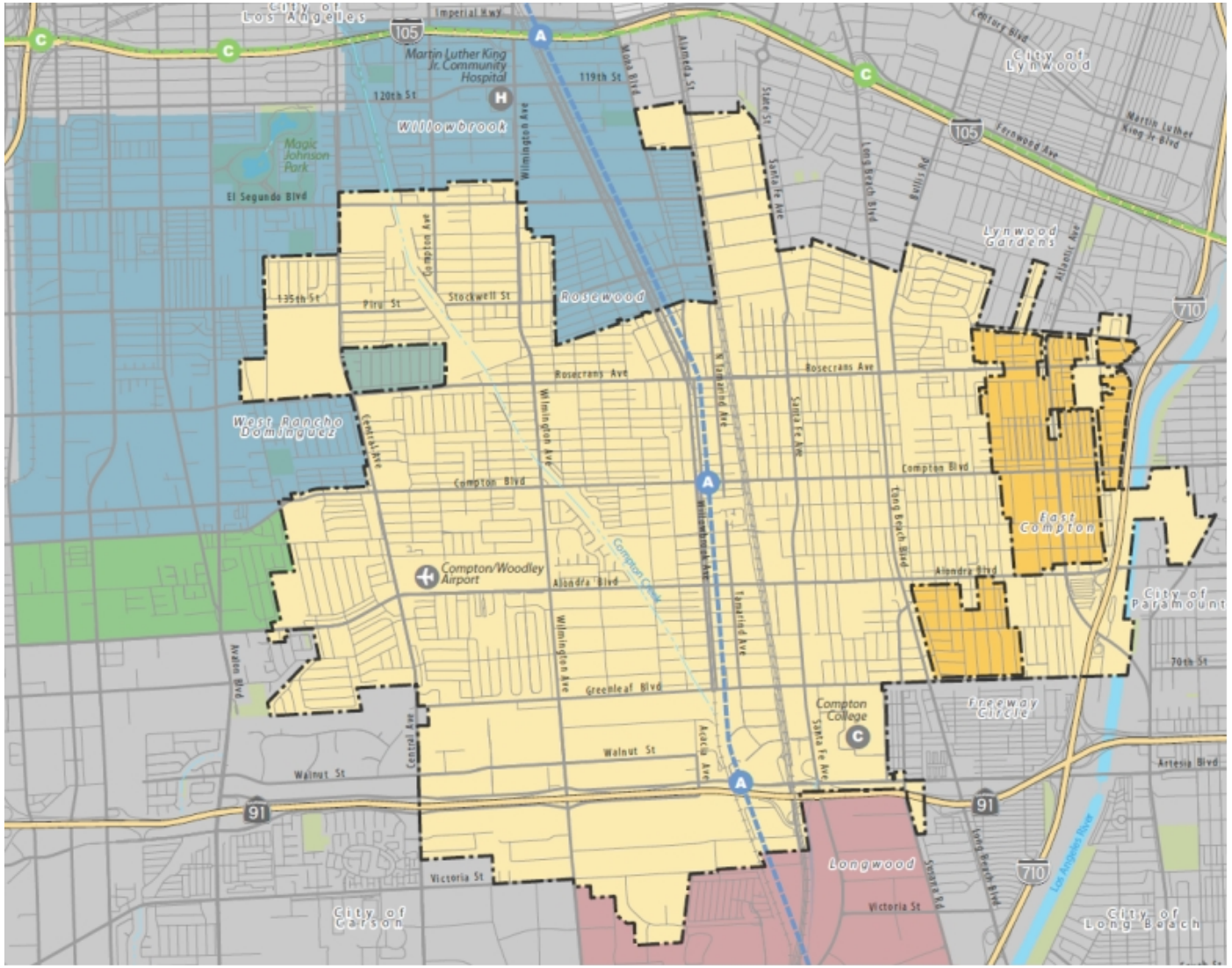
Climate Adaptation, Safety, & Noise



Environmental Justice

Planning Area

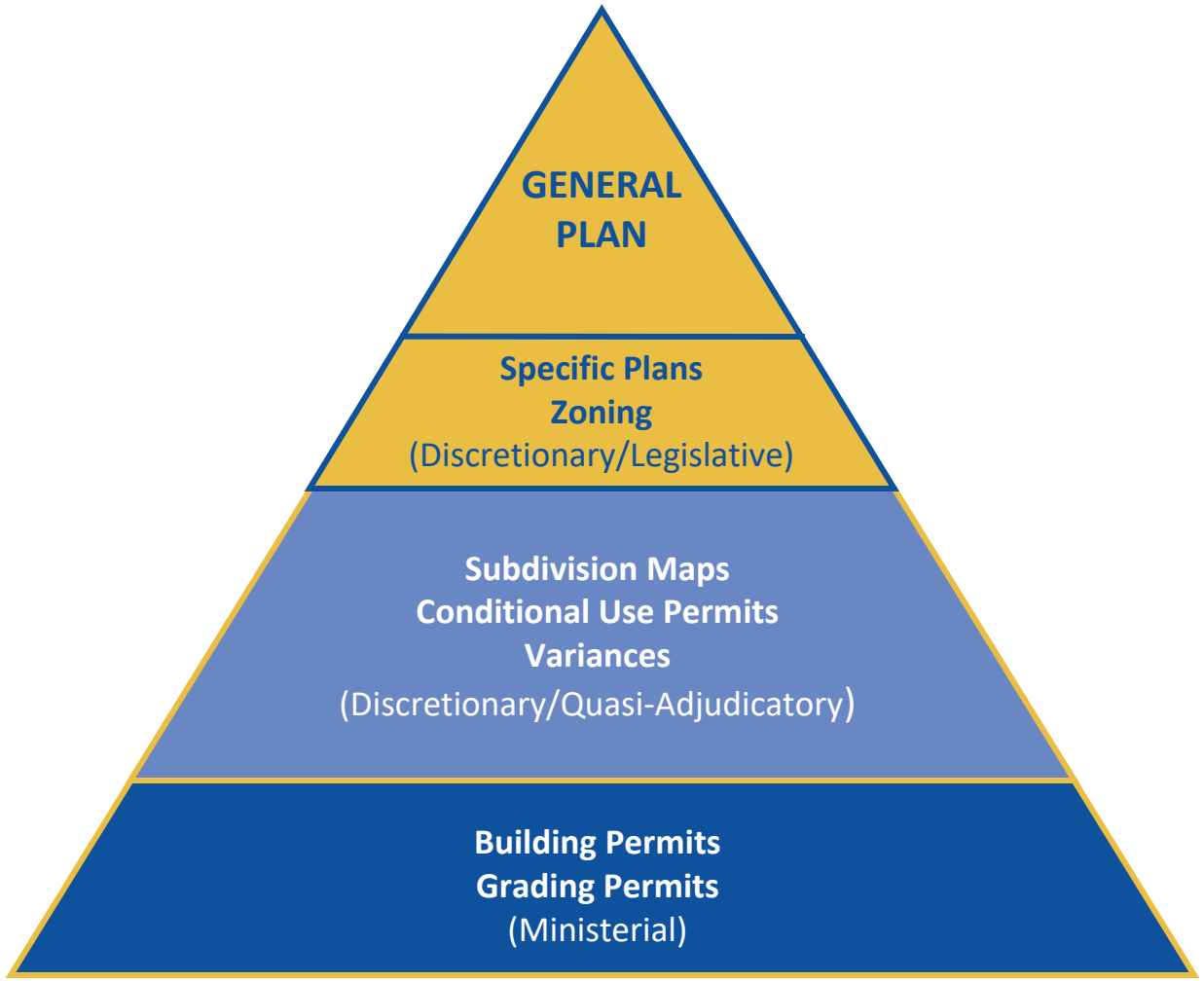
- Incorporated City Boundary
- Sphere of Influence (SOI): Los Angeles County
  - Compton SOI
  - Joint SOI (cities of Los Angeles, Long Beach, and Carson)



City Policy Documents and Permitting

Long Term

Short Term

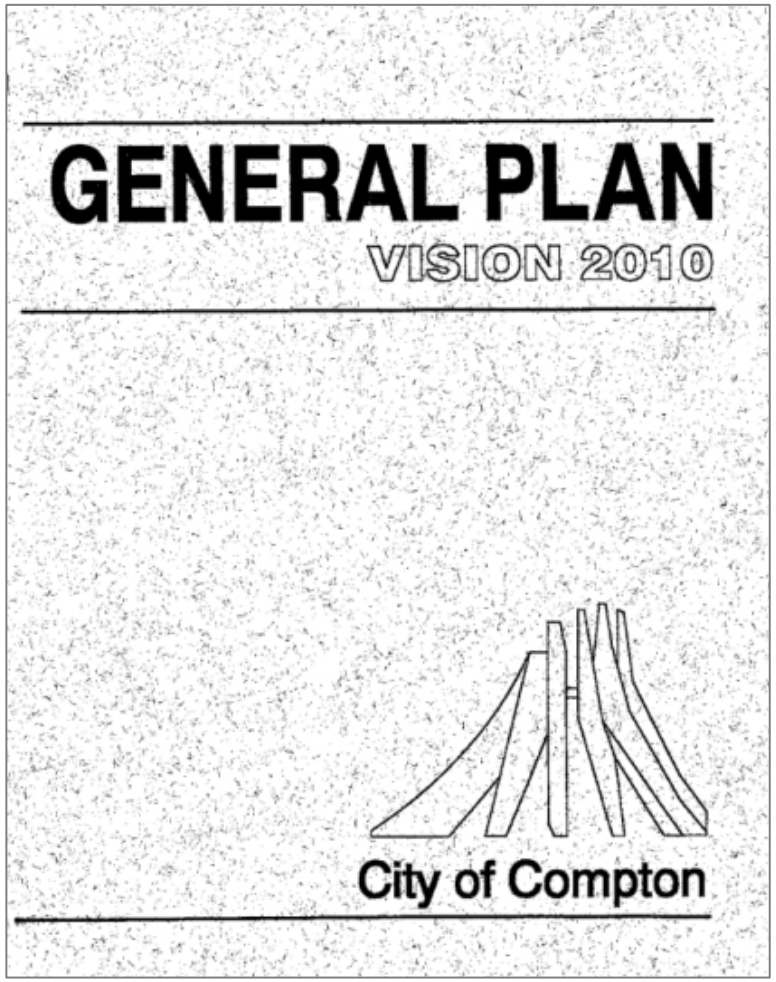


More General

More Detailed

Current General Plan

- **Compton General Plan – 1991**
  - Land Use Element
  - Circulation Element
  - Conservation/Open Space/Parks and Recreation Element
  - Public Safety Element
  - Noise Element
  - Public Facilities Element
  - Urban Design Element
  - Economic Development Element
- **Housing Element – 2020**



Why Update?

- Opportunity to connect with the community and reaffirm values and priorities
- Set new vision, goals, and policies
- Address current opportunities, challenges, and trends
- Changes to demographics and economic environment since 1990s
- Changes to State law on how cities address housing, mobility, climate change, and environmental justice



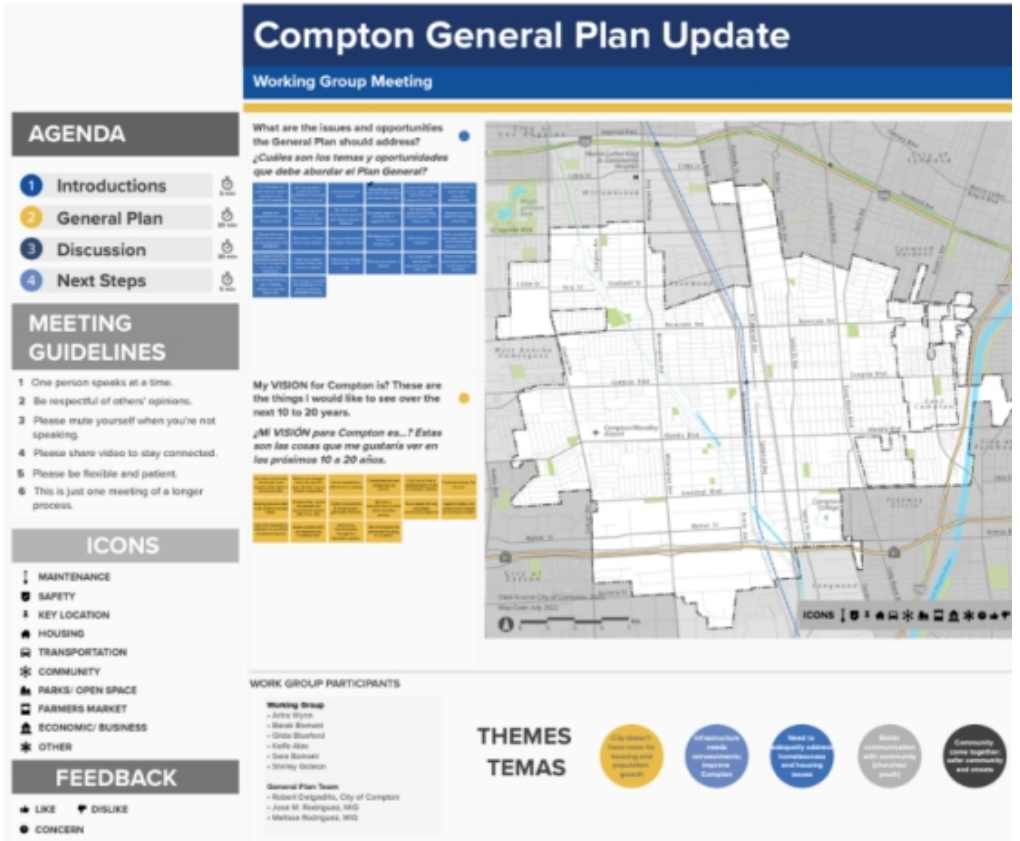
Public Engagement

Engagement Activities

- Working Group Meetings #1 (September 2022): Introduction
- Youth Build Presentation (October 2022): Issues/Opportunities
- Focus Groups Meetings (November 2022): Issues/Opportunities
- Working Group Meeting #2 (December 2022): Housing Element
- Christmas Parade Pop-Up Booth (December 2022): Issues/Opportunities
- Compton College Farmer's Market Pop-up Booth (December 2022): Vision
- Community Survey (Fall 2022 / Winter 2023): Issues/Opportunities/Vision
- Community Workshop (January 2023): Issues/Opportunities/Vision
- Working Group Meeting #3 Workshop (August 2023): Land Use Alternatives
- Community Workshop (August 2023): Land Use Alternatives

Engagement Key Themes

- Improve basic services
- Address infrastructure before expanding new development
- Improve streets, sidewalks, Compton Creek, and streetlights
- Reduce crime and improve public safety
- Attract more larger grocery stores
- Expand recreation and community services



Engagement Key Themes

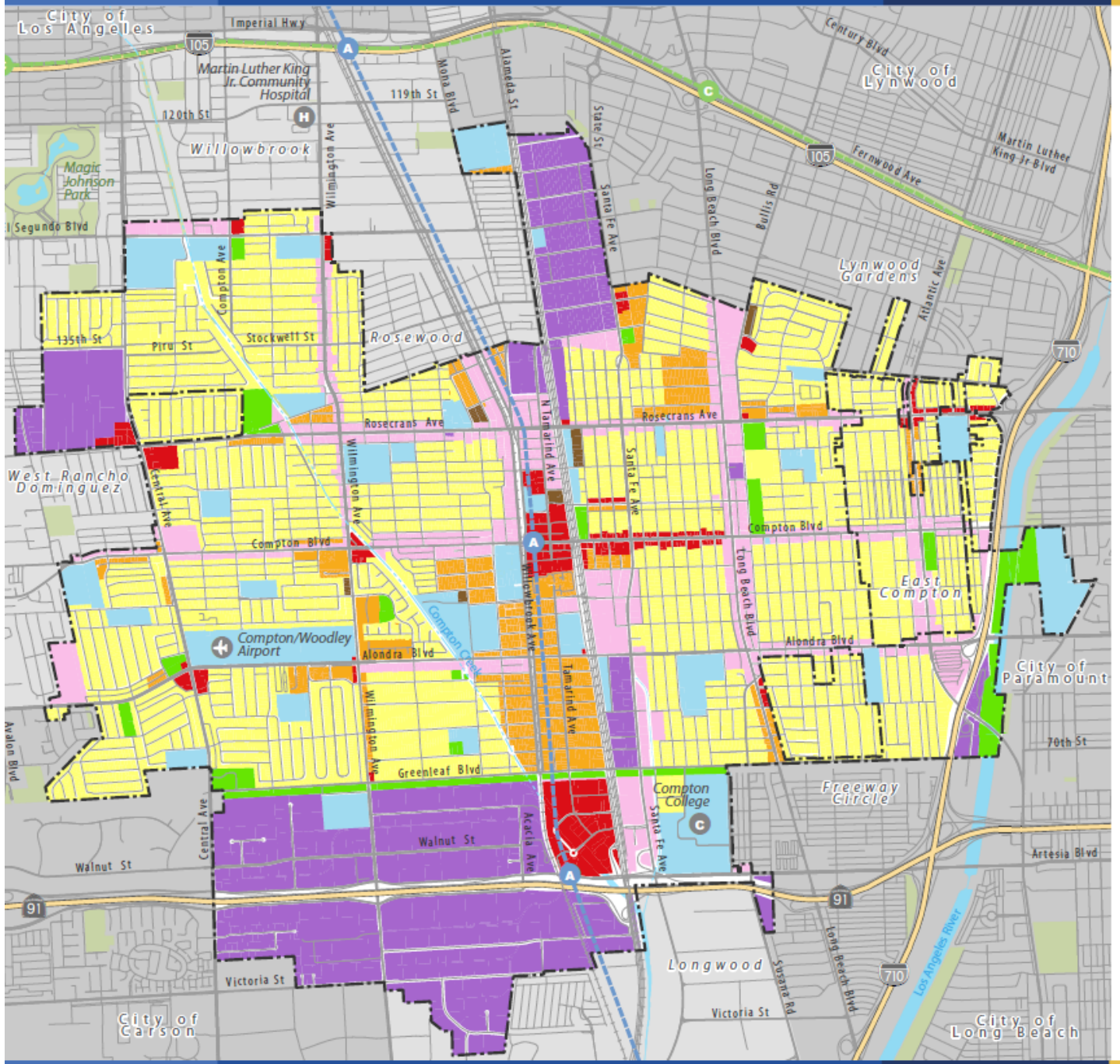
- Bring in family entertainment options
- Attract more quality restaurants
- Diversity and expand employment opportunities
- More affordable housing
- Reinvest in beautification of City
- Reinvest in youth
- Address homeless issues





Preliminary Draft Land Use Alternatives

Existing General Plan Land Use



Compton General Plan 2045

Figure 1

EXISTING GENERAL PLAN

Existing Land Use Designations

- Low Density Residential
- Medium Density Residential
- High Density Residential
- General Commercial
- Mixed Use
- Industrial
- Public/Quasi-Public
- Open Space/Parks

Base Map Features

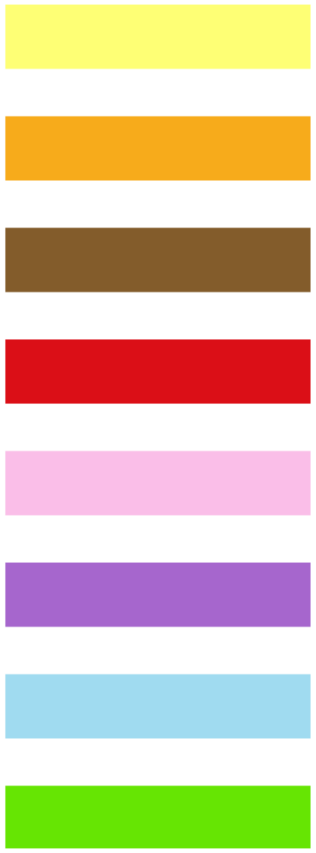
- City Boundary
- Sphere of Influence Boundary
- Freeways
- Streets
- Railroads
- Metro A Line (Blue)
- Metro C Line (Green)
- Creeks and Channels
- Waterbodies
- Parks/Open Space

Data Source: City of Compton, 2022.
Map Date: July 2022

0 ¼ ½ ¾ 1 Mile

Existing General Plan

Existing Land Use Designations



Low Density Residential **(0 to 8.0 du/ac)**

Medium Density Residential **(8.1 to 17.0 du/ac)**

High Density Residential **(17.1 to 34.0 du/ac)**

General Commercial

Mixed Use **(34.0 du/ac)**

Industrial

Public/Quasi-Public

Open Space/Parks

What does density look like?



20
units per acre



30
units per acre



40
units per acre



60
units per acre

What does density look like?



70
units per acre



80
units per acre



90
units per acre



100+
units per acre

Housing Trends

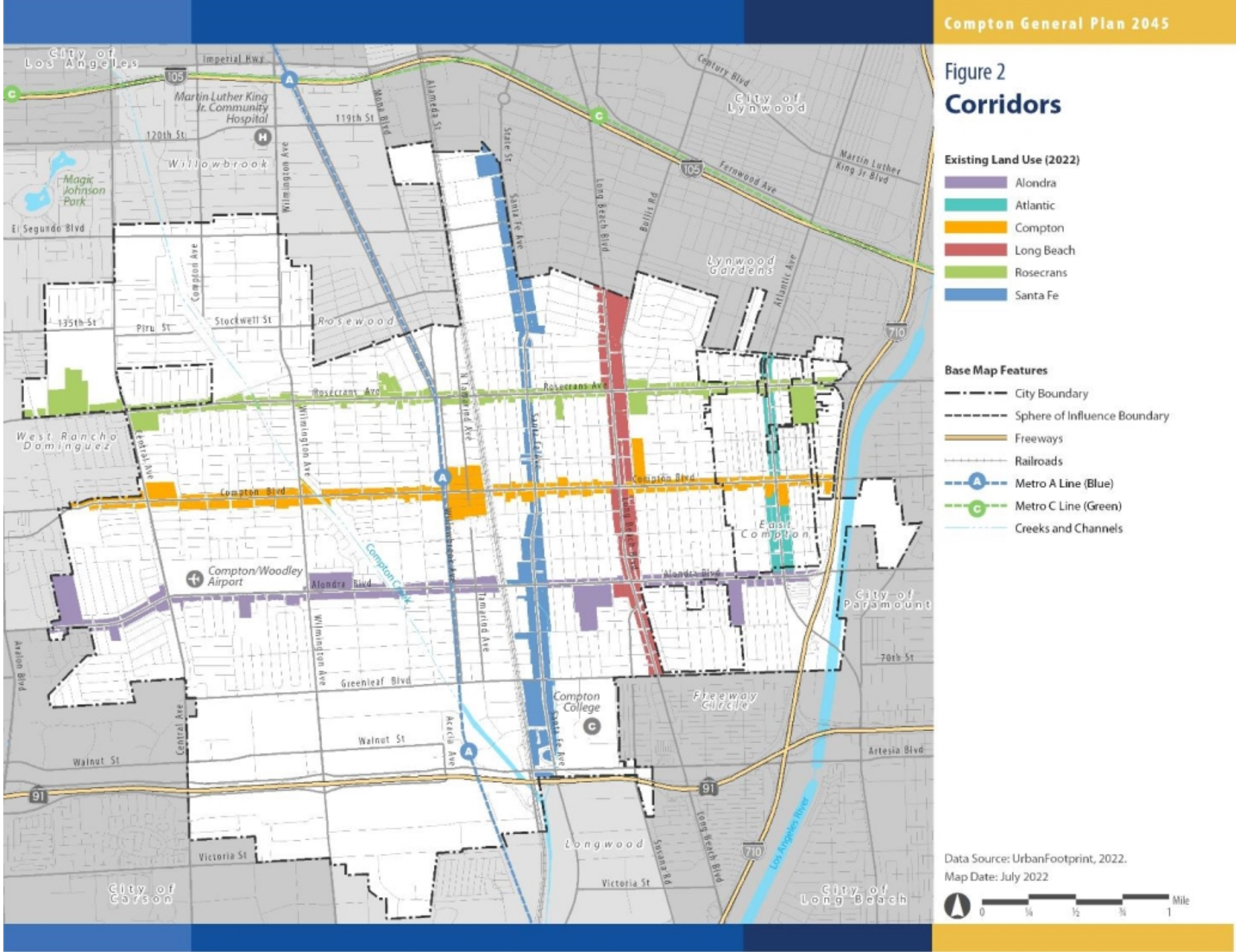




Housing Trends

Address	Location	Name	Type	Units	Density
10818 Long Beach Blvd.	Lynwood	10818 Long Beach Boulevard	Quad-Plex	4	20
13615 S Vermont Ave.	Gardena	Evergreen Row	Townhomes	84	21
5070 Long Beach Blvd.	Long Beach Blvd	Edgewood Point	Townhomes	38	22
5801 Atlantic Ave.	Long Beach	RTHM	Townhomes	84	28
460 W Pacific Coast Hwy.	Long Beach	469 West Apartments	Apartments	40	45
1400 Long Beach Blvd.	Long Beach Blvd	LB + 14th	Mixed Use	65	57
1836-1852 Locust Ave.	Long Beach	Vistas Del Puerto	Apartments	48	78
1900-1940 Long Beach Blvd.	Long Beach Blvd	The Spark	Mixed Use	95	102
1235 Long Beach Blvd.	Long Beach Blvd	The Beacon	Mixed Use	160	108
1081 Long Beach Blvd.	Long Beach Blvd	Mixed Use Project	Mixed Use	129	109
2400 Long Beach Blvd.	Long Beach Blvd	Affordable Housing Project	Mixed Use	192	122
1112 Locust Ave.	Long Beach	Locust Long Beach Apartments	Mixed Use	97	191
12850 Crenshaw Blvd.	Gardena - Crenshaw Blvd	CityView	Mixed Use	265	199
636 Locust Ave.	Downtown Long Beach	Calypso	Mixed Use	108	209
635 Pine Ave.	Downtown Long Beach	Volta on Pine	Mixed Use	271	269
909 Pine Ave.	Downtown Long Beach	Residential Project	Micro Apartments	49	284

Targeting Corridors for Growth



Compton Downtown Specific Plan



Figure 2-1. Planning Districts.



Figure 2-2. Land Use Growth Projections.

Land Use Alternatives

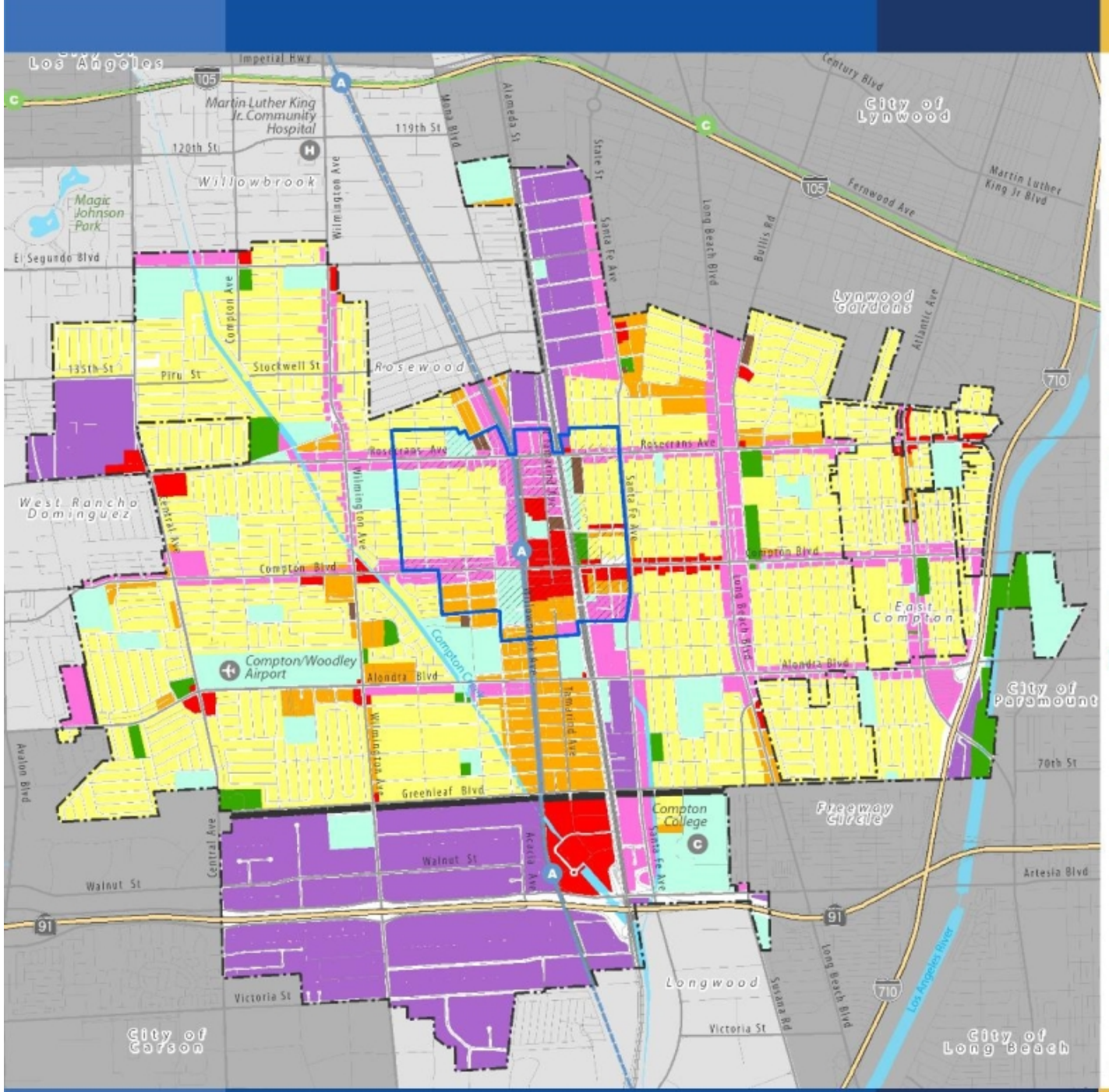
Existing General Plan Land Use (DO NOTHING)	**Alternative 1 Existing General Plan**	**Alternative 2 Moderate Growth**	**Alternative 3 Higher Growth**
No changes to Existing Land Use Map	▪ Focuses on Existing Land Use Plan ▪ Maintains One Mixed Use District ▪ Compton Station Specific Plan is integrated as an overlay	▪ Slight increases to residential densities ▪ 3 New Mixed- Use Districts (Neighborhood, Community, and Transit Priority ▪ Added Community Benefits Program ▪ New Neighborhood Commercial and Light Industrial Districts	Builds off Alternative 2 but with Increase in Residential Densities for Residential Districts and Mixed Use

Compton General Plan - Proposed Land Use Designations

Existing General Plan (1991)	ALTERNATIVES	Alt 1 (No Change)	Revised ALT 2 (RHNA Opportunities)	Revised ALT 3 (Higher Land Utilization)
Low Density Residential <8.0 du/ac		Low Density Residential 4.1-8 du/ac	Low Density Residential 4.0-12 du/ac	Low Density Residential 4.0-12 du/ac
Medium Density Residential 8.1-17.0 du/ac		Medium Density Residential 8.1-17 du/ac	Medium Density Residential 12.1-25 du/ac	Medium Density Residential 12.1-30 du/ac
High Density Residential 17.1-34.0 du/ac		High Density Residential 17.1-34 du/ac	High Density Residential 25.1-40 du/ac	High Density Residential 30.1-50 du/ac
			Neighborhood Commercial	Neighborhood Commercial
General Commercial (1.0 FAR)		Commercial (1.0 FAR)	Community Commercial	Community Commercial
			Neighborhood Mixed Use 25-40 du/ac	Neighborhood Mixed Use 35-50 du/ac
			Community Mixed Use 35-45 du/ac (up to 55 with Community Benefits)	Community Mixed Use 45-60 du/ac (up to 75 with Community Benefits)
Mixed Use Commercial 34.0 du/ac		Mixed Use 20-34 du/ac	Transit Priority Mixed Use 60-80 du/ac (up to 95 with Community Benefits)	Transit Priority Mixed Use 75-100 du/ac (up to 125 with Community Benefits)
			Industrial - Light (Buffer)	Industrial - Light (Buffer)
Industrial (0.5 FAR)		Industrial (0.5 FAR)	Industrial	Industrial
			Public/ Quasi-Public	Public/ Quasi-Public
			Airport Reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan.	Airport Reserved for the Compton/Woodley Airport property. Any future development of the site will require a specific plan.
Public/ Quasi-Public (1.0 FAR)		Public/ Quasi-Public		
Open Space/ Parks (0.1 FAR)		Open Space	Open Space	Open Space
			CSSP - MU 1 (40 - 80 du/ac) Includes areas/districts/parcels where MU densities can range from a max of 60 du/ac to a max of 80 du/ac. Includes the Residential Urban, Neighborhood Corridor designations.	CSSP - MU 1 (40 - 80 du/ac) Includes areas/districts/parcels where MU densities can range from a max of 60 du/ac to a max of 80 du/ac. Includes the Residential Urban, Neighborhood Corridor designations.
Compton Station Specific Plan		Compton Station Specific Plan (CSSP) Overlay Overlay applies to areas of the CSSP where new designations have been applied. This includes the Residential Urban, Neighborhood Corridor, Downtown Core, Downtown Transition, and Urban Flexible designations. The overlay is applied over the underlying base designation/zoning to provide another layer of regulation. If the CSSP overlay is applied, a property owner can choose to develop under the base designation or under the proposed specific plan overlay zone.	CSSP - MU 2 (50 - 100 du/ac) Applies to non civic uses in the Historic Core. Includes the Urban Flexible and Downtown Transition designations.	CSSP - MU 2 (50 - 100 du/ac) Applies to non civic uses in the Historic Core. Includes the Urban Flexible and Downtown Transition designations.
			CSSP - TOD (100 - 175 du/ac) Applies to non civic uses in the Civic Center and Downtown Core. Includes the Downtown Core designation.	CSSP - TOD (100 - 175 du/ac) Applies to non civic uses in the Civic Center and Downtown Core. Includes the Downtown Core designation.

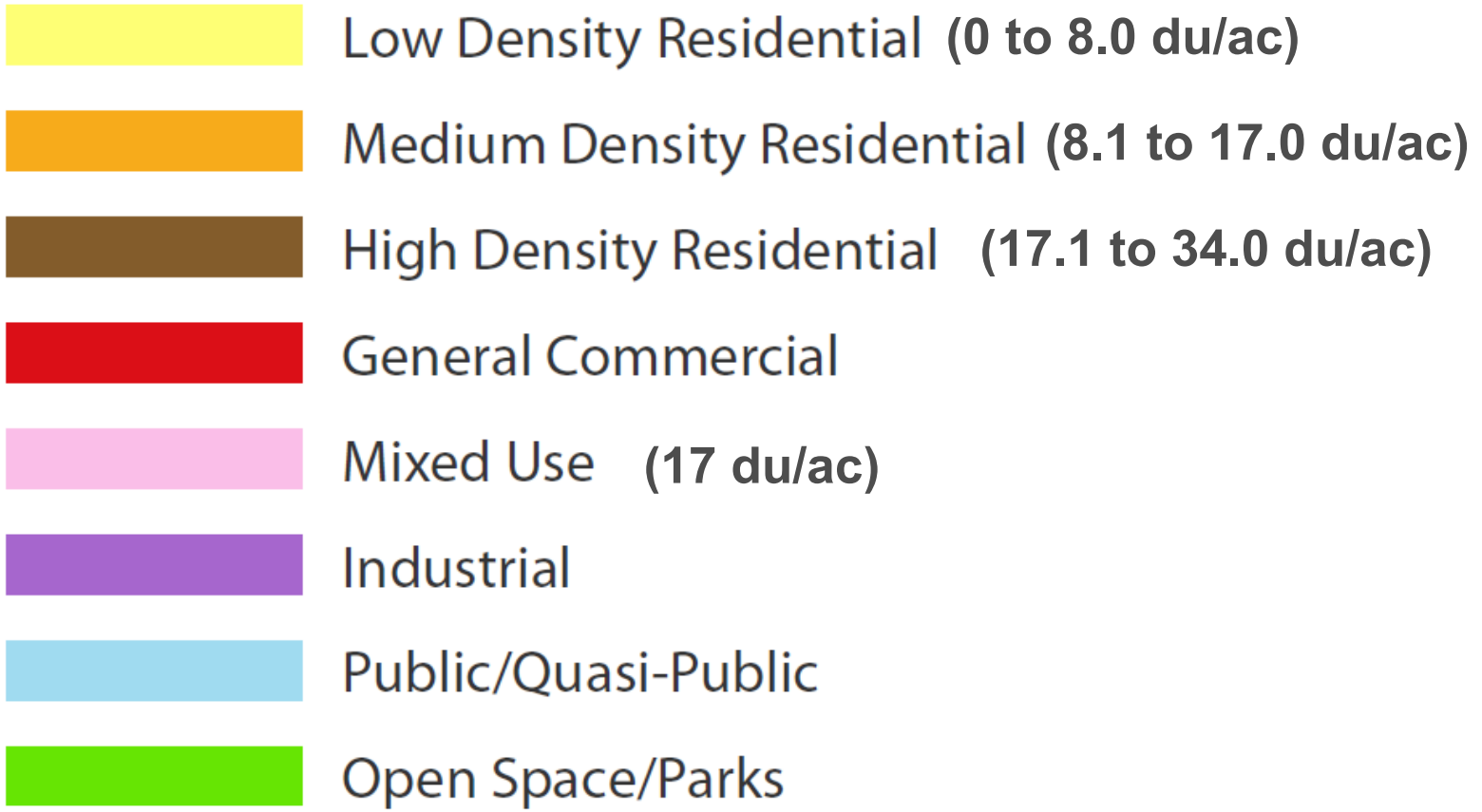
Land Use Alternative 1:

Existing General Plan



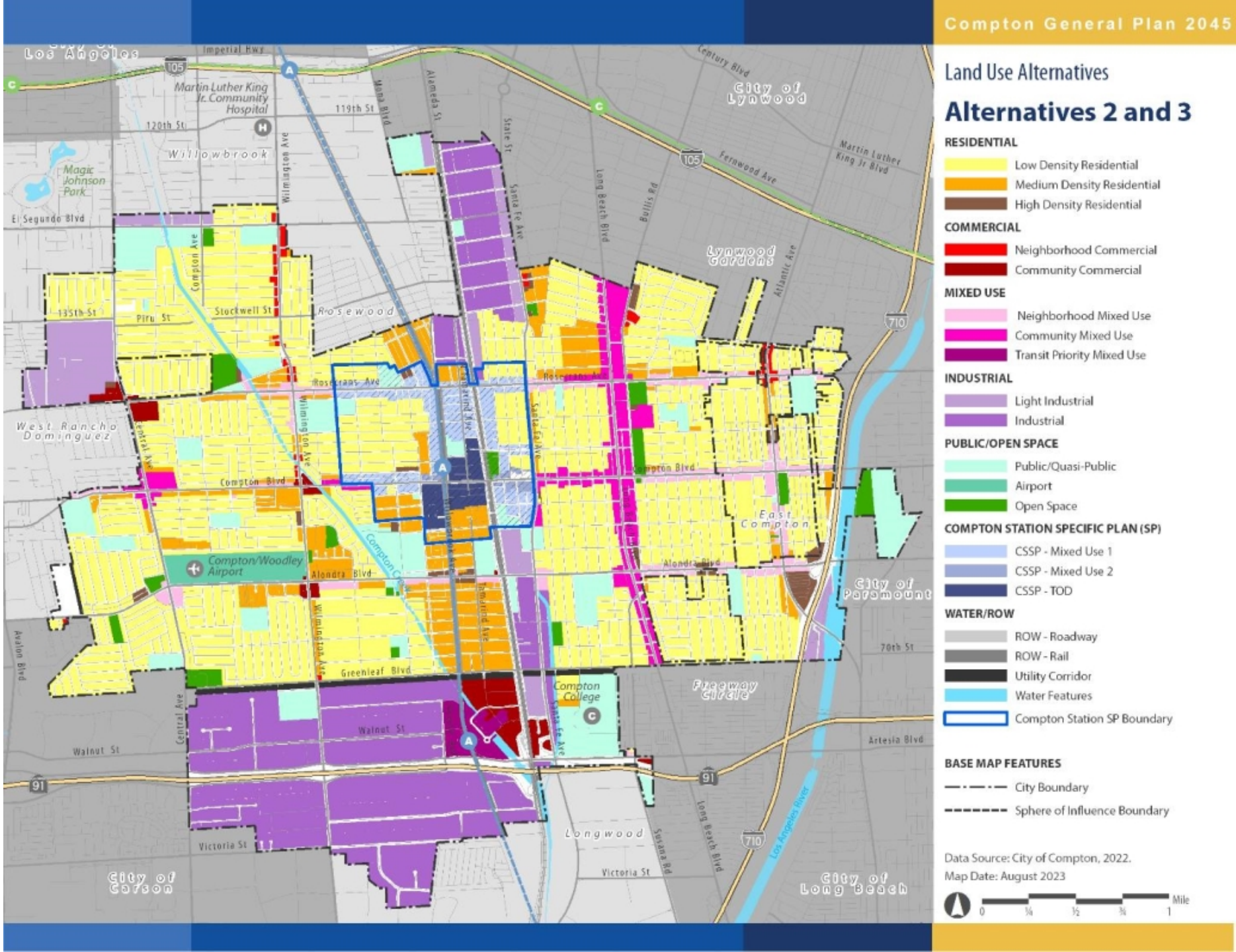
Alternative 1 Draft Land Use Designations

Existing Land Use Designations



Land Use Alternative 2 and 3:

Corridor Growth



Alternative 2 Draft Land Use Designations

RESIDENTIAL

- Low Density Residential (4.0 to 12.0 du/ac)
- Medium Density Residential (12.1 to 25.0 du/ac)
- High Density Residential (25.1 to 40.0 du/ac)

COMMERCIAL

- new Neighborhood Commercial
- Community Commercial

MIXED USE

- new Neighborhood Mixed Use (25-40 du/ac)
- new Community Mixed Use (35-45 du/ac + CB 55 du/ac)
- new Transit Priority Mixed Use (60-80 du/ac + CB 95 du/ac)

INDUSTRIAL

- new Light Industrial (Buffer)
- Industrial

PUBLIC/OPEN SPACE

- Public/Quasi-Public
- new Airport
- Open Space

COMPTON STATION SPECIFIC PLAN (SP)

- CSSP - Mixed Use 1 (40-80 du/ac)
- CSSP - Mixed Use 2 (50-100 du/ac)
- CSSP - TOD (100-175 du/ac)

WATER/ROW

- ROW - Roadway
- ROW - Rail
- Utility Corridor
- Water Features
- Compton Station SP Boundary

Alternative 3 Draft Land Use Designations

RESIDENTIAL

- Low Density Residential (4.0 to 12.0 du/ac)
- Medium Density Residential (12.1 to 30.0 du/ac)
- High Density Residential (25.1 to 50.0 du/ac)

COMMERCIAL

- new Neighborhood Commercial
- Community Commercial

MIXED USE

- new Neighborhood Mixed Use (25-50 du/ac)
- new Community Mixed Use (45-60 du/ac + CB 75 du/ac)
- new Transit Priority Mixed Use (75-100 du/ac + CB 125 du/ac)

INDUSTRIAL

- new Light Industrial (Buffer)
- Industrial

PUBLIC/OPEN SPACE

- Public/Quasi-Public
- new Airport
- Open Space

COMPTON STATION SPECIFIC PLAN (SP)

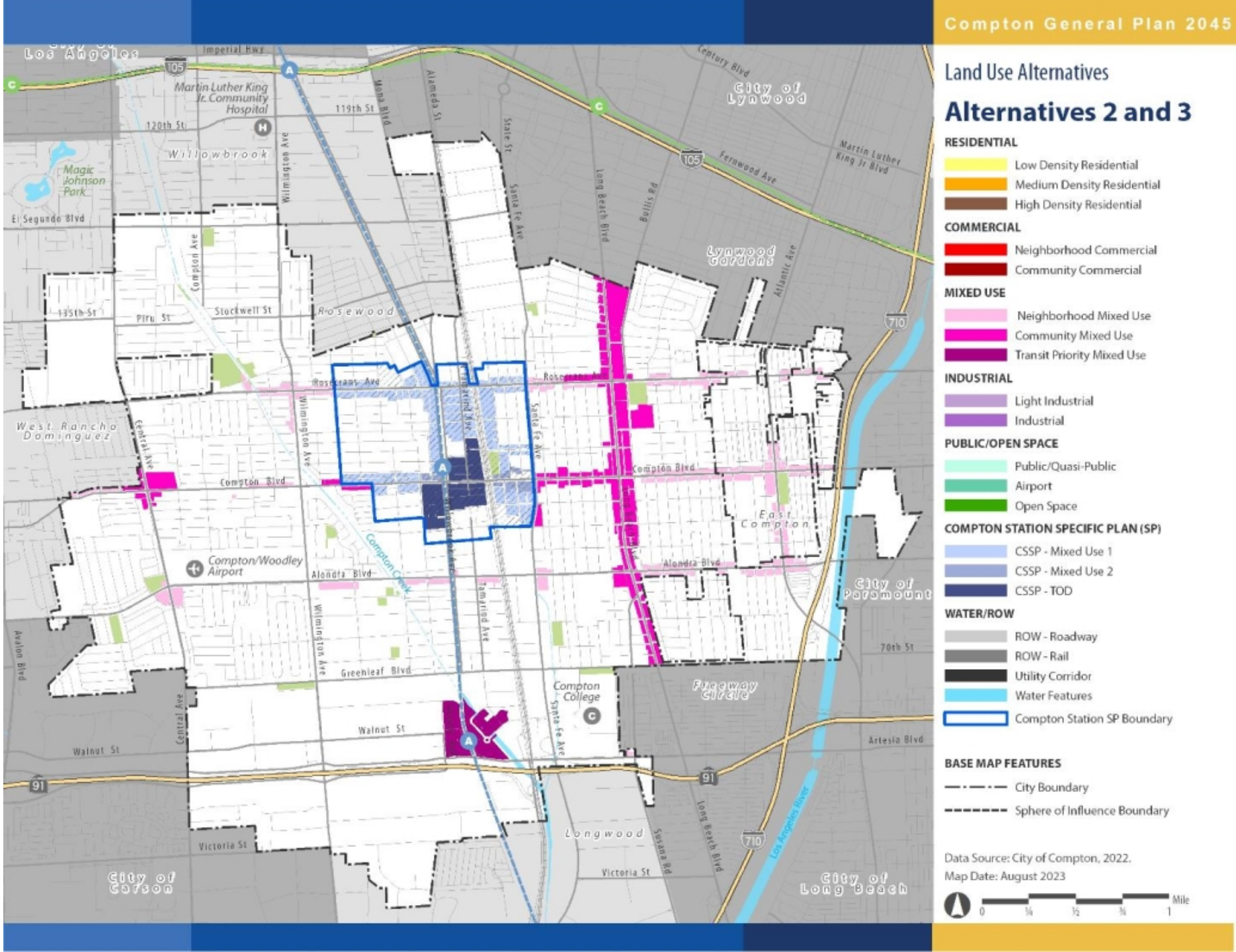
- CSSP - Mixed Use 1 (40-80 du/ac)
- CSSP - Mixed Use 2 (50-100 du/ac)
- CSSP - TOD (100-175 du/ac)

WATER/ROW

- ROW - Roadway
- ROW - Rail
- Utility Corridor
- Water Features
- Compton Station SP Boundary

Land Use Alternative 2 and 3:

Corridor Growth and Downtown





Community Benefits

Community Benefits Program

A community benefits programs is a tool used by many cities to allow additional development intensity for projects that voluntarily provide **public amenities**, **physical improvements, or project features** beyond minimum requirements.

ALTERNATIVE 2

MIXED USE

	Base Density + Community Benefit Density
Neighborhood Mixed Use	(**25-40** du/ac)
Community Mixed Use	(**35-45** du/ac + Community Benefits: **55** du/ac)
Transit Priority Mixed Use	(**60-80** du/ac + Community Benefits: **95** du/ac)

ALTERNATIVE 3

MIXED USE

	Base Density + Community Benefit Density
Neighborhood Mixed Use	(**25-50** du/ac)
Community Mixed Use	(**45-60** du/ac + Community Benefits: **75** du/ac)
Transit Priority Mixed Use	(**75-100** du/ac + Community Benefits: **125** du/ac)

Community Benefits Program

Mixed Use: Residential (Base Density) + **Community Benefit** + **Residential (Higher Density) and Community Benefit Space on Ground Floor**

Defining the Community Benefits for Compton

- Local Business Priority/ Lower Rent
- Grocery Store / Fresh Food
- Affordable Housing
- Art Gallery / Artist Studios
- Space for Community Groups & Non-profits
- Commercial Space for Workforce Development
- Essential Commercial & Restaurants
- Public Park / Open Space & Public Gathering Space
- Childcare / Youth Activity Space
- Climate Adaptation & Trees / Shading
- Educational & Institutional Space
- Public Infrastructure Improvements



Housing Element and Housing Sites

What is the RHNA?

¿Qué es la RHNA?



Regional Housing Needs Assessment:

(Asignación Regional de Necesidades de Vivienda)

HCD determines RHNAs for each Council of Governments

→

RHNA for **SCAG region:**

1,341,827 housing units

→

RHNA for **Compton:**

1,004 housing units

RHNA by Income Group

Income Group	% of AMI	Annual Income Range	Compton 2021-2029 RHNA	% of Units
Very Low	0-50%	$0 - $38,650	235	23%
Low	51-80%	$38,651 - $61,840	121	12%
Moderate	81-120%	$61,841 - $92,760	131	13%
Above Moderate	120% +	$92,760 +	517	51%
Total			**1,004**	**100%**

Goals for accommodating new housing need through comprehensive land use policies and planning (zoning)

- ***(not a construction obligation)***

How Do We Assign Affordability?

¿Cómo Asignamos el Costo de la Vivienda?

Density = Affordability

Higher Incomes → **Moderate Incomes** → **Lower Incomes ***



Large Single-Family



Small Single-Family



Duplex/Triplex



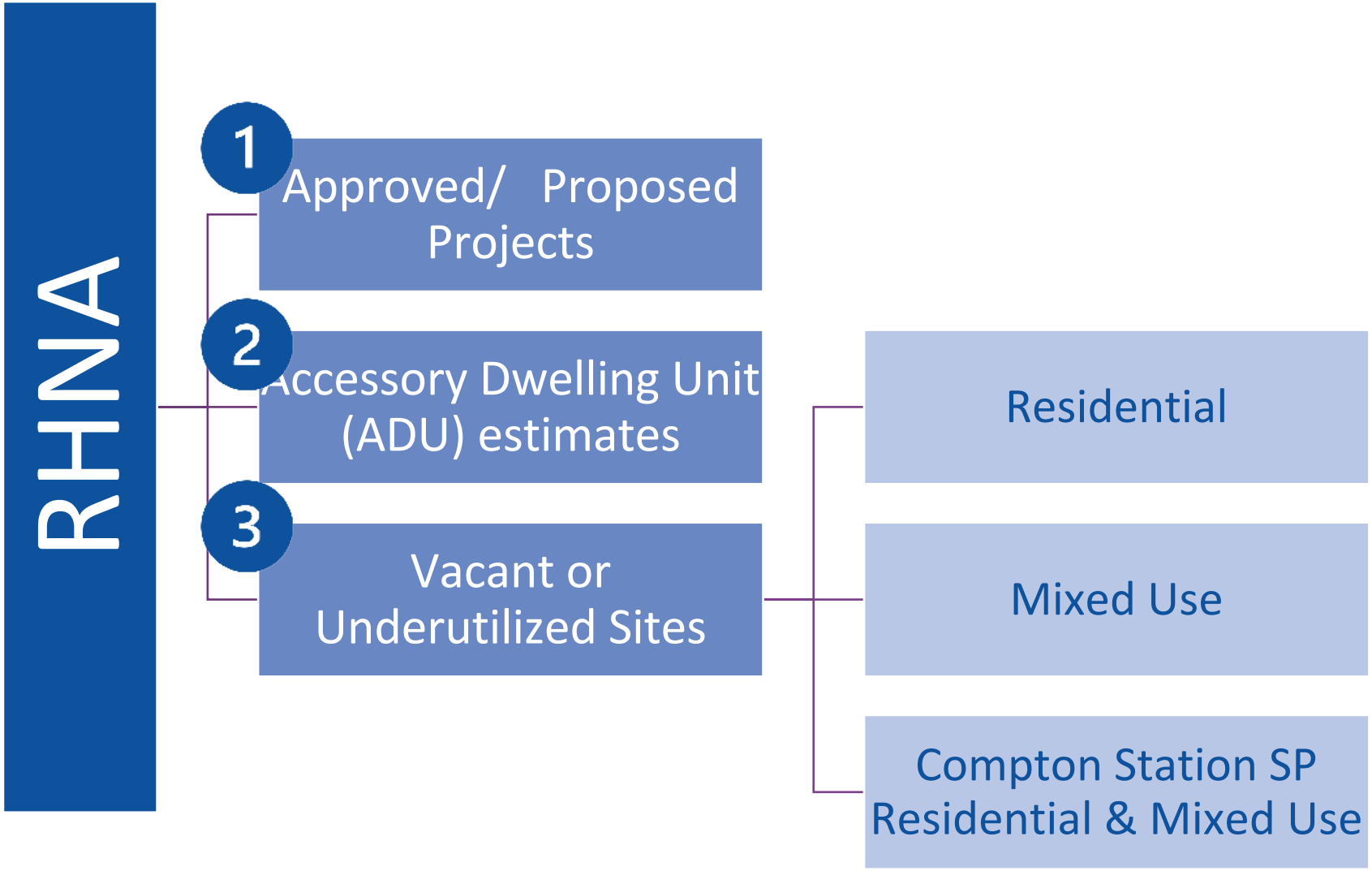
Accessory Dwelling - ADU



Multifamily Housing

***Projects with residential density 30 du/ac and higher meet Very Low- and Low-Income Requirements**

Meeting the RHNA



No Net Loss (SB 166)

The purpose of the No Net Loss Law (Government Code Section 65863) is to ensure development opportunities remain available throughout the planning period to accommodate a jurisdiction's regional housing need allocation (RHNA), especially for lower- and moderate- income households.

What does this mean?

RHNA Sites by Land Use Alternatives

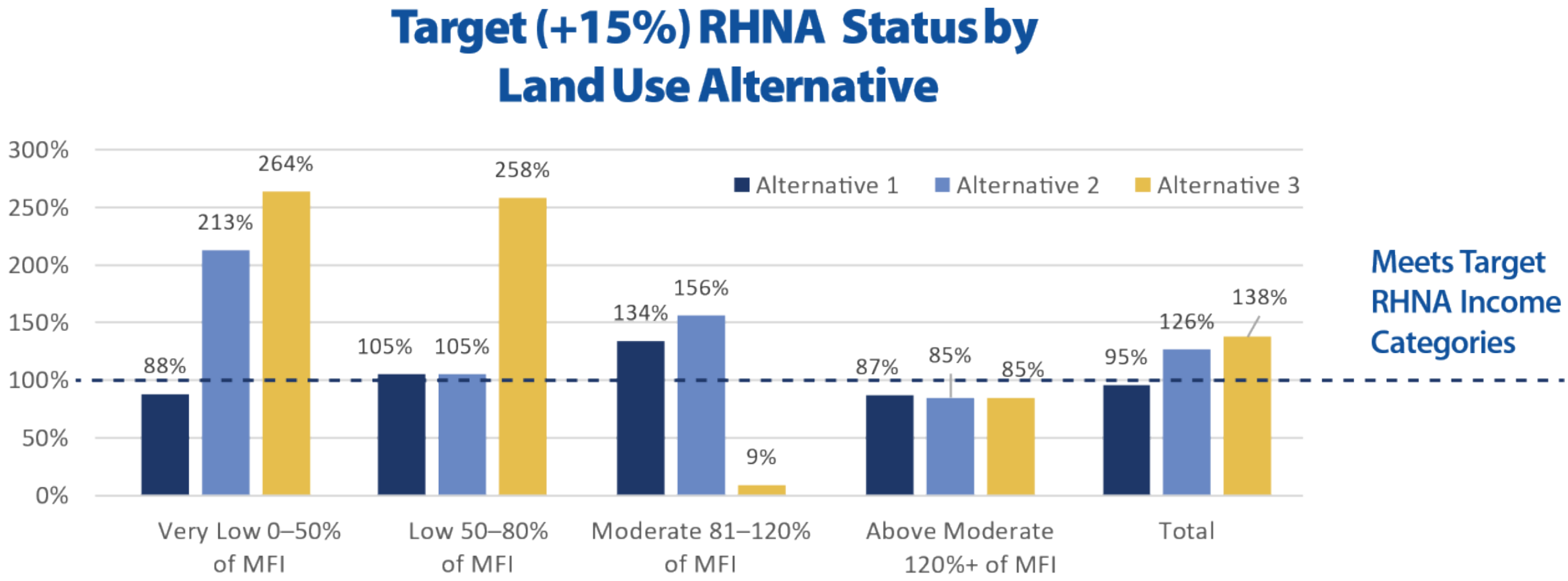
Income Categories (of Median Family Income)	RHNA		Housing Credits		Projected Housing Units		
	RHNA	Target RHNA (RHNA+15%)	Approved/ Proposed Project	ADUs	Alt 1 "Base" Land Use	Alt 2	Alt 3
Very Low 0–50%	235	270	37	22	238	575	712
Low 50–80%	121	139	105	40	146	146	359
Moderate 81–120%	131	150	11	2	201	234	13
Above Moderate 120%+	517	594	430	26	516	503	503
Total	**1,004**	**1,153**	**583**	***90***	**1,101**	**1,458**	**1,587**

RHNA Sites by Land Use Alternatives

Income Categories (of Median Family Income)	Meeting the RHNA			Meeting the Target RHNA		
	Alt 1 "Base" Land Use	Alt 2	Alt 3	Alt 1 "Base" Land Use	Alt 2	Alt 3
Very Low 0–50%	101%	245%	303%	88%	213%	264%
Low 50–80%	121%	121%	297%	105%	105%	258%
Moderate 81–120%	153%	179%	10%	134%	156%	9%
Above Moderate 120%+	100%	97%	97%	87%	85%	85%
Total	**110%**	**145%**	**158%**	**95%**	**126%**	**138%**

Meets Target Lower-Income RHNA Categories

Can We Meet the RHNA?





Next Steps

Housing Element Update Process Schedule

HOUSING ELEMENTS DUE	SITES INVENTORY PUBLIC REVIEW	COMMISSION/ CITY COUNCIL REVIEW & COMMENTS	HOUSING ELEMENT PUBLIC REVIEW	SUBMIT TO STATE HOUSING & COMMUNITY DEPARTMENT (HCD)
OCTOBER 2021	AUGUST 2023	SEPTEMBER 2023	NOVEMBER/ DECEMBER 2023	JANUARY 2024

General Plan Schedule

Spring 2023

Compton Today: Constraints and Opportunities

- Background Reports
- Housing Opportunities
- Vision/Guiding Principles

Summer/Fall 2023

Exploring Options for Compton's Future

- Identify areas for potential change
- Land Use/ Transportation Options
- Housing Element

Fall/Winter/Spring 2023/24

Preparing a Plan for Compton 2045

- Draft General Plan
- Draft Environmental Impact Report
- Public Review of Documents

Summer 2024

Adopting Compton General Plan 2045

- Planning Commission / City Council Adoption Hearings
- Final Documents



Questions/Discussion



Informal Recommending of a Land Use Alternative

Informal Recommendation of a Draft Land Use Plan

Alternative 1: Existing General Plan
Does not meeting RHNA Lower-Income Requirements

Alternative 2: Moderate Housing Growth
Meets Lower-Income RHNA Requirement + 15% Target for Flexibility

Alternative 3: Higher Housing Growth
Meets Lower-Income RHNA Requirement + 15% Target for Flexibility

Compton General Plan 2045
Planning Commission Study Session

September 13, 2023

COMPTON
GENERAL PLAN 2045
Building a Better Compton

September 26, 2023

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: FIRE CHIEF

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR LIFE ASSIST MEDICAL SUPPLIES, INC. FOR THE PURCHASE OF MEDICAL SUPPLIES AND RELATED EQUIPMENT FOR THE CITY OF COMPTON FIRE DEPARTMENT ($125,000.00)

SUMMARY

Adoption of this resolution by City Council will authorize the City Manager to establish a purchase order with Life Assist Medical Supplies, Inc. in an amount not to exceed One Hundred Twenty-Five Thousand Dollars ($125,000.00) for Fiscal Year 2023-2024.

BACKGROUND

The Fire Department ("Department") currently operates three paramedic units, four engine companies and one truck company. The Department responds to approximately 10,000 emergency medical services calls on an annual basis and these units must be stocked at all times with medical supplies and equipment to levels that are needed to provide care for the sick and injured.

STATEMENT_OF_ISSUE

The Department solicited quotes for various items from three vendors; Life Assist Medical Supplies (Life Assist"), Bound Tree, and Emergency Medical Products ("EMP"):

ITEM DESCRIPTION	LIFE ASSIST	BOUND TREE	EMP
Albuterol	$8.74 (30 CT)	$2.95 (25 CT)	No Response
Blue Sensor Electrodes	$10.00 (50CT)	$2.98 (10 PK)	No Response
IV Solution (Dextrose 10%)	$5.66 (EA)	$2.66 (EA)	No Response
Lidocaine 2%	$2.70 (EA)	$51.33 (10 CT)	No Response

On review of the quotes for various needed supplies and equipment, staff has determined that the quotes submitted by Life Assist Medical Supplies, Inc. ("Life Assist") be accepted due to their responsive, reliable and cost-efficient quote. Additionally, Life Assist is the vendor currently used by the Department and has provided exemplary service along with competitive pricing.

FISCAL IMPACT

Funds for this expenditure will be available in the Adopted 2023-2024 Fiscal year Budget in Account No. 1001-690-000-4260.

RECOMMENDATION

It is recommended that the Mayor and City Council adopt the attached Resolution.

RONERICK D. SIMPSON
FIRE CHIEF

APPROVED FOR FORWARDING:

JERRY GROOMES
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AUTHORIZING THE ESTABLISHMENT OF A PURCHASE ORDER FOR LIFE ASSIST MEDICAL SUPPLIES, INC. FOR THE PURCHASE OF MEDICAL SUPPLIES AND RELATED EQUIPMENT FOR THE CITY OF COMPTON FIRE DEPARTMENT ($125,000.00).

WHEREAS, the City of Compton Fire Department (”Department”) currently operates three paramedic units, four engine companies and one truck company; and

WHEREAS, the Department responds to approximately 10,000 emergency medical services calls on an annual basis and these units must be stocked at all times with medical supplies and equipment to levels that are needed to provide care for the sick and injured; and

WHEREAS, staff solicited quotes for the needed supplies from three (3) vendors; Life Assist Medical Supplies, Bound Tree and Emergency Medical Products (“EMP”):

ITEM DESCRIPTION	LIFE ASSIST	BOUND TREE	EMP
Albuterol	$8.74 (30 CT)	$2.95 (25 CT)	No Response
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On review of the quotes for various needed medical supplies and equipment, staff has determined that the quotes submitted by Life Assist Medical Supplies, Inc. (“Life Assist”) be accepted due to their responsive, reliable and cost-efficient quote. Additionally, Life Assist is the vendor currently used by the Department and has provided exemplary service along with competitive pricing; and

WHEREAS, Life Assist is the vendor currently used by the Department and has provided exemplary service along with competitive pricing; and

WHEREAS, funding for this expenditure have been budgeted in the Fire Department’s Adopted 2023-2024 Fiscal Year Budget.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager is hereby authorized to establish a purchase order for Life Assist Medical Supplies, Inc. in the amount of One Hundred Twenty-Five Thousand Dollars and Zero Cents ($125,000.00).

SECTION 2. That funds for this expenditure are available in the Fire Department’s 2023-2024 Fiscal year budget in Account No. 1001-690-000-4260.

SECTION 3. That a copy of this Resolution shall be forwarded to the offices of the City Clerk, City Manager, City Attorney and the Fire Department.

SECTION 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested to by the City Clerk, at a regular meeting thereof held on the _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

September 26, 2023

TO: HONORABLE MAYOR AND COUNCIL MEMBERS

FROM: COMMUNITY DEVELOPMENT DEPARTMENT

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON TO CONSIDER AN APPEAL BY KIPP SOCAL TO EITHER UPHOLD OR REVERSE THE PLANNING COMMISSION'S DECISION TO DENY THEIR REQUEST TO CONSTRUCT AND OPERATE A 500 STUDENT CHARTER

SUMMARY

The City Council will consider an appeal of the July 26, 2023 Planning Commission decision denying an appeal of Architectural Review Board (ARB) Case No. 23-0031, a request to construct and operate a 500 student charter middle school located at 900 East Compton Blvd.

On July 26, 2023, the Planning Commission conducted a public hearing and denied the Kipp SoCal (applicant) appeal of the Architectural Review Board decision to deny ARB Case No. 23-0031.

BACKGROUND

Kipp: SoCal Public Schools is appealing the decision of the Planning Commission denying their request to develop a 500-student charter middle school at 900 E Compton Blvd. within the Limited Commercial zone. The proposed site is a flat, vacant, 1.17 acres and is bordered by Pearl Avenue on the west, Compton Blvd. on the north and Mayo Avenue on the east.

The proposed site design consists of a 35,000 square foot three-story 22-classroom building located in the northeast corner of the site. The remainder of the site consists of a parking area, student drop of/pick up area, a ground level basketball court and a second floor uncovered outdoor play area. The second floor play area is above some parking spaces and the student drop off area. The school will also be fenced and gated with a six-foot high wrought iron fence. The proposed school will accommodate grades 5 through 8 and will have two start times of 7:30 and 8:05 am.

The site design also incorporates two drive through queuing lanes that extend from the single entrance to the site on Mayo Avenue (east side) through the site to the single exit on Pearl Avenue (west side). The double queuing lanes travel through the parking area, the designated drop off zone in front of the school, additional parking spaces and then to the west exit.

On March 2, 2023, Kipp SoCal Public Schools filed an Architectural Review Board (ARB) application to develop a 500-student charter middle school at 900 E Compton Blvd. The application and plans were circulated to various departments including Public Works Engineering to review the queuing analysis. Middle schools are a by right permitted land use in the Limited Commercial zone as specified in section 30-12(a)(33) Elementary, junior high and high schools offering full curricula as required by State laws) By right permitted land uses are reviewed as ARB applications under section 30-45 Design Review of the Compton Municipal Code.

The Architectural Review Board held a meeting on May 15, 2022 to consider ARB Case No. 23-0031 and denied said ARB application based on the potential for adverse traffic circulation impacts to Pearl Avenue, Compton Blvd. and Mayo Avenue

STATEMENT OF ISSUE

Staff has no concerns regarding the middle school as a land use on the subject site. The proposed middle school meets all of the setbacks, building height and landscaping requirements.

The central issue is the adequacy of the queuing analysis submitted by Kipp traffic consultants Linscott, Law and Greenspan (LLG). The City does not believe that the operation of the school and the methods proposed to handle student drop off and pick-ups as discussed in the queuing analysis and management plan would prevent vehicles from blocking through traffic on Mayo and Pearl Avenues and Compton Blvd.. Specifically, City staff and NV5, the Public Works Department transportation/traffic consultant firm, are concerned that some of the assumptions in the analysis are not verifiable creating areas of concern.

The primary concern of the City is the avoidance of school related vehicles (parents) stacking up on Pearl Avenue, Compton Blvd. and Mayo Avenue blocking through traffic similar to the 134th Street Kipp Elementary school. Staff realizes that the two schools are different, but does not want to risk repeating the traffic congestion present at the 134th Street school site.

Staff discussed this concern with the applicant prior to ARB application submittal during pre-application meetings and stated that the middle school is a by right land use, but the primary concern, with proposing a middle school at 900 E. Compton Blvd, will be to avoid a repetition of the traffic problems caused at the 134th Street elementary school. To avoid this a queuing analysis would be required with the ARB application and the queuing analysis must show that there will not be any on street queuing of school vehicles blocking through traffic lanes or driveways.

The Zoning Code section for Parking and Circulation begins with a Purpose section that specifies the intent of the Parking section of the Zoning Code. The relevant circulation objective for off street parking, circulation and loading that applies to this project is section 30-21.1 (c). This section is stated below:

c. Ensure that vehicle movement and loading activities associated with a use do not interfere with circulation on public rights-of-way.

Implementing the above purpose of the parking code is section 30-21.8(d) Drive Through Facilities. The school is using their double queuing lanes to function as a facility with a drive through. The school is proposing two drive through lanes with the product or service being education. While this code provision is typically used for restaurant and banks, this section does not mention any specific land use. The intent of this code section is more generically to prevent facilities using an accessory drive through lane from causing onsite and offsite circulation problems. Here the concern is specifically to prevent parents using the drive thru lanes dropping off and picking up students from blocking traffic on the abutting streets.

Section 30-218(d) is listed below.

Drive-Through Facilities. Drive-through facilities shall conform to the following standards:

1. Each drive-through lane shall be separated from the circulation routes necessary for ingress or egress from the property or access to any parking spaces.
2. Each drive-through lane shall be striped, marked or otherwise distinctly delineated.
3. The vehicle stack capacity of the drive-through facility and the design and location of the ordering and pick-up facilities shall be approved by the Architectural Review Board and shall be based on:
   (a) Nature of the product or service being offered;
   (b) Method by which the order is processed;
   (c) Time required to serve a typical customer;
   (d) Arrival rate of customers;
   (e) Peak demand hours; and
   (f) Anticipated vehicular stacking required.

4. The applicant may be required by the Architectural Review Board to submit a traffic study addressing the above-listed factors.

In the opinion of NV5 and City staff, the Queuing Analysis contains many assumptions regarding how vehicles will approach and leave the school. These assumptions are discussed below.

1. Parents will evenly arrive to the school site over a 90 to 60 minute period before school starts.

   The City staff doubts that parents will leave their children at the Kipp school 90 to 60 minutes before school starts. NV5 and City staff do not think parents will drop their children off over an hour before school starts. City staff and NV5 are especially concerned about the impacts to the site because it is more probably that most parents will drop of their children within 30 minutes or less of the 7:45 start time and within 30 minutes or less of the 8:05 start time. This creates an overlap of parents dropping off children at the same time and a larger volume of vehicles converging on the school in a short time period. The queuing analysis does not analyze the impacts of parents dropping off students 30 minutes or less both school start times.

2. The Queuing Analysis states that there will up to ten teacher/monitors that will direct traffic and prevent left turns.

   While the proposed monitors (teachers) onsite are a good way to keep the vehicles moving onsite and explain to parents where to drop the students, they have no legal authority to prevent legal traffic movements off school property or the ability to control the arrival rate of vehicles. Additionally, the queuing analysis provides no objective verifiable data that quantifies the impact onsite traffic monitors will have on the prevention of vehicles stacking up on Mayo and Pearl Avenues.

3. All parents will voluntarily comply with right turn only vehicle movements.

   To either drop off or pick up students, parents will be required by the school to:

   Approach the school from the west only, on Compton Blvd., and turn right onto Mayo Avenue south bound to the site access approximately 140 feet south of Compton Blvd.

Parent will then turn right into the site and proceed through the site in a double drive-through lanes until reaching the designated onsite drop off zone, *(No verifiable information is provided on the average time each vehicle will take to drop off or pick up a student.).* Parents cannot approach the school from the east on Compton Blvd and turn left onto Mayo Avenue. Parents cannot also travel north on Mayo Avenue and approach the school from the south and turn left into the school.

To leave the school site parents exit onto Pearl Avenue and turn right to proceed north on Pearl to turn right on to Compton Blvd. going east only. Left turns from the school exit on southbound Pearl Avenue and from the Pearl Avenue/Compton Blvd intersection are not permitted. All school related vehicle traffic in Queuing Analysis is assumed to be right-turn only.

Impacts from left turns from westbound Compton Blvd. onto southbound Mayo Avenue, from the site exit going south on Pearl Avenue or going west on Compton from Pearl Avenue are not considered. Moreover, local resident traffic turning left from Compton Blvd. onto south Mayo Avenue or local resident traffic northbound on Pearl Avenue turning left onto Compton Blvd. is not considered in the queuing analysis. The impacts of every vehicle not turning right is not known.

NV5 further states that there is a possibility that the Level of Service for the Pearl Avenue/Compton Blvd intersection will drop from level of service D to E if the drop off period assumed in the queuing analysis was compressed from 60 to 30 minutes. This drop is service was not analyzed by the queuing analysis.

4. <u>A 25 - 50% student walk in, bike in and bus ridership rate</u>.

   The Queuing Analysis assumes that 25 - 50% of the students will walk, bike or ride the bus to school, but offers no data to support the assertion. This quantity of non-vehicle arrivals has the potential to significantly affect the numbers of vehicles dropping off students and stacking onsite and offsite. No analysis of the 25% to 50% walk, bike, or bus factor being incorrect has done. If the 25% to 50% assumption is incorrect, it could increase the potential for vehicles to back up onto Mayo Avenue and stack on Pearl Avenue.

Additionally, a few days prior to the Planning Commission meeting, the applicant prepared a Queuing Management Plan and transmitted it to staff. The applicant gave it to the Planning Commission and discussed it during their presentation to the Planning Commission.

The Queuing Management Plan (See Attachment 6) is a four page document that explains the steps and measures the school will undertake to avoid school related vehicles from queuing and blocking through traffic on Mayo and Pearl Avenues. It discusses:

- A crossing arm across the exit
- The operation of the double drive thru lanes
- Walk ways into the site.
- Provision of bicycle racks
- On and offsite Signs
- Parent advisory instructions for drop off and pick up.

- Before school day care and breakfast program
- Staggered school start time by 20 minutes.
- Utilize a minimum of 10 monitors to direct traffic.
- Programs and education for bicyclists, walkers and bus riders.

In the July 25, 2023 letter containing the Queuing Management Plan, the applicant also discusses proposed condition of approval 18 staff prepared prior to the July 26, 2023 Planning Commission meeting as a contingency should the Commission chose to approve the project. This condition 18 provides the City with the ability to recall this project back to the City Council for revocation if the conditions of approval, the Queuing Management Plan and any other steps the City and applicant may implement have not prevented vehicles from blocking through lanes on the abutting streets. This is the only condition/tool that grants the City final review authority. Staff prepared condition 18 as insurance against street congestion.

If after numerous attempts by the applicant and the City to prevent school vehicles (Parents) from blocking or stacking onto local streets have failed, Condition 18, allows the Director of Community Development to reschedule ARB 2023-0031 before the City Council giving the City the ability to take more drastic action if necessary.

In lieu of Condition 18, the applicant is stating the City has the ability to take enforcement action against the school by using code sections 30-35 through 39. However, these code sections refer to licenses and permits issued in error and enforcement of code violations. However, these code sections do not apply to this project because, if approved, the approval would be granted by City Council resolution. However, if as Kipp claims, the Queuing Analysis, Queuing Management Plan and conditions of approval will prevent vehicles from backing onto the abutting streets, then Condition 18 will never become necessary. Condition 18, provides the City with maximum flexibility.

Environmental Review:
Pursuant to Section 15270 of the CEQA Guidelines, a public agency does not have to make a CEQA determination when a public agency denies a project.

However, if the City Council reverses the decision of the Planning Commission and finds that the proposed middle school as a by right permitted land use will not have a significant impact on on the surrounding community and streets, then a categorical exemption could be applied.

A Category 32 exemption under section 15332 states that the Class 32 exemption may be used for infill approvals of projects that are on sites of less than 5 acres within city limits surrounded by urban uses. Class 32 projects consists of environmentally benign infill projects that are consistent with the General Plan and Zoning requirements. This exemption is not limited to any land use type and may apply to residential, commercial, industrial, public facility, and/or mixed-use projects.

FISCAL IMPACT
There is no direct fiscal impact to the General Fund that will result from the approval or denial of the attached Resolutions beyond the typical property taxes and sales taxes the project would generate.

FINDINGS FOR DENIAL OF ARCHITECTURAL REVIEW BOARD (ARB) APPLICATION CASE NO. 23-031

1. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be detrimental to the public welfare. The proposed project has the potential to cause vehicle queuing onto Compton Blvd., Mayo Avenue and Pearl Avenue blocking through traffic lanes on these public roads, and delay the response time from law enforcement or emergency personnel by having to choose alternative routes.

2. That proposed Architectural Review Board case No. 2023-0031 to allow a 500 student charter middle school at 900 E. Compton Blvd. is in conflict with the General Plan Circulation Element Goal 1 and Policy 1.8. Goal 1 states: Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton and Policy 1.8 states: Provide a street system that allows for the safe and efficient movement of traffic.

3. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be out of compliance with sections 30-21.1 (b) (c) and 30-21.8(d) of the Municipal Code. The submitted traffic queuing analysis has not fully responded to all of the revisions requested by the Public Works engineering consultant to complete their analysis and City cannot ensure that the interior onsite vehicle stacking lanes proposed for the Kipp middle school are adequate and will not interfere with on street circulation of the abutting public rights-of-way.

FINDINGS FOR APPROVAL OF ARCHITECTURAL REVIEW BOARD (ARB) APPLICATION CASE NO. 23-031

1. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. will not be detrimental to the public welfare.

2. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would not be in conflict with the General Plan.

3. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be in compliance with the zoning code.

RECOMMENDATION

Staff makes no recommendation on the appeal. The City Council shall render its decision on the appeal within thirty (30) days after conclusion of the appeal hearing and has the power to:

- Affirm the decision of the Planning Commission; or
- Amend the decision of the Planning Commission; or
- Reverse the decision of the Planning Commission; or
- If in the opinion of the Council, the matter requires further consideration, refer the matter back to the Planning Commission for further consideration (without a decision by the Council) with any recommendations the Council may desire.

Submitted By:
ROBERT DELGADILLO, SENIOR PLANNER
COMMUNITY DEVELOPMENT DEPARTMENT

APPROVED FOR FORWARDING
JEROME GROOMS
CITY MANAGER

Exhibits

1) Aerial Map
2) General Plan
3) Zoning Map
4) Project Plans
5) Queuing Analysis.
6) Queuing Management Plan (July 25, 2023)
7) Resolution Upholding the decision of the Planning Commission
8) Resolution Reversing the decision of the Planning Commission

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON REVERSING THE DECISION OF THE PLANNING COMMISSION APPROVING THE APPEAL OF THE KIPP SOCAL ARCHITECTURAL REVIEW BOARD CASE NO. 23-0031, A REQUEST TO CONSTRUCT AND OPERATE A 500 STUDENT MIDDLE SCHOOL LOCATED AT 900 E. COMPTON BLVD.

WHEREAS, Kipp schools has submitted an Architectural Review Board application on March 2, 2023 to construct a new 500 student charter middle school at 900 E. Compton Blvd. in the Limited Commercial zone within the City of Compton.

WHEREAS, the City of Compton is authorized by Article XI, Section 7 of the California Constitution to make and enforce within its limits all local, police, sanitary and ordinances and regulations; and

WHEREAS, the aforementioned Architectural Review Board (ARB) application for a public middle school is a by right land use under section 30-12.2; and

WHEREAS, the Architectural Review Board held a meeting on May 15, 2022 to consider ARB Case No. 23-0031 a request for a charter middle school located at 900 E. Compton Blvd. and denied said ARB application based on the potential for adverse traffic circulation impacts to Pearl Avenue, Compton Blvd. and Mayo Avenue; and

WHEREAS, the aforementioned ARB request is exempt from CEQA review, pursuant to Section 15270 of the CEQA Guidelines which states that CEQA does not apply to projects which a public agency denies; and.

WHEREAS, the Planning Commission conducted public hearings on Architectural Review Board (ARB) Case No. 2023-0031 on July 12, and July 26, 2023 and voted to deny the appeal request; and

WHEREAS, Kipp SoCal appealed the decision of the Planning Commission to deny the project on July 27, 2023; and

WHEREAS, adequate public notice for the public hearing was advertised in the Compton Bulletin September 13 and 20, 2023 pursuant to California Government Code Section 65090; and

WHEREAS, evidence was heard from all persons interested in the appeal of Architectural Review board appeal and all persons protesting same, and the City Council being fully informed,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES AS FOLLOWS:

Section 1. That the findings and actions of the Planning Commission in its Resolution No. 4039, adopted July 26, 2023, shall be reversed, and the appeal of Architectural Review Board Case No. 2023-0031 shall be approved for a 500 student middle school located at 900 East Compton Blvd.

Section 2. That the findings for Architectural Review Board case No. 2023-0031 shall read as follows:

1. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. will not be detrimental to the public welfare.

2. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would not be in conflict with the General Plan.

3. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be in compliance with the zoning code.

Section 3. That the approval of Architectural Review Board Case No. 2023-0031 shall be subject to the following conditions:

1. The site shall accommodate the capacity of at least 15 vehicles in queue in a single lane from the drop of point to Mayo Avenue and shall be able to accommodate up to 30 vehicles in queue (15 per lane) if needed during peak drop-off and pick-up periods using the passing lane.

2. The site shall ensure that all school-related traffic provide ingress via right turn only from Mayo Avenue and egress via right turn only onto Pearl Avenue during the drop-off and pick-up hours.

3. The site shall restrict left turn egress from the driveway onto Pearl Avenue and restrict northbound left turns onto Pearl Avenue at Compton Boulevard during the drop-off and pick-up hours for all school-related traffic.

4. To ensure that the right turn only ingress and egress movement is followed and that expected peak hour vehicle queues are accommodated on-site, the project applicant shall provide a minimum of four staff members to monitor and direct vehicle traffic during the drop-off and pick-up periods and to assist students crossing adjacent streets and the project driveways, as well as six monitors to assist during the on-site pick-up and drop-off.

5. The project shall install and maintain signs at the ingress and egress driveways indicating the turning restrictions during the drop-off and pick-up period. Also, the project shall install No Left Turn restriction signs for northbound Pearl Avenue at Compton Boulevard with time restrictions during the drop-off and pick-up periods.

6. The start and dismissal time of the All signs and their locations shall be reviewed and approved by the Public Work Department prior to installation.middle school shall be staggered by a minimum of 20 minutes.

7. The applicant shall paint the abutting curbs on Mayo and Pearl Avenues red and post “No Parking” signs. All signs and red curbs shall be reviewed and approved by the Public Works Department prior to installation.

8. The applicant shall install a monitor-controlled exit arm gate within the applicant’s property to control flow onto Pearl Avenue to avoid queueing. The gate shall be monitor-controlled during drop-off and pick-up times. The exit control arm shall be reviewed and approved by the Community Development and Public Work Departments prior to installation.

9. The applicant shall install right turn directional curbs at the Pearl Avenue exit, subject to City specifications and approval. All street/curb modifications shall be reviewed and approved by the Public Work Department prior to installation.

10. The applicant shall install right turn directional curbs at the Mayo Avenue entrance, subject to City specifications and approval. All street/curb modifications shall be reviewed and approved by the Public Work Department prior to installation.

11. The applicant shall stripe a right turn only lane on Pearl Avenue leading up to Compton Boulevard, subject to City specifications and approval. All striping work shall be reviewed and approved by the Public Work Department prior to installation.

12. The applicant shall adopt and implement a Queue Management Plan as shown in Attachment 1 herein. The Community Development Director has the authority for final approval of, or modifications to, the Queue Management Plan.

13. The final Queue Management Plan shall include measures agreed to by the Community Development Director and the applicant, such as the following:

    a. Offer a free early breakfast/early care program for students, commencing at least 45 minutes before the first student start time.

b. Offer free afterschool programs for students that extend (to the extent feasible) for at least one hour after the last dismissal time.

c. Implement the student start and dismissal times staggered by at least 20 minutes, with an approximately equal number of students arriving and departing in each period.

d. Arrival times shall be assigned by grade, most likely with the lower grades assigned to the first time and the upper grades assigned to the second time.

e. During student drop-off and pick-up periods, monitors shall be stationed at the following locations:

i. On-site student drop-off and pick-up zone to assist students out of and into vehicles, as needed;

ii. Mayo Avenue entrance driveway;

iii. Pearl Avenue exit driveway to control the exit gate;

iv. Compton Boulevard walk-in entry; and,

v. Pearl Avenue/Compton Boulevard intersection to ensure that parents and caregivers make right turns only from northbound Pearl Avenue to eastbound Compton Boulevard during the student drop-off and pick-up periods.

f. If the queue of vehicles on northbound Pearl Avenue extends to the outbound driveway, the monitor at the Pearl Avenue exit shall temporarily hold exiting vehicles on-site through control of the exit gate and, if needed, direct subsequent outbound vehicles to use the pass-by line to create a temporary double line of queuing on-site. Prior to the operation of the control arm, the applicant shall submit to the Community Development Department an Operations Plan for review and approval.

g. Prior to operations, the lead staff queuing monitors shall complete a Caltrans authorized certified flagger training (or its equivalent). The certified flaggers shall train and supervise any other monitors.

h. Drivers with multiple violations of the Queuing Management Plan rules and pledge shall be required to attend an in-person Parent & Administrator conference to ensure adherence.

i. The applicant shall promote the use of mass transit through disseminating information about mass transit options for families and, as needed and as financially feasible, provide access to subsidized transit passes for students that can demonstrate commitment to use of public transit.

j. The applicant shall offer incentive programs for carpooling among students.

14. Conditions of Approval 1 -13, above, and the Queue Management Plan shall be subject to the following:

a. Within 30 days after the end of the first month of initial operation and again after six months of operations, the applicant shall provide a preliminary compliance review report to the Community Development Director.

b. If the Community Development Director determines that queuing is an issue, based on either of the two preliminary reports, the applicant and its transportation engineer shall submit proposed additional or modified measures mutually acceptable to the Community Development Director and the applicant.

c. Within 30 days following the end of the first school year, the applicant shall submit a full compliance review report detailing the effectiveness of the Queue Management Plan, any issues with, and frequency of, queuing on Pearl Avenue, and proposed modifications, if any are needed, to the Queue Management Plan (Compliance Report).

d. The Community Development Director shall have the authority to approve the Compliance Report and approve continued use of the Queue Management Plan without changes or with reasonable and necessary modifications mutually acceptable to the Community Development Director and the applicant.

e. If the Community Development Director determines that the Planning Commission should consider the Compliance Report, or if the Community Development Director and the applicant cannot mutually agree on modifications to the Queue Management Plan, the Commission shall hold a public meeting to review and consider the Compliance Report and provide it to members of the community to comment.

f. The Planning Commission may adopt a revised Queue Management Plan with reasonable and necessary modifications or it may authorize the Community Development Director to resolve modifications based on direction of the Planning Commission.

g. The school shall have the right to continue operations during any review process.

15. The applicant shall adhere to the following safety measures:

a. The applicant shall install site safety improvements at the public right-of-way, including bollards, signage, and beacons, should the City deem it appropriate.

b. Exterior mounted lighting and security cameras shall be provided along the building's street elevations and in the parking area. The applicant shall consult with the City and County Sheriff's Department on the recommended locations of these improvements.

c. At least one monitor with appropriate first aid training shall be assigned to oversee student safety during drop-off and pick-up times.

d. The applicant shall provide a professionally trained crossing guard during drop-off and pick-up times to allow safe passage across the Compton Boulevard/Mayo Avenue intersection.

e. If requested by the City, the applicant shall present a comprehensive Lockdown & Secure Campus procedural plan to the City and the County Sheriff's Department for review and input. School drills shall be performed monthly.

16. The applicant shall implement the following community outreach measures:

a. The applicant shall host an annual job fair for local hire for school employees. These opportunities may include open positions at the school.

b. The applicant shall host a quarterly community town hall to meet with neighbors and businesses to discuss school operations and answer any questions and concerns.

17. All plans or documents required by any condition of approval shall be submitted to the Community Development or Public Works Department for review and approval through the appropriate applications prior to installation or operation.

18. If at any time the Director of Community Development determines that the above conditions of approval are not preventing vehicles from repeatedly queuing onto or blocking traffic on Mayo Avenue or Pearl Avenue shall bring back to the Planning Commission this approval of ARB case No. 2023-031 for revocation.

Section 4. That the property owner shall record with the Recorder of Los Angeles County an Acceptance Form in accordance with the requirements of Subsection 30-26.5 of the Compton Municipal Code.

Section 5. That copies of this Resolution shall be mailed to the applicant/appellant and filed in the Offices of the City Clerk, City Attorney, City Treasurer and City Manager and the Sheriff's, Fire, Municipal Water, Public Works, Building and Safety and Planning Departments.

Section 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Vernell McDaniels, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES:	**COUNCIL MEMBERS –**
NOES:	**COUNCIL MEMBERS –**
ABSENT:	**COUNCIL MEMBERS –**
ABSTAIN:	**COUNCIL MEMBERS –**

_____
CITY CLERK OF THE CITY OF COMPTON

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON UPHOLDING THE DECISION OF THE PLANNING COMMISSION DENYING THE APPEAL OF THE KIPP SOCAL ARCHITECTURAL REVIEW BOARD CASE NO. 23-0031, A REQUEST TO CONSTRUCT AND OPERATE A 500 STUDENT CHARTER MIDDLE SCHOOL LOCATED AT 900 E. COMPTON BLVD.

WHEREAS, Kipp schools has submitted an Architectural Review Board application on March 2, 2023 to construct a new 500 student charter middle school at 900 E. Compton Blvd. in the Limited Commercial zone within the City of Compton.

WHEREAS, the City of Compton is authorized by Article XI, Section 7 of the California Constitution to make and enforce within its limits all local, police, sanitary and ordinances and regulations; and

WHEREAS, the aforementioned Architectural Review Board (ARB) application for a public middle school is a by right land use under section 30-12.2; and

WHEREAS, the Architectural Review Board held a meeting on May 15, 2022 to consider ARB Case No. 23-0031 a request for a charter middle school located at 900 E. Compton Blvd. and denied said ARB application based on the potential for adverse traffic circulation impacts to Pearl Avenue, Compton Blvd. and Mayo Avenue; and

WHEREAS, the aforementioned ARB request is exempt from CEQA review, pursuant to Section 15270 of the CEQA Guidelines which states that CEQA does not apply to projects which a public agency denies; and.

WHEREAS, the Planning Commission conducted public hearings on Architectural Review Board (ARB) Case No. 2023-0031 on July 12, and July 26, 2023 and voted to deny the appeal request; and

WHEREAS, a public hearing upon said request for the Architectural Review Board (ARB) application was held before the Planning Commission on July 12, 2023; and

WHEREAS, Kipp SoCal appealed the decision of the Planning Commission to deny the project on July 27, 2023; and

WHEREAS, adequate public notice for the public hearing was advertised in the Compton Bulletin September 13 and 20, 2023 pursuant to California Government Code Section 65090; and

WHEREAS, evidence was heard from all persons interested in the appeal of Architectural Review board appeal and all persons protesting same, and the City Council being fully informed,

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON RESOLVES AS FOLLOWS:

Section 1. That the findings and actions of the Planning Commission in its Resolution No. 4039, adopted July 26, 2023, shall be upheld and Architectural Review Board Case No. 2023-0031 shall be denied for a 500-student middle school located at 900 East Compton Blvd.

Section 2. That the findings for Architectural Review Board case No. 2023-0031 shall read as follows:

1. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be detrimental to the public welfare. The proposed project has the potential to cause vehicle queuing onto Compton Blvd., Mayo Avenue and Pearl Avenue blocking through traffic lanes on these public roads, and delay

the response time from law enforcement or emergency personnel by having to choose alternative routes.

2. That proposed Architectural Review Board case No. 2023-0031 to allow a 500 student charter middle school at 900 E. Compton Blvd. is in conflict with the General Plan Circulation Element Goal 1 and Policy 1.8. Goal 1 states: Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton and Policy 1.8 states: Provide a street system that allows for the safe and efficient movement of traffic.

3. That the proposed Architectural Review Board application to allow a 500 student charter middle school at 900 E. Compton Blvd. would be out of compliance with sections 30-21.1 (b) (c) and 30-21.8(d) of the Municipal Code. The submitted traffic queuing analysis has not fully responded to all of the revisions requested by the Public Works engineering consultant to complete their analysis and City cannot ensure that the interior onsite vehicle stacking lanes proposed for the Kipp middle school are adequate and will not interfere with on street circulation of the abutting public rights-of-way.

Section 3. That copies of this Resolution shall be mailed to the applicant/appellant and filed in the Offices of the City Clerk, City Attorney, and Planning Departments.

Section 4. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON

I, Vernell McDaniel City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on this _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES: **COUNCIL MEMBERS –**
NOES: **COUNCIL MEMBERS –**
ABSENT: **COUNCIL MEMBERS –**
ABSTAIN: **COUNCIL MEMBERS –**

_____
CITY CLERK OF THE CITY OF COMPTON



CITY OF COMPTON

AERIAL MAP

Architectural Review Board (ARB)
Case No. 23-00031
900 E. Compton Blvd.

Legend

City Limits

parcels

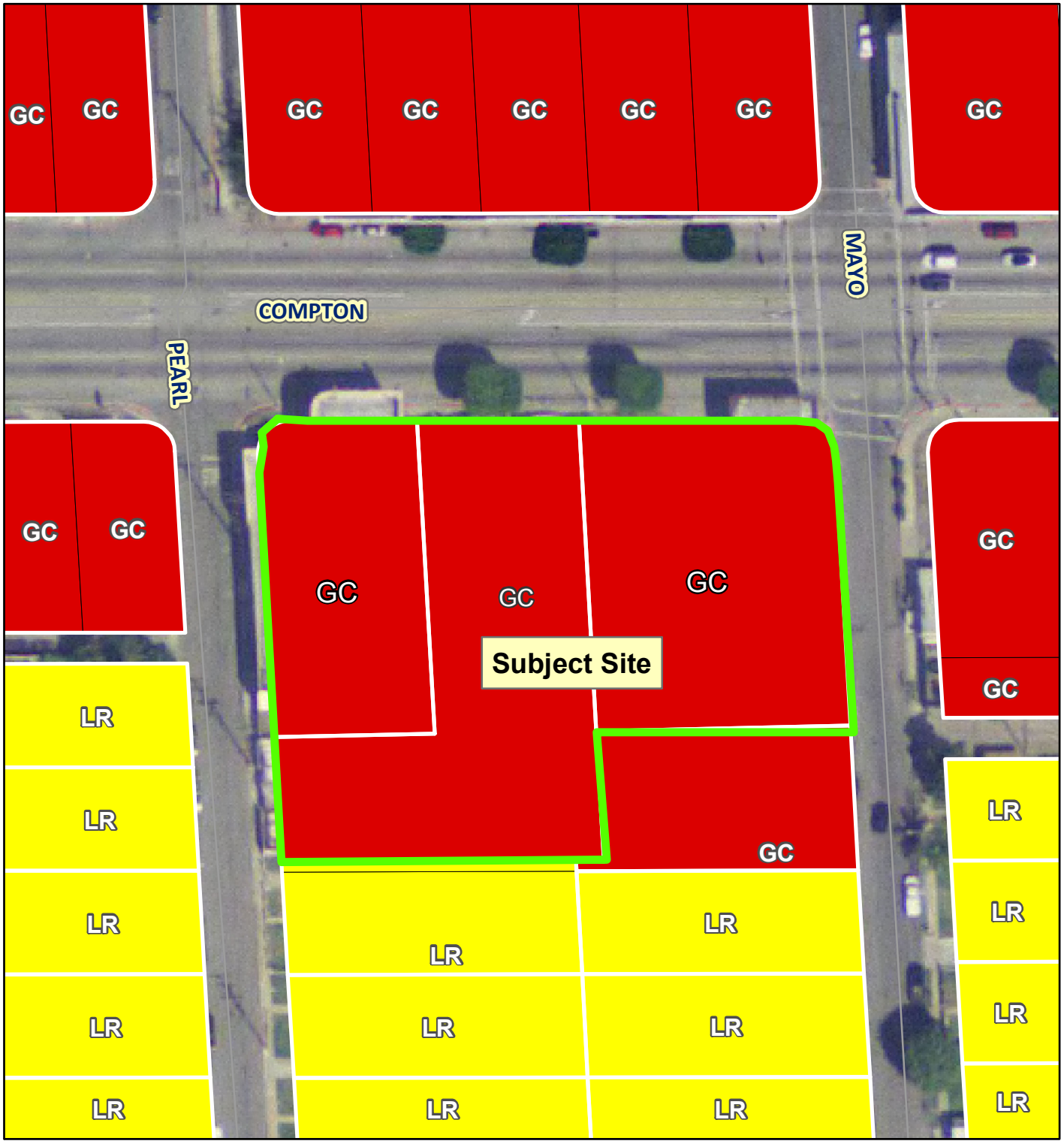
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CITY OF COMPTON

GENERAL PLAN MAP

Architectural Review Board (ARB)
Case No. 23-00031
900 E. Compton Blvd.

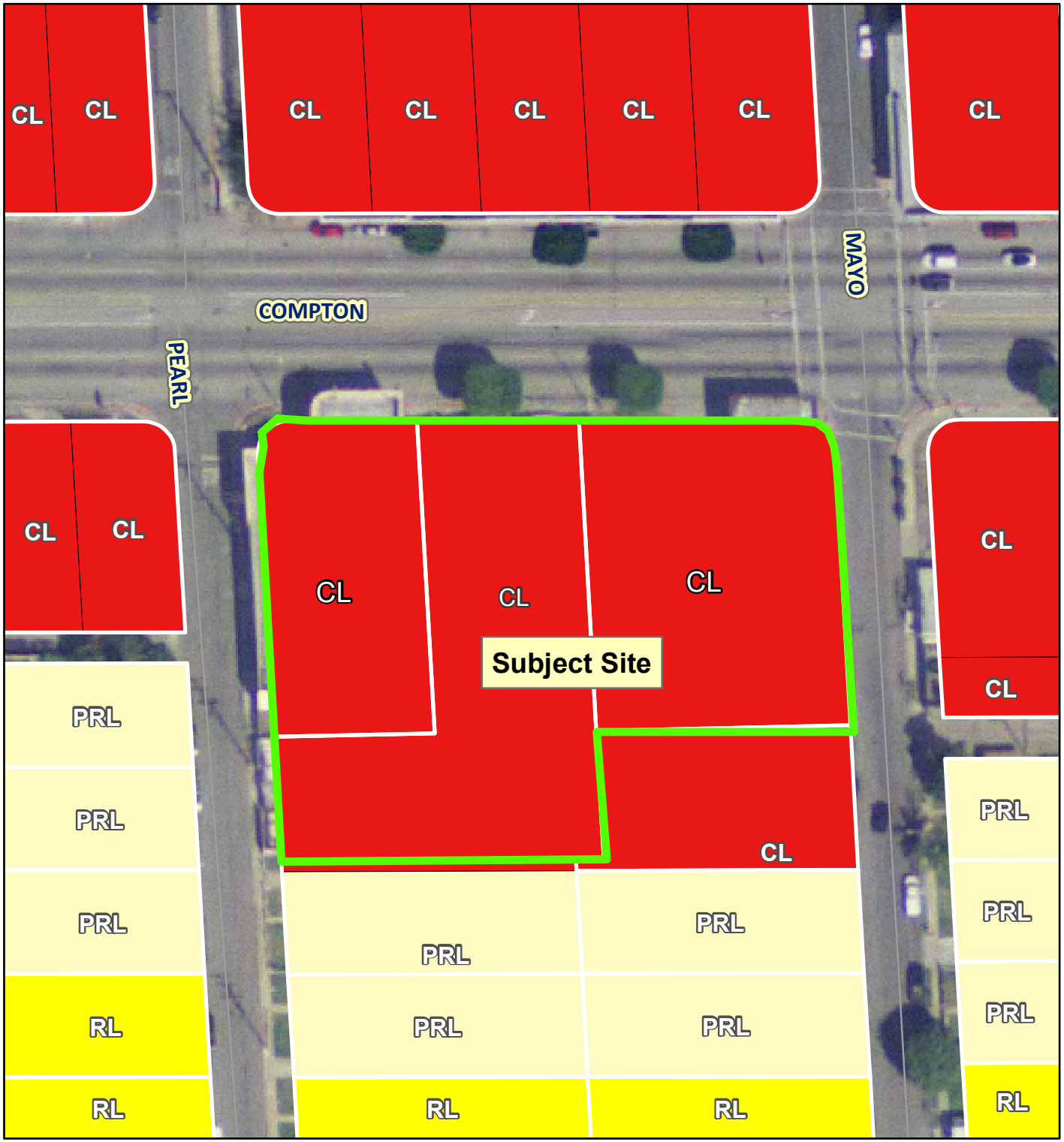


Legend

- City Limits
- parcels
- Low Density Residential <8.0 du/ac
- Medium Density Residential 8.1-17.0 du/ac
- High Density Residential 17.1-34.0 du/ac
- General Commercial
- Mixed Use
- Industrial
- Open Space/Parks
- Public/Quasi-Public
- Transportation

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CITY OF COMPTON

ZONING MAP

Architectural Review Board (ARB)
Case No. 23-00031
900 E. Compton Blvd.

Legend

- City Limits
- parcels
- RA - Residential Agriculture
- RL - Low Density Residential
- RM - Medium Density Residential
- RH - High Density Residential
- P - Parking
- PRL - Parking/Low Density Residential
- PRM - Parking/Medium Density Residential
- PRH - Parking/High Density Residential
- CL - Limited Commercial
- CM - Commercial Manufacturing
- ML - Limited Manufacturing
- MH - Heavy Manufacturing
- B - Buffer
- LAC - Los Angeles County
- UNZONED

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FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD.,
COMPTON, CA

DRAWING TITLE
RENDERING

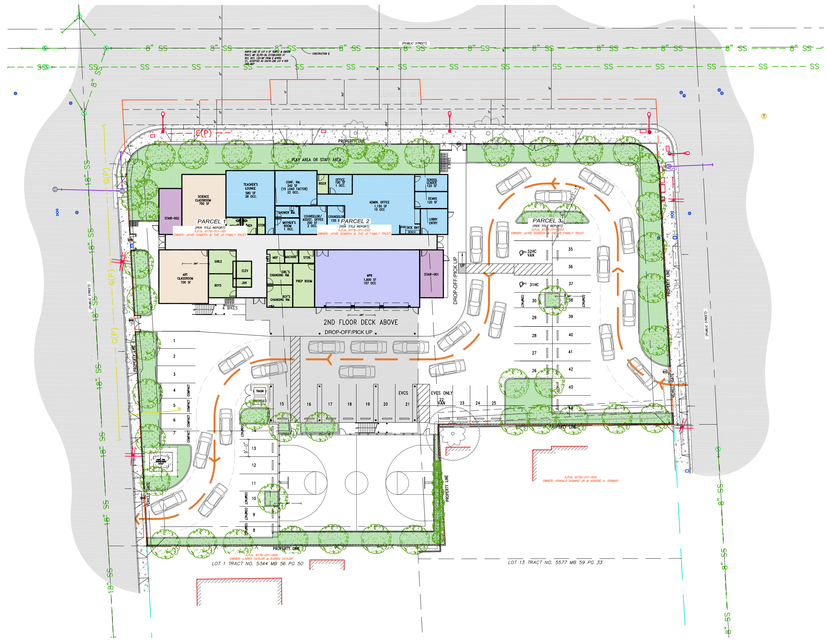
DRAWN BY | ISSUE DATE

JOB NUMBER | DRAWING SCALE

APPROVED BY

DRAWING NUMBER
A0.0

KEY SITE PLAN SCALE: 1/32" = 1'-0"



NORTH

PROJECT INFORMATION

BUILDING USE:	KIPP MIDDLE SCHOOL 900 E. COMPTON BLVD., COMPTON, CA EDUCATION – 5TH THRU 8TH GRADE
APPLICABLE CODES:	2019 CA BUILDING CODE (2016 CBC), 2019 CA ELECTRICAL CODE, 2019 CA MECHANICAL CODE, 2019 CA PLUMBING CODE, 2019 CA GREEN BUILDING STANDARD CODE, 2019 CA ENERGY CODE
OCCUPANCY:	E OCCUPANCY, A-3, AND B
CONSTRUCTION TYPE:	TYPE III-B, FULLY SPRINKLERED FOR 3-STORY BUILDING 2-HR RATED EXTERIOR WALLS 1-HR RATED ELEVATOR AND STAIRS
ZONING:	C-L
BUILDING HEIGHT:	3-STORY, 45'-6" (HEIGHT LIMIT: 75'-0")
SETBACK REQUIREMENT:	10' FOR FRONT YARD 10' FOR SIDE YARD (ABUTTING STREET) 10' FOR BACK YARD (ABUTTING RESIDENTIAL)

PROJECT DIRECTORY

OWNER:	KIPP LA SCHOOLS 3601 E FIRST ST. LOS ANGELES, CA 90063 TEL: (213) 489-4461
ARCHITECT:	FRANCO ARCHITECTS INC. 12345 VENTURA BLVD., SUITE H STUDIO CITY, CA 91604 TEL: (818) 754-2030 FAX (818) 754-2032
STRUCTURAL ENGINEER:	B & B ASSOCIATES INC, 867 N. FAIR OAKS AVE., #100 PASADENA, CA 91103 TEL: (626) 204-1088 FAX (626) 204-1099
CIVIL ENGINEER:	TRITECH ENGINEERING ASSOC. 135 N. SAN GABRIEL BLVD. SAN GABRIEL, CA. 91775 TEL: (626) 570-1918 EMAIL: John@Tritechengineer.com
ELECTRICAL /MECHANICAL /PLUMBING ENGINEERS:	RES & ASSOCIATES CONSULTING ENGINEERS INC. P.O. BOX 802564 SANTA CLARITA, CA 91380 TEL. (661)373 0584
LANDSCAPE ARCHITECTS:	CARTER, ROMANEK LANDSCAPE ARCHITECTS, INC. 11110 OHIO AVENUE, SUITE 204 LOS ANGELES, CALIFORNIA, 90025 TEL. (310) 477-3900 CELL: (310) 386-1035

LEGAL DESCRIPTION

REFER TO LEGAL DESCRIPTION ON ALTA SURVEY PLAN A0.1.1

SCOPE OF WORK

NEW 3-STORY, 22-CLASSROOM BUILDING AND SITE DEVELOPMENT

BUILDING AREA SUMMARY

FAR

LOT SIZE: 51,376 SQFT

TOTAL FLOOR AREA: 35,000 SQFT

FAR: 34,500/51,376 = 0.67

BUILDING HEIGHT: 75' MAX

BUILDING FLOOR AREA SUMMARY

1ST FLOOR AREA: 10,000 SF +4,500 SF =14,500 SF
2ND FLOOR AREA: 10,000 SQFT
3RD FLOOR AREA: 10,000 SQFT

TOTAL BUILDING FLOOR AREA: 35,000 SF

LANDSCAPE SUMMARY

LANDSCAPE REQUIRED: 10%
LANDSCAPE PROVIDED: 8,900 SQFT (8,900 / 51,376 = 17.3%)

PARKING SUMMARY

K-8TH SCHOOL REQ'D PARKING CALCULATION:

REQUIRED: 2 SPACE /CLASSROOM = 44; 30% COMPACT PARKING ALLOWED

PROVIDED: 44 SPACES
INCLUDING THE FOLLOWING:
DISABLED ACCESS PARKING SPACES REQ'D AND PROVIDED: 2 (INCLUDING 1 VAN HC PARKING)
COMPACT PARKING SPACES: 10 (23% < 30% MAX. ALLOWED)

BIKE PARKING SUMMARY

BICYCLE PARKING REQUIRED:
SHORT TERM: 8 (STUDENT) AND 4 (STAFF) PER CALGREEN 5.106.4.2.1)
LONG TERM: 2 (5% OF TENANT PARKING SPACES PER 5.106.4.1.2)

BICYCLE PARKING PROVIDED:
SHORT TERM: 12
LONG TERM: 2

MATERIALS

DESCRIPTION	LARR #/ICC-ES
ENDURO KOTE (DECK COATING)	ICC-ES #ESR-2245
CHICAGO METALLIC CORP. CEILING SUSPENSION SYSTEMS	ICC-ES #ESR-2631
GAF MATERIALS CORP. (ROOF MATERIAL)	ICC-ES #ESR-1274
ANTI-GRAFFITI PAINT (UNFINISHED SURFACE)	#25286T
BITUTHENE WATERPROOFING MEMBRANE	#24386
SIMPSON WEDGE ANCHOR	#20682
3M FIRE BLOCKING FOAM SEALANT	ICC-ES #ESR-3165

NOTE: SEE STRUCTURAL DRAWINGS FOR ADDITIONAL MATERIAL DESCRIPTIONS AND RESEARCH REPORT NUMBERS.

CONSTRUCTION NOTES

1. ALL SUBCONTRACTORS TO FAMILIARIZE THEMSELVES WITH ENTIRE CONSTRUCTION DOCUMENT SET. WHERE CONFLICTS ARISE THE MOST RESTRICTIVE REQUIREMENT APPLIES. NO SUBSTITUTIONS ALLOWED UNLESS APPROVED BY ARCHITECT AND/OR OWNER OR AS SPECIFICALLY NOTED ON DRAWINGS.

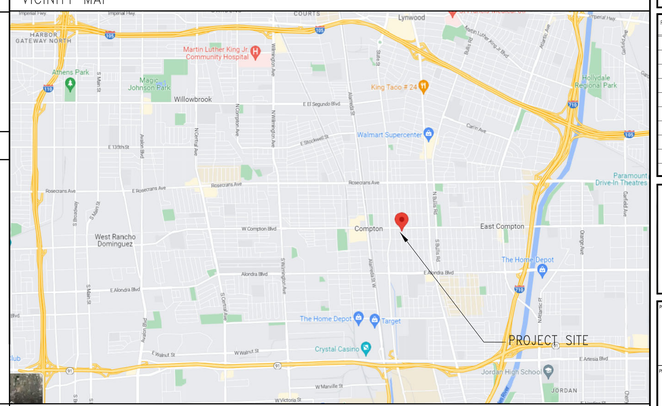
2. COMPLY WITH CBC SEC. 3306 REGARDING PROTECTION OF PEDESTRIANS DURING CONSTRUCTION

UNDER SEPARATE PERMIT:
RETAINING WALLS OR BLOCK FENCE WALLS, GRADING WORK, BLOCK WALLS, FIRE SPRINKLER SYSTEMS, EXTERIOR BUILDING SIGNAGE, A SEPARATE STRUCTURE, ELECTRICAL, MECHANICAL, PLUMBING WORK.

INDEX TO DRAWINGS

NUMBER	TITLE
	PROJECT INFORMATION
A0.1	DRAWING INDEX, PROJECT INFO & LOCATION PLAN
A0.1.1	ALTA SURVEY
	ARCHITECTURAL
A0.5	ENLARGED SITE PLAN
A0.5A	SITE LIGHTING PLAN
A1.0	FIRST FLOOR PLAN
A2.0	SECOND FLOOR PLAN
A3.0	THIRD FLOOR PLAN
A4.0	ROOF PLAN
A5.1	BUILDING ELEVATIONS
A5.2	BUILDING ELEVATIONS
A6.1	BUILDING RENDERINGS
A6.2	BUILDING RENDERINGS
A6.3	BUILDING MATERIALS AND COLOR BOARD
	LANDSCAPE
L0.1	LANDSCAPE PLAN
	SITE LIGHTING PHOTOMETRICS
P-SL-2	PHOTOMETRICS

VICINITY MAP



FIRE DEPT.

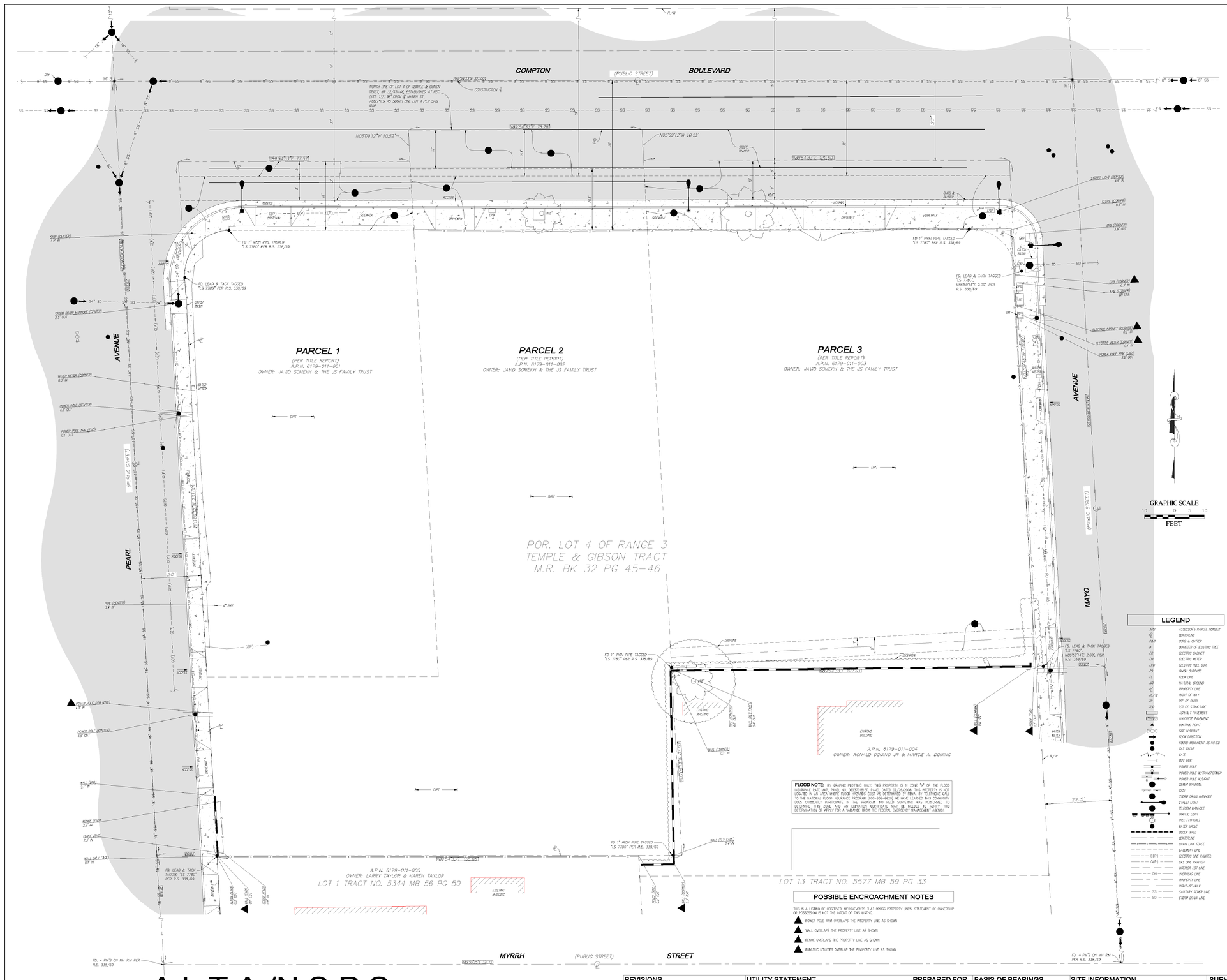
NOTE: THE FIRE ALARM SHALL BE PROVIDED PER SECTION 907.2.3 OF CFC OCCUPANCY.
NOTIFICATION SIGNAL SHALL BE VIA EMERGENCY VOICE/ALARM COMMUNICATION SYSTEM,
MEETING THE REQUIREMENT OF SECTION 907.5.2.2
CARBON MONOXIDE ALARM REQUIRED PER SEC. 915
CARBON MONOXIDE ALARM SHALL BE INTERCONNECTED IN SUCH A MANNER THAT THE ACTIVATION OF ONE ALARM WILL ACTIVATE ALL THE ALARM IN THE INDIVIDUAL UNIT. REQUIRED CARBON MONOXIDE ALARM SHALL RECEIVE THEIR PRIMARY POWER FROM THE BLDG WIRING SHALL BE EQUIPPED WITH A BATTERY BACKUP (CBC915.4.2/4)
PROVIDE EMERGENCY RESPONDER RADIO COVERAGE IN ACCORDANCE WITH LAFC510 (CBC 916.1)

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Tel 818 754-2030
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Architecture and Planning

KIPP MIDDLE SCHOOL
900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

PROJECT: KIPP MIDDLE SCHOOL
PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA
DRAWING TITLE: DRAWING INDEX, PROJECT INFO & LOCATION PLAN
DRAWN BY:
ISSUE DATE:
JOB NUMBER:
DRAWING SCALE:
APPROVED BY:
DRAWING NUMBER: A0.1



A.L.T.A./N.S.P.S. LAND TITLE SURVEY

900, 930 AND 940 EAST COMPTON BOULEVARD, COMPTON, CA 90221

VICINITY MAP



LEGAL DESCRIPTION

THE LAND REFERRED TO HEREIN BELOW IS SITUATED IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AND IS DESCRIBED AS FOLLOWS:

PARCEL 1:

THAT PORTION OF LOT 4, RANGE 3 OF THE TEMPLE AND GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGE 46 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE NORTHEAST CORNER OF TRACT NO. 4636, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 49, PAGE 84 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 89° 48' 30" EAST ALONG A DIRECT LINE WHICH PASSES THROUGH THE MOST NORTHERLY CORNER OF TRACT NO. 5577, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 59, PAGE 33 OF MAPS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, A DISTANCE OF 77.53 FEET; THENCE ALONG A LINE PARALLEL WITH THE EASTERLY LINE OF SAID TRACT NO. 4636, SOUTH 2° 15' 45" EAST 173.00 FEET; THENCE ALONG A LINE PARALLEL WITH SAID DIRECT LINE, SOUTH 89° 48' 30" WEST 77.37 FEET TO SAID EASTERLY LINE; THENCE ALONG SAID EASTERLY LINE NORTH 2° 15'45" WEST 173.00 FEET TO SAID POINT OF BEGINNING.
EXCEPTING THEREFROM THE INTERESTS IN THAT PORTION OF SAID LAND CONVEYED TO THE CITY OF COMPTON FOR ROAD PURPOSES RECORDED JANUARY 3, 1906, IN BOOK 3014, PAGE 194, OF DEEDS.

PARCEL 2:

THAT PORTION OF LOT 4, RANGE 3 OF TEMPLE AND GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGES 45 AND 46 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
COMMENCING AT THE NORTHEAST CORNER OF TRACT NO. 4636, BOOK 49, PAGE 84, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY; THENCE NORTH 89 DEGREES 48' 30" EAST ALONG A DIRECT LINE WHICH PASSES THROUGH THE NORTHWEST CORNER OF TRACT NO. 5577, BOOK 59, PAGE 33 OF MAPS, IN THE OFFICE OF SAID RECORDER, A DISTANCE OF 77.53 FEET TO THE TRUE POINT OF BEGINNING; THENCE PARALLEL WITH THE EASTERLY LINE OF SAID TRACT NO. 4636, SOUTH 2 DEGREES 15' 45" EAST 173 FEET; THENCE PARALLEL WITH SAID DIRECT LINE SOUTH 89 DEGREES 48' 30" WEST 77.37 FEET TO SAID EASTERLY LINE; THENCE ALONG SAID EASTERLY SOUTH 3 DEGREES 15' 45" EAST 169 FEET; THENCE PARALLEL WITH SAID DIRECT LINE NORTH 89 DEGREES 48' 30" EAST 155.85 FEET; THENCE PARALLEL WITH SAID EASTERLY LINE NORTH 3 DEGREES 15' 45" WEST 174.53 FEET TO THE NORTHERLY LINE OF SAID LOT 4, RANGE 3 OF THE TEMPLE AND GIBSON TRACT; THENCE ALONG SAID NORTHERLY LINE SOUTH 89 DEGREES 48' 30" WEST 78.28 FEET TO A LINE THAT IS PARALLEL WITH SAID EASTERLY LINE AND PASSES THROUGH THE TRUE POINT OF BEGINNING; THENCE SOUTH 3 DEGREES 15' 45" EAST 10.52 FEET TO THE TRUE POINT OF BEGINNING.

PARCEL 3:

THAT PORTION OF LOT 4, RANGE 3 OF THE TEMPLE AND GIBSON TRACT, IN THE CITY OF COMPTON, COUNTY OF LOS ANGELES, STATE OF CALIFORNIA, AS PER MAP RECORDED IN BOOK 32, PAGES 45 AND 46 OF MISCELLANEOUS RECORDS, IN THE OFFICE OF THE COUNTY RECORDER OF SAID COUNTY, DESCRIBED AS FOLLOWS:
BEGINNING AT THE MOST NORTHERLY NORTHWEST CORNER OF TRACT 5577, AS PER MAP RECORDED IN BOOK 59, PAGE 33 OF MAPS, IN THE OFFICE OF SHE COUNTY RECORDER, SAID CORNER BEING A POINT IN THE SOUTHERLY LINE OF MAIN STREET (NOW COMPTON BLVD) AS SAID MAIN STREET IS SHOWN 54 FEET WIDE ON THE MAP OF SAID TRACT 5577; THENCE SOUTHERLY ALONG THE WESTERLY LINE OF SAID TRACT 5577, A DISTANCE OF 130.00 FEET; THENCE WESTERLY ALONG A LINE PARALLEL WITH SAID SOUTHERLY LINE OF SAID STREET, A DISTANCE OF 133.00 FEET TO THE EASTERLY LINE OF THE LAND DESCRIBED AS A DEED TO THE WEST COAST-COMPTON THEATRE CORPORATION FILED ON JANUARY 17, 1946 AS DOCUMENT NO. 1946-1, IN BOOK 23, PAGE 1 OF OFFICIAL RECORDS OF SAID COUNTY, AS CORRECTED BY CERTIFICATE AL-3442; THENCE NORTHERLY ALONG SAID LAST MENTIONED EASTERLY LINE A DISTANCE OF 170.00 FEET TO SAID SOUTHERLY LINE OF MAIN STREET; THENCE EASTERLY ALONG SAID MAIN STREET, A DISTANCE OF 125.00 FEET TO SAID POINT OF BEGINNING.

SCHEDULE B ITEMS

BASED UPON TITLE REPORT NO. 002-3208781-A-TM, AMENDMENT NO. A, DATED FEBRUARY 14, 2023 AS PREPARED BY FIDELITY NATIONAL TITLE COMPANY.

A.– TAXES. (NOT A SURVEY MATTER)

B.– TAXES. (NOT A SURVEY MATTER)

C.– TAXES. (NOT A SURVEY MATTER)

1.– WATER RIGHTS, CLAIMS OR TITLE TO WATER, WHETHER OR NOT DISCLOSED BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)

- EASEMENT FOR PUBLIC STREET AND HIGHWAY PURPOSE AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN DOCUMENT RECORDED JUNE 16, 1925 NO. 1925-70968 OF TORRENS. (PLOTTED HEREON)
- EASEMENT FOR ELECTRIC LINES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN DOCUMENT RECORDED NOVEMBER 9, 1953 NO. 1953-2130, BK. 4311 PG. 427, OFFICIAL RECORDS (PLOTTED HEREON)
- EASEMENT FOR COMMUNICATION FACILITIES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN DOCUMENT RECORDED MARCH 4, 1959 NO. 1959-4234, OFFICIAL RECORDS (PLOTTED HEREON)
- EASEMENT FOR COMMUNICATION FACILITIES AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN DOCUMENT RECORDED APRIL 30, 1959 NO. 1959-3786, OFFICIAL RECORDS (PLOTTED HEREON)
- EASEMENT FOR PUBLIC STREET, ROAD AND HIGHWAY PURPOSE AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN DOCUMENT RECORDED FEBRUARY 28, 1961 NO. 1961-2933, OFFICIAL RECORDS. (PLOTTED HEREON)
- EASEMENT FOR PUBLIC STREET AND RIGHTS INCIDENTAL THERETO RECORDED JULY 5, 1967 AS INSTRUMENT NO. 1967-2196 OF OFFICIAL RECORDS. (PLOTTED HEREON)
- EASEMENT FOR PUBLIC STREET PURPOSE AND RIGHTS INCIDENTAL THERETO, AS GRANTED IN A DOCUMENT RECORDED MARCH 27, 1975 INSTRUMENT NO. 1975-837, OFFICIAL RECORDS (PLOTTED HEREON)

9.– COVENANTS, CONDITIONS AND RESTRICTIONS AS SET FORTH IN THE DOCUMENT RECORDED APRIL 7, 1976 AS INSTRUMENT NO. 1976-3006, OFFICIAL RECORDS. (NOT A SURVEY MATTER)

10.– THE LAND DESCRIBED HEREIN IS INCLUDED WITHIN A PROJECT AREA OF THE COMMUNITY DEVELOPMENT AGENCY OF THE CITY OF COMPTON, UNDER THE REDEVELOPMENT LAW, AS DISCLOSED BY DOCUMENT RECORDED DECEMBER 26, 1991 AS 1991-1949293, AND DECEMBER 14, 2007 NO. 20072751796, OFFICIAL RECORDS. (NOT A SURVEY MATTER).

11.– INTENTIONALLY DELETED.

12.– INTENTIONALLY DELETED.

13.– INTENTIONALLY DELETED.

14.– INTENTIONALLY DELETED.

15.– A DEED OF TRUST. (NOT A SURVEY MATTER)

16.– A DEED OF TRUST. (NOT A SURVEY MATTER)

17.– DISCREPANCIES, CONFLICTS IN BOUNDARY LINES, SHORTAGE IN AREA, ENCROACHMENTS, OR ANY OTHER MATTERS SHOWN ON RECORD OF SURVEY RECORDED NO. 8004-306, PAGE 89.

18.– MATTERS WHICH MAY BE DISCLOSED BY AN INSPECTION AND/OR BY A CORRECT ALTA/NSPS LAND TITLE SURVEY OF SAID LAND THAT IS SATISFACTORY TO THE COMPANY, AND/OR BY INQUIRY OF THE PARTIES IN POSSESSION THEREOF.

19.– ANY RIGHTS OF THE PARTIES IN POSSESSION OF A PORTION OF, OR ALL OF, SAID LAND, WHICH RIGHTS ARE NOT DISCLOSED BY THE PUBLIC RECORDS. (NOT A SURVEY MATTER)

LEGEND

APN	ASSESSOR'S PARCEL NUMBER
(C)	CENTERLINE
C&G	CURB & GUTTER
#	DIAMETER OF EXISTING TREE
EC	ELECTRIC CABINET
EM	ELECTRIC METER
EPB	ELECTRIC PULL BOX
FD	FOUND SURVEY
FL	FLOW LINE
NG	NATURAL GROUND
PL	PROPERTY LINE
R/W	RIGHT OF WAY
TC	TOP OF CURB
TOS	TOP OF STRUCTURE
	ASPHALT PAVEMENT
	CONCRETE PAVEMENT
	CONTROL JOINT
	FIRE HYDRANT
	FLOW DIRECTION
	FOUND MONUMENT AS NOTED
	GAS VALVE
	GATE
	GUY WIRE
	POWER POLE
	POWER POLE W/TRANSFORMER
	POWER POLE W/LIGHT
	SEWER MANHOLE
	SIGN
	STORM DRAIN MANHOLE
	STREET LIGHT
	TELECOM MANHOLE
	TRAFFIC LIGHT
	TREE (TYPICAL)
	WATER VALVE
	BLOCK WALL
	CENTERLINE
	CHAIN LINK FENCE
	EASEMENT LINE
E(P)	ELECTRIC LINE PAINTED
G(P)	GAS LINE PAINTED
OH	OVERHEAD LINE
	PROPERTY LINE
	RIGHT-OF-WAY
SS	SANITARY SEWER LINE
SD	STORM DRAIN LINE

ITEMS CORRESPONDING TO TABLE A ITEMS

ITEM 6(c)
ZONING INFORMATION NOT PROVIDED BY CLIENT

ITEM 14
THE NEAREST INTERSECTING STREETS TO THE PROPERTY ARE COMPTON BOULEVARD AND PEARL AVENUE AS SHOWN HEREON.

ITEM 16
THE ENTIRE SITE HAS UNDERGONE RECENT CLEARING AND GRUBBING.

ITEM 17
NO EVIDENCE OF RECENT STREET OR SIDEWALK CONSTRUCTION OR REPAIRS OBSERVED IN THE PROCESS OF CONDUCTING THE FIELD WORK.

SURVEYOR'S NOTES

- THE UTILITIES SHOWN HEREON ARE BASED ON OBSERVED EVIDENCE ONLY. THIS SURVEY WOULD NOT SHOW UTILITIES DEVIRED BY EARS/BUCKS OR RECENTLY PAVED ASPHALT/CONCRETE OR OVERGROWN BRUSH, TREES AND SHRUBS.
- UNLESS THIS PLAN HAS THE SEAL AND SIGNATURE OF THE SURVEYOR AND/OR ENGINEER RESPONSIBLE FOR ITS PREPARATION, THIS IS NOT AN AUTHENTIC COPY OF THE ORIGINAL SURVEY AND SHALL NOT BE DEEMED RELIABLE.

SURVEYOR'S CERTIFICATE

TO JAVID SOMEKH, TRUSTEE OF THE JS FAMILY TRUST DATED AUGUST 17, 2004; HHK, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY; AND FIDELITY NATIONAL TITLE COMPANY:

THIS IS TO CERTIFY THAT THIS MAP OR PLAT AND THE SURVEY ON WHICH IT IS BASED WERE MADE IN ACCORDANCE WITH THE 2021 MINIMUM STANDARD DETAIL REQUIREMENTS FOR ALTA/NSPS LAND TITLE SURVEYS, JOINTLY ESTABLISHED AND ADOPTED BY ALTA AND NSPS, AND INCLUDES ITEMS 2, 3, 4, 6(a), 7(a), 7(b)(1), 7(c), 8, 9, 10, 13, 14, 16 & 17 OF TABLE A THEREOF. THE FIELD WORK WAS COMPLETED ON JANUARY 24, 2023.

DATE OF PLAT OR MAP: FEBRUARY 21, 2023

REVISIONS			
NO.	DATE	REVISIONS	BY
0	01/30/23	SUBMITTAL	HP
1	02/21/23	UPDATED T.R.	MJB

UTILITY STATEMENT

BURIED UTILITIES AND/OR PIPELINES SHOWN HEREON ARE FOR VISIBLE AND APPARENT SURFACE EVIDENCE. RECORD DRAWINGS OF THE CONSTRUCTED UTILITY LINES DERIVED FROM REQUIRED AND RESPONSIBLE SOURCES NOT CONNECTED WITH CALVADA SURVEYING, INC. OR KNOWING THE ACCURACY OF AN INDEPENDENT SURVEY. NO WARRANTY OR GUARANTEE, EITHER EXPRESSED OR IMPLIED, IS MADE AS TO THE ACCURACY OR THOROUGHNESS OF SUCH INFORMATION. IF MORE ACCURATE LOCATIONS OF UNDERGROUND UTILITIES OR PIPE LINES ARE REQUIRED, THE UTILITY OR PIPELINE WILL HAVE TO BE VERIFIED BY FIELD POTHOLING. CALVADA SURVEYING, INC. AND THE SURVEYOR OF RECORD SHALL NOT BE HELD LIABLE FOR THE LOCATION OF OR THE FAILURE TO NOTE THE LOCATION OF NON-VISIBLE UTILITIES OR PIPELINES.

Underground Service Alert
Call: TOLL FREE 1-800 227-2600
TWO WORKING DAYS BEFORE YOU DIG

PREPARED FOR
KIPP SoCal Public Schools
3601 E. FIRST ST.
LOS ANGELES, CA 90063
PHONE: (323) 213-3912

BASIS OF BEARINGS
THE COORDINATES SHOWN HEREON ARE BASED UPON THE CALIFORNIA COORDINATE SYSTEM OF 1983, CCS83, ZONE 5, (2007.00) IN ACCORDANCE TO THE CALIFORNIA PUBLIC RESOURCES CODE SECTIONS 8801-8819. SAID COORDINATES ARE DETERMINED LOCALLY UPON FIELD-OBSERVED TIES TO THE FOLLOWING LOCS SMARTNET NORTH AMERICA (G.N.S.S.) CONTINUOUSLY OPERATING REFERENCE STATIONS (C.O.R.S.):

S.R.N.A. CASP
NORTHING = 1860019.745' EASTING = 6537260.70'

S.R.N.A. CALA
NORTHING = 1861876.09' EASTING = 6488475.65'

SITE INFORMATION
SITE ADDRESS: 900, 930 AND 940 EAST COMPTON BOULEVARD COMPTON, CA 90221 LOS ANGELES COUNTY

PROPERTY AREA: GROSS: 1.329 AC. OR 57,898 SQ. FT. NET: 1.051 AC. OR 50,674 SQ. FT. (EXCLUDING SCHEDULE B ITEMS 2, 6, 7 AND 8)

NO EXISTING BUILDINGS ON SUBJECT PROPERTY.

PARKING COUNT: NO STRIPED PARKING STALLS ON SUBJECT PROPERTY

ASSESSOR'S PARCEL NOS.: 6179-011-001
6179-011-002
6179-011-003

SURVEYOR OF RECORD
FIELD COMPLETION DATE: JANUARY 24, 2023

CALVADA SURVEYING, INC.
411 Jenks Cir., Suite 205, Corona, CA 92878
Phone: 951-280-9960 Fax: 951-280-9748
Toll Free: 800-CALVADA www.calvada.com
EST. 1989 JOB NO. 21838-1

Armando B. DuPont
Registration No.: 7780

SHEET 1 OF 1

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

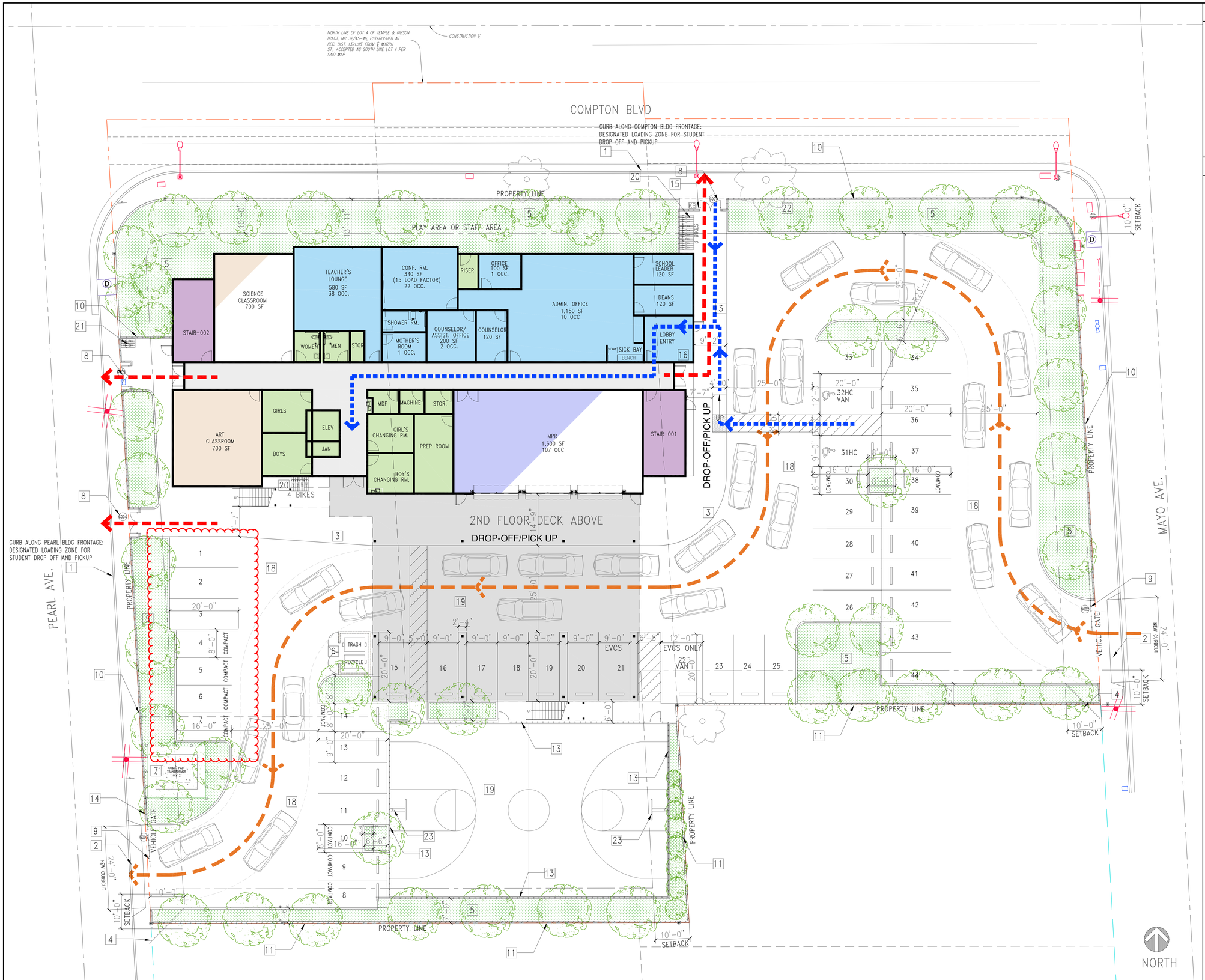
PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

DRAWING TITLE
ALTA SURVEY

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY:

DRAWING NUMBER
A0.1.1



1 SITE PLAN
SCALE: 3/32" = 1'-0"

LEGENDS

- VEHICLE CIRCULATION DROP-OFF/PICK-UP CIRCULATION
- PATH OF TRAVEL
- PATH OF EGRESS
- FIRE HYDRANT
- KB — FIRE DEPARTMENT ACCESS BOX. BOX SHALL BE KNOX CO. MODEL 3502 COLOR: RED
- LANDSCAPED AREA

SITE KEY NOTES

1. DESIGNATED LOADING ZONE FOR STUDENT DROP OFF AND PICKUP
2. NEW CONC. DRIVEWAY CURB-CUT, SEE CIVIL PLAN
3. 6" HIGH CONCRETE CURB
4. 10'x10' PEDESTRIAN SIGHT TRIANGLE. NOTHING HIGHER THAN 3'-6"
5. LANDSCAPE AREA WITH 6" CURB, SEE LANDSCAPE PLAN
   REPLACE THE FIRST 2' OF VEHICLE OVERHANGING IN THE PLANTERS WITH ROCKS, MULCH
6. FULLY ENCLOSED TRASH ENCLOSURE WITH PERFORATED METAL PANEL ON TOP OF 6' HT. CMU WALL AND CORRUGATED METAL ROOF
7. NEW TRANSFORMER WITH SCREENS, SEE ELECTRICAL PLANS
8. NEW W.I. ACCESSIBLE PEDESTRIAN GATE WITH PERFORATED PANEL & PANIC HARDWARE
9. NEW MOTORIZED SLIDING VEHICULAR GATE–SEE DOOR SCHEDULE
   GATE OPENER ON 6" CONCRETE PAD
   GATE REMIND OPEN DURING DROP-OFF AND PICK-UP HOURS.
10. 6' WROUGHT IRON FENCE, W/PERFORATED PANEL
11. NEW NOISE-BLOCKING 8'-0" DOUBLE-SIDES SPLIT FACE PROTO WALL, SEPARATE PERMIT
12. NOT USED
13. 12' TALL FENCE/ NETTING, SEE STRUCTURAL
14. ATTACH SIGN TO FENCE: "WRONG WAY. DO NOT ENTER,"
15. PROVIDE CONDUIT AND JUNCTION BOX FOR VOICE/INTERCOM/VIDEO SYSTEM – HFX-700M AT EXTERIOR ENTRY GATE.
16. FIRE ALARM ANNUNCIATOR PANEL
17. HOSE BIB
18. ASPHALT
19. DAVIS COLORS (OR EQUAL) COLORED CONCRETE, SEE CIVIL PLAN FOR DRAINAGE. USE COLORED CONCRETE WITH SOLAR REFLECTANCE 0.3 OR ABOVE PER GREEN CODE. GC TO SUBMIT COLOR SAMPLE FOR ARCHITECT'S APPROVAL
20. BICYCLE PARKING: EACH BICYCLE PARKING SPACE SHOULD BE MIN. 6' IN LENGTH.
    SEE BIKE RACK SPEC. ON SHEET 4/A1.0
    SHORT-TERM BICYCLE PARKING: ANCHORED BICYCLE RACK W/MINIMUM 2-BIKE CAPACITY NO MORE THAN A WALKING DISTANCE OF 200 FEET FROM THE MAIN/VISITOR'S ENTRANCE
    SPECS.:
    PROVIDED 88- SHORT-TERM BICYCLE PARKING SPACES SPECS.:
    FLOOR MOUNTED: CREATIVE PIPE INC. OR EQUAL
    MADRAX U-TWO OR EQUAL
    FINISH: GALVENIZED
21. PROVIDED 2- LONG-TERM BICYCLE PARKING
    PERMANENTLY ANCHORED BIKE RACKS
    SEE BASEMENT PLAN A1.1, SPECS SEE 4/A1.0
22. FDC LOCATION
23. PERMANENT PLAYGROUND BASKETBALL SYSTEM W/PERFORATED STEEL BACKBOARD
    GOAL AND POLE: STEEL FINISH: DARK BRONZE POWDER-COATED
    MANUFACTURER: SCHOOL OUTFITTERS – BISON SPORTS OR EQUAL
    PROVIDE CONCRETE FOOTING PER MANUFACTURER'S REQUIREMENTS.

FRANCO ARCHITECTS INC.
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Architecture and Planning

KIPP MIDDLE SCHOOL
900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

PROJECT: KIPP MIDDLE SCHOOL
PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA
DRAWING TITLE: ENLARGED SITE PLAN
DRAWN BY:
ISSUE DATE:
JOB NUMBER:
DRAWING SCALE:
APPROVED BY:
DRAWING NUMBER: A0.5

NORTH LINE OF LOT 4 OF TEMPLE & GIBSON TRACT, MR 32/45-46, ESTABLISHED AT REC. DIST. 1,021.98' FROM E. MYRRH ST., ACCEPTED AS SOUTH LINE LOT 4 PER SAID MAP

CONSTRUCTION ℄

COMPTON BLVD

PROPERTY LINE

PLAY AREA OR STAFF AREA

SCIENCE CLASSROOM 700 SF

TEACHER'S LOUNGE 580 SF 38 OCC.

CONF. RM. 340 SF (15 LOAD FACTOR) 22 OCC.

RISER

OFFICE 100 SF 1 OCC.

ADMIN. OFFICE 1,150 SF 10 OCC

SCHOOL LEADER 120 SF

DEANS 120 SF

LOBBY ENTRY

SHOWER RM.

COUNSELOR/ ASSIST. OFFICE 200 SF 2 OCC.

COUNSELOR 120 SF

MOTHER'S ROOM 1 OCC.

SICK BAY

BENCH

WOMEN

MEN

STOR

STAIR-002

ART CLASSROOM 700 SF

GIRLS

BOYS

ELEV

JAN

MDF

MACHINE

STOR.

GIRL'S CHANGING RM.

BOY'S CHANGING RM.

PREP ROOM

MPR 1,600 SF 107 OCC

STAIR-001

4 BIKES

2ND FLOOR DECK ABOVE

DROP-OFF/PICK UP

UP

R23'-1"

32HC VAN

31HC

33 34 35 36 37 38 39 40 41 42 43 44

COMPACT

29 30

28

27

26

PROPERTY LINE

MAYO AVE.

VEHICLE GATE

PEARL AVE.

1 2 3 4 5 6 7 COMPACT

TRASH

RECYCLE

15 16 17 18 19 20 21 EVCS

EVCS ONLY

22 VAN 23 24 25

14 13 12 11 10 9 8 COMPACT

+0'-6"

COMC PAD TRANSFORMER 10'11"

PROPERTY LINE

NORTH

1 SITE PLAN
SCALE: 3/32" = 1'-0"

LIGHT LEGEND

EXT A — EMERGENCY LIGHTS; TYP;
REFER TO PLANS FOR QUANTITY.

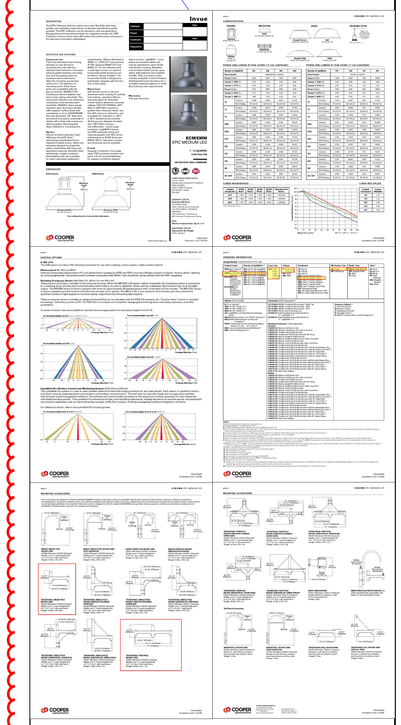
WALL PACK LED FIXTURE; BY WE EF
OLY334-LED-622-6723-RAL8019
SPECIFY EMERGENCY BACK UP, WHERE APPLIED

EXT B — LED WALL MOUNTED LIGHT; BY SHARPER LIGHTING
674-31"-WP-L3/840-277-BM
EMERGENCY BACKUP LIGHTS; TYP;

EXT D — EXTERIOR POLE MOUNTED FIXTURE WITH 1-HEAD; BY COOPER LIGHTING
INVUE EMM EPIC MEDIUM LED
EXTERIOR POLE FOR FIXTURE WITH 1-HEAD; BY USALTG
SNTS-124-11-1-RAL-7004-S-GFI
WITH GLARE SHIELDING

EXT D1 — EXTERIOR POLE MOUNTED FIXTURE WITH 2-HEAD;
WITH GLARE SHIELDING
REFER TO EXT D

GLARE SHIELD POLE LIGHT



NOTES:
1. LIGHTING TO BE COMPLIANT WITH 1 FC LEVEL OF ILLUMINATION OVER THE DRIVING/PARKING AREA.
2. LIGHT LEVELS TO BE NO GREATER THAN 0.5 FC AT THE P.L. TO REDUCE OFF SITE GLARE.
3. ALL LIGHT POLES IN THE PARKING LOT IS EQUIPPED WITH GLARE SHIELD, TO AVOID SHINING INTO ADJACENT PROPERTIES OR STREETS

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Architecture and Planning

KIPP MIDDLE SCHOOL
900 E. COMPTON BLVD., COMPTON, CA

NO	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

PROJECT: KIPP MIDDLE SCHOOL
PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA
DRAWING TITLE: SITE LIGHTING PLAN
DRAWN BY
ISSUE DATE
JOB NUMBER
DRAWING SCALE
APPROVED BY
DRAWING NUMBER: A0.5A



NORTH

1 FIRST FLOOR PLAN
SCALE: 1/8" = 1'-0"

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900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

PROJECT: KIPP MIDDLE SCHOOL
PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA
DRAWING TITLE: FIRST FLOOR PLAN
DRAWN BY:
ISSUE DATE:
JOB NUMBER:
DRAWING SCALE:
APPROVED BY:
DRAWING NUMBER: A1.0



1 SECOND FLOOR PLAN
SCALE: 1/8" = 1'-0"

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900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

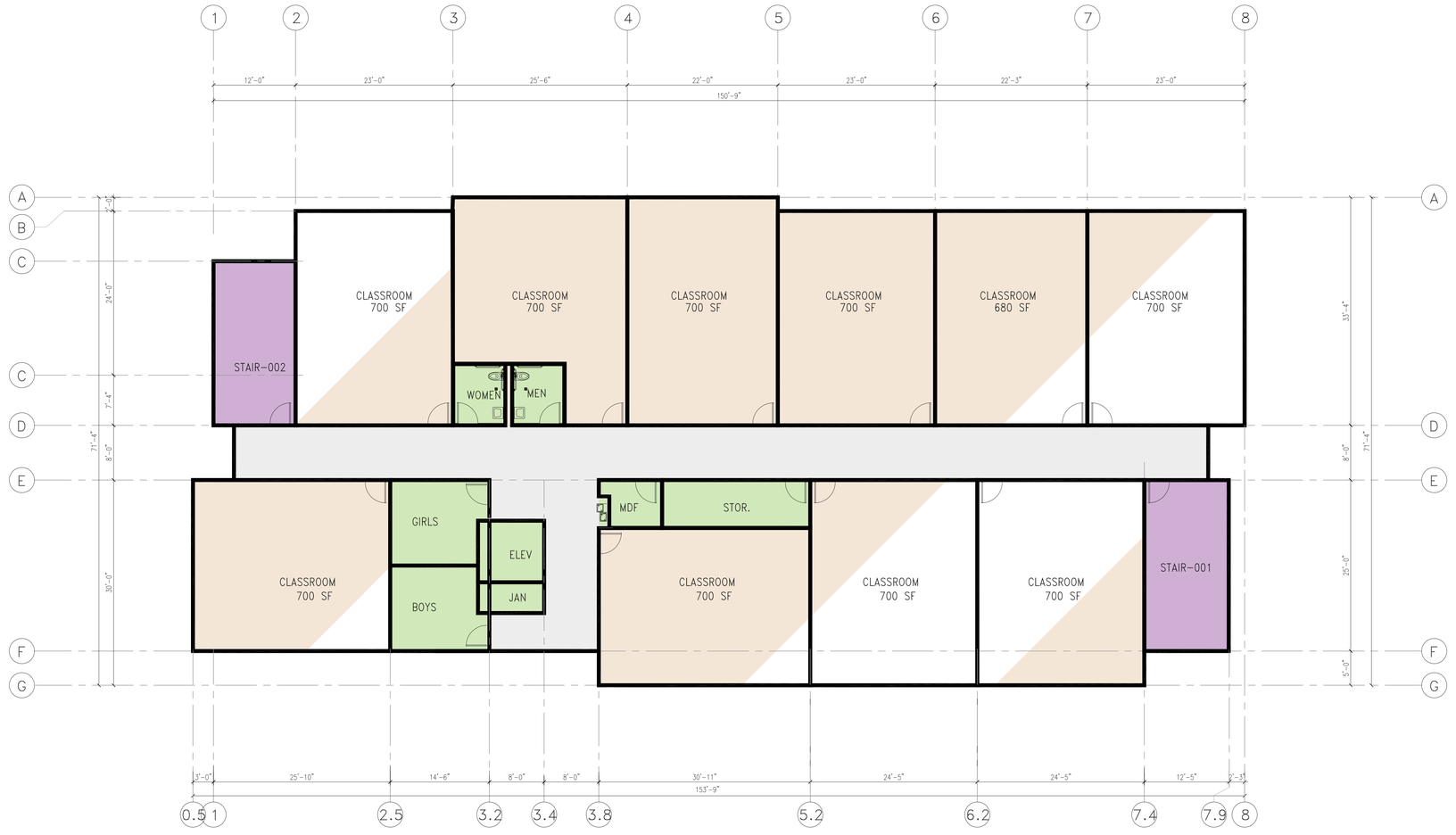
PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

DRAWING TITLE
SECOND FLOOR PLAN

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY:

DRAWING NUMBER
A2.0



NORTH

1 THIRD FLOOR PLAN
SCALE: 1/8" = 1'-0"

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KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

DRAWING TITLE
THIRD FLOOR PLAN

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY:

DRAWING NUMBER
A3.0

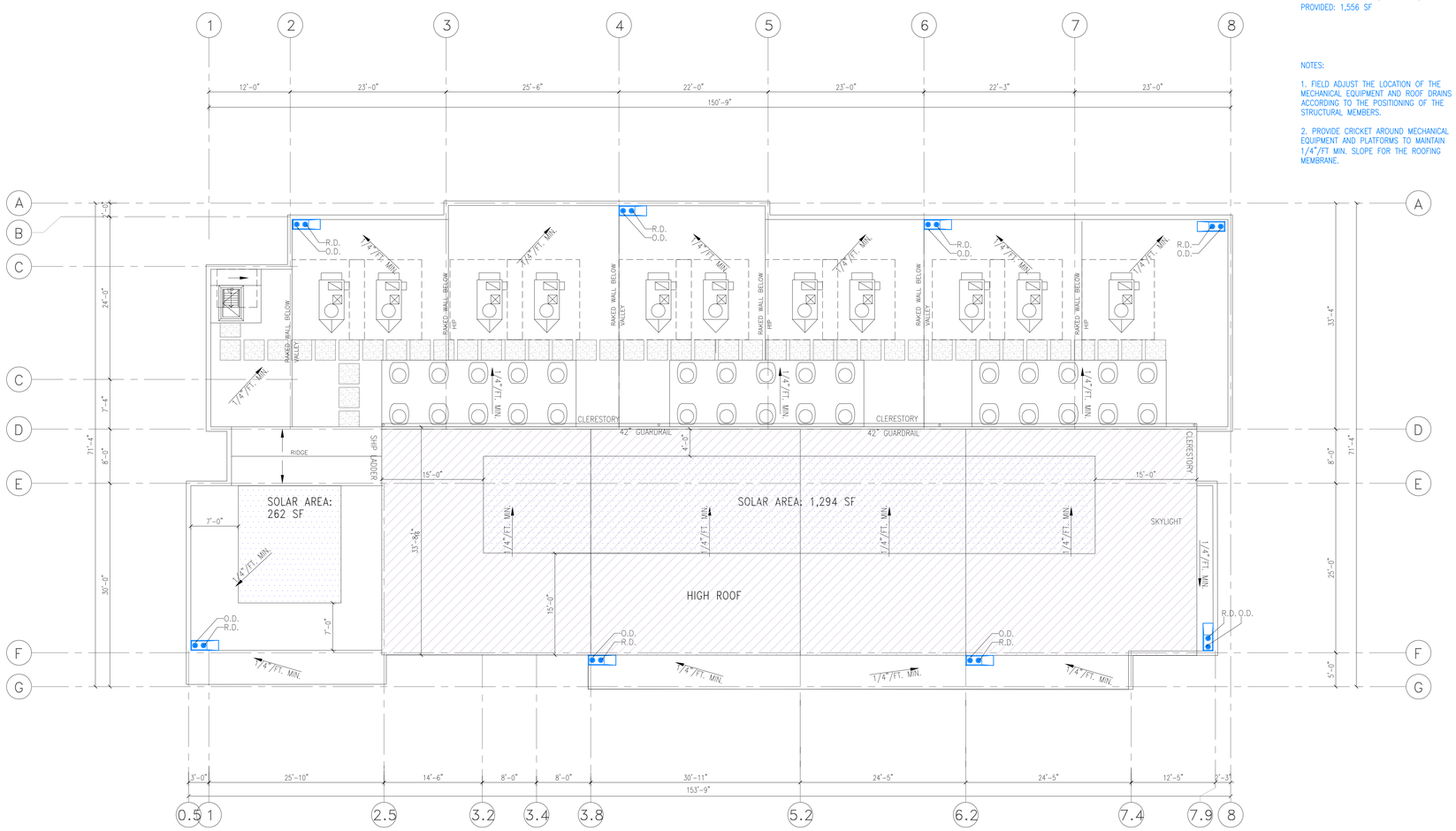
SOLAR PANELS ON ROOF:

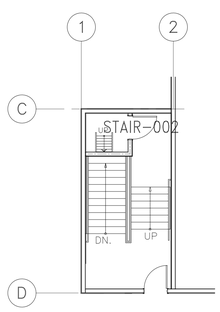
REQUIRED: 9,907 SF (ROOF AREA) X 15% = 1,486 SF
PROVIDED: 1,556 SF

NOTES:

1. FIELD ADJUST THE LOCATION OF THE MECHANICAL EQUIPMENT AND ROOF DRAINS ACCORDING TO THE POSITIONING OF THE STRUCTURAL MEMBERS.

2. PROVIDE CRICKET AROUND MECHANICAL EQUIPMENT AND PLATFORMS TO MAINTAIN 1/4"/FT MIN. SLOPE FOR THE ROOFING MEMBRANE.





NORTH

1 ROOF PLAN
SCALE: 1/8" = 1'-0"

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KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

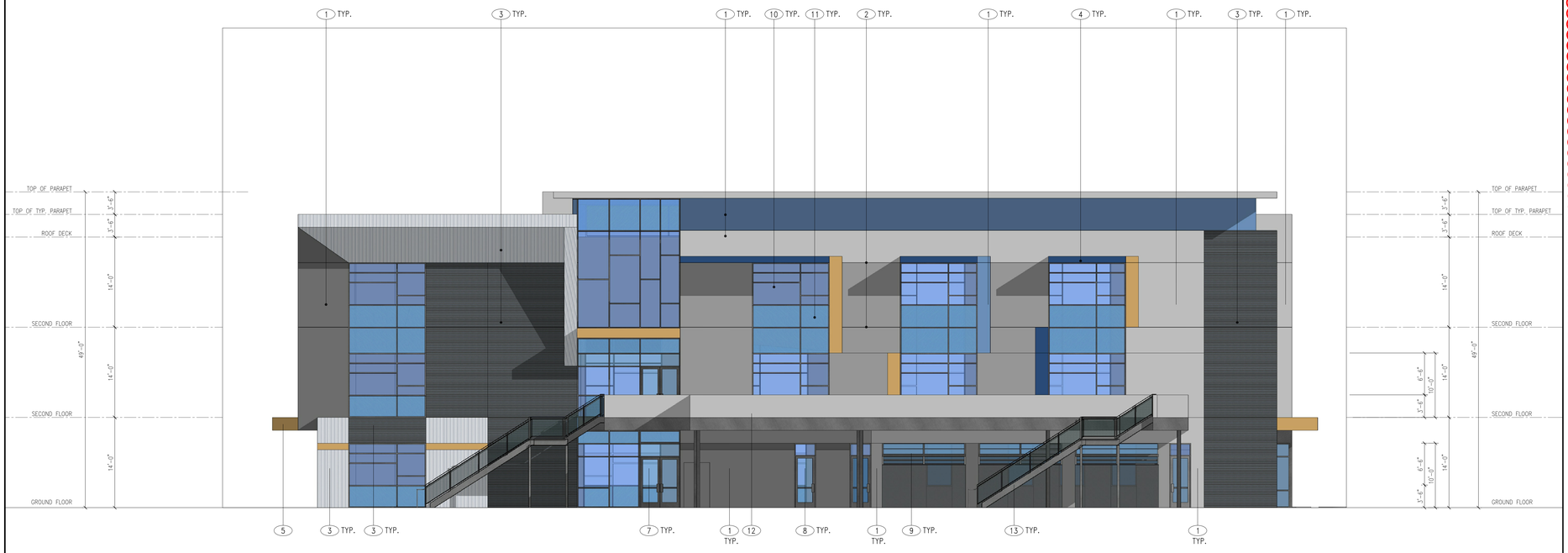
PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

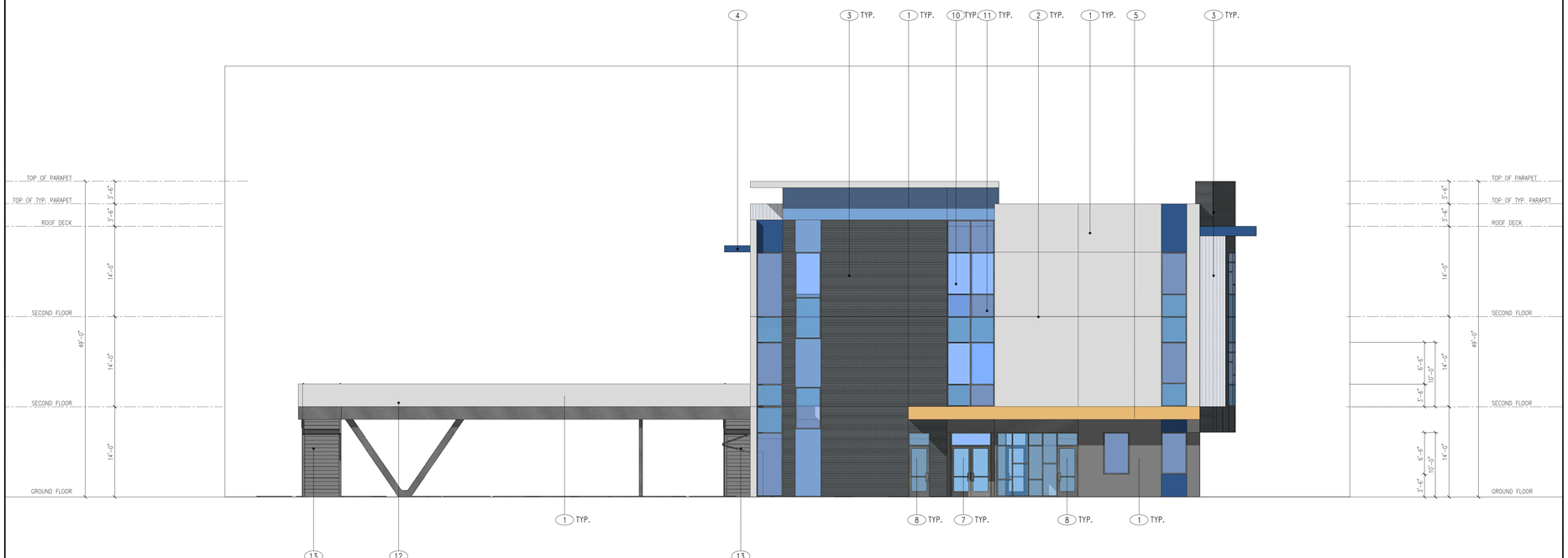
DRAWING TITLE
ROOF PLAN

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY

DRAWING NUMBER
A4.0



1 SOUTH ELEVATION
SCALE: 1/8" = 1'-0"



2 EAST ELEVATION
SCALE: 1/8" = 1'-0"

1 PTD. STUCCO O/LATH, O/WRB, O/5/8" EXTERIOR GYP. BD, O/EXT. PLYWOOD, O/ WOOD FRAMING
STUCCO WALL – LA HABRA STUCCO
FINISH – SMOOTH
PAINT: DUNN EDWARDS
COLOR– DE6373 PORPOISE
ALL EXTERIOR STUCCO TO BE PAINTED WITH ELASTOMERIC 10 FLAT FINISH PRIOR TO APPLYING FINAL ACRIBOND FLAT PAINT COLOR. CONTRACTOR SHALL SUBMIT 8"X11" FINISH SAMPLE FOR APPROVAL

STUCCO: ACCENT PAINT– DUNN EDWARDS
COLOR– DE6381 SILVER BULLET

STUCCO: ACCENT PAINT– DUNN EDWARDS
COLOR– DE6381 SILVER BULLET

STUCCO: ACCENT COLOR– PANTONE 284 C

STUCCO: ACCENT COLOR– PANTONE 653 C

STUCCO: ACCENT COLOR– PANTONE 1235 C

2 3/4" CLEAR ALUM. REVEAL/CONTROL JOINT, SEE 19/D1.0

3 METAL WALL PANEL

METAL COLOR – PAC CLAD STONE WHITE OR SIMILAR

METAL COLOR – PAC CLAD MUSKET GRAY OR SIMILAR

4 PAINTED METAL SUN SHADES:
PERFORATED G.I. PANEL OVER STEEL FRAME PAINTED:

5 CANOPY WITH PAINTED METAL GUTTER FASCIA, SEE SECTIONS AND STRUCTURAL

6 PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
(PAINTED SURFACE – LARR #25601T, UNFINISHED SURFACE – LARR #25286T)

7 6'-0" W X 7'-0" HT. PAIR OF STOREFRONT TEMPERED GLASS DOORS
DARK BRONZE ALUMINUM FRAME.

8 3'-0" W X 7'-0" HT. STOREFRONT TEMPERED GLASS HM DOOR
DARK BRONZE ALUMINUM FRAME

9 VERTICAL OVERHEAD DOOR – RENLITA BI-FOLDING SYSTEM OR EQUAL

10 REVEAL
STOREFRONT GLASS WINDOW:
1" LOW-E INSULATED TEMPERED DUAL GLAZED GLASS,
2" X 4 1/2" DARK BRONZE ALUMINUM STOREFRONT FRAME
GLASS SPEC. – PPG VISTA COOL(2) AZURIA SOLORBAN 60
USE 2" X 6" DARK BRONZE ALUMINUM FRAME FOR >10' LONG SPAN

X WINDOW TYPE SYMBOL – SEE A13.2 FOR WINDOW SCHEDULE

X DOOR TYPE SYMBOL – SEE A13.0 FOR DOOR SCHEDULE

ALL GLAZING ARE TEMPERED GLASS, SEE WINDOW SCHEDULE A11.2

11 GLAZING SPECS SIMILAR AS KEY NOTE 10, SPANDREL GLASS WINDOW. SUBMIT SAMPLES FOR APPROVAL

12 STEEL DECK

13 METAL OUTDOOR STAIRS

14 OUTDOOR DRINKING FOUNTAIN: HYDRO-STATION

15 PARAPET W/ 22 GA. GALV. METAL COPING, TYP.

16 CLERESTORY

ELEVATION LEGENDS

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

KIPP MIDDLE SCHOOL
900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

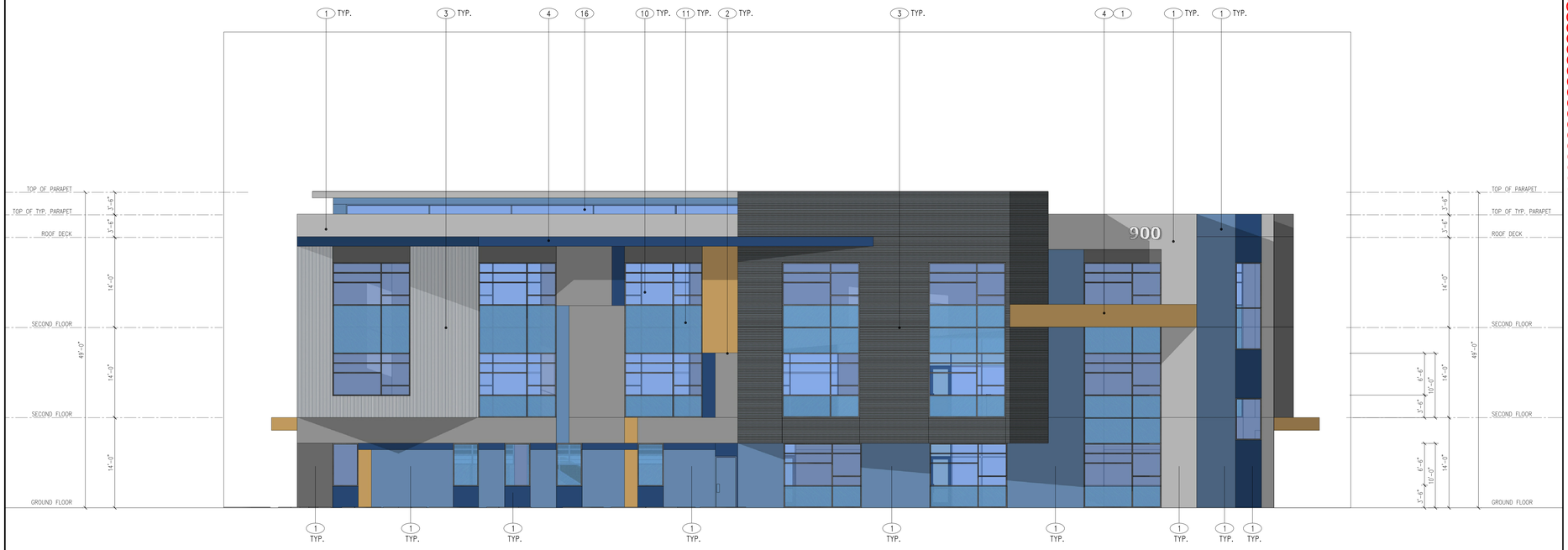
PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

DRAWING TITLE
ELEVATIONS

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY

DRAWING NUMBER
A5.1



1 NORTH ELEVATION
SCALE: 1/8" = 1'-0"



2 WEST ELEVATION
SCALE: 1/8" = 1'-0"

1 PTD. STUCCO O/LATH, O/WRB, O/5/8" EXTERIOR GYP. BD, O/EXT. PLYWOOD, O/ WOOD FRAMING

STUCCO WALL – LA HABRA STUCCO
FINISH – SMOOTH
PAINT: DUNN EDWARDS
COLOR– DE6373 PORPOISE
ALL EXTERIOR STUCCO TO BE PAINTED WITH ELASTOMERIC 10 FLAT FINISH PRIOR TO APPLYING FINAL ACRIBOND FLAT PAINT COLOR. CONTRACTOR SHALL SUBMIT 8"X11" FINISH SAMPLE FOR APPROVAL

STUCCO: ACCENT PAINT– DUNN EDWARDS
COLOR– DE6381 SILVER BULLET

STUCCO: ACCENT PAINT– DUNN EDWARDS
COLOR– DE6381 SILVER BULLET

STUCCO: ACCENT COLOR– PANTONE 284 C

STUCCO: ACCENT COLOR– PANTONE 653 C

STUCCO: ACCENT COLOR– PANTONE 1235 C

2 3/4" CLEAR ALUM. REVEAL/CONTROL JOINT, SEE 19/D1.0

3 METAL WALL PANEL

METAL COLOR – PAC CLAD STONE WHITE OR SIMILAR

METAL COLOR – PAC CLAD MUSKET GRAY OR SIMILAR

4 PAINTED METAL SUN SHADES:
PERFORATED G.I. PANEL OVER STEEL FRAME PAINTED:

5 CANOPY WITH PAINTED METAL GUTTER FASCIA, SEE SECTIONS AND STRUCTURAL

6 PROVIDE ANTI-GRAFFITI FINISH AT THE FIRST 9 FEET, MEASURED FROM GRADE, AT EXTERIOR WALLS AND DOORS. (6306)
(PAINTED SURFACE – LARR #25601T, UNFINISHED SURFACE – LARR #25286T)

7 6'-0" W X 7'-0" HT. PAIR OF STOREFRONT TEMPERED GLASS DOORS
DARK BRONZE ALUMINUM FRAME.

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DARK BRONZE ALUMINUM FRAME

9 VERTICAL OVERHEAD DOOR – RENLITA BI-FOLDING SYSTEM OR EQUAL

10 REVEAL
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12 STEEL DECK

13 METAL OUTDOOR STAIRS

14 OUTDOOR DRINKING FOUNTAIN: HYDRO-STATION

15 PARAPET W/ 22 GA. GALV. METAL COPING, TYP.

16 CLERESTORY

ELEVATION LEGENDS

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

KIPP MIDDLE SCHOOL
900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD., COMPTON, CA

DRAWING TITLE
ELEVATIONS

DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY

DRAWING NUMBER
A5.2



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Architecture and Planning

KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD.,
COMPTON, CA

DRAWING TITLE
RENDERING

DRAWN BY | ISSUE DATE

JOB NUMBER | DRAWING SCALE

APPROVED BY

DRAWING NUMBER
A6.1



KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023

PROJECT: KIPP MIDDLE SCHOOL

PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA

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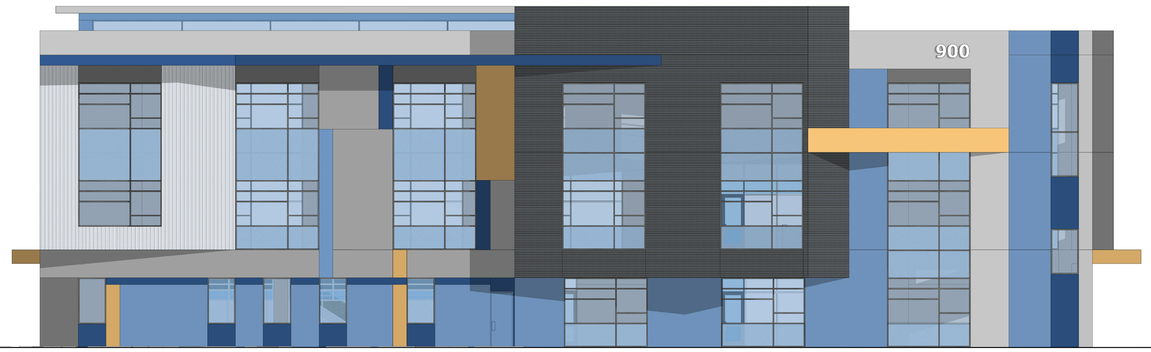
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DRAWING SCALE:

PROJECT #:

DRAWING NUMBER: A6.2

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Architecture and Planning
Tel 818 754-2030
Fax 818 754-2032



NORTH ELEVATION

BUILDING ACCENT COLOR
SILVER BULLET DE 6381



METAL PANELS

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
Fax 818 754-2032
Architecture and Planning

PANTONE 415 C

PANTONE 284 C

PANTONE 1235 C

PANTONE 415 C

SMOOTH STUCCO AND SUN SHADE ACCENT COLORS

BUILDING FIELD COLOR
PORPOISE DE6373

SMOOTH STUCCO



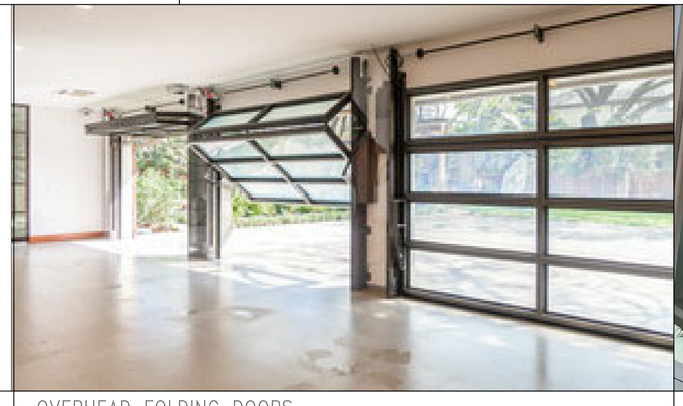
GATE AND FENCE

KIPP MIDDLE SCHOOL

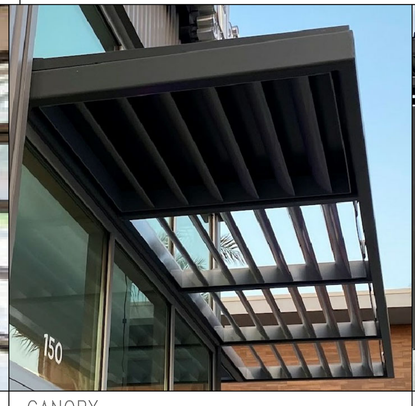
900 E. COMPTON BLVD., COMPTON, CA



GLASS



OVERHEAD FOLDING DOORS



CANOPY



EXPOSED METAL

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RE-SUBMITTAL	03/28/2023

PROJECT
KIPP MIDDLE SCHOOL

PROJECT ADDRESS
900 E. COMPTON BLVD.,
COMPTON, CA

DRAWING TITLE
BUILDING EXTERIOR MATERIALS & COLORS

DRAWN BY	ISSUE DATE
JOB NUMBER	DRAWING SCALE

APPROVED BY:

DRAWING NUMBER
A6.3

VITRO Architectural Glass

Product Data Sheet

SOLARBAN 60

Solar Control Low-E Glass

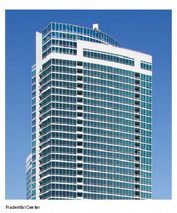
Aesthetic Description

Solarban® 60 solar control, low-e glass by Vitro Architectural Glass (formerly PPG Glass) low-reflectivity solar control solar heat gain, which is essential to maintaining cooling costs. In a standard one-inch insulating glass unit (IGU), Solarban® 60 glass offers an exterior appearance similar to clear, uncoated glass.

With a very good Solar Heat Gain Coefficient (SHGC) of 0.29, Solarban® 60 glass blocks 66 percent of the total solar energy while allowing 70 percent of the visible light to pass through. This combination produces an excellent Light to Solar Gain (LSG) ratio of 1.79, along with exceptional insulating performance, as evidenced by its 0.29 winter nighttime U-value.

Aesthetic Options

Solarban® 60 glass can be used on Starphire® glass and pairs with Starphire® glass to produce an IGU with exceptional clarity and color control characteristics. For even more color and performance options, it can be coupled on the second (#2) surface of nearly all Vitro coating types of tinted glasses. It also can be combined in an IGU with any Vitro tinted glass. Solarban® reflective glass or Viracon® fully reflective, coil-coated glass (see performance data on back page).



Fredericks Center

Solar Reflective, Non-Vision Glass: Type 1 (Pre-Fab); Solarban® 60 Glass by Architect; Monroe Region Architectural Glass Contractor: J. Smith (Ph #); Glass Fabricator: J.C. Fenton Inc., LP

Supporting Sustainable Design

Vitro Architectural Glass provides abundant opportunities for architects and building owners to realize their sustainability objectives.

Energy Use & Operating Cost Reduction: An energy modeling study conducted by an independent energy design and consulting firm showed that a building can potentially save millions of dollars over its lifetime with Solarban® 60 glass instead of low-e glass. This study showed that by substituting Solarban® 60 glass instead of dual-pane tinted glass, a typical glass-walled, eight-story office building in its climate could lower its initial HVAC investment by nearly $250,000 and its annual energy costs by more than $80,000. Carbon emissions from this same building also were reduced by more than 300 tons per year.

Sustainability Documentation: Vitro Architectural Glass' 4th annual U.S. float glass manufacturer's Industry-Wide Environmental Product Declaration (EPD) for its Flat Glass and Processed Glass products.

For additional sustainability data and supporting documentation, visit vitroglazings.com/LEED

LEED® Credit Opportunities

Possible Points	LEED Credit	Solarban® 60 Feature	Path/Option Satisfied
10	Energy & Atmosphere (EA) Optimize Energy Performance	Dual-Pane SHGC, U-value and Tvis performance	With a Building Energy Simulation (Option 1) or Prescriptive Compliance Path (ASHRAE Advanced Energy Design Guide) (Option 2)
5	Innovation (IN) Innovation in Design	Exceptional energy performance as demonstrated by a following order	Innovation (Option 1) Path 1 (EA Option 1) and Exemplary Performance (EA Option 1.1)
3	Indoor Environmental Quality (EQ) Daylight	Exhibits high light transmittance	Simulation: Spatial Daylight Autonomy and Annual Sunlight Exposure (Option 1), Simulation: Illuminance Calculations (Option 2) or Measurement (Option 3)

VITRO Architectural Glass — Product Data Sheet

Solarban® 60 Glass

Fabrication and Availability

Solarban® 60 glass is available exclusively through the Vitro CertifiedSM Network. Vitro CertifiedSM fabricators can meet tight construction directives and also enhance the efficiency of replacement glass before, during and after construction. Solarban® 60 glass is manufactured using the sputter-coating process and is available for annealed, laminated, heat-strengthened and tempered applications.

Request Samples

To obtain samples of any Vitro Glass product, call 1-855-VTRO-GLS (877-6457) or visit samples.vitroglazings.com.

Insulating Glass Unit Performance Comparisons | 1-inch (2.5cm) units with 1/2-inch (13mm) airspace and 6mm 1/4-inch (6mm) lites

Glass Type: Outdoor Lite, Coating # Axis (Surface # Glass) + Indoor Lite, Coating # Axis (Inner Pane) Glass	Visible Light Transmittance (VLT)	Visible Light Reflectance: Exterior %	Visible Light Reflectance: Interior %	2010 Btu/hr·ft²·°F NFRC U-Value: Winter Nighttime	Winter Angle	Solar Heat Gain Coefficient (SHGC)	Light to Solar Gain (LSG)
Solarban® 60 Solar Control Low-E Glass							
Solarban® 60 (2) Clear + Clear	70	11	12	0.29	0.34	0.39	1.79
Solarban® 60 (2) Starphire® + Acuity™	73	11	12	0.29	0.34	0.41	1.78
Solarban® 60 (2) Starphire® + Starphire®	74	11	12	0.29	0.34	0.41	1.80
Solarban® 60 (2) Sokoa® + Clear	61	9	12	0.29	0.34	0.32	1.91
Solarban® 60 (2) Bronze™ + Clear	32	8	11	0.29	0.34	0.27	1.95
Solarban® 60 (2) Kona™ + Clear	54	8	11	0.29	0.34	0.28	1.93
Solarban® 60 (2) Solexia™ + Clear	45	7	11	0.29	0.34	0.29	1.55
Solarban® 60 (2) Solarblue™ + Clear	34	6	10	0.29	0.34	0.23	1.48
Solarban® 60 (2) Solarbronze™ + Clear	42	7	11	0.29	0.34	0.28	1.50
Solarban® 60 (2) Optiblue™ + Clear	32	8	11	0.29	0.34	0.30	1.07
Solarban® 60 (2) Solargray® + Clear	35	6	10	0.29	0.34	0.25	1.40
Solarblue® + Solarblue® 60 (2) Clear	61	10	10	0.29	0.34	0.30	1.91
Atmosfera® + Solarblue® 60 (2) Clear	53	8	10	0.29	0.34	0.28	1.71
Azuria® + Solarblue® 60 (2) Clear	54	9	10	0.29	0.34	0.26	1.78
Solarblue® + Solarblue® 60 (2) Clear	41	7	9	0.29	0.34	0.30	1.35
Pacific® + Solarblue® 60 (2) Clear	34	6	9	0.29	0.34	0.25	1.36
Solarbronze™ + Solarblue® 60 (2) Clear	42	7	9	0.29	0.34	0.30	1.35
Optigray™ + Solarblue® 60 (2) Clear	50	8	9	0.29	0.34	0.35	1.43
Solargray™ + Solarblue® 60 (2) Clear	35	7	9	0.29	0.34	0.29	1.21
Graylite™ + Solarblue® 60 (2) Clear	27	4	8	0.29	0.34	0.23	0.94
Visionwall® and Solarscreen® with Solarban® 60 Solar Control Low-e (2)*							
Visionwall® 25 Azuria® + Solarban® 60 (2) Clear	42	20	24	0.29	0.34	0.26	1.62
Visionwall® 25 Pacific® + Solarban® 60 (2) Clear	26	11	20	0.29	0.34	0.20	1.28
Solarscreen® 2500 Azuria® + Solarban® 60 (2) Clear	20	19	29	0.29	0.34	0.17	1.18
Solarscreen® 2500 Solarblue® + Solarban® 60 (2) Clear	17	14	29	0.29	0.34	0.18	0.94
Solarscreen® 2500 Pacific® + Solarban® 60 (2) Clear	13	10	29	0.29	0.34	0.15	0.87
Solarscreen® 2500 Solarbronze™ + Solarban® 60 (2) Clear	17	14	29	0.29	0.34	0.18	0.94
Solarscreen® 2500 Solargray® + Solarban® 60 (2) Clear	14	11	29	0.29	0.34	0.17	0.82

* Calculated using Optifloat™ Clear and Solarban® 60 Clear as the substrate.
All performance data calculated using LBNL's Window 7.2 software and represents center-of-glass performance data. For detailed information on the methodologies used to calculate the aesthetic and performance values in this table, please visit vitroglazings.com or request a copy of Vitro's Color Catalog.

For more information about Solarban® 60 low-e glass and other Cradle to Cradle CertifiedTM architectural glasses by Vitro Glass, visit vitroglazings.com, or call 1-855-VTRO-GLS (887-6457).

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VITRO Architectural Glass — Product Data Sheet

STARPHIRE ULTRA-CLEAR™ GLASS

Spandrel Glazings

Starphire Ultra-Clear™ glass by Vitro Architectural Glass (formerly PPG Glass) provides architects with a truly unique design option for spandrel applications. Whites, pastels, and earth-tone capacities can be employed without the "greening" effect of ordinary clear glass. Thanks to the ultra-clear character of Starphire® glass, the true colors of coatings or frits shine through to give designers the real look they envisioned.

Starphire® spandrel glass is "clearly" remarkable:

- High-quality color transmission
- New level of visual excitement in spandrels
- No "greening" of desired coatings
- Limitless design possibilities
- Printed patterns shine through in true colors
- Easily fabricated to required specifications

When the ability to transmit the true colors of spandrel coatings or frits is paramount to your design, the choice is ultra-clear Starphire® glass by Vitro.

Additional Resources

Starphire® glass is available in thicknesses from 2.5 mm to 19 mm and is stocked regionally to assure consistent supply reliability. For Starphire® glass samples or a list of distributors, contact our Architectural Services Hotline at **1-855-VTRO-GLS (887-6457)** or visit **starphireglass.com**.

Vitro Architectural Glass is the first U.S. float glass manufacturer to have its products recognized by the Cradle to Cradle CertifiedTM program, and offers more C2C-certified architectural glasses than any other float glass manufacturer.



Spandrel Glazings

This side-by-side comparison shows the difference between Starphire® spandrels and clear glass spandrels. The "greening" effect of clear glass is clearly seen through unshielded, compared to the "greenery" of the ordinary clear glass spandrel.



Peachtree Dunwoody Medical Center – Atlanta, GA
Owner: North American Property Organization | Architect: Joseph Perry Associates, Inc.

Bright white spandrels contrast dark green reflective vision glass in this high-technology medical office building. Spandrels are glazed with Starphire® glass with White Frit 22. Joseph Perry chose Starphire® glass specifically with OPAQUE-FRIT 22® white by CGI. High Performance Coatings because "its clarity produced the whitest tones with no evidence of tinting. Starphire® was most striking and fitting."

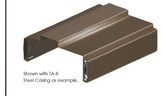
For more information about Starphire Ultra-Clear™ float glass and other Cradle to Cradle Certified™ architectural glasses by Vitro Glass, visit **vitroglazings.com**, or call **1-855-VTRO-GLS (887-6457)**.

Note: Starphire® glass edge color can vary depending on float glass size, glass thickness and ambient lighting conditions. This transmittance at a full-size Starphire® glass viewing to determine acceptability for their use.
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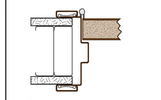
TIMELY — PREFINISHED STEEL DOOR FRAMES — A DIVISION OF D.E.E. INDUSTRIES, INC.

CLASSIC FRAME
S & C-SERIES (General Information)





Shown with TA-8 Steel Casing as example.



Our new **GalXC™** material is now standard for all timely door frames raising the quality and performance properties to the highest level at an exceptional value. **GalXC** is a Hot Dipped Galvanized product that provides superior corrosion resistance in the harshest environments while balancing outstanding surface, gauge, and shape quality.

Our **GalXC** Hot Dipped Galvanized Classic Frame is our most popular profile. It is the ideal solution for most commercial drywall applications.

Our Classic Frame is available in two materia thicknesses.
S-Series (20 gauge) and **C-Series** (18 gauge) prefinished hot dipped galvanized steel.

Finishing options include 7 standard colors, 30 pre-matched custom colors, project matched custom colors or primed for field painting. GalXC is easier to specify. ALL timely frames are now made of GalXC, so they can be installed in any environment.

Fire ratings up to 90 minutes are available for non-glazed openings, and up to 45 minutes for glazed openings.

Mullions are available in all jamb depths from 3 3/8" to 13".

Classic Frames will accommodate either a 1 3/8" or 1 3/4" door weighing up to 500 lbs.

STANDARD JAMB DEPTHS
S-SERIES (20 gauge): 3 3/4", 4 5/8", 4.7/8", 5" and 5 3/8"
C-SERIES (18 gauge): 3 1/2", 3 3/4", 4", 4 5/8", 4.7/8", 5", 5 3/8", 6 5/8", 6 7/8" and 7 1/4"

CUSTOM JAMB DEPTHS
C-SERIES (18 gauge): 2 5/8" to 13" in 1/8" increments.

NOTE: The available jamb depths and door weights listed here apply to the Classic Frame in general. Some limitations may apply when looking at specific Information. For example a communicating frame must have a larger minimum jamb depth than listed here.

10241 Nevis Avenue, Paramo, CA 91331 | P: 818.492.3500 or 11: 800.247.4242 | E: info@timelyframes.com | www.timelyframes.com

LaHabra

Exterior Stucco Color Coat
Base 100 | Base 200 | Premix



DESCRIPTION:
LaHabra Exterior Stucco Color Coat provides a lasting, durable finish over LaHabra Fiber-47 Fortified Scratch & Brown, LaHabra Fortified Stucco Base, a portland cement plaster Tan Coat, or Parex USA Stucco Level Coat™. It is integrally colored with fade-resistant pigments, and is economical with low maintenance. Product is available in 16/20 and 20/30 aggregates. Both aggregate textures are available in premix or field Base 100 and 200 for use with LaHabra Color Packs.

USES:
■ Exterior color coat for portland cement brown coat

COLORS:
20 Standard colors and 12 Lifestyle colors are available. LaHabra Color Packs are specifically designed for use with LaHabra Exterior Color Coat. Special colors are available upon request. Meets SCAQMD Rule 1113 when using Parex USA Non-VOC Colorants.

Coverage:
Coverage will vary depending on substrate, thickness and texture of the application.
Approximate coverage per 90 lb. (40.8 kg) bag:
■ Float finish 125–150 ft² (11.2–14.2 m²).
■ Light Spanish texture 90-115 ft² (8.4–12.5 m²).
■ Machine Dash 72-108 ft² (6.7–10 m²).

COMPOSITION:
■ Binder: Portland cement and hydrated lime
■ Aggregates
■ Proprietary additives

MATERIAL STANDARDS:
A. Type I Portland Lime
ASTM C206
B. Portland Cement
ASTM C150 Type I
C. LaHabra Exterior Stucco Finish:
Conforms to ASTM C926 recommendations.

PACKAGING:
90 lb. (40.8 kg) net weight in a multi-wall bag.

STORAGE:
■ Storage: Store off ground and protect from rain and moisture.
■ Shelf Life: Reference Parex USA Expiration Date of Products Technical Bulletin.

SURFACE PREPARATION:
■ The surface of the plaster "brown coat" base or concrete partially determine the texture, color and final result of the finish.
■ After application of the brown coat rod, darby or trowel it to produce the specified level.
■ If wet, float float the brown coat to eliminate "dish spots" and open the surface to enable a good mechanical bond to the finish coat.
■ Wand application over portland cement plaster: Prior to application of exterior stucco finish, the portland cement base coat shall be dampened with clean water to control and equalize suction. Allow surface moisture to dissipate prior to application of the Exterior Stucco Color Coat. For application over any surface other than a portland cement plaster brown coat, contact Parex USA Technical Support for proper preparation.

MIXING:
■ **Read the entire label before using this product.**
■ Using a mechanical plaster mixer, start with approximately three gallons of cool, clean potable water. Add one 90 lb. bag of Stucco Finish and mix to a thin consistency until it is smooth and free of lumps.
■ Add all of the color pack (1 pc bag for a standard color, a maximum of 4 if standard 1 lb. color packs can be added per 90 lb. bag for an overall color depth) to be used for one "batch" and mix until color is evenly dispersed, (approximately 1 to 2 minutes).
■ Thin the mixture with water and then add the remaining bags of stucco finish (adjusting water as necessary to correspond with the number of color packs mixed as described above. Allow material to mix at a somewhat stiff consistency for approximately 5 minutes. Add the remaining amount of water to achieve the desired consistency, and then disengage the mixing blades for approximately 5 to 10 minutes in order to allow the material to slake. Doing this allows the material to start its initial set. Re-engage the mixing blades for approximately 5 minutes, adjusting the water and mixing only long enough to achieve uniformity. The material is now ready to be removed from the mixer and applied to the wall. (see Application section.)
■ For additional batches of the same material, thin the remaining mixture with water, then repeat adding the color packs and mixing as described. Wash out mixer completely to change colors.
Note: All LaHabra cementitious finish products should be mechanically mixed for a minimum of 20 minutes after the last bag of stucco base is added to fully disperse the color.

APPLICATION:
■ Color coat shall be approximately 1/8" thick; hand application over a portland cement plaster brown coat: Prior to application of exterior stucco finish, the portland cement base coat shall be dampened with clean water to control and equalize suction. Allow surface moisture to dissipate prior to the application of the Stucco Finish.
■ Standard (16/20) Sand Float finish
Trowel apply an even coat completely covering the base coat and sponge float the surface with circular motions to the desired or approved finish level, using as little water as possible.
■ Standard (16/20) Skip Trowel textured finish
Trowel or float apply an even coat completely covering the base coat and sponge float the surface with circular motions to a uniform float finish level. Allow the first application background to set, although prior to drying out. Apply a small amount of the same material over the floated background using the skip trowel method to the desired finish level then lightly trowel over the entire area. "Knocking it down" or lightly flattening it out, using random strokes of the trowel.
■ Fine Float (20/30) sand float finish
Trowel apply an even coat completely covering the base coat and sponge float the surface with circular motions to a uniform float finish level. Allow the first application background to set, although prior to drying out. Apply a small amount of the same material over the floated background using the skip trowel method to the desired finish level then lightly trowel over the entire area. "Knocking it down" or lightly flattening it out, using random strokes of the trowel.
■ Fine Float (20/30) sand float finish
Trowel apply an even coat completely covering the base coat and sponge float the surface with circular motions to a uniform float finish level. Allow the first application background to set, although prior to drying out. Apply a small amount of the same material over the floated background using the skip trowel method to the desired or approved finish level, using as little water as possible.

Machine application:
■ Spray the first coat to completely cover the dry portland cement brown coat.
■ Correct imperfections by filling and/or scraping. Allow to dry prior to applying the second texture coat.
■ During periods of cool temperatures and/or high humidity, it is recommended that one full day be allowed between coats.

Note: Exterior Stucco Color Coat is not designed for use as a smooth trowel finish. Santa Barbara Mission Finish is the product designed for this use.

LaHabra

Variations in color due to weather, job conditions, and method of application should be expected. To correct color variation on stucco finishes (except Santa Barbara Mission Finish) apply LaHabra Fog Coat. To cleanse the color of stucco finishes that have not been sealed or sealed (including Santa Barbara Mission Finish) apply Allegro 3 Cement Cleaning. Allegro 3 and Fog Coat are both available in all of LaHabra's Standard and Lifestyle colors.

During periods of hot or dry weather conditions, a light spray finish of clean water is recommended over the stucco finish. LaHabra Exterior Stucco Color Coat will intensify dry and set the same day. Allow 28 days for curing.

Color and pattern may be affected by the addition of field additives. Field additives are not to be used except at the direction of the Parex USA Technical Support.

LIMITATIONS:
■ Use only on surfaces that are sound, clean, dry, unpainted, and free from any residue, that might affect the ability of this product to bond to the surface.
■ Exterior Stucco Color Coat is a finish material installed at approximately 1/8" thick; it is not for use as a stucco base material.
■ Ambient and surface temperature must be 40º F (4º C) or higher during application. Protect from freezing for a period of not less than 48 hours after set has occurred. Provide supplemental heat and protection from precipitation as needed.
■ Ambient and surface temperatures must not exceed 120º F (49º C) during and 24 hours after application.
■ Application in direct sunlight in hot weather may adversely affect aesthetics.
■ Colors may vary due to substrate, weather, job conditions and method of application. Before applying product, a sample should be applied and allowed to cure for color approval.
■ Protect adjacent surfaces from overspray and droppings, dust or spills. They should be removed immediately with water or soap and water to prevent the possibility of permanent staining.
■ Always wear proper safety equipment, including NIOSH particle mask, eye protection, and gloves when mixing and applying this product.

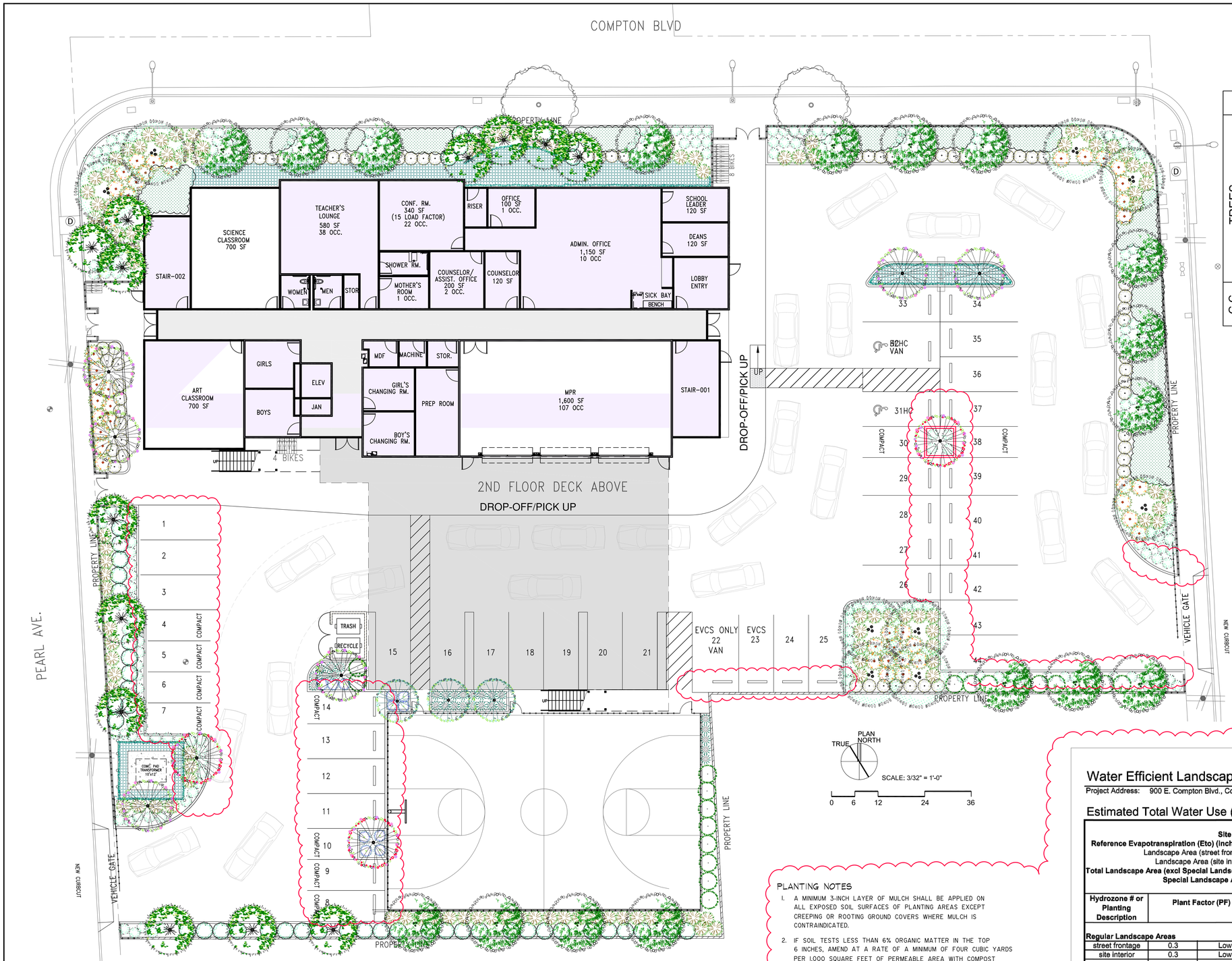
WARNING:
■ Read complete Warning information printed on product container prior to use. For medical emergency information, call 1-800-424-9300.
■ For more information on handling this product refer to its Material Safety Data Sheet (MSDS). The most current MSDS and Product Data Sheet (PDS) can be found on our website.
■ This Product Data Sheet has been prepared in good faith on the basis of information available at the time of publication. It is intended to provide users with information about the guidelines for the proper use and application of the covered product by trade-trained environmental and working conditions. Because each project is different, Parex USA, Inc. cannot be responsible for the consequences of variations in such conditions, or for unforeseen conditions.

Parex USA, Inc.
4125 E. La Palma Ave., Suite 250
Anaheim, CA 92807
(800) 998-0097 Tech Support: (800) 226-2424

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WINDOW CUTSHEET/SPECS.



PLANT MATERIAL LEGEND

	SYMB.	BOTANICAL NAME / COMMON NAME	SIZE	QTY	WUCOLS Zone 3
TREES		EXISTING STREET TREES TO REMAIN	EXISTING	2	NA
		ACACIA BAILEYANA BAILEY ACACIA (MIMOSA)	24" BOX STANDARD	3	LOW-0.3
		CHITALPA TASHKENTENTSIS CHITALPA	24" BOX STANDARD	9	LOW-0.3
		OLEA EUROPAEA 'SWAN HILL' SWAN HILL FRUITLESS OLIVE	48" BOX LOW BRANCH	9	LOW-0.3
		LYONOTHAMNUS FLORIBUNDUS ASPLENIFOLIUS NATIVE SANTA CRUZ ISLAND IRONWOOD	24" BOX STANDARD	13	LOW-0.3
		QUERCUS TOMENTELLA ISLAND OAK NATIVE	36" BOX STANDARD	17	LOW-0.3
G.C.		CAREX FLACCA 'BLUE ZINGER' GRAY SEDGE WALK-ON GROUND COVER	4" POTS 18" O.C.	882 S.F. 490	LOW-0.3
		LANTANA SELLOWIANA 'WHITE LIGHTNIN' SPREADING LANTANA	1 GAL 30" O.C.	1,274 S.F. 260	LOW-0.3

	SYMB.	BOTANICAL NAME / COMMON NAME	SIZE	QTY	WUCOLS Zone 3
GRASSES & GRASS LIKE		DIANELLA REVOLUTA 'LITTLE REV' LITTLE REV FLAX LILY	1 GAL	230	LOW-0.3
		DIETES VEGETA 'VARIEGATA' VARIGATED FORTNIGHT LILY	5 GAL	27	LOW-0.3
		LOMANDRA LONGIFOLIA MAT RUSH	5 GAL	112	LOW-0.3
SHRUBS & PERENNIALS		LEUCOPHYLLUM FRUTESCENS TEXAS RANGER	15 GAL	19	LOW-0.3
		CALLISTEMON V. 'LITTLE JOHN' DWARF BOTTLEBRUSH	5 GAL	60	LOW-0.3
		LEONOTIS LEONURUS LION'S TAIL	5 GAL	44	LOW-0.3
		OLEA EUROPAEA 'LITTLE OLLIE' DWARF OLIVE	15 GAL	46	LOW-0.3
		WESTRINGIA FRUTICOSA 'BLUE GEM' COAST ROSEMARY	5 GAL	11	LOW-0.3

MAXIMUM APPLIED WATER ALLOWANCE
=126,872 Gallons/Year
ESTIMATED TOTAL WATER USE
=104,422 Gallons/Year

WATER EFFICIENT LANDSCAPING REQUIREMENTS

PROVIDE NEW IRRIGATION COMPLYING WITH STATE OF CALIFORNIA MODEL WATER EFFICIENT LANDSCAPE ORDINANCE (TITLE 23, CHAPTER 2.7, SECTION 490) FOR NON-RESIDENTIAL BUILDINGS INCLUDING AMONG OTHER REQUIREMENTS:

TOTAL IRRIGATED PLANTING AREA = 8,629 SQ. FT.
PERFORMANCE APPROACH COMPLIANCE APPLIES

- PROVIDE A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE COMPLYING WITH TITLE 23, CHAPTER 2.7, SECTION 492.3
- PROVIDE A WATER EFFICIENT LANDSCAPE WORKSHEET COMPLYING WITH TITLE 23, CHAPTER 2.7, SECTIONS 492.4 & 492.13
  - DEMONSTRATE THE ESTIMATED TOTAL WATER USAGE DOES NOT EXCEED THE MAXIMUM APPLIED WATER ALLOWANCE
  - THE EVAPOTRANSPIRATION ADJUSTMENT FACTOR (ETAF) SHALL NOT EXCEED 0.45 (NON-RESIDENTIAL)
  - THE EVAPOTRANSPIRATION ADJUSTMENT FACTOR (ETAF) SHALL NOT EXCEED 0.45 (NON-RESIDENTIAL)
  - INCLUDE A HYDROZONE INFORMATION TABLE AND WATER USE CALCULATIONS CLEARLY DEMONSTRATING COMPLIANCE
- THE IRRIGATION DESIGN PROFESSIONAL SHALL CERTIFY UNDER LICENSE AND SIGNATURE: "I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE"

SPECIFIC REQUIREMENTS OF THE IRRIGATION SYSTEM INCLUDE:

- WHERE HYDROZONES INCLUDE PLANTS WITH DIFFERENT PLANT FACTORS THE HIGHER PLANT FACTOR SHALL BE USD FOR THE ENTIRE HYDROZONE; HYDROZONES SHALL NOT INCLUDE PLANTS WITH WATER USE RATINGS THAT VARY BY GRATER THAN ONE RATING LEVEL
- PROVIDE A SMART IRRIGATION CONTROLLER USING SOIL OR CLIMATE SENSOR
- PROVIDE SEPARATE IRRIGATION ONLY WATER SUB-METER
- OVERHEAD SPRAY IRRIGATION MAY NOT BE USED IN PLANTER BEDS LESS THAN 10' IN WIDTH
- OVERHEAD SPRAY HEADS WHERE ALLOWED MUST BE SET BACK A MINIMUM OF 2 FEET FROM PLANTER EDGES
- NO GRASS LAWN MAY BE USED IN THE DESIGN
- PRESSURE REGULATORS AND CHECK VALVES SHALL BE USED THROUGHOUT

PLANTING NOTES

1. A MINIMUM 3-INCH LAYER OF MULCH SHALL BE APPLIED ON ALL EXPOSED SOIL SURFACES OF PLANTING AREAS EXCEPT CREEPING OR ROOTING GROUND COVERS WHERE MULCH IS CONTRAINDICATED.
2. IF SOIL TESTS LESS THAN 6% ORGANIC MATTER IN THE TOP 6 INCHES, AMEND AT A RATE OF A MINIMUM OF FOUR CUBIC YARDS PER 1,000 SQUARE FEET OF PERMEABLE AREA WITH COMPOST INCORPORATED TO A DEPTH OF SIX INCHES INTO THE SOIL.

LANDSCAPE ARCHITECT
CARTER, ROMANEK
Landscape Architects, Inc.
Wayne Romanek, Project
Landscape Architect
LA#2114
Phone (310)477-3900

I AGREE TO COMPLY WITH THE REQUIREMENTS OF THE WATER EFFICIENT LANDSCAPE ORDINANCE AND SUBMIT A COMPLETE LANDSCAPE DOCUMENTATION PACKAGE.

WAYNE ROMANEK
CALIFORNIA REGISTERED LANDSCAPE ARCHITECT #2114

Water Efficient Landscape Worksheet

Project Address: 900 E. Compton Blvd., Compton

Estimated Total Water Use (ETWU)

			Maximum Average ETAF
Site Type:	Commercial		0.45
Reference Evapotranspiration (Eto) (inches/yr)	51.1		
Landscape Area (street frontage):	7,487	sf	
Landscape Area (site interior):	1,412	sf	
Total Landscape Area (excl Special Landscape):	8,899	sf	
Special Landscape Areas:	0	sf	

Hydrozone # or Planting Description	Plant Factor (PF)		Irrigation Method	Irrigation Efficiency (IE)	ETAF (PF/IE)	Hydrozone Area (sq.ft.)	ETAF x Area	Estimated Total Water Use (gal/yr.)
Regular Landscape Areas								
street frontage	0.3	Low	Drip	0.81	0.4	7,487	2,773	87,853
site interior	0.3	Low	Drip	0.81	0.4	1,412	523	16,569
					Subtotal	**8,899**	**3,296**	
Special Landscape Areas								
	-	-	-	-	1.0	0	0	0
					Subtotal	**0**	**0**	
						Estimated Total Water Use (ETWU)		**104,422**
						Maximum Applied Water Allowance (MAWA)		**126,872**

ETAF Calculations

Regular Landscape Areas	
Total ETAF x Area	3,296
Total Landscape Area	8,899
Average ETAF	0.37
All Landscape Areas	
Total ETAF x Area	3,296
Total Landscape Area	8,899
Sitewide ETAF	0.37

Notes:

ETWU meets MAWA requirement

Average ETAF meets requirement for this site type

FRANCO ARCHITECTS INC.
12345 Ventura Blvd. H
Studio City, CA 91604
Tel 818 754-2030
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Architecture and Planning

CARTER, ROMANEK
Landscape Architects, Inc.
28720 Roadside Drive, Suite 100
Agoura Hills, California 91301
(310)477-3900

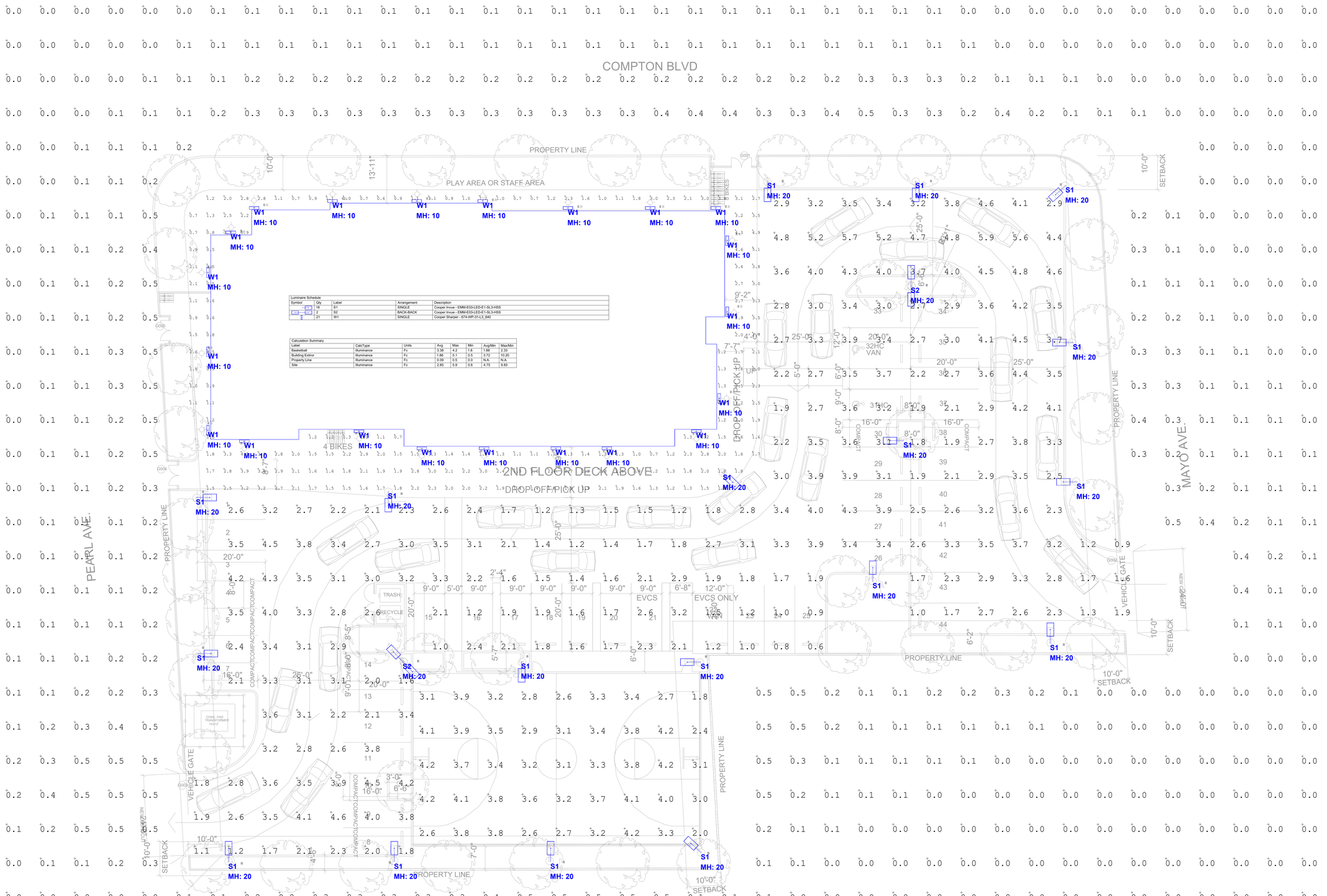
KIPP MIDDLE SCHOOL

900 E. COMPTON BLVD., COMPTON, CA

REV	DESCRIPTION	DATE
	PLANNING SUBMITTAL	03/02/2023
	PLANNING RESUBMITTAL	03/29/2023
	PLANNING 2nd RESUBMITTAL	04/21/2023

LANDSCAPE ARCHITECT — WAYNE ROMANEK — SIGNATURE — 5/31/24 RENEWAL DATE — STATE OF CALIFORNIA

PROJECT: KIPP MIDDLE SCHOOL
PROJECT ADDRESS: 900 E. COMPTON BLVD., COMPTON, CA
DRAWING TITLE: SCHEMATIC LANDSCAPE PLAN
DRAWN BY | ISSUE DATE
JOB NUMBER | DRAWING SCALE
APPROVED BY:
DRAWING NUMBER: L0.1



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Photometry Disclaimer:
- Light loss factor (LLF) has been established at 0.912 per industry IES standard.
- Refer to Calculation summary for placement of calculation points. I.E.: Workplane, Floor.
- Offices, conference rooms, and open work areas are calculated at 2.5' from A.F.F. All other areas will be calculated at floor or at the direction of the client.
- Reflectance levels are per SCI Standard: Ceiling at 0.80, Floors at 0.20, Walls at 0.50 and Objects at 0.50 unless specified by client.

Controls Disclaimer:
- This device diagram is provided using industry recognized software and are provided for estimation purposes only, field conditions need to be verified and might require adjustment of the controls system.
- All fixtures must have a 0-10V driver/ballast in order to dim using SCI's controls system Controller. ballast.
NOTE: Fluorescent fixtures will require a compatible
- SCI Controls System is based on CA-2019 T24 code and might supersede end user requirements.

Calculations are provided using industry recognized software and are provided for estimation purposes only. Input data for the calculations corresponds to the information provided to us (assumptions may be made for information that is not provided). It is the responsibility of those using this service to verify that our input data is consistent with expected field conditions. Results of the lighting calculations accurately reflect the input data. However, actual lighting levels will vary depending on field conditions such as Calculations are also subject to the limitations of the software. Due to the above considerations, Southern California Illumination cannot guaranty that actual light levels measured in the field will match our initial calculations.

Applications Department:
app@scilights.com
phone: (949) 622-3000
fax: (949) 622-3095

No.	Description	Date

Franco Architects

Kipp Middle School

PHOTOMETRICS

Date:	4/24/2023
Drawn By:	AP7
Exergent #:	23-1795

P-SL-5

Scale: 1/8" = 1' - 0"

C:\Users\Mfelix\Desktop\SCI Lighting Solutions\Applications Dept - General\Franco & Associates\Kipp Middle School\Outbox\P-SL-5.dwg

WILLIAM F. DELVAC
T: 310.254.9050
E: Bill@AGD-Landuse.com

July 25, 2023

BY EMAIL

Compton Planning Commissioners
205 S. Willowbrook Avenue
Compton, CA 90220

Attn: Robert Delgadillo, rdelgadillo@comptoncity.org

Re: KIPP Appeal to Planning Commission Re: 900 S. Compton Blvd. School; Architectural Review Board Case No. 23-00031

Honorable Planning Commissioners:

We represent KIPP in connection with the appeal of KIPP's 900 S. Compton (Project Site) school project (Project) that will be before you tomorrow.

We submitted a letter on July 19, 2023, providing additional Conditions of Approval to address concerns raised by the Commission at the July 12th meeting. As you will see in your Staff Report, these measures address queueing, safety, and community involvement. We are pleased that staff included KIPP's proposed measures in the Staff Report with some additional provisions. Staff's changes are acceptable to KIPP with one notable and very important exception: Condition 18.

The significant concern is that a non-standard condition, which is outside the process adopted in the Municipal Code, will make it very difficult for KIPP to obtain financing for the project. KIPP cannot accept that risk. The City's ability to enforce the Conditions of Approval is already fully addressed in Condition 14 proposed by KIPP, along with the enforcement process in Compton Municipal Code Sections 30-35 – 30-39 (Enforcement Process). The Enforcement Process is discussed in further detail below.

Condition 18 as Proposed by Staff

In your Staff Report, staff added a new proposed Condition 18 to the Conditions of Approval. KIPP understands that staff's objective with Condition 18 is to ensure an enforcement mechanism. However, as drafted, it is wrong in the details and is not consistent with, and therefore appears to violate, the Municipal Code. Therefore, KIPP cannot agree to this condition as currently drafted.

However, to achieve the same end, KIPP's proposed Condition 14, when combined with the Municipal Code's existing enforcement process, makes Condition 18 unnecessary. Unlike

Condition 14, staff's Condition 18 is not aimed at solving any issues, just penalizing students. Further, staff's Condition 18 is wrong in the identification of the specific concern with queuing – as previously demonstrated, there will be no off-site queuing *significant impact*.

The staff's Condition 18 is as follows:

> If at any time the Director of Community Development determines that the above conditions of approval are not preventing vehicles from repeatedly queuing onto or blocking traffic on Mayo Avenue or Pearl Avenue shall bring back to the Planning Commission this approval of ARB case No. 2023-031 for revocation. (Emphasis added.)

As drafted, it applies to *any* queuing on Pearl or Mayo Avenues. That simply does not make sense. Two cars waiting a minute without blocking an intersection or other traffic is not a problem, let alone a significant impact. Rather, the issue identified all along by staff and the City's consultant is in connection with queuing that blocks intersections. Similarly, staff's version of Condition 18 implies that even a few seconds' delay (again, not a significant impact) with other traffic could trigger enforcement. Finally, it appears to presume that revocation is the only outcome. In fact, the Commission may disagree with staff and/or determine that there are modifications to the Queue Management Plan that would resolve any issues.

A critically important issue is that staff's Condition 18 appears to violate the Municipal Code's Enforcement Process. It fails to set out the process for bringing an enforcement action against KIPP. On the other hand, the Municipal Code's Enforcement Process sets out mandatory provisions that provide due process to KIPP with notice, stated reasons for enforcement, and an appeal process. This is the lawfully adopted process by the Council to provide constitutionally required due process. Further, KIPP believes the Commission should think ahead to the problematic precedent a non-standard process not based on the Municipal Code would set for future projects.

KIPP does not believe that the City has the power to proceed with enforcement without compliance with the Municipal Code as the Enforcement Process is mandatory on both the City and persons against whom enforcement is sought. The Municipal Code provisions for the Enforcement Process are set forth in Attachment A.

Finally, staff's Condition 18 does not balance enforcement with the significant and detrimental significant impact on students and families if enforcement (i.e., revocation of the School's permit) is effective during a school year.

KIPP's Proposed Revised Condition No. 18

Due to these issues, KIPP is proposing a more tailored, appropriate approach consistent with the Municipal Code that would fully accomplish the City's goal of the right to enforce the Conditions of Approval.

KIPP's proposal is as follows:

> If the Director determines there have been repeated instances that the conditions of approval have not prevented vehicle queueing in a manner that blocks intersections on Mayo Avenue or Pearl Avenue or materially interferes with the flow of non-school related traffic and that no additional or revised measures would resolve the issues, the Community Development Director may initiate the enforcement process set forth in Municipal Code Sections 30-35 to 30-39. Enforcement, if any, that might materially disrupt operation of the school shall not be effective until after the end of the school year in progress to avoid adversely impacting students and their families. (Emphasis added.)

Due process requires that all determinations must be based on findings supported by facts that demonstrate actual impacts. As noted above, the concern is not any queuing or minor blockage of traffic. So KIPP proposes that enforcement would be based on blocking intersections or materially impacting non-school traffic. Certainly, enforcement options should include potential additional measures imposed by the Commission.

As for the process, the Municipal Code's Enforcement Process was enacted to protect everyone—the public, the City, and applicants and property owners, such as KIPP. The City does not have the option to ignore the established, lawful Municipal Code process. As drafted, the City's version could deprive KIPP of its due process rights. KIPP's proposal avoids this constitutional infirmity.

The final point is one of fairness and common sense. Revocation during a school year would be very detrimental to Compton students and their families.

Therefore, if the Commission intends to adopt a provision such as Condition 18, KIPP respectfully requests that the Commission adopt KIPP's proposed version. It fully protects the City while avoiding any impact on KIPP's access to financing or their due process rights.

KIPP's version of Condition 18 and all the other proposed conditions in your Staff Report have been updated in a further **Revised Findings and Conditions of Approval** set forth as Attachment B.

Conclusion

All the work your staff and KIPP have put into proposing Conditions of Approval is a clear indication that denial of the project is not necessary or fair. There is a solution with tough protections and a process to ensure compliance. Yes, it takes a little more consideration than simply saying no. But that is exactly what the Commission is called upon to do. Think through the issues and find a balance that ensures protection of the neighborhood while allowing KIPP to provide a quality education that serves the Compton community. In thinking through the issues, the Commission should impose a workable process in compliance with the Municipal Code's Enforcement Process.

Based on the foregoing, KIPP respectfully urges the Commission to grant the appeal and adopt the attached Findings and Conditions of Approval, which includes KIPP's version of Condition 18.

On behalf of KIPP and its families and students, we thank the Commission for its further consideration of this important project.

Very truly yours,

William F. Delvac

cc: Erik Perrodin, City Attorney
Erik Hagstrom, KIPP
Damon Mamalakis, AGD

ATTACHMENTS

A. Municipal Code Enforcement Process
B. Revised Findings and Conditions of Approval

ATTACHMENT A

§ 30-35. INVALIDITY OF PERMITS AND LICENSES ISSUED IN ERROR. [Added by Ord. #1557, § 9179]

No oversight or dereliction on the part of any official or employee of the City vested with the authority to issue permits or licenses shall legalize, authorize, waive, or excuse the violation of any of the provisions of this Chapter, nor shall any permit or license be issued for any use, building, or purpose which would be in conflict with such provisions or with any other law in force or adopted on or after May 4, 1978. Any permit or license so issued shall be null and void.

§ 30-36. ENFORCEMENT. [Added by Ord. #1557, § 9180]

It shall be the duty of the Planning Director and/or the Chief Building Inspector or their designated representatives to determine if a violation of the provisions of this Chapter exists and to enforce such provisions in Section 30-35.

§ 30-37. VIOLATIONS: NOTICES. [Added by Ord. #1557, § 9180.1]

Upon a determination that a violation exists, the owner of the property and, when known, the owner of the materials and/or structures in violation, if any, and, when known, the occupant of the property, if any, shall be notified of such violation in the following manner:

a. By Mail. Such notification shall be in writing and shall contain:

   1. The nature of the violation;

   2. A specified period of time to abate the violation; and

   3. The nature of the action to be taken upon failure to abate the violation or file an appeal pursuant to Section 30-39 within the specified time period.

b. By Publication. Whenever the owner and/or occupant cannot be notified by mail as provided in paragraph a of this subsection, the property shall be posted for 10 days with a notice of violation which shall contain the information set forth in paragraph a of this subsection.

§ 30-38. ENFORCEMENT PROCEDURE. [Added by Ord. #1557, § 9180.2; Ord. #1924, § 3]

a. Abatement. After proper notification as provided in Section 30-35, the Planning Director or the Chief Building Inspector or their designated representatives may cause the closure of any building, place of assembly, or activity or may order the removal from the property of materials and structures which are in violation of this Chapter.

b. Recovery of Costs of Abatement. The costs incurred in the abatement of a violation may be charged to the owner of the property, the owner of the materials removed, or the occupant of the property.

c. Administrative Cost/Fee Schedule.

   1. Administrative fee shall be $100.

   2. Reinspection fee shall be $72 per inspection, after the initial inspection, if compliance is not met within the stipulated period. No reinspection fee shall be charged if compliance is obtained after the initial inspection.

   3. Reoccurring violation fee shall be $72 per inspection for each reoccurring violation within a twelve-month period, plus the administrative fee.

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§ 30-39. ENFORCEMENT PROCEDURE; APPEALS. [Added by Ord. #1557, § 9180.3]

Within five days after the receipt of notification of the existence of violations of the provisions of this Chapter or within five days after the end of the posting period, the owner of the property, the owner of the materials and/or structures in violation, or the occupant of the property found to be in violation may make a written appeal to the Commission. The fee for such appeal shall be $50.

Within 30 days after the receipt of such written appeal, the Commission shall hear and consider all relevant evidence and shall receive testimony from the owners, witnesses, City personnel, and interested persons relative to such appeal.

Upon the conclusion of such hearing, the Commission shall announce its findings by formal resolution, and such resolution shall consider possible remedies and set a date when full compliance with the provisions of this Chapter shall be effected.

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ATTACHMENT B
REVISED FINDINGS AND CONDITIONS OF APPROVAL

FINDINGS FOR APPROVAL OF APPEAL AND GRANTING APPLICANT'S ARCHITECTURAL REVIEW BOARD (ARB) APPLICATION
CASE NO. 23-031

1. The Architectural Review Board determined that the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Blvd. would be detrimental to the public welfare. The denial of the Project was based on the potential for vehicles queuing onto Compton Boulevard, Mayo Avenue, and Pearl Avenue to block through traffic lanes on these public roads and delay the response time from law enforcement or emergency personnel by having to choose alternative routes. However, with the adoption of the Conditions of Approval including the Queue Management Plan, the Commission has determined that street queueing will not impact the surrounding area.

2. With the adoption of the Conditions of Approval, including the Queue Management Plan, the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard would be consistent with the General Plan Circulation Element Goal 1: Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton; and Policy 1.8: Provide a street system that allows for the safe and efficient movement of traffic.

3. With the adoption of the Conditions of Approval, including the Queue Management Plan, the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard would be in compliance with the parking requirements of the Municipal Code.

4. The design of the project proposed in the Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard is consistent with the Property Development Standards (C-L) in Section 30-12.4 of the Municipal Code.

5. As the charter middle school at 900 E. Compton Boulevard is a by right project, consistent with the applicable C-L development standards, the City finds the Project approval is ministerial and thus is exempt from CEQA.

CONDITIONS OF APPROVAL

1. The site shall accommodate the capacity of at least 15 vehicles in queue in a single lane from the drop-off point to Mayo Avenue and shall be able to accommodate up to 30 vehicles in queue (15 per lane), if needed, during peak drop-off and pick-up periods using the passing lane.

2. The site shall ensure that all school-related traffic shall enter via right turn only from Mayo Avenue and egress via right turn only onto Pearl Avenue during the drop-off and pick-up hours.

3. The site shall restrict left turn egress from the driveway onto Pearl Avenue and restrict northbound left turns onto Pearl Avenue at Compton Boulevard during the drop-off and pick-up hours for all school-related traffic.

4. To ensure that the right turn only ingress and egress movement is followed and that expected peak hour vehicle queues are accommodated on-site, the project applicant shall provide a

minimum of four staff members to monitor and direct vehicle traffic during the drop-off and pick-up periods and to assist students crossing adjacent streets and the project driveways, as well as six monitors to assist during the on-site pick-up and drop-off.

5. The project shall install and maintain signs at the ingress and egress driveways indicating the turning restrictions during the drop-off and pick-up period. Also, the project shall install No Left Turn restriction signs for northbound Pearl Avenue at Compton Boulevard with time restrictions during the drop-off and pick-up periods. All signs and their locations shall be reviewed and approved by the Public Works Department prior to installation.

6. The arrival and dismissal time of the middle school shall be staggered by a minimum of 20 minutes.

7. The applicant shall paint the abutting curbs on Mayo and Pearl Avenues red and post "No Parking" signs. All signs and red curbs shall be reviewed and approved by the Public Works Department prior to installation.

8. The applicant shall install a monitor-controlled exit arm gate within the applicant's property to control flow onto Pearl Avenue to avoid queueing. The gate shall be monitor-controlled during drop-off and pick-up times. The exit control arm shall be reviewed and approved by the Community Development and Public Works Departments prior to installation.

9. The applicant shall install right turn directional curbs at the Pearl Avenue exit, subject to City specifications and approval. All street/curb modifications shall be reviewed and approved by the Public Works Department prior to installation.

10. The applicant shall install right turn directional curbs at the Mayo Avenue entrance, subject to City specifications and approval. All street/curb modifications shall be reviewed and approved by the Public Works Department prior to installation.

11. The applicant shall stripe a right turn only lane on Pearl Avenue leading up to Compton Boulevard, subject to City specifications and approval. All striping work shall be reviewed and approved by the Public Works Department prior to installation.

12. The applicant shall adopt and implement a Queue Management Plan as shown in Attachment 9 of the staff report. The Community Development Director has the authority for final approval of, or modifications to, the Queue Management Plan.

13. The final Queue Management Plan shall include measures agreed to by the Community Development Director and the applicant, such as the following:

    a. Offer an early breakfast/early care program for students, commencing at least 45 minutes before the first student arrival time.

    b. Offer afterschool programs for students that extend (to the extent feasible) for at least one hour after the last dismissal time.

    c. Implement the student arrival and dismissal times staggered by at least 20 minutes, with an approximately equal number of students arriving and departing in each period.

    d. Arrival times shall be assigned by grade, with two grade levels assigned to each arrival period.

e. During student drop-off and pick-up periods, monitors shall be stationed at the following locations:

   i. On-site student drop-off and pick-up zone to assist students out of and into vehicles, as needed;

   ii. Mayo Avenue entrance driveway;

   iii. Pearl Avenue exit driveway to control the exit gate;

   iv. Compton Boulevard walk-in entry; and,

   v. Pearl Avenue/Compton Boulevard intersection to ensure that parents and caregivers make right turns only from northbound Pearl Avenue to eastbound Compton Boulevard during the student drop-off and pick-up periods.

f. If the queue of vehicles on northbound Pearl Avenue extends to the outbound driveway, the monitor at the Pearl Avenue exit shall temporarily hold exiting vehicles on-site through control of the exit gate and, if needed, direct subsequent outbound vehicles to use the pass-by line to create a temporary double line of queuing on-site. Prior to the operation of the control arm, the applicant shall submit to the Community Development Department an Operations Plan for review and approval.

g. Prior to operations, the lead staff queuing monitors shall complete a Caltrans authorized certified flagger training (or its equivalent). The certified flaggers shall train and supervise any other monitors.

h. Drivers with multiple violations of the Queuing Management Plan rules and pledge shall be required to attend an in-person Parent & Administrator conference to ensure adherence.

i. The applicant shall promote the use of mass transit through disseminating information about mass transit options for families and, as needed and as financially feasible, provide access to subsidized transit passes for students that can demonstrate commitment to use of public transit.

j. The applicant shall offer incentive programs for carpooling among students.

14. Conditions of Approval 1-13, above, and the Queue Management Plan shall be subject to the following:

   a. Within 30 days after the end of the first month of initial operation and again after six months of operations, the applicant shall provide a preliminary compliance review report to the Community Development Director.

   b. If the Community Development Director determines that queuing is an issue, based on either of the two preliminary reports, the applicant and its transportation engineer shall submit proposed additional or modified measures mutually acceptable to the Community Development Director and the applicant.

   c. Within 30 days following the end of the first school year, the applicant shall submit a full compliance review report detailing the effectiveness of the Queue Management Plan, any issues with, and frequency of, queuing on Pearl Avenue, and proposed modifications, if any are needed, to the Queue Management Plan (Compliance Report).

d. The Community Development Director shall have the authority to approve the Compliance Report and approve continued use of the Queue Management Plan without changes or with reasonable and necessary modifications mutually acceptable to the Community Development Director and the applicant.

e. If the Community Development Director determines that the Planning Commission should consider the Compliance Report, or if the Community Development Director and the applicant cannot mutually agree on modifications to the Queue Management Plan, the Commission shall hold a public meeting to review and consider the Compliance Report and provide it to members of the community to comment.

f. The Planning Commission may adopt a revised Queue Management Plan with reasonable and necessary modifications, or it may authorize the Community Development Director to resolve modifications based on the direction of the Planning Commission.

g. The school shall have the right to continue operations during any review process.

15. The applicant shall adhere to the following safety measures:

    a. The applicant shall install site safety improvements at the public right-of-way, including bollards, signage, and beacons, should the City deem it appropriate.

    b. Exterior mounted lighting and security cameras shall be provided along the building's street elevations and in the parking area. The applicant shall consult with the City and County Sheriff's Department on the recommended locations of these improvements.

    c. At least one monitor with appropriate first aid training shall be assigned to oversee student safety during drop-off and pick-up times.

    d. The applicant shall provide a professionally trained crossing guard during drop-off and pick-up times to allow safe passage across the Compton Boulevard/Mayo Avenue intersection.

    e. If requested by the City, the applicant shall present a comprehensive Lockdown & Secure Campus procedural plan to the City and the County Sheriff's Department for review and input. School drills shall be performed monthly.

16. The applicant shall implement the following community outreach measures:

    a. The applicant shall host an annual job fair for local hire for school employees. These opportunities may include open positions at the school.

    b. The applicant shall host a quarterly community town hall to meet with neighbors and businesses to discuss school operations and answer any questions and concerns.

17. All plans or documents required by any condition of approval shall be submitted to the Community Development or Public Works Department for review and approval through the appropriate applications prior to installation or operation.

18. If the Director determines there have been repeated instances that the conditions of approval have not prevented vehicle queueing in a manner that blocks intersections on Mayo Avenue or Pearl Avenue or materially interferes with the flow of non-school related traffic and that no additional or revised measures would resolve the issues, the Community Development Director may initiate the enforcement process set forth in Municipal Code Sections 30-35 to 30-39. Enforcement, if any, that might materially disrupt operation of the school shall not be effective

until after the end of the school year in progress to avoid adversely impacting students and their families.

ATTACHMENT 1

Queue Management Plan KIPP Middle School
900 E. Compton Boulevard

This Queue Management Plan has been prepared for the proposed KIPP Middle School at 900 E. Compton Boulevard in the City of Compton. The purpose of the plan is to ensure the safe and efficient movement of students to and from the KIPP Middle School site, while minimizing the effects to the surrounding community, including current motorists, pedestrians, and bicyclists utilizing Compton Boulevard, Pearl Avenue, and Mayo Avenue.

Site Improvements

- To encourage dispersion of school-related vehicle traffic and minimize effects to the local neighborhood, the school shall utilize the site's Mayo Avenue driveway for inbound traffic only and the site's Pearl Avenue driveway for outbound traffic only. Both driveways will be operated for right-turns only: right-turns only from southbound Mayo Avenue to the inbound driveway and right-turns only from the outbound driveway to northbound Pearl Avenue.

- Related to drop-off and pick-up operations, design the site to provide a capacity for a minimum of 15 vehicles queued on-site in a single line from the first drop-off/pick-up position to the Mayo Avenue inbound driveway, and a minimum of 30 vehicles when queued in a double line, if or when needed (in the event vehicles are queuing on Mayo Avenue).

- Related to drop-off and pick-up operations, design the site to provide a capacity for a minimum of six vehicles when queued on-site in a single line from the Pearl Avenue outbound driveway to the first student drop-off/pick/up position, and a minimum of 12 vehicles when queued in a double line, if or when needed.

- Provide a separate walk-in entry to the site along Compton Boulevard to facilitate entry and exit by walkers and transit users that is separate from the vehicle driveways on Pearl Avenue and Mayo Avenue.

- Provide a suitable number of bicycle racks onsite to accommodate students and staff who wish to bicycle to and from the school.

- Install a monitor-controlled exit arm gate within the school site to control flow onto Pearl Avenue to avoid queueing.

- Install right turn directional curbs at the Pearl Avenue exit, subject to City specifications and approval.

- Install right turn directional curbs at the Mayo Avenue entrance, subject to City specifications and approval.

- Stripe a right turn only lane on Pearl Avenue leading up to Compton Boulevard, subject to City specifications and approval.

ATTACHMENT 1

Offsite Improvements

- Install roadway signage and pavement markings to the satisfaction of the City of Compton, both within the public right-of-way and onsite as needed, which restrict the Mayo Avenue entry driveway and Pearl Avenue exit driveway to right-turn traffic movements only at all times.

- Install a red curb, as well as "No Parking" or "No Stopping" signage, along the site's Mayo Avenue and Pearl Avenue frontages to the satisfaction of the City of Compton to prevent any off-site queuing.

- If requested by the City of Compton, install "No Left Turn" signage on the northbound Pearl Avenue approach to the Compton Boulevard intersection to be effective on school days during the student drop-off and pick-up periods, to the satisfaction of the City of Compton.

Approvals

- All plans or documents required by any condition of approval or this Queue Management Plan shall be submitted to the Community Development or Public Works Department for review and approval through the appropriate applications prior to installation or operation.

Operations/Monitors

- Contact nearby schools on an annual basis for the purpose of providing coordination of student arrival and dismissal times to avoid overlapping operations, to the extent feasible or necessary.

- At the start of each school year, prepare and distribute the school's Queue Management Plan to each student, as well as their parents or caregivers. Require students, parents, and caregivers to sign a code of conduct, including a commitment to abide by the provisions of Queue Management Plan.

- Drivers with multiple violations of the Queuing Management Plan rules and pledge shall be required to attend an in-person Parent & Administrator conference to ensure adherence.

- Advise parents and caregivers that students arriving and departing in private vehicles shall be dropped-off and picked-up on the school site only for the safety of the students, as well as to minimize effects to the neighborhood streets in the vicinity of the school.

- Offer an early breakfast/early care program for students, commencing at least 45 minutes before the first student arrival time (for example, if the first student arrival time is 7:45 a.m., commence the early breakfast/early care program at 7:00 a.m.). Provide sufficient incentives to students to have at least 20% of students participating in the early breakfast/early care program.

- Implement a minimum of two student arrival and dismissal times staggered by at least 20 minutes, with an equal number of students arriving and departing in each period.

- Offer afterschool programs for students that extend (to the extent feasible) at least one hour after the last dismissal time.

- Implement an assigned arrival program divided into a minimum of three stages:

    - Early breakfast/early care program (20% of students): Arrive at school between 6:45 a.m. and 7:15 a.m.
    - First student arrival time (e.g., 40% of students arriving by car): Arrive at school between 7:15 a.m. and 7:45 a.m.
    - Second student arrival time (e.g., 40% of students arriving by car): Arrive at school between 7:45 a.m. and 8:00a.m.
    - Arrival times shall be assigned by grade, with the lower grades assigned to the first time and the upper grades assigned to the second time.

- Utilize a minimum of 10 adult monitors (staff and/or volunteers) during student drop-off and pick-up periods stationed as follows:

    - Station six monitors at the on-site student drop-off and pick-up zone to assist students out of and into vehicles, as needed.
    - Station one monitor at the school's Mayo Avenue driveway with the following responsibilities:
        - Ensure right-turn traffic movements only into the school site from southbound Mayo Avenue;
        - Ensure students are not dropped-off or picked-up along Mayo Avenue; and
        - If the onsite queue of vehicles in a single line extends to the Mayo Avenue driveway, direct subsequent inbound vehicles to use the pass-by line to create a temporary double line of queuing onsite.
    - Station one monitor at the school's Pearl Avenue driveway with the following responsibilities:
        - Ensure right-turn traffic movements only from the school site onto northbound Pearl Avenue;
        - Ensure students are not dropped-off or picked-up along Pearl Avenue; and
        - If the queue of vehicles on northbound Pearl Avenue extends to the outbound driveway, temporarily hold exiting vehicles on-site through control of the exit gate and, if needed, direct subsequent outbound vehicles to use the pass-by line to create a temporary double line of queuing onsite.
    - Station one monitor at the school's Compton Boulevard walk-in entry with the following responsibilities:
        - Ensure students are safely entering and exiting the school site; and
        - Ensure students are not dropped off or picked-up along Compton Boulevard.
    - Station one monitor at the Pearl Avenue/Compton Boulevard intersection to ensure that school-related parents and caregivers make right turns only from northbound Pearl Avenue to eastbound Compton Boulevard during the student drop-off and pick-up periods.

- Prior to operations, the lead staff queuing monitors shall complete a Caltrans authorized certified flagger training (or its equivalent). The certified flaggers shall train and supervise any other monitors.

- The applicant shall offer incentive programs for carpooling among students.

Bicyclists, Walkers, and Transit Riders

- At the start of each school year, meet with students, parents, and caregivers to encourage the use of bicycling, walking, carpooling, and public transit to travel to and from school.

- Prepare and distribute Routes to School information to students, parents, and caregivers advising the optimum paths for students bicycling, walking, or using public transit to travel to and from the school site.

- Offer promotions and/or rewards to students (such as water bottles, bicycle locks, etc.) for students who regularly bicycle, walk, carpool, or use public transit to travel to and from the site.

- Promote the use of mass transit through disseminating information about mass transit options for families and, as needed and as financially feasible, provide access to subsidized transit passes for students that can demonstrate commitment to use of public transit.

WILLIAM F. DELVAC
T: 310.254.9050
E: Bill@AGD-Landuse.com

July 19, 2023

BY EMAIL

Compton Planning Commissioners
205 S. Willowbrook Avenue
Compton, California 90220

Attn: Robert Delgadillo
rdelgadillo@comptoncity.org

Re: KIPP Appeal to Planning Commission Re: 900 S. Compton Blvd. School; Architectural Review Board Case No. 23-00031

Honorable Planning Commissioners:

We represent KIPP in connection with the appeal of KIPP's 900 S. Compton (Project Site) school project (Project) that is before you tonight.

At the July 12th Commission hearing, Commissioners raised concerns regarding the effectiveness of the queue measures proposed by KIPP, safety concerns, and involvement with the community. As a result, KIPP is proposing additional and strengthened conditions as in proposed **Revised Findings and Conditions of Approval** set forth in Attachment A.

Queueing Measures

New queue management conditions of approval include:

- Installation of a monitor-controlled exit arm gate within the applicant's property to control flow onto Pearl Avenue to avoid queueing.
- Installation of right turn directional curbs at the Pearl Avenue exit.
- Installation of right turn directional curbs at the Mayo Avenue entrance.
- Striping a right turn only lane on Pearl Avenue leading up to Compton Boulevard.
- The monitor at the Pearl Avenue exit shall temporarily hold exiting vehicles on-site through control of the exit gate.
- Prior to operations, the lead staff queuing monitors shall be Caltrans certified as flaggers.
- The certified flaggers shall train and supervise any other monitors.
- Mass transit through disseminating information about transit options and, as needed and as financially feasible, provide access to subsidized transit passes.

- Incentives for carpooling have been added to the other incentives already in the Queue Management Plan for bicyclists, walkers, and transit riders.

Note: Conforming changes to the above Conditions of Approval have been made to the revised **Queue Management Plan** set forth as Attachment 1 to the **Revised Findings and Conditions of Approval**

Safety Measures

New safety conditions of approval include:

- Site safety improvements at the public right-of-way, including bollards, signage, and beacons, should the City deem it appropriate.
- Exterior mounted lighting and security cameras to be provided, in consultation with the City and County Sheriff's Department, along the building's street elevations and in the parking area.
- At least one monitor with appropriate first aid training shall be assigned to oversee student safety during drop-off and pick-up times.
- A professionally trained crossing guard during drop-off and pick-up times to allow safe passage across the Compton Boulevard/Mayo Avenue intersection.
- If requested by the City, KIPP shall present a comprehensive Lockdown & Secure Campus procedural plan to the City and the County Sheriff's Department for review and input.
- School drills shall be performed monthly.

Community Outreach

The following new community outreach measures have been included:

- An annual local hire job fair.
- A quarterly community town hall to meet with neighbors and businesses to discuss school operations and answer any questions and concerns.

Review Process

The proposed review process in Condition 14 has been substantially expanded and strengthened to provide the following:

- An additional preliminary compliance report after six months has been added in addition to the early report 30 days after the end of the first month of initial operation.
- At the end of the first year, KIPP must submit a full Compliance Review Report detailing the effectiveness of the Queue Management Plan, any issues with, and

frequency of, queuing on Pearl Avenue, and proposed modifications, if any are needed, to the Queue Management Plan.

- If the Community Development Director determines that the Planning Commission should consider the Compliance Report, or if the Community Development Director and the applicant cannot mutually agree on modifications to the Queue Management Plan, the Commission shall hold a public meeting to review and consider the Compliance Report and provide it to members of the community to comment.
- The Planning Commission may adopt a revised Queue Management Plan with reasonable and necessary modifications, or it may authorize the Community Development Director to resolve modifications based on direction of the Planning Commission.

CONCLUSION

It is easy to just say no. But that means that the community would be deprived a valuable resource and students would lose the opportunity for a quality education at the school. However, the Commission can and should do better than just saying no. It can join with KIPP to ensure that the queuing will not impact the neighborhood and that the school will operate in a safe manner.

As I said in my last letter, the Commission is in a position to create a true win-win. It can grant the appeal to approve this by right school project while adopting meaningful and effective conditions of approval. .

Based on the foregoing, we respectfully urge the Commission to grant the appeal and adopt the attached **Findings and Conditions of Approval**.

On behalf of KIPP and its families and students, we thank the Commission for its further consideration of this important project.

Very truly yours,

William F. Delvac

cc: Erik Perrodin, City Attorney
Erik Hagstrom, KIPP
Damon Mamalakis, AGD

ATTACMENTS

A. Revised Findings and Conditions of Approval

ATTACHMENT A

FINDINGS FOR DENIAL OF ARCHITECTURAL REVIEW BOARD (ARB) APPLICATION CASE NO. 23-031

1. That the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Blvd. would be detrimental to the public welfare. The denial of the Project was based on the potential for vehicles queuing onto Compton Boulevard, Mayo Avenue, and Pearl Avenue to block through traffic lanes on these public roads and delay the response time from law enforcement or emergency personnel by having to choose alternative routes. However, with the adoption of the Queue Management Plan, the Commission has determined that street queueing will not impact the surrounding area.

2. With the adoption of the Queue Management Plan, the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard would be consistent with the General Plan Circulation Element Goal 1: Provide a street system that meets current and future City needs and that facilitates the safe and efficient movement of people and goods throughout Compton; and Policy 1.8: Provide a street system that allows for the safe and efficient movement of traffic.

3. With the adoption of the Queue Management Plan, the proposed Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard would be in compliance with the parking requirements of the Municipal Code.

4. The design of the project proposed in the Architectural Review Board application to allow a 500-student charter middle school at 900 E. Compton Boulevard is consistent with the Property Development Standards (C-L) in Section 30-12.4 of the Municipal Code.

5. As the charter middle school at 900 E. Compton Boulevard is a by right project, consistent with the applicable C-L development standards, the City finds the Project approval is ministerial and thus is exempt from CEQA.

CONDITIONS OF APPROVAL

1. The site shall accommodate the capacity of at least 15 vehicles in queue in a single lane and is able to accommodate up to 30 vehicles in queue if needed during peak drop-off and pick-up periods using the passing lane.

2. The site shall ensure that all school-related traffic provide ingress via right turn only from Mayo Avenue and egress via right turn only onto Pearl Avenue during the drop-off and pick-up hours.

3. The site shall restrict left turn egress from the driveway onto Pearl Avenue and restrict northbound left turns onto Pearl Avenue at Compton Boulevard during the drop-off and pick-up hours for all school-related traffic.

4. To ensure that the right turn only ingress and egress movement is followed and that expected peak hour vehicle queues are accommodated on-site, the project applicant shall provide a minimum of four staff members to monitor and direct vehicle traffic during the drop-off and pick-up periods and to assist students crossing adjacent streets and the project driveways, as well as six monitors to assist during on-site pick-up and drop-off.

5. The project shall install and maintain signs at the ingress and egress driveways indicating the turning restrictions during the drop-off and pick-up period. Also, the project shall install

No Left Turn restriction signs for northbound Pearl Avenue at Compton Boulevard with time restrictions during the drop-off and pick-up periods.

6. The start and dismissal time of the middle school shall be staggered by a minimum of 20 minutes.

7. The applicant shall paint the abutting curbs on Mayo and Pearl Avenues red and post "No Parking" signs.

8. The applicant shall install a monitor-controlled exit arm gate within the applicant's property to control flow onto Pearl Avenue to avoid queueing. The gate shall be monitor-controlled during drop-off and pick-up times.

9. The applicant shall install right turn directional curbs at the Pearl Avenue exit, subject to City specifications and approval.

10. The applicant shall install right turn directional curbs at the Mayo Avenue entrance, subject to City specifications and approval.

11. The applicant shall stripe a right turn only lane on Pearl Avenue leading up to Compton Boulevard, subject to City specifications and approval.

12. In addition to the other conditions of approval, the applicant shall adopt and implement a Queue Management Plan as proposed by the applicant and substantially in the form attached as Attachment 1 to these Conditions of Approval. The Community Development Director has the authority for final approval of, or modifications to, the Queue Management Plan.

13. The final Queue Management Plan shall include measures agreed to by the Community Development Director and the applicant, such as the following:

    a. Offer a free early breakfast/early care program for students, commencing at least 45 minutes before the first student start time.

    b. Offer free afterschool programs for students that extend (to the extent feasible) for at least one hour after the last dismissal time.

    c. Implement the student start and dismissal times staggered by at least 20 minutes, with an approximately equal number of students arriving and departing in each period.

    d. Arrival times shall be assigned by grade, most likely with the lower grades assigned to the first time and the upper grades assigned to the second time.

    e. During student drop-off and pick-up periods, monitors shall be stationed at the following locations:

        i. On-site student drop-off and pick-up zone to assist students out of and into vehicles, as needed;

        ii. Mayo Avenue entrance driveway;

        iii. Pearl Avenue exit driveway to control the exit gate;

iv. Compton Boulevard walk-in entry; and,

v. Pearl Avenue/Compton Boulevard intersection to ensure that parents and caregivers make right turns only from northbound Pearl Avenue to eastbound Compton Boulevard during the student drop-off and pick-up periods.

f. If the queue of vehicles on northbound Pearl Avenue extends to the outbound driveway, the monitor at the Pearl Avenue exit shall temporarily hold exiting vehicles on-site through control of the exit gate and, if needed, direct subsequent outbound vehicles to use the pass-by line to create a temporary double line of queuing on-site.

g. Prior to operations, the lead staff queuing monitors shall complete a Caltrans authorized certified flagger training (or its equivalent). The certified flaggers shall train and supervise any other monitors.

h. Drivers with multiple violations of the Queuing Management Plan rules and pledge shall be required to attend an in-person Parent & Administrator conference to ensure adherence.

i. The applicant shall promote the use of mass transit through disseminating information about mass transit options for families and, as needed and as financially feasible, provide access to subsidized transit passes for students that can demonstrate commitment to use of public transit.

j. The applicant shall offer incentive programs for carpooling among students.

14. Conditions of Approval 1 -13, above, and the Queue Management Plan shall be subject to the following:

a. Within 30 days after the end of the first month of initial operation and again after six months of operations, the applicant shall provide a preliminary compliance review report to the Community Development Director.

b. If the Community Development Director determines that queuing is an issue, based on either of the two preliminary reports, the applicant and its transportation engineer shall submit proposed additional or modified measures mutually acceptable to the Community Development Director and the applicant.

c. Within 30 days following the end of the first school year, the applicant shall submit a full compliance review report detailing the effectiveness of the Queue Management Plan, any issues with, and frequency of, queuing on Pearl Avenue, and proposed modifications, if any are needed, to the Queue Management Plan (Compliance Report).

d. The Community Development Director shall have the authority to approve the Compliance Report and approve continued use of the Queue Management Plan without changes or with reasonable and necessary modifications mutually acceptable to the Community Development Director and the applicant.

e. If the Community Development Director determines that the Planning Commission should consider the Compliance Report, or if the Community Development Director and the applicant cannot mutually agree on modifications to the Queue Management Plan, the Commission shall hold a public meeting to review and consider the Compliance

Report and provide it to members of the community to comment.

f. The Planning Commission may adopt a revised Queue Management Plan with reasonable and necessary modifications or it may authorize the Community Development Director to resolve modifications based on direction of the Planning Commission.

g. The school shall have the right to continue operations during any review process.

15. The applicant shall adhere to the following safety measures:

a. The applicant shall install site safety improvements at the public right-of-way, including bollards, signage, and beacons, should the City deem it appropriate.

b. Exterior mounted lighting and security cameras shall be provided along the building's street elevations and in the parking area. The applicant shall consult with the City and County Sheriff's Department on the recommended locations of these improvements.

c. At least one monitor with appropriate first aid training shall be assigned to oversee student safety during drop-off and pick-up times.

d. The applicant shall provide a professionally trained crossing guard during drop-off and pick-up times to allow safe passage across the Compton Boulevard/Mayo Avenue intersection.

e. If requested by the City, the applicant shall present a comprehensive Lockdown & Secure Campus procedural plan to the City and the County Sheriff's Department for review and input. School drills shall be performed monthly.

16. The applicant shall implement the following community outreach measures:

a. The applicant shall host an annual job fair for local hire for school employees. These opportunities may include open positions at the school.

b. The applicant shall host a quarterly community town hall to meet with neighbors and businesses to discuss school operations and answer any questions and concerns.

ATTACHMENT 1

Queue Management Plan KIPP Middle School
900 E. Compton Boulevard

This Queue Management Plan has been prepared for the proposed KIPP Middle School at 900 E. Compton Boulevard in the City of Compton. The purpose of the plan is to ensure the safe and efficient movement of students to and from the KIPP Middle School site, while minimizing the effects to the surrounding community, including current motorists, pedestrians, and bicyclists utilizing Compton Boulevard, Pearl Avenue, and Mayo Avenue.

Site Improvements

- To encourage dispersion of school-related vehicle traffic and minimize effects to the local neighborhood, the school shall utilize the site's Mayo Avenue driveway for inbound traffic only and the site's Pearl Avenue driveway for outbound traffic only. Both driveways will be operated for right-turns only: right-turns only from southbound Mayo Avenue to the inbound driveway and right-turns only from the outbound driveway to northbound Pearl Avenue.

- Related to drop-off and pick-up operations, design the site to provide a capacity for a minimum of 15 vehicles queued on-site in a single line from the first drop-off/pick-up position to the Mayo Avenue inbound driveway, and a minimum of 30 vehicles when queued in a double line, if or when needed (in the event vehicles are queuing on Mayo Avenue).

- Related to drop-off and pick-up operations, design the site to provide a capacity for a minimum of six vehicles when queued on-site in a single line from the Pearl Avenue outbound driveway to the first student drop-off/pick/up position, and a minimum of 12 vehicles when queued in a double line, if or when needed.

- Provide a separate walk-in entry to the site along Compton Boulevard to facilitate entry and exit by walkers and transit users that is separate from the vehicle driveways on Pearl Avenue and Mayo Avenue.

- Provide a suitable number of bicycle racks onsite to accommodate students and staff who wish to bicycle to and from the school.

- Install a monitor-controlled exit arm gate within the school site to control flow onto Pearl Avenue to avoid queueing.

- Install right turn directional curbs at the Pearl Avenue exit, subject to City specifications and approval.

- Install right turn directional curbs at the Mayo Avenue entrance, subject to City specifications and approval.

- Stripe a right turn only lane on Pearl Avenue leading up to Compton Boulevard, subject to City specifications and approval.

Offsite Improvements

- Install roadway signage and pavement markings to the satisfaction of the City of Compton, both within the public right-of-way and onsite as needed, which restrict the Mayo Avenue entry driveway and Pearl Avenue exit driveway to right-turn traffic movements only at all times.

- Install a red curb, as well as "No Parking" or "No Stopping" signage, along the site's Mayo Avenue and Pearl Avenue frontages to the satisfaction of the City of Compton to prevent any off-site queuing.

- If requested by the City of Compton, install "No Left Turn" signage on the northbound Pearl Avenue approach to the Compton Boulevard intersection to be effective on school days during the student drop-off and pick-up periods, to the satisfaction of the City of Compton.

Operations/Monitors

- Contact nearby schools on an annual basis for the purpose of providing coordination of student start and dismissal times to avoid overlapping operations, to the extent feasible or necessary.

- At the start of each school year, prepare and distribute the school's Queue Management Plan to each student, as well as their parents or caregivers. Require students, parents, and caregivers to sign a code of conduct, including a commitment to abide by the provisions of Queue Management Plan.

- Drivers with multiple violations of the Queuing Management Plan rules and pledge shall be required to attend an in-person Parent & Administrator conference to ensure adherence.

- Advise parents and caregivers that students arriving and departing in private vehicles shall be dropped-off and picked-up on the school site only for the safety of the students, as well as to minimize effects to the neighborhood streets in the vicinity of the school.

- In the event of queueing on Pearl Avenue, advise parents and caregivers to pull as far to the right as possible.

- Offer a free early breakfast/early care program for students, commencing at least 45 minutes before the first student start time (for example, if the first student start time is 7:45 a.m., commence the early breakfast/early care program at 7:00 a.m.). Provide sufficient incentives to students to have at least 20% of students participating in the early breakfast/early care program.

- Implement a minimum of two student start and dismissal times staggered by at least 20 minutes, with an equal number of students arriving and departing in each period. For example, if the first student start time is 7:45 a.m., the second student start time will be no sooner than 8:05 a.m.

- Offer free afterschool programs for students that extend (to the extent feasible) at least one

- Offer free afterschool programs for students that extend (to the extent feasible) at least one hour after the last dismissal time.

- Implement an assigned arrival program divided into a minimum of three stages:

    - Free early breakfast/early care program (20% of students): Arrive at school between 6:45 a.m. and 7:15 a.m.
    - First student start time (e.g., 40% of students arriving by car): Arrive at school between 7:15 a.m. and 7:45 a.m.
    - Second student start time (e.g., 40% of students arriving by car): Arrive at school between 7:45 a.m. and 8:05 a.m.
    - Arrival times shall be assigned by grade, with the lower grades assigned to the first time and the upper grades assigned to the second time.

- Utilize a minimum of 10 adult monitors (staff and/or volunteers) during student drop-off and pick-up periods stationed as follows:

    - Station six monitors at the on-site student drop-off and pick-up zone to assist students out of and into vehicles, as needed.
    - Station one monitor at the school's Mayo Avenue driveway with the following responsibilities:
        - Ensure right-turn traffic movements only into the school site from southbound Mayo Avenue;
        - Ensure students are not dropped-off or picked-up along Mayo Avenue; and
        - If the onsite queue of vehicles in a single line extends to the Mayo Avenue driveway, direct subsequent inbound vehicles to use the pass-by line to create a temporary double line of queuing onsite.
    - Station one, monitor at the school's Pearl Avenue driveway with the following responsibilities:
        - Ensure right-turn traffic movements only from the school site onto northbound Pearl Avenue;
        - Ensure students are not dropped-off or picked-up along Pearl Avenue; and
        - If the queue of vehicles on northbound Pearl Avenue extends to the outbound driveway, temporarily hold exiting vehicles on-site through control of the exit gate and, if needed, direct subsequent outbound vehicles to use the pass-by line to create a temporary double line of queuing onsite.
    - Station one, monitor at the school's Compton Boulevard walk-in entry with the following responsibilities:
        - Ensure students are safely entering and exiting the school site; and
        - Ensure students are not dropped-off or picked-up along Compton Boulevard.
    - Station one, monitor at the Pearl Avenue/Compton Boulevard intersection to ensure that school-related parents and caregivers make right turns only from northbound Pearl Avenue to eastbound Compton Boulevard during the student drop-off and pick-up periods.

- Prior to operations, the lead staff queuing monitors shall complete a Caltrans authorized certified flagger training (or its equivalent). The certified flaggers shall train and supervise any other monitors.

- The applicant shall offer incentive programs for carpooling among students.

Bicyclists, Walkers, and Transit Riders

- At the start of each school year, meet with students, parents, and caregivers to encourage the use of bicycling, walking, carpooling, and public transit to travel to and from school.

- Prepare and distribute Routes to School information to students, parents, and caregivers advising the optimum paths for students bicycling, walking, or using public transit to travel to and from the school site.

- Offer promotions and/or rewards to students (such as water bottles, bicycle locks, etc.) for students who regularly bicycle, walk, carpool, or use public transit to travel to and from the site.

- Promote the use of mass transit through disseminating information about mass transit options for families and, as needed and as financially feasible, provide access to subsidized transit passes for students that can demonstrate commitment to use of public transit.

May 4, 2023

Robert Delgadillo, Senior Planner
City of Compton - Community Development Dept. Planning Division 205
South Willowbrook Avenue
Compton, CA 90220

Subject: VEHICLE QUEUEING AND OPERATIONAL ANALYSIS FOR THE KIPP MIDDLE SCHOOL 900 E. COMPTON BLVD, COMPTON, CA

RE: Review by NV5 - Supplemental Information Provided by KIPP/LLG

On May 3, 2023, KIPP/Linscott, Law & Greenspan, Engineers (LLG) submitted to the City the traffic and vehicle queueing analysis that they performed for other schools in Los Angeles County along with the respective agency responses to their analysis. NV5 has reviewed the supplemental information provided and offers this response based on the Vehicle Queueing and Operational Analysis provided for the proposed KIPP Middle School (900 E. Compton Blvd). It should be noted that in our first review, we requested the vehicle queueing and traffic operational analysis be done with a compressed 30-minute period of the arrival and departure trips for both the drop-off and pick-up periods. However, LLG did not compress the drop-off and pick-up period to 30-minutes, even though they did accommodate Los Angeles County's request to compress the drop-off and pick-up period to 30-minutes for the proposed Charter School at 1318 Potrero Grande Drive. Therefore, these recommendations are based on the analysis done with a drop-off and pick-up period of 60-minutes.

Based on LLG's analysis, the AM peak drop-off period had more vehicle queueing and traffic operational impacts than the pick-up period. During the drop-off period, the 95th percentile peak ingress vehicle queue will be a maximum of 10 vehicles. The proposed site plan shows an onsite ingress queue capacity of 30 vehicles, which is more than enough capacity even to accommodate even a compressed 30-minute drop-off and pick-up period. The analysis calculated an egress queue of 4.8 vehicles for northbound Pearl Avenue at Compton Boulevard. This queue could extend to the project driveway on Pearl Avenue if the drop-off period was compressed to 30-minutes, which could increase the ingress queue and some vehicles exiting the Pearl Avenue driveway may choose to turn left to avoid the northbound queue on Pearl Avenue. The delay on northbound Pearl Avenue at Compton Boulevard during the drop-off period will be 27 seconds/vehicle, which is a LOS D. This delay could increase to a LOS E if analyzed using the 30-minute compressed drop-off period. To address the egress queueing and operational concerns on northbound Pearl Avenue at Compton Boulevard without further analysis and minimize any additional traffic impacts, it is recommended that the project shall adhere to the conditions listed below:

Site Access Requirements

- The site shall accommodate the capacity of at least 15 vehicles in queue and able to accommodate up to 30 vehicles in queue if needed during peak drop-off and pick-up periods.
- The site shall provide ingress via right turn only from Mayo Avenue and egress via right turn only onto Pearl Avenue during the drop-off and pick-up hours.
- The site shall restrict left turn egress from the driveway on Pearl Avenue and restrict northbound left turns on Pearl Avenue at Compton Boulevard during the drop-off and pick-up hours.

Site Procedures

- To ensure that the right turn only ingress and egress movement is followed and that expected peak hour vehicle queues are accommodated on-site, the project applicant shall provide staff (10 minimum) to monitor and direct vehicle traffic during the drop-off and pick-up periods and to assist students crossing adjacent streets and the project driveways.
- The project shall install and maintain signs at the ingress and egress driveways indicating the turning restrictions during the drop-off and pick-up period. Also, the project shall install No Left Turn restriction signs for northbound Pearl Avenue at Compton Boulevard with time restrictions during the drop-off and pick-up periods.
- The start and dismissal time of the middle school shall be staggered by a minimum of 20 minutes.

Please let me know if you have any questions or comments.

Sincerely,

Gerald Tom, PE, TE
NV5

cc: John Strickland, Public Works
David Niknafs, NV5

MEMORANDUM

To:	Robert Delgadillo City of Compton	Date:	June 27, 2023
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	1-22-0594-1
Subject:	**Response to City's Architectural Review Board Decision Related to the Proposed KIPP Compton Middle School City Reference ARB Case No. 23-00032: 900 E. Compton Boulevard**		

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide responses to the letter[1] (the "ARB letter") issued by Robert Delgadillo on behalf of the City's Architectural Review Board (ARB) related to the proposed middle school project (the "Project") at 900 E. Compton Boulevard (the "Project Site"). As you recall, LLG prepared a transportation study[2] for the Project. In addition, LLG recently prepared a memorandum[3] providing responses to the comments to LLG's transportation study as issued by City of Compton's Public Works Department and its contract traffic consultant NV5 in March 2023.

LLG disagrees with the ARB's decision to deny the Project on the basis of the expected vehicular traffic at the Project Site. We note that in none of the prior comments of the City or its traffic consultant NV5 was compliance with drive-through facility requirements ever mentioned.

It is noted in the ARB letter that the decision to deny the Project was not necessarily based on the forecast operations of the onsite student drop-off/pick-up plan, but rather related to "off-site" traffic operations on Mayo Avenue, Pearl Avenue, and Compton Boulevard. The ARB letter cites Municipal Code Section 30-21.8.d which expressly relates to drive-through facilities. From the various factors that ARB may consider, it is clear the provision relates only to food facilities (See Section 30-21.8.d.(3a& b)), and therefore would not be applicable to the Project (a proposed charter middle school).

Assuming only for the sake of argument that the section may apply to the Project, the Project would satisfy the requirements of Code Section 30-21.8.d.1 and 2. (see, for example, Figure 2 in LLG's transportation study). In addition, the factors that may be relevant in Section 30-21.8.d.3(c-f) along with 30-21.8.d.1 are all thoroughly addressed in our submissions.

[1] June 26, 2023 letter from Robert Delgadillo, Senior Planner, City of Compton to Etmny Cornejo, Franco Architects summarizing the May 15, 2023 meeting of the City's Architectural Review Board.
[2] *Vehicle Queuing and Operational Analysis for the Proposed KIPP Compton Middle School*, LLG, February 27, 2023.
[3] *Response to City Comments to LLG's Transportation Study for the Proposed KIPP Compton Middle School*, LLG, June 23, 2023.

30-21.8.d.3(c) (Processing rate). As stated on page 7 of LLG's transportation study, the onsite vehicle queueing study assumes each monitor assisting with drop-off and pick-up can process one vehicle per minute. A total of four monitors are recommended in the transportation study.

30-21.8.d.3(d) (Arrival rate). As stated on page 7 of LLG's transportation study, an hourly arrival rate of 162 vehicles during the morning drop-off period was assumed. This hourly arrival rate was conservatively increased to 250 vehicles in the supplemental analysis provided within LLG's response memorandum based on the comments from Public Works/NV5 to not account for the effects of the staggering of student start/dismissal times, or the trip reducing effects related to students taking public transit or walking to school.

30-21.d.3(e) (Peak demand periods). As discussed on page 6 of LLG's transportation study, the peak time periods related to onsite vehicle queuing are during the morning student drop-off and afternoon student pick-up periods. The morning drop-off is the focus of the analysis as this time period generates more vehicle traffic than the afternoon pick-up as demonstrated by the trip generation forecast provided in Table 1 within LLG's transportation study.

30-21.8.d.3(f) (Anticipated vehicular stacking). Pages 7 and 8 of LLG's transportation study report that the M/M/s queuing model forecasts a 95th percentile vehicle queue of eight vehicles onsite during the morning drop-off period. When compared to the proposed stacking length which can accommodate 15 vehicles in a single line on the Project Site (or up to 30 vehicles using a double line if needed), it is concluded that the peak vehicle queue can be accommodated onsite during the morning drop-off period. Further, based on the supplemental analysis provided within the LLG response memorandum, including the use of a more conservative trip generation forecast for the Project, the peak onsite vehicle queue during morning drop-off is estimated at 10 vehicles, which can be accommodated by the onsite queuing capacity of 15 vehicles.

Finally, in review of listed factors for consideration of drive-through facilities provided in the ARB letter, expected offsite traffic operations are not an item for consideration in reviewing projects with drive-through operations.

Nevertheless, LLG's transportation study and the recently submitted responses to the Public Works/NV5 comments provide an extensive and highly conservative ("worst case") review of traffic operations both onsite, as well as offsite at the Mayo Avenue / Compton Boulevard and Pearl Avenue / Compton Boulevard intersections. Specifically, LLG's response memorandum provides a supplemental transportation

analysis incorporating all the comments/assumptions requested by Public Works/NV5 (with one exception as discussed below). This supplemental analysis – similar to LLG's original transportation study – concludes that:

- all vehicle queuing related to student drop-off/pick-up can be accommodated onsite and will not result in vehicles queuing from the site onto Mayo Avenue; and
- vehicle queues on northbound Pearl Avenue will not extend from Compton Boulevard to the Project Site driveway, and therefore will not adversely affect onsite drop-off/pick-up operations.

LLG strongly disagrees with one comment from Public Works/NV5 related to their assertion that all vehicle trips related to the student drop-off and pick-up periods will occur within a 30-minute timeframe in the morning and afternoon. As detailed in LLG's response memorandum, it is expected that vehicle trips at the Project will occur over a longer period of time (i.e., a 90-minute period) taking into consideration factors such as: 1) the staggering of student start and dismissal times by at least 20 minutes; 2) an early breakfast/early care program available for students beginning at least 45 minutes before the start of school; and 3) the availability of after-school programs for students extending at least one hour after the last dismissal time. Conservatively, LLG relied on trip generation rates for charter schools published by the national Institute of Transportation Engineers (ITE) for evaluating potential vehicle trips arriving and departing the Project Site, even though the ITE database of school sites evaluated likely does not include trip-dispersing programs such as staggered start/dismissal times, as well as before and after school programs.

Finally, as noted in LLG's transportation study and restated in the response memorandum, the vehicle queueing results reported for both onsite and offsite study locations are for the 95th percentile period, representing the highest 5% (or approximately three minutes) of the peak hours evaluated. Vehicle queues at other times during the evaluated peak hours, as well as throughout other times of the day will be less than the values reported in LLG's transportation study and response memorandum.

c: File

MEMORANDUM

To:	Robert Delgadillo City of Compton	Date:	June 23, 2023
From:	David S. Shender, P.E. Linscott, Law & Greenspan, Engineers	LLG Ref:	1-22-0594-1
Subject:	**Response to City Comments to LLG's Transportation Study for the Proposed KIPP Compton Middle School City Reference ARB Case No. 23-00031: 900 E. Compton Boulevard**		

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide responses to the comments[1] prepared by the City of Compton's Public Works Department and its contract traffic consultant NV5 (the "comment letter") to the transportation study[2] prepared by LLG for the proposed middle school project (the "Project") at 900 E. Compton Boulevard (the "Project Site").

A total of nine (9) comments were provided in the comment letter by Public Works/NV5. For ease of reference, the comments are restated below in *italics text* and a response provided following each comment.

City Comment No. 1:

Vehicular Project Site Access - The Project proposes driveway access on both Pearl Avenue and Mayo Avenue. Both driveways will be at the southern end of the project site, which is ideal to provide the maximum distance away from both intersections at Compton Boulevard. Therefore, the proposed driveway locations are acceptable. However, the proposed width of the driveway aprons are only 16- feet, which is only able to accommodate one-way traffic, but the parking lot configuration is designed for two-way traffic at both driveways. Therefore, both driveway aprons shall have a width of 24-feet to accommodate two-way traffic.

LLG Response to Comment No. 1:

LLG understands the Project architect (Franco Architects) will update the Project site plans to indicate driveway aprons of 24 feet for both Project driveways as requested in the comment letter. See Response to Comments Second Submittal Package, Attachment Drawing A.05.

[1] March 22, 2023 letter from Robert Delgadillo, Senior Planner, City of Compton to Etmny Cornejo, Franco Architects.
[2] *Vehicle Queuing and Operational Analysis for the Proposed KIPP Compton Middle School*, LLG, February 27, 2023.

City Comment No. 2:

Student Drop-Off/Pick-Up Operational Plan - The proposed right-turn only ingress and egress operation may not be adhered to during egress on Pearl Avenue at Compton Boulevard, because the traffic monitors are not able to legally direct traffic on Public Streets, so there will be some motorists still making a left turn from Pearl Avenue to Compton Boulevard that will increase delay at this intersection. This will cause a queue to form on northbound Pearl Avenue at Compton Boulevard that will reduce the drop-off/pickup rate and cause the ingress queue to increase. Onsite Vehicle Queueing Capacity - Even with the staggered start times of 7:45AM and 8:05AM, most of the vehicle trips will be made between 7:30AM and 8:00AM (not dispersed evenly over a 60-minute period as stated in the Analysis.) Therefore, the queueing capacity needs to be analyzed with almost all the project vehicle trips occurring within this 30-minute period.

LLG Response to Comment No. 2:

As stated in LLG's transportation study, KIPP will distribute the school's drop-off/pick-up operational plan to parents and caregivers at the beginning of each school year. Parents and caregivers will be required to review and acknowledge acceptance of the plan by signature, including the requirement to turn right from northbound Pearl Avenue to eastbound Compton Boulevard upon exit.

Regarding the timeframe as to when vehicle trips will arrive and depart the Project Site, the comment letter does not provide any data to support the assertion in Comment No. 2 that "…most of the vehicle trips will be made between 7:30 AM and 8:00 AM…" even though the school will stagger the student start and dismissal times. Further, while not stated in the transportation study, the school will provide an early breakfast/early care program for students, beginning at 7:00 a.m. Thus, the likely profile of vehicle trips at the school will be as follows:

- Staff will arrive at the school in the 6:00 to 7:00 a.m. timeframe in support of the early breakfast/early care program;

- Parents/caregivers will likely begin arriving at the school at 6:45 a.m. for the early breakfast/early care program;

- For the 7:45 a.m. start time, parents/caregivers will likely drop-off students beginning at 7:15 a.m., with the last vehicles leaving the school site at around 7:55 a.m.; and

- For the 8:05 a.m. start time, parents/caregivers will likely drop-off students beginning at 7:35 a.m., with the last vehicles leaving the school site at around 8:15 a.m.

As demonstrated above, school-related vehicle trips will occur over a two-hour period in the morning, with the highest concentration of vehicle trips occurring between 6:45 and 8:15 a.m. (i.e., a 90-minute period).

Finally, it is noted that the trip generation analysis provided in the transportation study is based on trip generation data published by the Institute of Transportation Engineers (ITE)[3] for charter schools. The trip rates in the ITE manual are based on driveway traffic counts conducted at existing charter schools. Further, the trip rates for the morning period specifically state they are for a "Weekday, Peak Hour of Adjacent Street Traffic, One Hour Between 7 and 9 a.m." and not for a 30-minute period as suggested in the comment letter. ITE is the industry standard for providing trig generation forecasts used in transportation studies.

Regarding trip distribution at the Pearl Avenue / Compton Boulevard intersection, as requested in the comment letter in Comment No. 7 below, a supplemental analysis has been prepared by LLG which includes a revision to the Project trip distribution to assume 10% of outbound vehicles will turn left from northbound Pearl Avenue onto westbound Compton Boulevard instead of the prior assumption in the transportation study that all Project vehicles would turn right onto eastbound Compton Boulevard (see revised Figure 5 attached to this memorandum).

Further, in response to Comment No. 3 below, the supplemental analysis conservatively ("worst case") does not assume any reduction/adjustment to the school's forecast peak hour vehicle trip generation related to the proposed staggering of student start and dismissal times, the likely use of public transit by students or staff, or the effect of the relatively high proportion of students expected to walk to school. Additionally, in response to Comment No. 5 below, the forecast assignment of vehicle trips has been updated to 50%/50% to the east and west for use in the supplemental analysis.

As shown on the revised Table 2 attached to this memorandum, the supplemental analysis results in the forecast maximum back of queue length to be 120 feet on the northbound Pearl Avenue approach to the Compton Boulevard intersection. As the Project's outbound driveway will be located approximately 165 feet south of the intersection, contrary to speculation in the Comment No. 2 above, queuing vehicles on northbound Pearl Avenue will not block or otherwise interfere with vehicles exiting the Project Site.

[3] *Trip Generation Manual*, 11th Edition, Institute of Transportation Engineers, Washington, D.C., 2021.

It is noted that the forecast queue listed in Table 2 is for the 95th percentile; that is, the reported vehicle queue is at the highest 5% (or approximately 3 minutes during a 60-minute peak hour). During the remainder of the peak hour, the vehicle queues will be less than what is reported in Table 2.

The onsite vehicle queuing analysis related to student drop-off and pick-up has been updated based on the trip generation comments provided below in Comment No. 3. Based on this supplemental analysis, the average onsite vehicle queue is expected to be five vehicles, and the forecast peak queue (95th percentile) is 10 vehicles. As stated in the transportation study, the school's onsite drop-off/pick-up area can accommodate 15 vehicles in a single line (with capacity for an additional 15 vehicles if queued in a double line). Therefore, even under the worst-case trip generation assumptions requested in Comment No. 3 (no adjustment for student staggering and no adjustment for students walking to school or utilizing public transit), the forecast onsite peak vehicle queues associated with student drop-off and pick-up can be readily accommodated onsite.

City Comment No. 3:

Project Trip Generation - The analysis reduced the Project trips by 25%, because of the 20-minute staggered schedule, but this will not decrease the number of trips, but will only spread out the trips over a 30-minute period instead of a 15-minute period. The trips were reduced by another 25% due to students taking transit or walking to school, but the ITE Trip Generation rate is based on surveys of schools of actual vehicle trips generated that is in addition to a percentage of students taking transit and walk to school. Therefore, no reduction in project vehicle trips due to the staggered schedule or for students taking transit or walking to school.

LLG Response to Comment No. 3:

See Response to Comment No. 2. The project trip generation forecast has been updated accordingly to remove the adjustments related to the staggering of student start and dismissal times, as well as students taking public transit to school in lieu of travel via a private automobile. See revised Table 1.

As noted in the transportation study and in the Response to Comment No. 2 above, the trip generation forecasts are based on ITE trip rates for charter schools. The land uses evaluated by ITE are typically located in suburban locations, where most trips are made by private vehicles, and relatively few trips made by public transit or walking. Thus, it is reasonable to expect that the ITE trip generation rates for charter schools in more urban environments like Compton do not consider the vehicle trip-reducing effects of students (and staff) walking[4] or taking public transit to school.

[4] KIPP expects that approximately half of the students at the Project will walk to school.

Further, the staggering of start and dismissal times is not typical at most schools, and therefore it is also reasonable to expect that the schools evaluated by ITE did not implement staggered schedules. Thus, it is highly conservative ("worst case") to prepare a trip generation forecast for this project without adjustment related to staggered start/dismissal times, or the vehicle trip-reducing effects of students walking or utilizing public transit.

The revised Table 1 reflects the "worst case" assumptions requested in the comment letter by not including any adjustments related to the staggering of student start and dismissal times, as well as students not taking public transit to school or walking in lieu of travel via a private automobile. As previously stated, the revised trip generation forecast in Table 1 was used in the updated vehicle provided in the revised Table 2 attached to this memorandum.

City Comment No. 4:

Estimated Onsite Peak Vehicle Queue - The peak vehicle queue analysis used does not seem to accurately forecast the vehicle queueing during the drop-off period, because the vehicle queues observed during the drop-off period at the existing KIPP Compton Charter School on 134th Street are up to 40 vehicles. This is with a similar right-turn ingress and egress operation on local streets that have significantly less traffic than Compton Boulevard. Therefore, the analysis needs to look at the existing KIPP Compton School existing queues observed at what time and determine what is causing the queue. The analysis needs to show what are the causes for the queueing at the existing KIPP Compton School and show how these causes will be mitigated for the proposed KIPP Compton

LLG Response to Comment No. 4:

The existing KIPP Compton Community School is an elementary school located at the end of a narrow cul-de-sac street (Water Way) south of 134th Street. There are numerous differences between the existing Compton Community School and the Project, including:

- Age of Students: The Project proposes a middle school whereas the existing Compton Community School serves elementary school students (TK through 5th grade). The relatively younger age of students at the Compton Community School likely contributes to greater potential vehicle queuing as compared to what is forecast at the Project including:
    - Elementary school students are less likely to walk to school or utilize public transportation as compared to middle school students.

- Elementary school students require more time to enter and exit vehicles as compared to middle school students because of factors such as younger students using car seats/booster seats.

- Dispersion of Traffic: The location of the Compton Community School requires all vehicles to utilize one street (Water Way) to enter and exit the school site. By comparison, the Project Site fronts on two separate streets (Mayo Avenue for vehicle entry and Pearl Avenue for vehicle exit) which allows for the geographic dispersion of vehicles approaching and departing the site, thereby reducing potential vehicle congestion.

- More Efficient Drop-Off at Project: The Project proposes on-site (off-street) student drop-off and pick-up. As stated in the transportation study, the school's onsite drop-off/pick-up area can accommodate 15 vehicles in a single line (with capacity for an additional 15 vehicles if queued in a double line). By contrast, the Compton Community School only has an on-street curbside student drop-off and pick-up. Approximately eight vehicles can queue along the easterly curb of Water Way adjacent to school before vehicles are routed through the adjacent parking lot.

- Staggering of Student Start/Dismissal Times: The Project proposes to stagger the start and dismissal times of middle school students, thereby dispersing the time that vehicles would arrive and depart the Project Site. By contrast, there currently is no staggering of student start/dismissal times at Compton Community School.

In summary, the vehicle queuing issues asserted in the comment at the existing Compton Community School are unique to that site and are not expected at the Project.

City Comment No. 5:

Project Trip Assignment - The Project trip distribution shows 60% of the ingress traffic coming from the east, 35% coming from the west and 5% coming from the north. However, the analysis gives no justification for the disparity between the percentage of trips coming from the west versus the percentage of trips coming from the east. Unless there is justification provided for this disparity, the trip distribution between trips coming from the east and west should be equal or close to it.

LLG Response to Comment No. 5:

See Response to Comment No. 2. The project trip assignment has been updated accordingly. See revised Figure 5.

City Comment No. 6:

Traffic Volume Forecast - Project traffic volumes used for the forecast shall be the Project trips without any reduction. Also, almost all the Project vehicle trips shall be distributed between the period of 7:30AM and 8:00AM and for a 30-minute period near the Dismissal time.

LLG Response to Comment No. 6:

See Response to Comment No. 2. As stated in Response to Comment No., 2, Project vehicle trips will occur over a two-hour period in the morning as a result of the school's early breakfast/early care program and the staggering of student start times, with the highest concentration of vehicle trips occurring between 6:45 and 8:15 a.m. (i.e., a 90-minute period). A similar dispersion of vehicle trips (i.e., over a 90-minute or longer timeframe) is expected during the afternoon dismissal period because of the staggering of student dismissal times, as well as afterschool programs that will be offered at the Project. The comment letter does not provide any data to support the assertion that all school-related trips will occur within a 30-minute window during the student arrival and departure periods.

As further noted in Response to Comment No. 2, the forecast vehicle queues listed in the revised Table 2 is for the 95th percentile; that is, the reported vehicle queues are the highest 5% (or approximately 3 minutes) of activity during a 60-minute peak hour. During the remainder of the peak hour, the vehicle queues will be less than what is reported in Table 2. Thus, for northbound Pearl Avenue approaching Compton Boulevard, the forecast vehicle queue is only expected for approximately 3 minutes during the AM peak hour. The vehicle queue will be less than 120 feet for the remaining 57 minutes of the peak hour.

Similarly, the updated onsite vehicle queuing analysis indicates a forecast peak queue (95th percentile) of 10 vehicles. As stated in the transportation study, the school's onsite drop-off/pick-up area can accommodate 15 vehicles in a single line (with capacity for an additional 15 vehicles if queued in a double line). Therefore, even under the worst-case trip generation assumptions requested in Comment No. 3 (no adjustment for student staggering and no adjustment for students walking to school or utilizing public transit), the forecast onsite peak vehicle queues associated with student drop-off can be readily accommodated onsite. As the vehicle queueing studies report the 95th percentile (highest 3 minutes) vehicle queue lengths, there is no need to evaluate operations over a 30-minute as requested in the comment letter.

City Comment No. 7:

Operational Analysis - The queue analysis and the traffic impact analysis at the intersections need to be redone with no reduction to the project trips. The disparity in the trip distribution needs to be corrected, unless justification for the disparity is provided. The analysis shall be done with almost all the project trips generated between 7:30AM and 8:00AM and most of the project trips distributed over a 30-minute period near the Dismissal time. The traffic impact analysis at the intersection of Pearl Avenue and Compton Boulevard needs to reanalyzed showing 10% of the egress trips on northbound Pearl Avenue at Compton Boulevard still making a left turn or through movements. This increased delay for northbound Pearl Avenue at Compton Boulevard also needs to be factored into the estimated onsite peak vehicle queue analysis.

LLG Response to Comment No. 7:

See Response to Comment Nos. 2 and 6. As previously stated in Response to Comment No. 2, based on the supplemental analysis, vehicle queues on northbound Pearl Avenue will not extend to the school's outbound driveway as otherwise asserted in the comment letter.

City Comment No. 8:

Charter School with significantly more traffic volumes on Compton Boulevard (increased delay) factored into the analysis. Also, the peak vehicle queue analysis was done using the reduced project trips, which is not justified as previously stated and the analysis evenly dispersed the vehicle trips over a 60-minute period when almost all the vehicle trips will be dispersed over the 30-minute period of 7:30AM and 8:00AM. Therefore, the onsite peak vehicle queue needs to be re-analyzed with no reduction in the project vehicle trips with most of the trips arriving between the 30-minute period of 7:30AM and 8:00AM. The analysis also needs to consider the delay for northbound right turn traffic on Pearl Avenue at Compton Boulevard that may cause the vehicle queue to extend to the Project driveway that will slow down the egress rate and cause the ingress queue to increase.

LLG Response to Comment No. 8:

This comment is similar to the statements provided in Comment No. 7. Therefore, see Response to Comment No. 7. As previously stated in Response to Comment No. 2, based on the supplemental analysis, vehicle queues on northbound Pearl Avenue will not extend to the school's outbound driveway as otherwise asserted in the comment letter. Therefore, the onsite student drop-off/pick-up operations at the Project Site will not be affected by traffic operations at the Pearl Avenue / Compton Boulevard intersection as incorrectly asserted in the comment letter.

LINSCOTT LAW & GREENSPAN engineers

City Comment No. 9:

Not enough information (plans, details, etc.) provided. Further review will be required when plans and more details submitted.

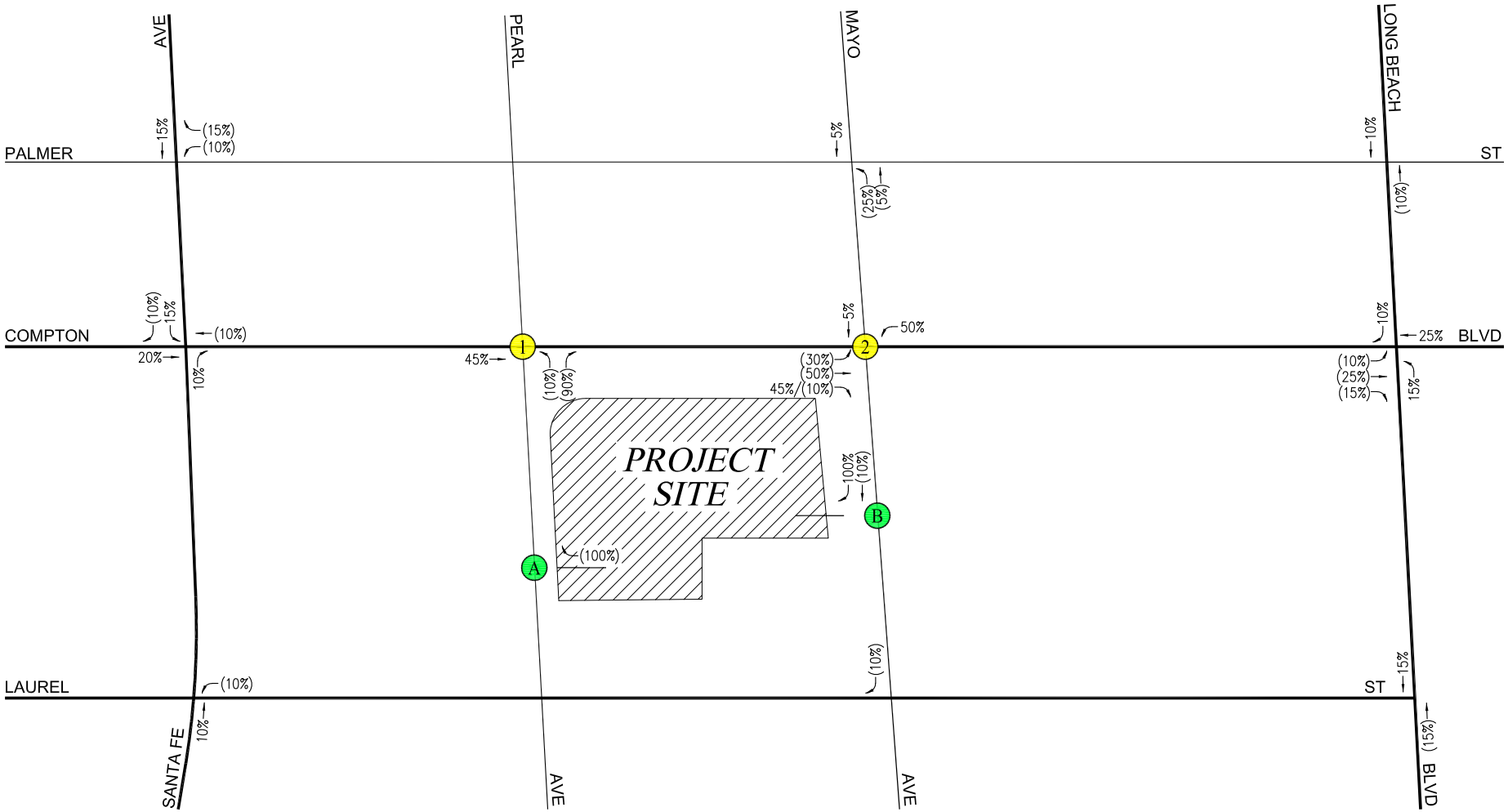
LLG Response to Comment No. 9:

Applicant is providing requested plans.

c: File

Attachments

- Revised Figure 5 – Project Trip Distribution
- Revised Table 1 – Project Trip Generation
- Revised Table 2 – Summary of Delays, Levels of Service and Vehicle Queuing
- Revised Appendix B – M/M/s Queuing Model Output
- Revised Appendix C – HCM Data Worksheets



PROJECT SITE
X STUDY INTERSECTION
A PROJECT DRIVEWAY
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

N

NOT TO SCALE

FIGURE 5
PROJECT TRIP DISTRIBUTION

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

u:\0594\dwg\figure 5 (project trip distribution 03.22.23).dwg 03/22/2023 14:25:11 jshender llg exhibits color.ctb

Table 1
PROJECT TRIP GENERATION [1]

22-Mar-23

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			DISMISSAL PEAK HOUR VOLUMES [2], [3]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project											
Charter Middle School [4]	500 Students	925	270	250	520	176	184	360	28	52	80
NET INCREASE DRIVEWAY TRIPS		**925**	**270**	**250**	**520**	**176**	**184**	**360**	**28**	**52**	**80**

[1] Source: ITE *Trip Generation Manual,* 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Dismissal Peak Hour rate from PM Peak Hour of Generator.
[4] ITE Land Use Code 536 (Charter Elementary School) trip generation average rates per number of students.
- Daily Trip Rate: 1.85 trips/student; 50% inbound and 50% outbound
- AM Peak Hour Trip Rate: 1.04 trips/student; 52% inbound/48% outbound
- PM Peak Hour of Generator: 0.72 trips/student; 49% inbound/51% outbound
- PM Peak Hour Trip Rate: 0.16 trips/student; 35% inbound/65% outbound

Table 2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM, DISMISSAL, AND PM PEAK HOURS

22-Mar-23

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Pearl Avenue / Compton Boulevard	Unsignalized	NB Left/Through/Right	AM	16.4	C	5.0	27.2	D	120.0	115.0
				Dismissal	19.2	C	2.5	34.1	D	107.5	105.0
				PM	25.4	D	7.5	21.0	C	22.5	15.0
			SB Left/Through/Right	AM	31.1	D	10.0	35.9	E	12.5	2.5
				Dismissal	15.8	C	5.0	17.1	C	5.0	0.0
				PM	20.1	C	7.5	20.5	C	7.5	0.0
			EB Left	AM	11.6	B	0.0	11.6	B	0.0	0.0
				Dismissal	9.3	A	2.5	9.3	A	2.5	0.0
				PM	9.4	A	2.5	9.4	A	2.5	0.0
			WB Left	AM	9.5	A	0.0	10.0	B	0.0	0.0
				Dismissal	11.7	B	0.0	12.3	B	0.0	0.0
				PM	11.8	B	0.0	11.9	B	0.0	0.0
2	Mayo Avenue / Compton Boulevard	Signalized	NB Left/Through/Right	AM	25.4	C	51.2	25.4	C	51.2	0.0
				Dismissal	25.0	C	32.9	25.0	C	32.9	0.0
				PM	25.2	C	42.4	25.2	C	42.4	0.0
			SB Left/Through/Right	AM	25.4	C	52.9	25.7	C	61.8	8.9
				Dismissal	24.9	C	30.4	25.1	D	37.8	7.4
				PM	25.3	C	45.7	25.3	C	46.5	0.8
			EB Left	AM	30.6	C	6.8	32.2	C	73.8	67.0
				Dismissal	30.6	C	9.3	31.8	C	58.0	48.7
				PM	30.7	C	13.5	31.1	C	27.2	13.7
			EB Through	AM	23.1	C	250.5	24.9	C	300.4	49.9
				Dismissal	32.4	C	442.3	38.6	D	515.2	72.9
				PM	36.5	D	492.3	38.6	D	515.5	23.2
			EB Right	AM	17.2	B	4.4	20.2	C	109.1	104.7
				Dismissal	17.3	B	8.2	19.2	B	76.0	67.8
				PM	17.4	B	10.0	17.7	B	21.7	11.7
			WB Left	AM	30.6	C	5.9	33.7	C	131.4	125.5
				Dismissal	30.6	C	9.3	32.6	C	88.9	79.6
				PM	30.7	C	10.9	31.0	C	22.9	12.0
			WB Through	AM	33.1	C	432.9	33.1	C	432.9	0.0
				Dismissal	23.2	C	237.7	23.2	C	237.7	0.0
				PM	23.8	C	252.5	23.8	C	252.5	0.0
			WB Right	AM	33.2	C	424.2	33.2	C	424.2	0.0
				Dismissal	23.3	C	233.0	23.3	C	233.0	0.0
				PM	23.8	C	247.7	23.8	C	247.7	0.0

[1] Intersection analysis results and vehicle queuing per the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 7th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.

APPENDIX B

M/M/S QUEUING MODEL OUTPUT

Queuing M/M/s (Multi-Channel)

Arrival rate, lambda	250	customers/hour
Mean service time, miu	60	customers/hour
Number of servers, s	6	(max = 50)

Economic Analysis of Queue

Waiting cost per time period per each unit, Cw	1	$/Hour
Service cost per time period for each channel, Cs	1	$/Hour

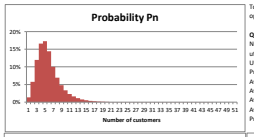
Queuing Performances

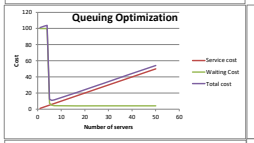
utilization single server, rho	4.166666667	
Utilization factor, U	69%	OK
Prob. Empty system, P0	1%	
Average queue length Lq	0.7434	customers
Average system length L	4.9101	customers
Average waiting in queue Wq	0.0030	hour =
Average waiting in system W	0.0196	hour =
Prob. of waiting	32.71%	
Optimum number of servers	6	

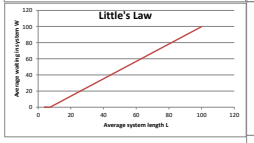
Number of customers	Probability	Sum
0	1.38%	1.38%
1	5.73%	7.11%
2	11.94%	19.04%
3	16.58%	35.62%
4	17.27%	52.90%
5	14.39%	67.29%
6	10.00%	77.28%
7	6.94%	84.22%
8	4.82%	89.05%
9	3.35%	92.39%
10	2.32%	94.72%
11	1.61%	96.33%
12	1.12%	97.45%
13	0.78%	98.23%
14	0.54%	98.77%
15	0.38%	99.15%
16	0.26%	99.41%
17	0.18%	99.59%
18	0.13%	99.71%
19	0.09%	99.80%
20	0.06%	99.86%
21	0.04%	99.90%
22	0.03%	99.93%
23	0.02%	99.95%
24	0.01%	99.97%
25	0.01%	99.98%
26	0.01%	99.98%
27	0.00%	99.99%
28	0.00%	99.99%
29	0.00%	99.99%
30	0.00%	100.00%
31	0.00%	100.00%
32	0.00%	100.00%
33	0.00%	100.00%
34	0.00%	100.00%
35	0.00%	100.00%
36	0.00%	100.00%
37	0.00%	100.00%
38	0.00%	100.00%
39	0.00%	100.00%
40	0.00%	100.00%
41	0.00%	100.00%
42	0.00%	100.00%
43	0.00%	100.00%
44	0.00%	100.00%
45	0.00%	100.00%
46	0.00%	100.00%
47	0.00%	100.00%
48	0.00%	100.00%
49	0.00%	100.00%
50	0.00%	100.00%
>50	0.00%	100.00%
Sum	100.00%	

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$$P_0 = \left(\sum_{n=0}^{s-1} \frac{\lambda^n}{n!} + \frac{\lambda^s}{s!} \left(\frac{s\mu}{s\mu - \lambda} \right) \right)^{-1}$$

Computation of the Probability of empty server, P0

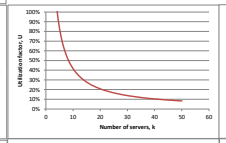
n	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
adden for each n	1	4.1667	8.6806	12.056	12.559	10.466	7.2678	4.326	2.2531	1.0431	0.4346	0.1646	0.0572	0.0183	0.0055	0.0015	0.0004	1E-04	2E-05	5E-06	1E-06	2E-07	4E-08	7E-09	1E-09	2E-10	3E-11	5E-12	7E-13	1E-13	1E-14	2E-15	3E-16	3E-17	4E-18	5E-19	6E-20	6E-21	7E-22	7E-23	8E-24	8E-25	8E-26	7E-27	7E-28	6E-29	6E-30	5E-31	5E-32	4E-33	3.20895E-34
denominator adden	1	4.1667	8.6806	12.056	12.559	10.466	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

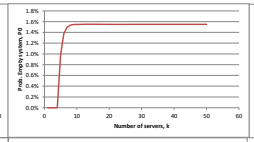
Computation of Optimization Table

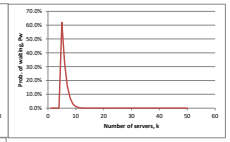
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Average system length, L	100	100	100	100	7.2674	4.9101	4.4017	4.245	4.1925	4.1749	4.1692	4.1674	4.1669	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667
Service cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Waiting Cost	100	100	100	100	7.2674	4.9101	4.4017	4.245	4.1925	4.1749	4.1692	4.1674	4.1669	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667
Total cost	101	102	103	104	12.267	10.91	11.402	12.245	13.193	14.175	15.169	16.167	17.167	18.167	19.167	20.167	21.167	22.167	23.167	24.167	25.167	26.167	27.167	28.167	29.167	30.167	31.167	32.167	33.167	34.167	35.167	36.167	37.167	38.167	39.167	40.167	41.167	42.167	43.167	44.167	45.167	46.167	47.167	48.167	49.167	50.167	51.167	52.167	53.167	54.167
optimum server	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

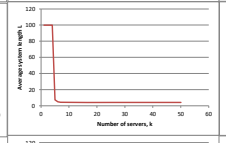
Queuing Performances Table

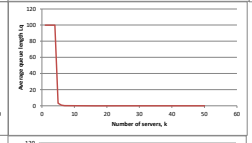
Number of servers, k	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
utilization single server, rho	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667
Utilization factor, U	417%	208%	139%	104%	83%	69%	60%	52%	46%	42%	38%	35%	32%	30%	28%	26%	25%	23%	22%	21%	20%	19%	18%	17%	17%	16%	15%	15%	14%	14%	13%	13%	13%	12%	12%	12%	11%	11%	11%	10%	10%	10%	10%	9%	9%	9%	9%	9%	9%	8%
Prob. Empty system, P0	0.0%	0.0%	0.0%	0.0%	1.0%	1.4%	1.3%	1.5%	1.5%	1.5%	1.5%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%	1.6%
Average queue length Lq	100	100	100	100	3.1007	0.7434	0.235	0.0784	0.0259	0.0082	0.0025	0.0007	0.0002	5E-05	1E-05	3E-06	6E-07	1E-07	3E-08	5E-09	1E-09	2E-10	3E-11	5E-12	7E-13	1E-13	2E-14	3E-15	4E-16	4E-17	6E-18	7E-19	8E-20	1E-20	1E-21	1E-22	1E-23	1E-24	2E-25	2E-26	2E-27	1E-28	1E-29	1E-30	1E-31	1E-32	9E-34	7E-35	6E-36	5E-37
Average system length L	100	100	100	100	7.2674	4.9101	4.4017	4.245	4.1925	4.1749	4.1692	4.1674	4.1669	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667	4.1667
Average waiting in queue Wq	100	100	100	100	0.0124	0.003	0.0009	0.0003	0.0001	3E-05	1E-05	3E-06	8E-07	2E-07	5E-08	1E-08	3E-09	5E-10	1E-10	2E-11	4E-12	7E-13	1E-13	2E-14	3E-15	5E-16	7E-17	9E-18	1E-18	2E-19	2E-20	3E-21	3E-22	4E-23	5E-24	5E-25	6E-26	6E-27	6E-28	6E-29	6E-30	6E-31	5E-32	5E-33	5E-34	4E-35	3E-36	3E-37	2E-38	2E-39
Average waiting in system W	100	100	100	100	0.0291	0.0196	0.0176	0.017	0.0168	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167
Prob. of waiting, Pw	0.0%	0.0%	0.0%	0.0%	82.0%	32.7%	16.8%	7.2%	3.0%	1.2%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

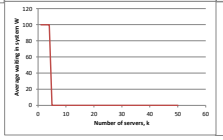


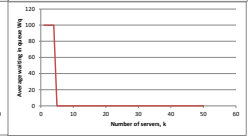












APPENDIX C

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM, DISMISSAL, AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

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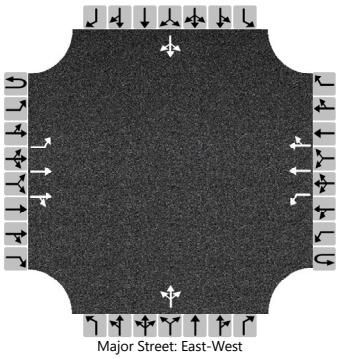
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/23/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	685	1	0	10	1068	10		3	1	14		6	3	9
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				11					21				21	
Capacity, c (veh/h)		552				820					337				158	
v/c Ratio		0.01				0.01					0.06				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.4	
Control Delay (s/veh)		11.6				9.5					16.4				31.1	
Level of Service (LOS)		B				A					C				D	
Approach Delay (s/veh)	0.1				0.1				16.4				31.1			
Approach LOS	A				A				C				D			

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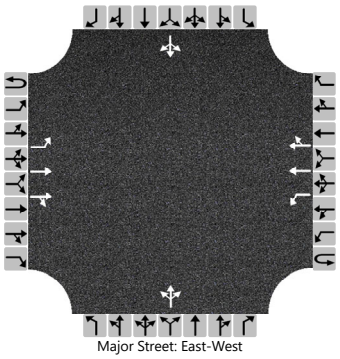
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/22/2023
Analysis Year	2023
Time Analyzed	Ex with Project - AM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	807	1	0	10	1068	10		28	1	239		6	3	9
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				11					308				21	
Capacity, c (veh/h)		552				726					461				137	
v/c Ratio		0.01				0.02					0.67				0.15	
95% Queue Length, Q_{95} (veh)		0.0				0.0					4.8				0.5	
Control Delay (s/veh)		11.6				10.0					27.2				35.9	
Level of Service (LOS)		B				B					D				E	
Approach Delay (s/veh)	0.1				0.1				27.2				35.9			
Approach LOS	A				A				D				E			

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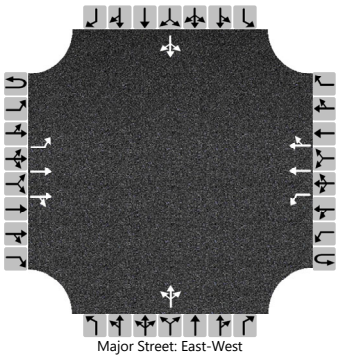
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/23/2023
Analysis Year	2023
Time Analyzed	Existing - Dismissal
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1115	4	0	7	647	3		3	0	5		1	1	13
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				8					9				17	
Capacity, c (veh/h)		863				544					263				352	
v/c Ratio		0.02				0.01					0.03				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.1				0.2	
Control Delay (s/veh)		9.3				11.7					19.2				15.8	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)	0.1				0.1				19.2				15.8			
Approach LOS	A				A				C				C			

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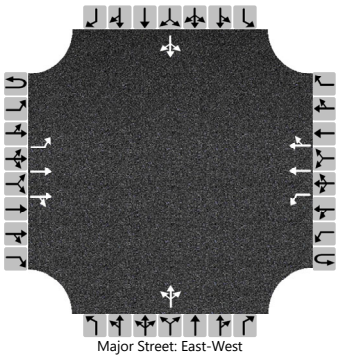
General Information

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Agency/Co.	Linscott, Law & Greenspan
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Analysis Year	2023
Time Analyzed	Ex w/ Project - Dismissal
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1194	4	0	7	647	3		21	0	171		1	1	13
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				8					216				17	
Capacity, c (veh/h)		863				502					331				315	
v/c Ratio		0.02				0.02					0.65				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					4.3				0.2	
Control Delay (s/veh)		9.3				12.3					34.1				17.1	
Level of Service (LOS)		A				B					D				C	
Approach Delay (s/veh)	0.1				0.1				34.1				17.1			
Approach LOS	A				A				D				C			

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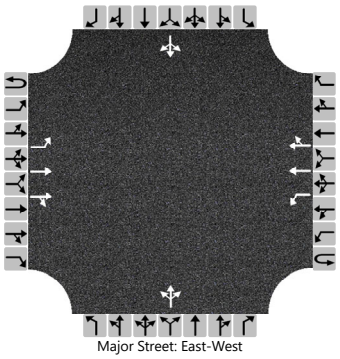
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Date Performed	3/23/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1189	5	0	3	708	10		6	1	8		3	2	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				3					16				20	
Capacity, c (veh/h)		832				531					193				259	
v/c Ratio		0.02				0.01					0.08				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.3	
Control Delay (s/veh)		9.4				11.8					25.4				20.1	
Level of Service (LOS)		A				B					D				C	
Approach Delay (s/veh)	0.1				0.0				25.4				20.1			
Approach LOS	A				A				D				C			

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HCS Two-Way Stop-Control Report

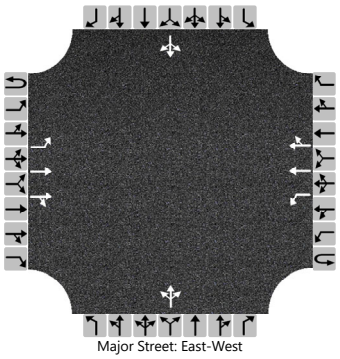
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	3/22/2023
Analysis Year	2023
Time Analyzed	Existing w/ Project - PM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1202	5	0	3	708	10		11	1	55		3	2	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

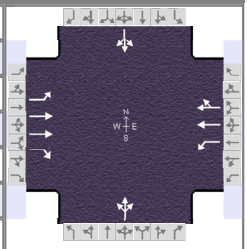
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				3					72				20	
Capacity, c (veh/h)		832				524					296				253	
v/c Ratio		0.02				0.01					0.24				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.9				0.3	
Control Delay (s/veh)		9.4				11.9					21.0				20.5	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)	0.1				0.0				21.0				20.5			
Approach LOS	A				A				C				C			

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HCS Signalized Intersection Results Summary

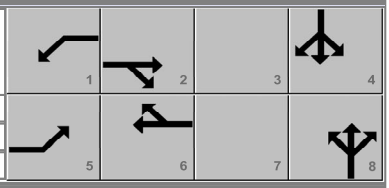
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 23, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - AM	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mayo / Compton	File Name	2. Existing - AM.xus		
Project Description	KIPP Compton Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	692	7	7	1041	19	28	22	13	25	19	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.4		2.3			4.6		4.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.7		0.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

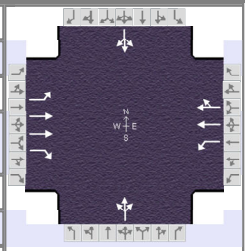
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	9	736	7	7	566	562		67			69	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1858		1582			1588	
Queue Service Time (g_s), s	0.4	14.5	0.3	0.3	24.1	24.1		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.4	14.5	0.3	0.3	24.1	24.1		2.6			2.7	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	712		480			479	
Volume-to-Capacity Ratio (*X*)	0.027	0.539	0.012	0.024	0.789	0.789		0.140			0.144	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.8	250.5	4.4	5.9	432.9	424.2		51.2			52.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	9.9	0.2	0.2	17.0	17.0		2.0			2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.6	21.6	17.2	30.5	24.5	24.5		25.1			25.2	
Incremental Delay (d_2), s/veh	0.0	1.5	0.0	0.0	8.6	8.7		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	23.1	17.2	30.6	33.1	33.2		25.4			25.4	
Level of Service (LOS)	C	C	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	23.1	C		33.1	C		25.4	C		25.4	C	
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.11	A	1.42	A	0.60	A	0.60	A

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HCS Signalized Intersection Results Summary

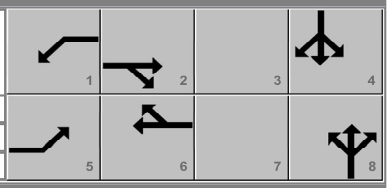
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - AM	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mayo / Compton	File Name	2. Existing with Project - AM.xus		
Project Description	KIPP Compton Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	83	817	154	142	1041	19	28	22	13	25	33	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	5.9		8.9			4.6		5.3
Green Extension Time (g_e), s	0.1	0.0	0.1	0.0		0.8		0.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

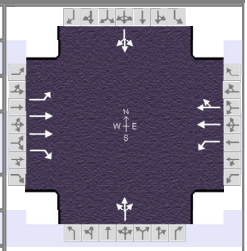
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	88	869	164	151	566	562		67			84	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1858		1574			1639	
Queue Service Time (g_s), s	3.9	17.9	6.4	6.9	24.1	24.1		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	3.9	17.9	6.4	6.9	24.1	24.1		2.6			3.3	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	712		477			490	
Volume-to-Capacity Ratio (*X*)	0.279	0.637	0.270	0.477	0.789	0.789		0.140			0.172	
Back of Queue (*Q*), ft/ln (95 th percentile)	73.8	300.4	109.1	131.4	432.9	424.2		51.2			64.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.9	11.8	4.3	5.2	17.0	17.0		2.0			2.6	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	32.0	22.6	19.1	33.2	24.5	24.5		25.1			25.4	
Incremental Delay (d_2), s/veh	0.2	2.3	1.1	0.4	8.6	8.7		0.2			0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	32.2	24.9	20.2	33.7	33.1	33.2		25.4			25.7	
Level of Service (LOS)	C	C	C	C	C	C		C			C	
Approach Delay, s/veh / LOS	24.8	C		33.2	C		25.4	C		25.7	C	
Intersection Delay, s/veh / LOS	29.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.41	A	1.54	B	0.60	A	0.63	A

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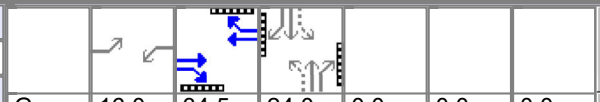
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 23, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - Dismissal	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 15:00
Intersection	Mayo / Compton	File Name	2. Existing - Dismissal.xus		
Project Description	KIPP Compton Middle School				

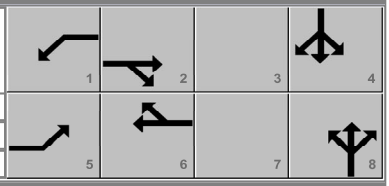


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	1096	13	11	627	15	13	11	17	27	3	8

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.5		2.5			3.7		3.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.4		0.4
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

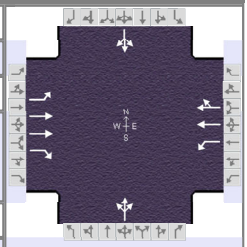
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	12	1166	14	12	343	340		44			40	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1855		1612			1463	
Queue Service Time (g_s), s	0.5	27.0	0.5	0.5	12.5	12.5		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.5	27.0	0.5	0.5	12.5	12.5		1.7			1.7	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		483			459	
Volume-to-Capacity Ratio (*X*)	0.037	0.854	0.023	0.037	0.478	0.478		0.090			0.088	
Back of Queue (*Q*), ft/ln (95 th percentile)	9.3	442.3	8.2	9.3	237.7	233		32.9			30.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	17.4	0.3	0.4	9.4	9.3		1.3			1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.6	25.4	17.3	30.6	21.0	21.0		24.8			24.8	
Incremental Delay (d_2), s/veh	0.0	7.0	0.1	0.0	2.3	2.3		0.1			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	32.4	17.3	30.6	23.2	23.3		25.0			24.9	
Level of Service (LOS)	C	C	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	32.2	C		23.4	C		25.0	C		24.9	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.47	A	1.06	A	0.56	A	0.55	A

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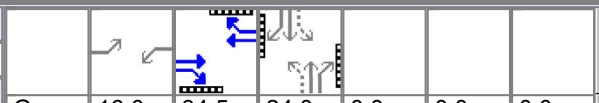
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - Dismissal	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 15:00
Intersection	Mayo / Compton	File Name	2. Existing with Project - Dismissal.xus		
Project Description	KIPP Compton Middle School				

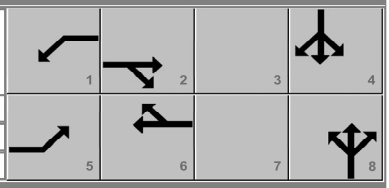


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	66	1188	111	99	627	15	13	11	17	27	12	8

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	5.0		6.7			3.7		3.9
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.5		0.5
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

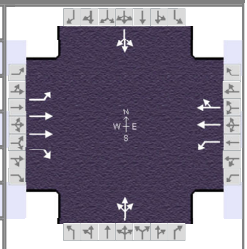
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	70	1264	118	105	343	340		44			50	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1855		1608			1534	
Queue Service Time (g_s), s	3.0	30.5	4.5	4.7	12.5	12.5		0.0			0.2	
Cycle Queue Clearance Time (g_c), s	3.0	30.5	4.5	4.7	12.5	12.5		1.7			1.9	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		482			472	
Volume-to-Capacity Ratio (*X*)	0.222	0.926	0.194	0.333	0.478	0.478		0.091			0.106	
Back of Queue (*Q*), ft/ln (95 th percentile)	58	515.2	76	88.9	237.7	233		32.9			37.8	
Back of Queue (*Q*), veh/ln (95 th percentile)	2.3	20.3	3.0	3.5	9.4	9.3		1.3			1.5	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	31.7	26.5	18.5	32.3	21.0	21.0		24.8			24.9	
Incremental Delay (d_2), s/veh	0.1	12.1	0.7	0.2	2.3	2.3		0.1			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	31.8	38.6	19.2	32.6	23.2	23.3		25.0			25.1	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	36.7	D		24.5	C		25.0	C		25.1	C	
Intersection Delay, s/veh / LOS	32.1						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.69	B	1.14	A	0.56	A	0.57	A

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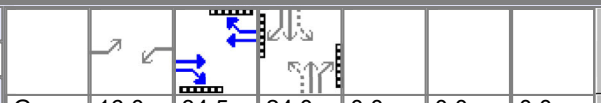
HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 23, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - PM	PHF	0.95
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mayo / Compton	File Name	2. Existing - PM.xus		
Project Description	KIPP Compton Middle School				

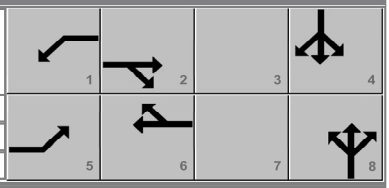


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	1175	16	13	671	17	18	12	23	23	9	25

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.7		2.6			4.2		4.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

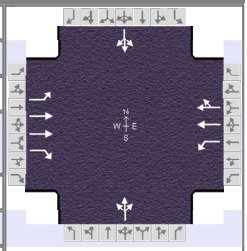
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	17	1237	17	14	364	361		56			60	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1854		1586			1551	
Queue Service Time (g_s), s	0.7	29.5	0.6	0.6	13.4	13.4		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.7	29.5	0.6	0.6	13.4	13.4		2.2			2.4	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		476			470	
Volume-to-Capacity Ratio (*X*)	0.053	0.906	0.028	0.043	0.507	0.507		0.117			0.128	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.5	492.3	10	10.9	252.5	247.7		42.4			45.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	19.4	0.4	0.4	9.9	9.9		1.7			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.7	26.2	17.3	30.7	21.2	21.2		25.0			25.1	
Incremental Delay (d_2), s/veh	0.0	10.2	0.1	0.0	2.6	2.6		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.7	36.5	17.4	30.7	23.8	23.8		25.2			25.3	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	36.1	D		23.9	C		25.2	C		25.3	C	
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.54	B	1.10	A	0.58	A	0.59	A

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HCS Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Mar 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - PM	PHF	0.95
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mayo / Compton	File Name	2. Existing with Project - PM.xus		
Project Description	KIPP Compton Middle School				

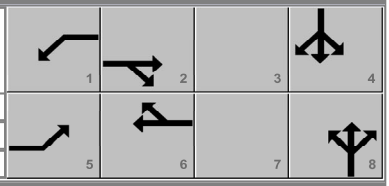


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	32	1201	34	27	671	17	18	12	23	23	10	25

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	3.4		3.2			4.2		4.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	34	1264	36	28	364	361		56			61	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1854		1585			1557	
Queue Service Time (g_s), s	1.4	30.5	1.3	1.2	13.4	13.4		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	1.4	30.5	1.3	1.2	13.4	13.4		2.2			2.4	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		476			471	
Volume-to-Capacity Ratio (*X*)	0.106	0.926	0.059	0.090	0.507	0.507		0.117			0.130	
Back of Queue (*Q*), ft/ln (95 th percentile)	27.2	515.5	21.7	22.9	252.5	247.7		42.4			46.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.1	20.3	0.9	0.9	9.9	9.9		1.7			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	31.0	26.5	17.5	30.9	21.2	21.2		25.0			25.1	
Incremental Delay (d_2), s/veh	0.1	12.1	0.2	0.0	2.6	2.6		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	31.1	38.6	17.7	31.0	23.8	23.8		25.2			25.3	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	37.9	D		24.1	C		25.2	C		25.3	C	
Intersection Delay, s/veh / LOS	32.5						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.59	B	1.11	A	0.58	A	0.59	A

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April 12, 2023

Robert Delgadillo, Senior Planner
City of Compton - Community Development Dept. Planning Division
205 South Willowbrook Avenue
Compton, CA 90220

Subject: VEHICLE QUEUEING AND OPERATIONAL ANALYSIS FOR THE KIPP COMPTON MIDDLE SCHOOL Architectural Review Board (ARB) Case No. 23-00031: 900 E. COMPTON BLVD, COMPTON – Second Submittal

RE: Second Review by NV5

On March 28, 2023, Franco Architects Inc. submitted to the City the revised Vehicle Queueing and Operational Analysis prepared by Linscott, Law & Greenspan, Engineers (LLG) for the proposed KIPP Compton Middle School at 900 E. Compton Boulevard in response to NV5's comments to the first submittal of this analysis. Attached are LLG's responses (in red) made to NV5's first review comments (in black) with NV5's second review (in blue) of the revised analysis and LLG responses.

Please let me know if you have any questions or comments.

Sincerely,

Gerald Tom, PE, TE
NV5

Attachment

cc: John Strickland, Public Works
David Niknafs, NV5

Second Review Comments (in blue) to LLG's responses (in red)

1. Vehicular Project Site Access - The Project proposes driveway access on both Pearl Avenue and Mayo Avenue. Both driveways will be at the southern end of the project site, which is ideal to provide the maximum distance away from both intersections at Compton Boulevard. Therefore, the proposed driveway locations are acceptable. However, the proposed width of the driveway aprons are only 16-feet, which is only able to accommodate one-way traffic, but the parking lot configuration is designed for two-way traffic at both driveways. Therefore, both driveway aprons shall have a width of 24-feet to accommodate two-way traffic.

   LLG: Franco to update driveway aprons to 24 feet. FAI: Both driveways' aprons are revised to 24', see A0.5.

   Student Drop-Off/Pick-Up Operational Plan - The proposed right-turn only ingress and egress operation may not be adhered to during egress on Pearl Avenue at Compton Boulevard, because the traffic monitors are not able to legally direct traffic on Public Streets, so there will be some motorists still making a left turn from Pearl Avenue to Compton Boulevard that will increase delay at this intersection. This will cause a queue to form on northbound Pearl Avenue at Compton Boulevard that will reduce the drop-off/pickup rate and cause the ingress queue to increase. Onsite Vehicle Queueing Capacity - Even with the staggered start times of 7:45AM and 8:05AM, most of the vehicle trips will be made between 7:30AM and 8:00AM (not dispersed evenly over a 60-minute period as stated in the Analysis.) Therefore, the queueing capacity needs to be analyzed with almost all the project vehicle trips occurring within this 30-minute period.

   LLG: As stated in LLG's report[1] KIPP will distribute the school's drop-off/pick-up operational plan to parents and caregivers at the beginning of each school year. Parents and caregivers will be required to review and acknowledge acceptance of the plan by signature, including the requirement to turn right from northbound Pearl Avenue to eastbound Compton Boulevard upon exit.

   However, as requested in comment, a supplemental analysis has been prepared by LLG which includes a revision to the Project Trip Distribution assume 10% of outbound vehicles will turn left from northbound Mayo Avenue onto westbound Compton Boulevard (see revised Figure 5). The updated intersection operations analysis is based on the assumption that 10% of vehicles will turn left from northbound Mayo Avenue onto westbound Compton Boulevard. Further, in response to Comment No. 3 below, the supplemental analysis conservatively (worst case) does not assume any reduction/adjustment to the school's forecast peak hour vehicle trip generation related to the proposed staggering of student start and dismissal times, or the effect of the relatively high proportion of students expected to walk to school. Additionally, in response to Comment No. 5 below, the forecast assignment of vehicle trips has been updated to 50%/50% to the east and west for use in the supplemental analysis.

   As shown on the revised Table 2, the supplemental analysis results in the maximum back of queue length forecast to be 120 feet on the northbound Mayo Avenue approach to the Compton Boulevard intersection. As the Project's outbound driveway will be located approximately 165 feet south of the intersection, contrary to speculation in the comment above, queuing vehicles on northbound Mayo Avenue will not block or otherwise interfere with vehicles exiting the Project Site.

   As stated in LLG's report (page 5), the school will open up its gates 45 minutes prior to start and dismissal. This will allow parents and caregivers to arrive at the site over a greater period of time and disperse trips during the peak hour. LLG believes that analyzing trips over a one-hour time period is

appropriate.

The onsite vehicle queuing analysis related to student drop-off and pick-up has been updated based on the trip generation comments provided below in Comment No. 3. Based on this supplemental analysis, the average onsite vehicle queue is expected to be five vehicles, and the forecast peak queue (95th percentile) is 10 vehicles. As stated in the LLG report, the school's onsite drop-off/pick-up area can accommodate 15 vehicles in a single line (with capacity for an additional 15 vehicles if queued in a double line). If necessary, there is a total capacity for 44 vehicles to be accommodated onsite. Therefore, even under the worst-case trip generation assumptions requested in Comment No. 3 (no adjustment for student staggering and no adjustment for students walking to school), the forecast onsite peak vehicle queues associated with student drop-off and pick-up can be readily accommodated onsite.

NV5: Most parents do not drop off students evenly over a one-hour period. Typically, the drop-off period is highly concentrated over a 15–20-minute period, which is why there are large queues experienced at schools, especially during the AM drop off period. As previously stated in the 1st review, a survey of the existing KIPP School would need to be done to see what time period most of the trips to the school occur during the AM drop off period; otherwise, the 30-minute drop off period will need to be used for this analysis. The analysis mentions the ingress queue with the two service lanes, but the queue problem is not during the ingress, but the egress when the two lanes merge into one. With only one egress lane with significant 27 sec/veh delay on Pearl Street at Compton Boulevard even with the drop off period of 60 min, this delay will significantly increase if analyzed over a 30-minute period. This delay on Pearl Street at Compton Boulevard will impact the ingress traffic because the egress will not be able to keep up with the rate of the two-lane ingress drop off, which will cause delay to the ingress traffic, so the ingress queue will increase. The queue analysis needs to be done using the delay on northbound Pearl Street at Compton Boulevard as the service rate used for the queue analysis. LOS analysis at both intersections will need to be done with most of the project trips allocated over a 30-minute period between 7:30AM to 8:00AM.

Project Trip Generation - The analysis reduced the Project trips by 25%, because of the 20- minute staggered schedule, but this will not decrease the number of trips, but will only spread out the trips over a 30-minute period instead of a 15-minute period. The trips were reduced by another 25% due to students taking transit or walking to school, but the ITE Trip Generation rate is based on surveys of schools of actual vehicle trips generated that is in addition to a percentage of students taking transit and walk to school. Therefore, no reduction in project vehicle trips due to the staggered schedule or for students taking transit or walking to school.

LLG: See Response to Comment No. 2. The project trip generation forecast has been updated accordingly. See revised Table 1.

2. Estimated Onsite Peak Vehicle Queue - The peak vehicle queue analysis used does not seem to accurately forecast the vehicle queueing during the drop-off period, because the vehicle queues observed during the drop-off period at the existing KIPP Compton Charter School on 134th Street are up to 40 vehicles. This is with a similar right-turn ingress and egress operation on local streets that have significantly less traffic than Compton Boulevard. Therefore, the analysis needs to look at the existing KIPP Compton School existing queues observed at what time and determine what is causing the queue. The analysis needs to show what are the causes for the queueing at the existing KIPP Compton School and show how these causes will be mitigated for the proposed KIPP Compton.

LLG: The existing KIPP Compton Community School is an elementary school located at the end of a narrow cul-de-sac street (Water Way). Because of the configuration, there is no opportunity to utilize

two lines of vehicle queuing to alleviate vehicle queues. Further, the relatively young age of the students means most students are driven to school and require additional time to enter and exit vehicles (e.g., due to car seats/boosters). The location of the proposed middle school is better located as it allows for a greater dispersion of arriving and departing vehicle trips (e.g., enter via Mayo Avenue, exit via Pearl Avenue) whereas all vehicle trips at the elementary school enter and exit via a narrow street (Water Way). There are relatively fewer vehicle maneuvers required for motorists within the middle school drop-off/pick-up zone as compared to the elementary school and the onsite queuing at the middle school allows for two lines of queuing, if needed. Further, the middle school project anticipates up to 50% of students will either walk/bike or take public transit, as compared to smaller proportion at the elementary school. Finally, middle school students can enter and exit vehicles in less time as compared to elementary school students. In summary, the vehicle queuing issues asserted in the comment at the existing Compton Community School are unique to that site and are not expected at the Project.

NV5: The ingress rate of the proposed school will be better than the existing one lane ingress drop off at the existing school on 134th Street. However, the egress rate of the vehicles at the existing school will be much better than the proposed school, because there is much less opposing traffic on the local streets surrounding the 134th Street School compared to the much higher volume of traffic on Compton Boulevard and the overlapping of ingress and egress project trips for the proposed school on Compton Boulevard fronting the school, which will increase the egress delay. Therefore, the vehicle queue for the proposed school will also be significant and if it is enough for the ingress traffic queue to extend back to the Mayo Avenue and Compton Boulevard intersection, then the westbound left turn ingress traffic on Compton Boulevard will have a difficulty turning into Mayo Avenue to enter the drop-off line. This will cause the westbound left turn ingress project traffic to spill over into the No. 1 westbound through lane that will cause significant delays for westbound traffic on Compton Boulevard.

3. Project Trip Assignment - The Project trip distribution shows 60% of the ingress traffic coming from the east, 35% coming from the west and 5% coming from the north. However, the analysis gives no justification for the disparity between the percentage of trips coming from the west versus the percentage of trips coming from the east. Unless there is justification provided for this disparity, the trip distribution between trips coming from the east and west should be equal or close to it.

   LLG: See Response to Comment No. 2. The project trip assignment has been updated accordingly. See revised Table 5.

4. Traffic Volume Forecast - Project traffic volumes used for the forecast shall be the Project trips without any reduction. Also, almost all the Project vehicle trips shall be distributed between the period of 7:30AM and 8:00AM and for a 30-minute period near the Dismissal time.

   LLG: See Response to Comment No. 2. Based on a gate opening time of 7:00 a.m., a start time for half of the students at 7:45 a.m., and a second start time for the other half of the students at 8:05 a.m., it is likely that vehicles will be arriving and departing the school site over 75- to 90- minute period during the morning drop-off period (and replicated again during the afternoon pick-up period). There is no justification to evaluate all school-related trips within a 30-minute period as suggested in the comment.

   NV5: The analysis just assumes that the drop off trips will arrive evenly over a 75-to-90-minute period simply because the gates are open early with no data to prove that will happen; therefore, there is no justification to evaluate most of the school related trips over this period. There will be some school related trips early because the gates open at 7:00am, but most of the school related trips will occur within the 30-minute period, unless there is empirical data from the existing KIPP School or another similar type of school as the proposed school in Compton that shows the time period when most of the

school related trips are generated.

5. Operational Analysis - The queue analysis and the traffic impact analysis at the intersections need to be redone with no reduction to the project trips. The disparity in the trip distribution needs to be corrected, unless justification for the disparity is provided. The analysis shall be done with almost all the project trips generated between 7:30AM and 8:00AM and most of the project trips distributed over a 30-minute period near the Dismissal time. The traffic impact analysis at the intersection of Pearl Avenue and Compton Boulevard needs to reanalyzed showing 10% of the egress trips on northbound Pearl Avenue at Compton Boulevard still making a left turn or through movements. This increased delay for northbound Pearl Avenue at Compton Boulevard also needs to be factored into the estimated onsite peak vehicle queue analysis.

   LLG: See Response to Comment Nos. 2 and 6. As previously stated in Response to Comment No. 2, based on the supplemental analysis, vehicle queues on northbound Pearl Avenue will not extend to the school's outbound driveway as suggested in the comment.

   NV5: See previous comments to re-analyze the LOS at both intersections with most of the school related trips during the 7:30am to 8:00am period, unless empirical data provided shows a longer period when most of the school related trips are generated.

6. Charter School with significantly more traffic volumes on Compton Boulevard (increased delay) factored into the analysis. Also, the peak vehicle queue analysis was done using the reduced project trips, which is not justified as previously stated and the analysis evenly dispersed the vehicle trips over a 60-minute period when almost all the vehicle trips will be dispersed over the 30-minute period of 7:30AM and 8:00AM. Therefore, the onsite peak vehicle queue needs to be re-analyzed with no reduction in the project vehicle trips with most of the trips arriving between the 30-minute period of 7:30AM and 8:00AM. The analysis also needs to consider the delay for northbound right turn traffic on Pearl Avenue at Compton Boulevard that may cause the vehicle queue to extend to the Project driveway that will slow down the egress rate and cause the ingress queue to increase.

   LLG: This comment essentially repeats the statements provided in Comment No. 7. Therefore, see Response to Comment No. 7.

   NV5: See previous comments related to performing the operational and vehicle queue analysis during the 30-minute period instead of the 60-minute period.

7. Not enough information (plans, details, etc.) provided. Further review will be required when plans and more details submitted.

   LLG: Applicant to provide.

MEMORANDUM

To:	City of Compton	Date:	February 27, 2022
From:	David S. Shender, P.E. Jason A. Shender, AICP Linscott, Law & Greenspan, Engineers	LLG Ref:	1-22-0594-1
Subject:	**Vehicle Queuing and Operational Analysis for the Proposed KIPP Compton Middle School Project**		

LINSCOTT LAW & GREENSPAN engineers

Engineers & Planners
Traffic
Transportation
Parking

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This memorandum has been prepared by Linscott, Law & Greenspan, Engineers (LLG) to provide a vehicle queuing and operational analysis related to the proposed KIPP Compton Middle School project (the "Project") located at 900 E. Compton Boulevard (the "Project Site") within the City of Compton (the "City"). The Project Site is currently vacant and is bounded by Compton Boulevard to the north, single-family homes to the south, Mayo Avenue to the east, and Pearl Avenue to the west. The Project proposes the development and construction of a new three-story permanent school facility with 22 classrooms, administrative offices, student and staff restrooms, and a multipurpose room. The Project will accommodate a maximum enrollment of 500 students in Grades 5 through 8. The Project Site location and general vicinity are shown in ***Figure 1***. The site plan and proposed vehicular and pedestrian site access scheme for the Project is presented in ***Figure 2***.

This memorandum provides: 1) a description of the existing setting; 2) a description of the proposed Project; 3) a description of proposed student drop-off/pick-up operational plan; 4) an assessment of the Project's onsite vehicle queuing; 5) a summary of the forecast operation at the study intersections with the proposed Project; and 6) an assessment of the relative effects of the Project at the study intersections.

Existing Setting

As noted above, the Project Site is located at 900 E. Compton Boulevard in the City of Compton. The Project Site is currently vacant and is bounded by Compton Boulevard to the north, single-family homes to the south, Mayo Avenue to the east, and Pearl Avenue to the west.

This vehicle queuing and operational analysis evaluates the potential transportation effects of the Project on the local street system. The following intersections have been evaluated for potential transportation effects due to the Project:

1. Pearl Avenue / Compton Boulevard
2. Mayo Avenue / Compton Boulevard

The intersections selected for analysis were identified as they are located closest to the Project Site, and therefore have the greatest potential to have adverse transportation effects related to the Project. Further away from the Project Site, Project-related traffic disperses, and thus, the potential for adverse transportation effects diminishes. The existing and Project lane configurations and traffic control devices at the study intersections and Project driveways are provided in ***Figure 3***. It is noted that vehicles at the outbound Pearl Avenue Project driveway along are assumed to stop before proceeding to make a right-turn movement onto Pearl Avenue, as if a stop sign were facing the outbound driveway approach.

Immediate access to the Project Site is provided via Compton Boulevard, Pearl Avenue, and Mayo Avenue. A brief description[1] of the roadways fronting the Project Site is provided in the following paragraphs.

Pearl Avenue is a north-south oriented roadway that borders the Project Site to the west. Within the Project study area, Pearl Avenue is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Pearl Avenue within the Project study area. There is no speed limit posted on Pearl Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed consistent with the California Vehicle Code Section 22352(b)(1).

Mayo Avenue is a north-south oriented roadway that borders the Project Site to the east. Within the Project study area, Mayo Avenue is designated as a Local Street by the City. One through travel lane is generally provided in each direction on Mayo Avenue within the Project study area. There is no speed limit posted on Mayo Avenue in the Project study area, thus a prima facie speed limit of 25 miles per hour is assumed consistent with the California Vehicle Code Section 22352(b)(1).

Compton Boulevard is an east-west oriented roadway that borders the Project Site to the north. Within the Project study area, Compton Boulevard is designated as a Secondary Highway by the City. Two through travel lanes and Class II bicycle lanes are provided in each direction on Compton Boulevard within the Project study area. Separate exclusive left-turn lanes are provided in each direction on Compton Boulevard at the Pearl Avenue and Mayo Avenue intersections. Compton Boulevard has a posted speed limit of 40 miles per hour within the Project study area.

[1] For reference, the street descriptions provided include designations under the *City of Compton General Plan 2030,* City of Compton, January 2011.

Existing Traffic Volumes

Manual traffic counts of vehicular turning movements were conducted on Wednesday, January 25, 2023 at the each of the study intersections during the weekday morning school drop-off/commuter period (AM), afternoon school pick-up period (Dismissal), and afternoon (PM) commuter period to determine the peak hour traffic volumes. The manual traffic counts at the study intersections were conducted from 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM, and 4:00 PM to 6:00 PM to determine the respective peak hour traffic volumes during the three analyzed periods. The traffic count data at the study intersections were used to forecast through traffic volumes on Pearl Avenue and Mayo Avenue adjacent to the Project Site during the weekday peak hours.

The existing traffic volumes at the study intersections during the weekday AM, Dismissal, and PM peak hours are shown on ***Figure 4***. The summary data worksheets of the manual traffic counts at the study intersections are provided in ***Appendix A***, attached to this memorandum.

Proposed Project Description

The Project proposes the development and construction of a new three-story permanent school facility with 22 classrooms, administrative offices, student and staff restrooms, and a multipurpose room. The Project will accommodate a maximum enrollment of 500 students in Grades 5 through 8. The Project proposes to provide a total of 44 vehicular parking spaces within an onsite surface parking lot. The Project site plan is illustrated in *Figure 2*. Construction and occupancy of the Project is proposed to be completed by the year 2025.

As shown on *Figure 2*, vehicular access to the Project Site will be provided via one proposed driveway along the west side of Mayo Avenue (i.e., along the Project Site's easterly frontage) and one proposed driveway along the east side of Pearl Avenue (i.e., along the Project Site's westerly frontage). The proposed driveways will provide access to the Project's onsite surface parking lot, as well as the student drop-off/pick-up area. The Mayo Avenue driveway will accommodate right-turn ingress movements only (i.e., left-turn ingress movements and all egress movements will not be permitted). The Pearl Avenue driveway will accommodate right-turn egress movements only (i.e., left-turn egress movements and all ingress movements will not be permitted).

Vehicular Project Site Access

Ingress traffic movements to the Project Site are proposed to be accommodated via one inbound-only driveway along the west side of Mayo Avenue, at the southeasterly portion of the Project Site. For student drop-off and pick-up operations, motorists will be instructed to make a right-turn into the Project Site, travel within the proposed onsite drop-off/pick-up lane, complete the student drop-off or pick-up, and then exit from the proposed driveway along the east side of Pearl Avenue, at the southwesterly portion of the Project Site, via a right-turn movement. As noted above, right-turn ingress and right-turn egress movements will be always in effect at the Project Site (i.e., no left-turn ingress or left-turn egress movements permitted).

Student Drop-Off/Pick-Up Operational Plan

At the beginning of each school year, the school will distribute its student drop-off/pick-up operational plan to parents and caregivers. Parents and caregivers will be required to review the student drop-off/pick-up operational plan and acknowledge acceptance of the plan by signature. Elements of the plan may include, but not be limited to the following:

- Encourage students to walk or take public transit to school[2], including designation of a dedicated walk-in entrance to the school along Compton Boulevard (see *Figure 2*). The school's pedestrian entry/exit Compton Boulevard will avoid potential conflict with the vehicle driveways on Mayo Avenue and Pearl Avenue.

- Direct all vehicle entry to the school site via a right-turn only from southbound Mayo Avenue (no left-turn entry permitted). Further, all vehicle exit from the school site will be via a right-turn only to northbound Pearl Avenue (no left-turn exit permitted). The school will have adult monitors at the school Mayo Avenue and Pearl Avenue driveways to ensure compliance with the right-turn entry and exit movements.

- At the Compton Boulevard intersection, exiting motorists will be directed to make a right-turn only from northbound Pearl Avenue to eastbound Compton Boulevard so as to minimize potential delays to motorists at the intersection. The school will intermittently monitor the intersection to ensure school-related parents and care-givers adhere to the right-turn only movement from Pearl Avenue to Compton Boulevard.

[2] Based on experience at its existing campus, the school expects up to 50% of its students may walk or take public transit to and from school on a regular basis.

- No student drop-off or pick-up will be permitted along Compton Boulevard, Mayo Avenue or Pearl Avenue for the safety and security of students, as well as parents and care-givers. The school will intermittently monitor the intersection to ensure school-related parents and care-givers adhere to the right-turn only movement from Pearl Avenue to Compton Boulevard.

- Within the school site, parents and caregivers will be required to follow the instructions of the adult monitors. Drop-off and pick-up of students can only occur within the designated drop-off/pick-up zone, which can accommodate up to six vehicles at a time.

- Parents and caregivers may not arrive at the school site no earlier than 45 minutes prior to the designated school start or dismissal times. The school will open its gates to accommodate the early arrivals, and permit to queue onsite as needed.

Onsite Vehicle Queuing Capacity

The proposed onsite drop-off/pick-up queue line, measured from the property line at the Mayo Avenue driveway to the westernmost point of the drop-off/pick-up zone, is approximately 337 feet in length. Assuming an average length of 22 feet per queued vehicle (19 feet for the vehicle plus an additional three feet between queued vehicles), the onsite drop-off/pick-up area can accommodate approximately 15 queued vehicles in a single lane. Additionally, as the drive aisle accommodating the onsite drop-off/pick-up area is between 20 feet and 25 feet in width, there is sufficient to accommodate one lane of queued vehicles, plus a bypass lane to allow vehicles to bypass the queue should there be delay related to the passenger loading/unloading of one or more of the queued vehicles. If necessary, the bypass lane can be utilized as a second lane for drop-off/pick-up and can accommodate an additional 15 vehicles, allowing for a total of 30 vehicles to queue onsite in the drop-off/pick-up area.

Furthermore, west of the drop-off/pick-up zone, the onsite drive aisle extends an additional 153 feet to the property line at the Pearl Avenue driveway. Assuming an average length of 22 feet per queued vehicle (19 feet for the vehicle plus an additional three feet between queued vehicles), the portion of the onsite drive aisle between the Pearl Avenue driveway and the drop-off/pick-up zone can accommodate approximately seven vehicles queued in a single lane, or 14 vehicles queued in two lanes. Therefore, in combination with the 30-vehicle stacking that is accommodated on the approach and within the drop-off/pick-up zone, a total capacity for 44 vehicles to stack onsite is provided at the Project Site.

As shown on *Figure 2*, a minimum of six traffic monitors are proposed to be stationed along the onsite drop-off/pick-up zone to assist students in safely entering and exiting vehicles during the drop-off and pick-up periods. Two additional traffic monitors will be stationed at the entrance and exit driveways (one monitor per driveway) to direct vehicles entering the Project Site into the drop-off/pick-up lane from Mayo Avenue and to direct vehicles exiting the drop-off/pick-up area out onto Pearl Avenue. Additionally, as previously noted, one monitor will periodically observe egress movements from the northbound Pearl Avenue approach to ensure vehicles leaving the Project comply with the school's policy for parents/caregivers of making an eastbound right-turn from northbound Pearl Avenue onto eastbound Compton Boulevard.

In addition to directing vehicles, the driveway monitors will also serve as crossing guards to facilitate safe crossings across the driveways. Further, cones will be placed onsite as needed to direct motorists and facilitate drop-off/pick-up. Signs will be posted at the ingress and egress driveways indicating the vehicle turning restrictions. The traffic monitors onsite will also assist with indicating turning restrictions to motorists. It is noted the entry and exit driveways will be gated when not in use.

Outreach will be provided by the Project to the public, including administrative staff, parents/caregivers, nearby businesses, and neighboring residents, regarding the school's traffic management plan. Additionally, as previously noted, the Project hold meetings with parents/caregivers at the beginning of each school year so that they understand and are fully aware of the expectations regarding student drop-off/pick-up procedures. Therefore, motorists destined to the Project will be aware of the right-turn only ingress operation at the Mayo Avenue driveway and will plan their travel routes in advance so as to arrive at the Project Site via southbound Mayo Avenue. Additionally, motorists leaving the Project will be aware of the plan to make a right-turn from northbound Pearl Avenue onto eastbound Compton Boulevard when departing the Project Site. The Project will meet with parents/caregivers who fail to comply with the traffic management plan. A roadway signing/striping plan will be prepared for the immediate Project Site vicinity if required by the City.

Furthermore, the Project proposes to stagger the start and dismissal times by a minimum of 20 minutes. For example, approximately half of the students would commence at 7:45 AM, and the remaining half would commence at 8:05 AM. By staggering the student start and dismissal times by 20 minutes, the peak one-hour period of traffic is dispersed over a longer period of time (i.e., to 80 minutes), which reduces the number of vehicles queuing at the Project Site during drop-off and pick-up times. As previously noted, student drop-off will be permitted at least 45 minutes prior to the Project's scheduled start time. The Project gates will be opened at least 45 minutes prior to dismissal for parents/caregivers to begin queuing onsite ahead of student dismissal.

Project Trip Generation

Traffic volumes expected to be generated by the proposed Project during the weekday AM and PM peak hours, as well as on a daily basis, were estimated using trip rates published in the Institute of Transportation Engineers' (ITE) *Trip Generation Manual*.[3] The following trip generation rates were used to forecast the traffic volumes expected to be generated by the Project:

- Charter Middle School: ITE Land Use Code 536 (Charter Elementary School[4]) trip generation average rates were used to forecast the traffic volumes expected to be generated by the Project.

In addition to the trip generation forecasts for the proposed Project (which are essentially an estimate of the number of vehicles that could be expected to enter and exit the Project Site access points), a forecast was made of the transit/walk-in trips that will be generated by the Project in lieu of trips by the private automobile. The Project Site is currently served by local lines via stops located within convenient walking distance along Compton Boulevard. The transit lines include Metro Local Lines 125, 127, and 128. A transit/walk-in adjustment of ten percent (25%) has been utilized due to the Project's proximity to the nearby transit lines. This is highly conservative ("worst case") as the school expects that up to 50% of its students may walk or take public transit to and from school.

Furthermore, an adjustment was made to the trip generation forecast based on the Project staggering the start and dismissal times by at least 20 minutes. For example, approximately half of the students would commence at 7:45 AM, and the remaining half would commence at 8:05 AM. By staggering the student start and dismissal times by 20 minutes, the peak one-hour period of traffic is dispersed over a longer period of time (i.e., to 80 minutes). Stated otherwise, it can be assumed that approximately half of the vehicle trips associated with one group of arriving or departing students would be moved out of the peak one-hour period of traffic. Accordingly, the trip generation forecasts for the AM peak arrival of students and Dismissal peak departure of students have been adjusted to reflect the staggering of student arrivals and departures (i.e., half of one group of 250 arriving/departing students). It is noted that no staggering adjustment was made to the PM peak hour trip generation forecast.

[3] Institute of Transportation Engineers *Trip Generation Manual*, 11th Edition, Washington, D.C., 2021.
[4] ITE Land Use Code 536 (Charter Elementary School) also includes middle school grades.

Table 1 attached to this memorandum provides the trip generation forecast for the Project. As shown in *Table 1*, the Project on a typical weekday is forecast to result in 337 AM peak hour vehicle trips (175 inbound trips and 162 outbound trips), 234 Dismissal peak hour vehicle trips (114 inbound trips and 120 outbound trips), and 72 PM peak hour vehicle trips (25 inbound trips and 47 outbound trips). On a typical weekday, the Project is forecast to result in 694 daily vehicle trips (e.g., 347 inbound trips and 347 outbound trips).

It is noted that the trip generation forecasts for the AM, Dismissal, and PM peak hours represent the trips expected to be generated by the Project during those respective one-hour periods. The daily vehicle trip generation forecast captures trips generated by the Project during the AM, Dismissal, and PM peak periods, as well as other vehicle trips made throughout the day, such as deliveries, staff arrivals and departures, etc.

Estimated Onsite Peak Vehicle Queue

Private vehicles are the main component that contributes to the vehicle queuing analysis during the peak student drop-off and pick-up periods. The analysis focuses on the morning student drop-off period as the pick-up of students tends to be dispersed on a relative basis throughout the afternoon, particularly as students are involved with after-school activities.

A vehicular trip generation forecast for the Project was prepared based on trip rates published in the ITE) *Trip Generation Manual* and is provided in *Table 1*. *Table 1* shows that the Project is forecast to generate 151 inbound trips and 140 outbound trips during the AM peak hour, 99 inbound trips and 103 outbound trips during the Dismissal peak hour, and 21 inbound trips and 39 outbound trips during the PM peak hour. As the AM peak hour trip generation forecast exceeds the Dismissal and PM peak hours (which is expected since many students participate in after-school programs, which therefore has the effect of dispersing student pick-ups throughout the afternoon), the focus of the vehicle queuing analysis is the AM peak hour (i.e., student drop-off) as it represents the "worst case" condition. As noted above, the Project proposes to stagger the start times by at least 20 minutes, thereby likely resulting in the dispersing of Project-related trips beyond the 60-minute window for which the trip forecast is yielded through use of the ITE peak hour trip rates. Accordingly, as shown in *Table 1*, the trip generation forecast for the AM peak arrival of students and has been adjusted to reflect the staggering of student arrivals (i.e., half of one group of 250 arriving students).

A review of the Project Site location, pedestrian network, and nearby public transit stops indicates that pedestrian movements can be accommodated as part of the Project. Streets in the immediate Project vicinity are improved with sidewalks. Students and employees traveling to and from the Project Site by walking or public transit can safely access the Project Site via the existing pedestrian network and enter the Project Site via the pedestrian entrance along the Project's Compton Boulevard frontage. As it is anticipated that some students and employees will utilize public transportation for travel to and from the Project Site, a transit/walk-in adjustment of 25% has been utilized due to the Project's proximity to nearby transit lines, including Metro Local Lines 125, 127, and 128, and is shown in *Table 1*.

As the ITE trip rates do not distinguish between trips related to staff arrivals and student drop-offs in the morning, it can be generally assumed that the 140 outbound trips during the AM peak hour would correlate with at least 140 inbound trips during this period related to student drop-off operations. The remaining inbound vehicle trips during the AM peak hour are likely due to administrative staff, visitors, etc. Therefore, for this queuing analysis, it has been assumed that approximately 140 vehicles would utilize the onsite vehicle queuing area as part of the student drop-off operations.

It is noted that parking for the Project will be provided in an onsite surface parking lot. Administrative staff will be instructed to arrive at the Project Site prior to the commencement of the student drop-off period to prevent interference with student drop-off operations. Thus, by arriving at the Project Site before the drop-off period, staff are not expected to interfere with student drop-off operations.

The M/M/s queuing model was used to prepare the onsite queuing analysis. The M/M/s queuing model will calculate average queuing, as well as peak queues at various confidence levels. For this analysis, the peak queue at the 95th percentile confidence level was utilized, which is similar to the confidence level used in the design of left-turn pocket lengths at intersections.

The model requires the input of three parameters: average arrival rate per hour, the number of servers (i.e., adult monitors assisting students to and from cars), and average service rate per hour for each adult monitor. For this analysis, the model inputs are based on an arrival rate of 140 vehicles per hour accommodated by six monitors (servers), with each monitor able to process one car per minute (or 60 vehicles per hour) during the student drop-off period. Based on this, 360 vehicles would be able to be processed per hour.

The M/M/s queuing calculations[5] prepared for the Project are provided in ***Appendix B***. As shown in *Appendix B*, the average queue during student drop-off at the Project is forecast to be approximately 2.4 vehicles (customers). As further shown in the table provided in *Appendix B*, at the 95th percent confidence level (precisely, 96.46% as shown in *Appendix B*), the maximum onsite queue during student drop-off is calculated to be five vehicles.

As previously noted, the onsite drop-off/pick-up area can accommodate 15 queued vehicles (with capacity for an additional 15 vehicles), which can therefore readily accommodate the forecast peak queue of five vehicles. If necessary, there is capacity for 44 vehicles to queue onsite. Accordingly, Project-related vehicles are not expected to queue onto Mayo Avenue. Therefore, it is concluded that the planned onsite vehicle queuing area can adequately accommodate the forecast peak queue of eight vehicles during the morning student drop-off operation at the Project.

Project Trip Assignment

The weekday AM, Dismissal, and PM peak hour vehicle trips forecast to be generated by the Project were assigned to the study intersections. ***Figure 5*** provides the vehicular trip distribution for the Project. ***Figure 6*** displays the forecast weekday AM, Dismissal, and PM peak hour Project traffic volumes at the study intersections and Project driveways.

Traffic Volume Forecast

The transportation assessment evaluates the potential effects of the Project through analysis of the following traffic volume conditions:

- Existing
- Existing with Project

As previously noted, the existing traffic volumes at the study intersections are presented in *Figure 4*. The forecast traffic volumes associated with the Project at the study intersections are then added to the existing volumes to obtain the Existing with Project traffic volumes, which are shown in ***Figure 7***.

[5] *Tutorial on Queuing Theory,* Kardi Teknomo, 2014.

Intersection Operations Criteria

The relative effects of the added Project traffic volumes to be generated by the proposed Project during the AM, Dismissal, and PM peak hours were assessed based on operations criteria set forth in the *Los Angeles County Public Works Transportation Impact Analysis Guidelines*[6] (the "County TIA Guidelines"). For operational evaluation of development projects, the County TIA Guidelines require a quantitative evaluation of the Project's expected access and circulation operations. Project access is considered constrained if the Project's traffic would contribute to unacceptable queuing at nearby signalized intersections. Unacceptable or extended queuing may be defined as follows:

- Spill over from turn pockets into through lanes.
- Spill over into intersections.

Operational Methodology

The analysis was prepared based on the *Highway Capacity Manual*[7] (HCM) operational analysis methodology pursuant to the TIA Guidelines. Intersection analyses were prepared utilizing the *HCS7* software package, which implements the HCM operational methods. In addition, specifics such as traffic volume data and lane configurations were coded in the *HCS7* software. The operational analysis was prepared utilizing the following data previously presented herein:

- Project Peak Hour Traffic Generation
- Project Trip Distribution and Assignment
- Existing Vehicle Network
- Existing Weekday AM, Dismissal, and PM Peak Hour Traffic Count Data

[6] *Los Angeles County Public Works Transportation Impact Analysis Guidelines,* Los Angeles County Public Works, July 23, 2020.
[7] *Highway Capacity Manual 6th Edition,* Transportation Research Board of the National Academies of Sciences-Engineering-Medicine, 2016.

The operational analysis of vehicle queuing at the study intersections was prepared for the following conditions:

(a) Existing (2023) conditions.

(b) Condition (a) with completion and occupancy of the Project.

The HCM methodology for signalized and unsignalized intersections was utilized to calculate vehicle queuing. The operation analysis reports the control delay (in seconds), Levels of Service (LOS), and 95th percentile queues (in feet) for all approaches for the signalized intersections and the minor street approaches for the unsignalized intersections. The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles. As such, an average vehicle length of 25 feet, which includes the length of the vehicle and spacing between vehicles, was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet. The summary of the operational analysis of the study intersections is provided in ***Table 2***. The HCM methodology worksheets for the analyzed intersections are contained in ***Appendix C***.

Operational Analysis

As presented in *Table 2*, the Project would not cause or substantially extend vehicle queuing at the two study intersections during the weekday AM, Dismissal, and PM peak hours under the "Existing with Project" scenario. The change in queue length associated with the Project at the study intersections ranges from no change to a maximum of 82.1 feet (i.e., just over three vehicles). Notable observations for each of the two study intersections is provided below:

- Pearl Avenue / Compton Boulevard (Study Int. No. 1)

    - At the Pearl Avenue / Compton Boulevard intersection, the change in queue length associated with the Project (i.e., Existing with Project conditions) at the northbound Pearl Avenue shared left-turn/through/right-turn approach increases by 32.5 feet during the AM peak hour. The 95th percentile vehicle queue is estimated to be 37.5 feet (i.e., less than two vehicles) on this approach. As the proposed driveway curb cut will be approximately 165.0 feet south of the intersection (measured from the limit line on the northbound Pearl Avenue approach), vehicle queues are not expected to block vehicles exiting the Project Site from the outbound Pearl Avenue driveway. It

is noted that this approach is currently operating at LOS C during the weekday AM and Dismissal peak hours, and LOS D during the PM peak hour. With the addition of Project traffic, this approach is forecast to operate at LOS C during the AM, Dismissal, and PM peak hours.

- Mayo Avenue / Compton Boulevard (Study Int. No. 2)

    - At the Mayo Avenue / Compton Boulevard intersection, the change in queue length associated with the Project (i.e., Existing with Project conditions) at the eastbound Compton Boulevard left-turn approach increases by 36.7 feet during the AM peak hour. The 95th percentile vehicle queue is estimated to be 43.5 feet (i.e., less than two vehicles) on this approach. As the existing eastbound Compton Boulevard left-turn pocket is approximately 128.0 feet in length, vehicles are not expected to spill over into the adjacent through lane. It is noted that this approach is currently operating at LOS C during the weekday AM, Dismissal, and PM peak hours. With the addition of Project traffic, this approach is forecast to continue operating at LOS C during the AM, Dismissal, and PM peak hours.

    - The change in queue length associated with the Project (i.e., Existing with Project conditions) at the westbound Compton Boulevard left-turn approach increases by 82.1 feet during the AM peak hour. The 95th percentile vehicle queue is estimated to be 88.0 feet (i.e., less than four vehicles) on this approach. As the existing westbound Compton Boulevard left-turn pocket is approximately 118.0 feet in length, vehicles are not expected to spill over into the adjacent through lane. It is noted that this approach is currently operating at LOS C during the weekday AM, Dismissal, and PM peak hours. With the addition of Project traffic, this approach is forecast to continue operating at LOS C during the AM, Dismissal, and PM peak hours.

Summary

This memorandum has been prepared to provide a vehicle queuing and operational analysis for the proposed KIPP Compton Middle School project located at 900 E. Compton Boulevard in the City of Compton. The conclusions of the vehicle queuing and operational analysis are as follows:

- The Project proposes the development and construction of a new three-story permanent school facility with 22 classrooms, administrative offices, student and staff restrooms, and a multipurpose room. The Project will accommodate a maximum enrollment of 500 students in Grades 5 through 8. A total of 44 parking spaces will be provided within an onsite surface parking lot. Construction and occupancy of the Project is proposed to be completed by the year 2025.

- Prior to the start of the school, the school's Student Drop-Off/Pick-Up Operational Plan will be distributed to parents and care-givers. The Plan provides the procedures that must be followed to safely and securely transport students to and from the school. Parents and caregivers will be required to acknowledge receipt and adherence to the Plan.

- The Project's start and dismissal times will be staggered by a minimum of 20 minutes, thereby dispersing the arrival of traffic over a longer period of time. Parents/caregivers will be able to begin dropping off students at least 45 minutes prior to the Project's scheduled start time. The Project's gates will open at least 45 minutes prior to dismissal to allow for parents/caregivers to begin queuing onsite.

- The Project is expected to generate 291 AM peak hour vehicle trips (151 inbound trips and 140 outbound trips), 202 Dismissal peak hour vehicle trips (99 inbound trips and 103 outbound trips), and 60 PM peak hour vehicle trips (21 inbound trips and 39 outbound trips) during a typical weekday. The Project is expected to generate 694 daily vehicle trips (e.g., 347 inbound trips and 347 outbound trips).

- For student drop-off and pick-up operations, motorists will be directed to enter the Project Site by making a right-turn from southbound Mayo Avenue, travel through the onsite drop-off/pick-up area, complete the student drop-off or pick-up, exit onto northbound Pearl Avenue via a westbound right-turn movement, and then make a northbound right-turn movement onto eastbound Compton Boulevard. Signs will be posted at the ingress and egress driveways indicating turning restrictions. Traffic monitors will also assist in directing vehicles through the drop-off/pick-up area and cones will be placed as needed onsite to facilitate drop-off/pick-up.

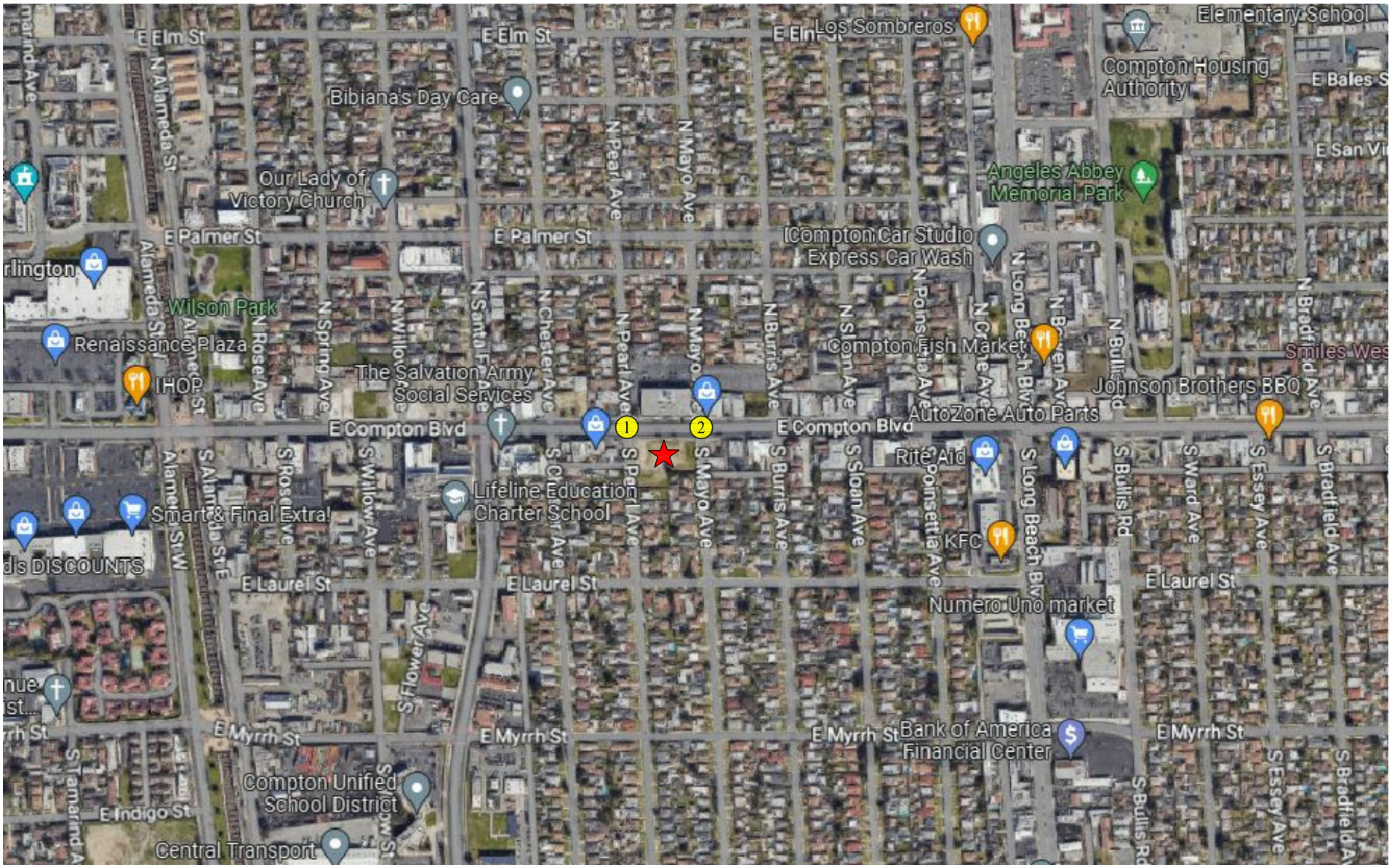
- A minimum of six traffic monitors are proposed to assist in safely escorting students entering and exiting vehicles in the onsite drop-off/pick-up zone. Outreach will be provided to the public, including parents/caregivers, regarding the school's traffic management plan. Meetings will be held with parents/caregivers at the beginning of each school year to go over the traffic management plan and ensure compliance. Therefore, motorists destined to the Project will be aware of the drop-off/pick-up operation, including the right-turn only ingress operation at the Mayo Avenue driveway and the presence of traffic monitors onsite.

- The Project's onsite drop-off/pick-up area can accommodate 15 vehicles. vehicles in a single lane, which can therefore readily accommodate the forecast peak queue of five vehicles. If needed, the bypass lane can also be used for vehicle queuing, which would accommodate an additional 15 queued vehicle onsite. Beyond the drop-off/pick-up zone, an additional 14 vehicles can be queued onsite, thereby resulting in the capacity to queue 44 vehicles onsite if ever necessary.

- Using trip generation rates published by ITE and based on the M/M/s queuing model, it is forecast that during the morning student drop-off period, the Project will generate an average queue of 2.4 vehicles and a peak (95th percentile) queue of five vehicles. This forecast peak queue of five vehicles is within the capacity of the Project's onsite drop-off/pick-up area which can accommodate up to 15 vehicles. Therefore, the Project will not cause vehicles to queue onto Mayo Avenue.

- Based on application of the operations criteria outlined in the County's TIA Guidelines, the Project's weekday AM, Dismissal, and PM peak hour traffic volumes would not cause or substantially extend vehicle queuing at the two study intersections analyzed. Vehicle queues on the eastbound and westbound Compton Boulevard left-turn movements at both study intersections would not spill over into the adjacent through lane. The forecast vehicle queues on Pearl Avenue and Mayo Avenue at their respective intersections with Compton Boulevard are not expected to conflict with any existing driveways. Additionally, LOS at the study intersections with the addition of Project traffic would remain the same as under existing conditions for all turning movement approaches. Thus, no modifications are proposed to the study intersections.

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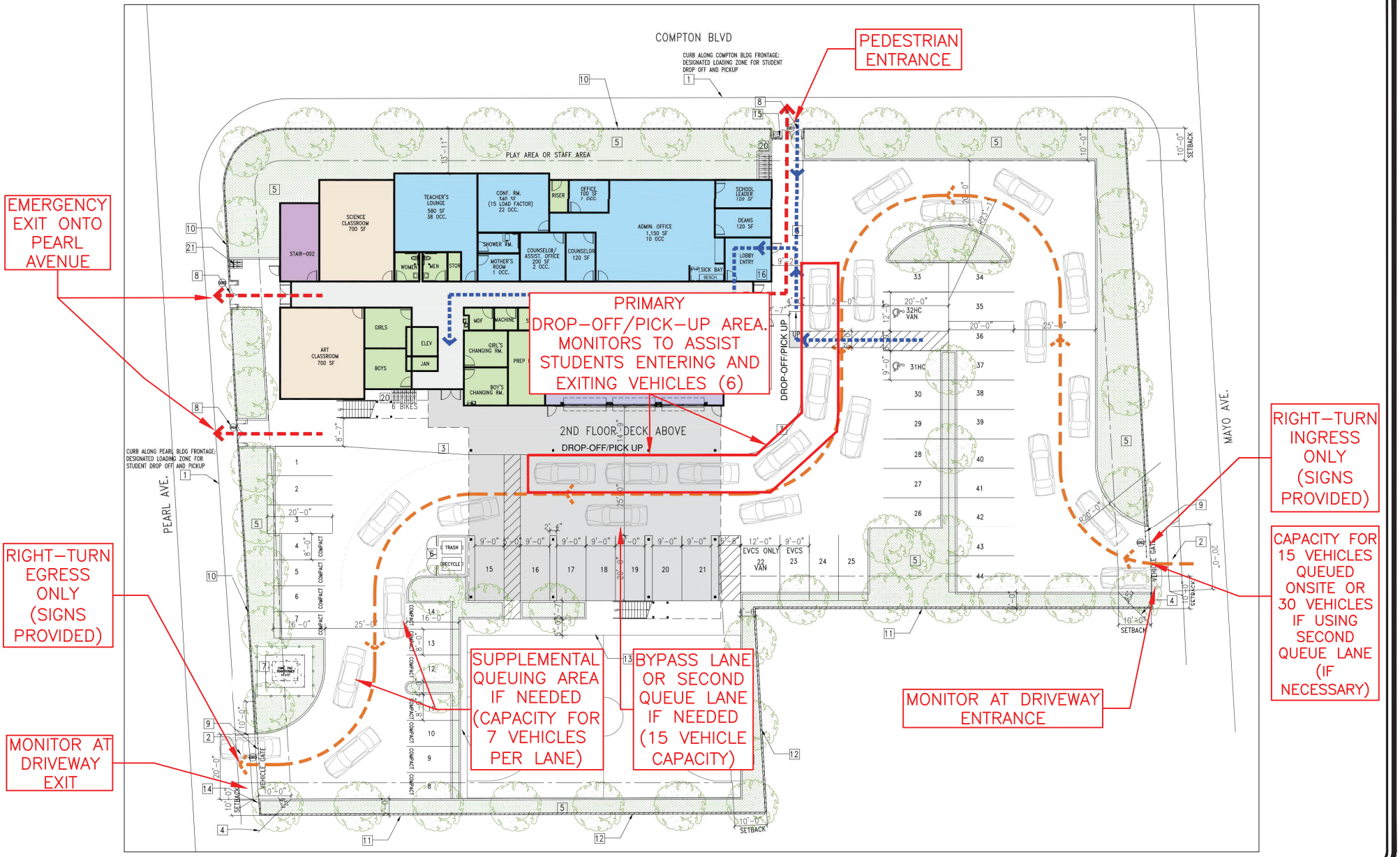
MAP SOURCE: GOOGLE MAPS
★ PROJECT SITE
Ⓧ STUDY INTERSECTION

FIGURE 1
VICINITY MAP

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

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SOURCE: FRANCO ARCHITECTS INC.

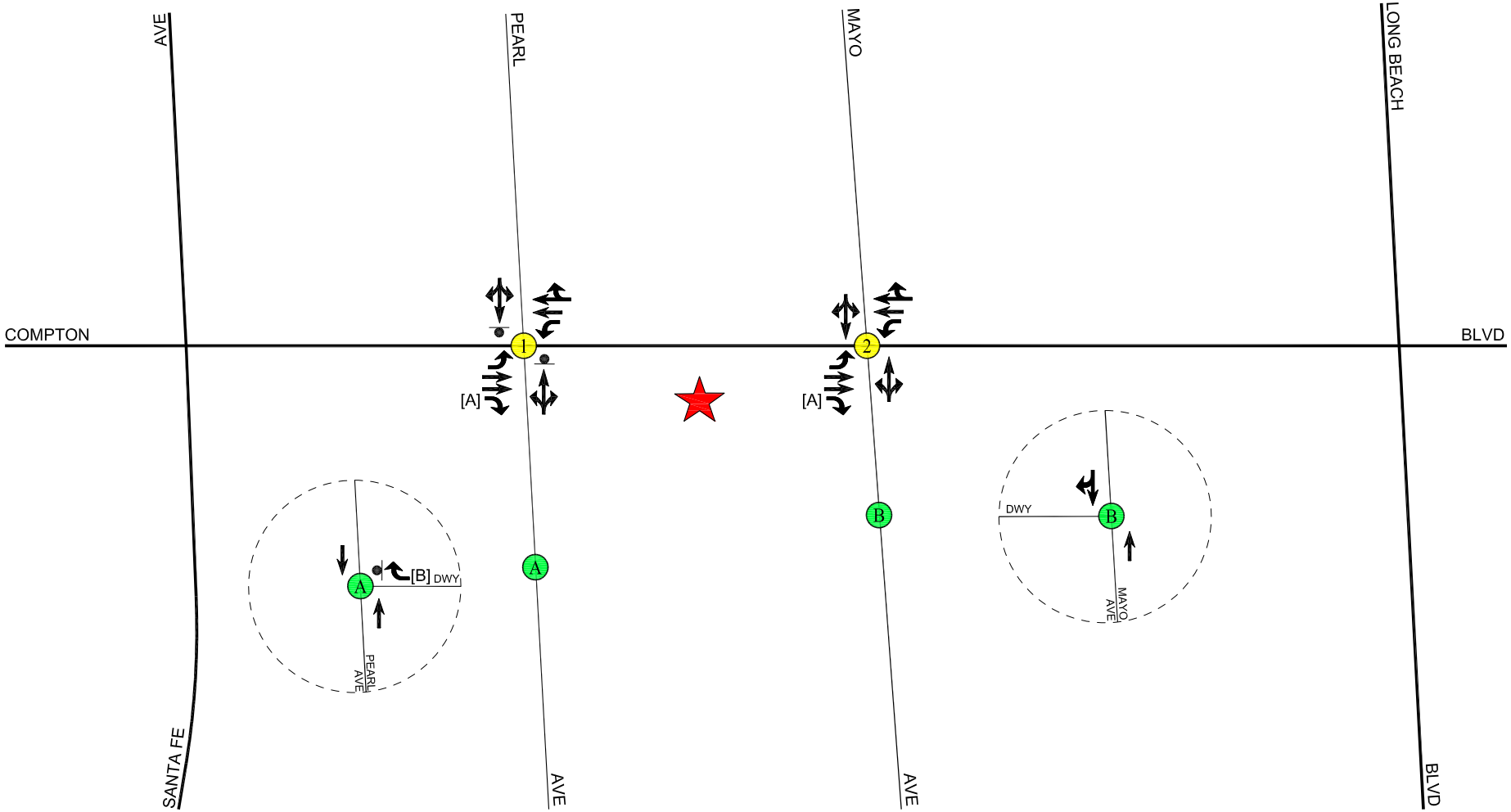
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FIGURE 2
PROJECT SITE PLAN

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

u:\0594\dwg\figure 2 (project site plan).dwg 02/22/2023 11:53:49 shankar llg exhibits color.ctb



N

NOT TO SCALE

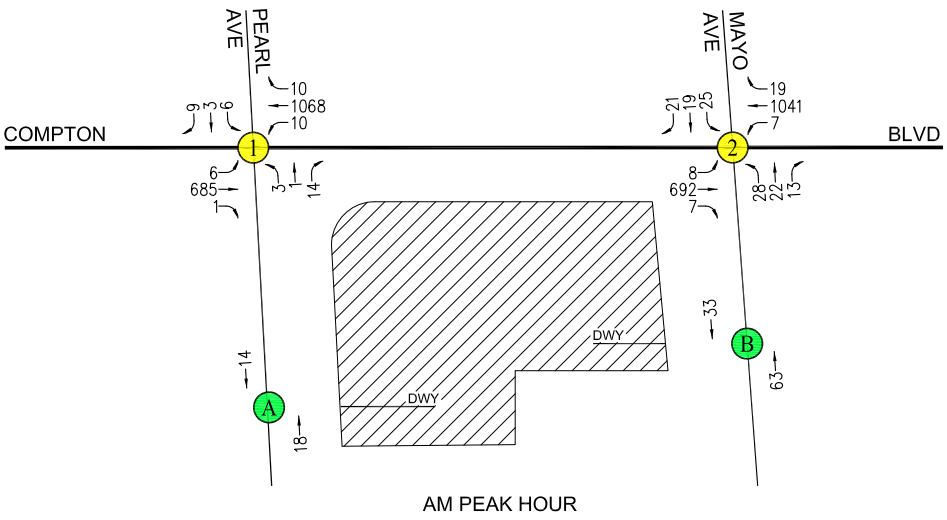
- PROJECT SITE
- X STUDY INTERSECTION
- x PROJECT CONDITIONS
- STOP SIGN
- [A] DEFACTO RIGHT-TURN LANE
- [B] OUTBOUND DRIVEWAY APPROACH ASSUMED AS STOP-CONTROLLED

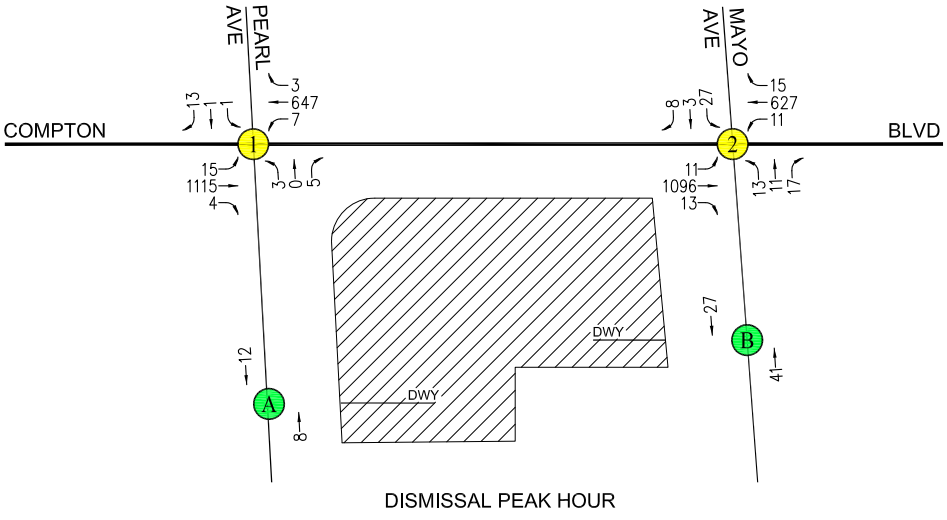
FIGURE 3
EXISTING AND PROJECT LANE CONFIGURATIONS

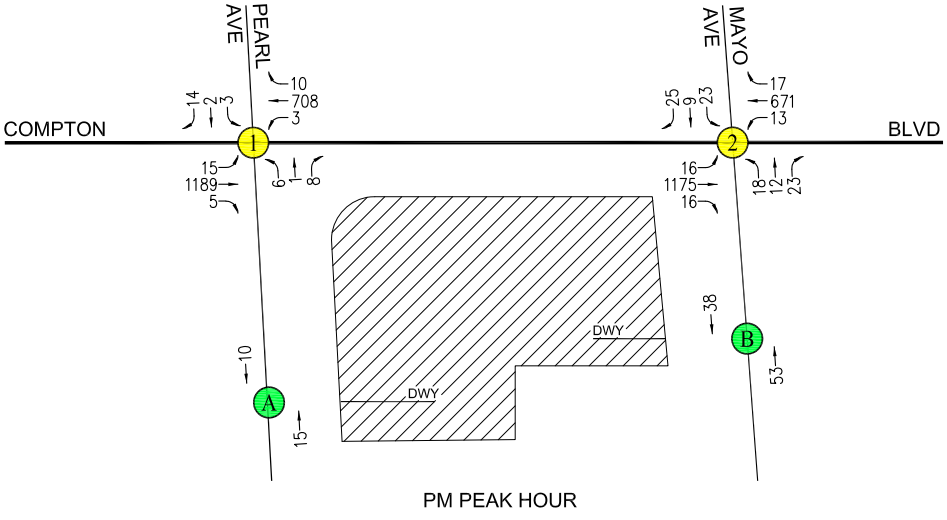
KIPP COMPTON MIDDLE SCHOOL

LINSCOTT, LAW & GREENSPAN, engineers

u:\0594\dwg\figure 3 (existing and project lane configurations).dwg 01/31/2023 16:13:18 jshender llg exhibits color.ctb







NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION
PROJECT DRIVEWAY

FIGURE 4
EXISTING TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

u:\0594\dwg\figure 4 (existing traffic volumes).dwg 02/02/2023 15:02:34 jshender llg exhibits color.ctb

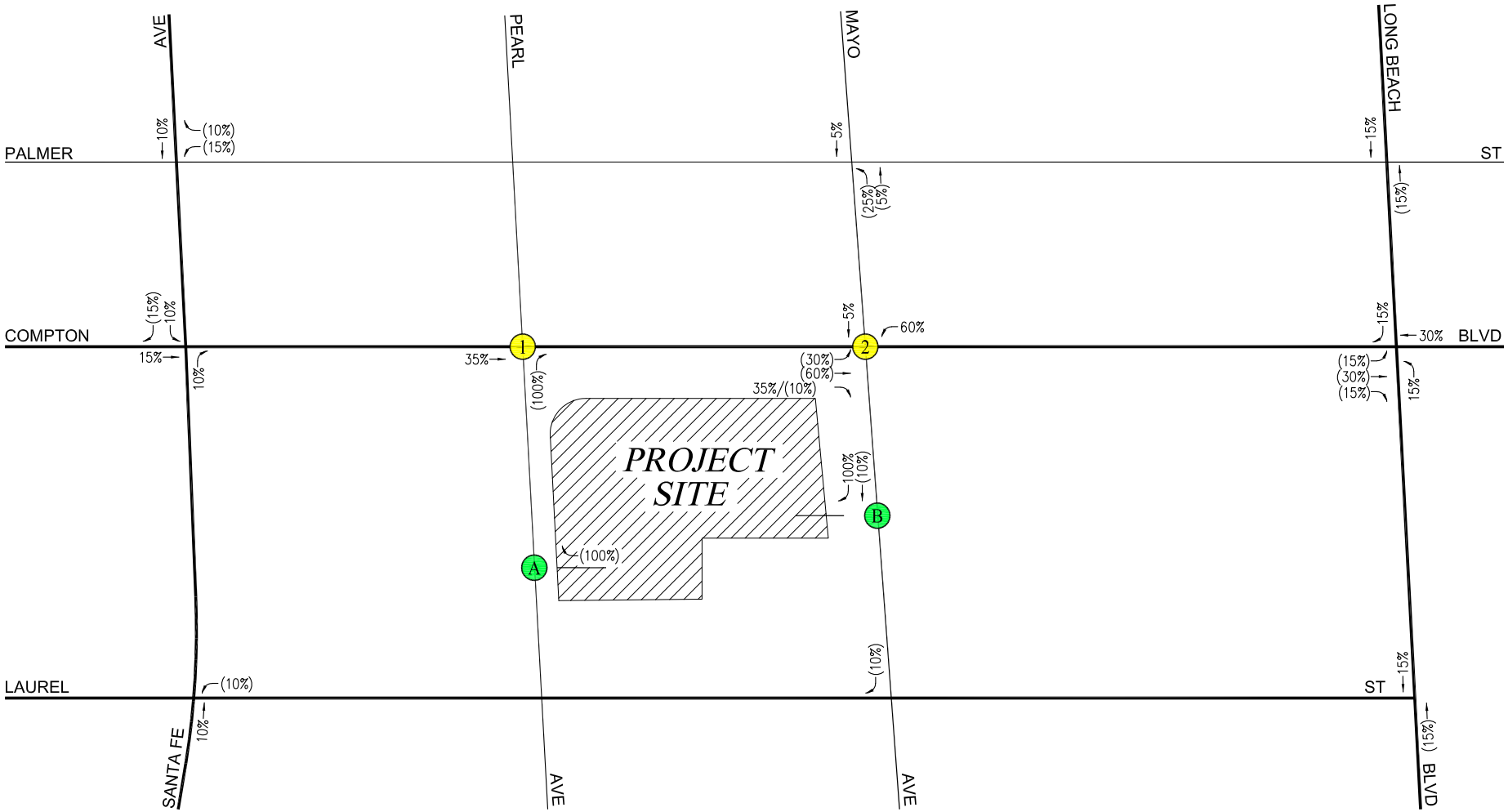
Table 1
PROJECT TRIP GENERATION [1]

21-Feb-23

LAND USE	SIZE	DAILY TRIP ENDS [2] VOLUMES	AM PEAK HOUR VOLUMES [2]			DISMISSAL PEAK HOUR VOLUMES [2], [3]			PM PEAK HOUR VOLUMES [2]		
			IN	OUT	TOTAL	IN	OUT	TOTAL	IN	OUT	TOTAL
Proposed Project											
Charter Middle School [4]	500 Students	925	270	250	520	176	184	360	28	52	80
Adjustment for Staggering [5]		--	(68)	(63)	(131)	(44)	(46)	(90)	--	--	--
Subtotal		925	202	187	389	132	138	270	28	52	80
Transit/Walk-In Trips [6]											
Charter Middle School (25%)		(231)	(51)	(47)	(98)	(33)	(35)	(68)	(7)	(13)	(20)
NET INCREASE DRIVEWAY TRIPS		**694**	**151**	**140**	**291**	**99**	**103**	**202**	**21**	**39**	**60**

[1] Source: ITE *Trip Generation Manual,* 11th Edition, 2021.
[2] Trips are one-way traffic movements, entering or leaving.
[3] Dismissal Peak Hour rate from PM Peak Hour of Generator.
[4] ITE Land Use Code 536 (Charter Elementary School) trip generation average rates per number of students.
- Daily Trip Rate: 1.85 trips/student; 50% inbound and 50% outbound
- AM Peak Hour Trip Rate: 1.04 trips/student; 52% inbound/48% outbound
- PM Peak Hour of Generator: 0.72 trips/student; 49% inbound/51% outbound
- PM Peak Hour Trip Rate: 0.16 trips/student; 35% inbound/65% outbound

[5] Assumes the staggering of the arrival and departure times related to approximately half the number of students by a minimum of 20 minutes. Staggered start/dismissal times disperses the arrival and departure of students, estimated to reduce the "non-staggered" peak hour trips by approximately 25%.
[6] The transit/walk-in reduction is based on the Project Site's proximity to bus stops and various bus lines, projections on the percentage of students expected to walk to the Project, and the land use characteristics of the Project.



N

NOT TO SCALE

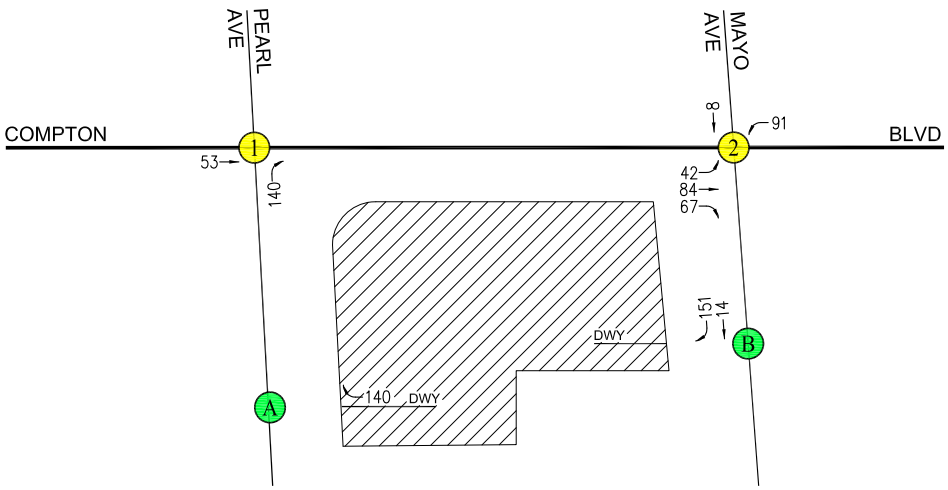
PROJECT SITE
X STUDY INTERSECTION
A PROJECT DRIVEWAY
= INBOUND PERCENTAGES
(##) = OUTBOUND PERCENTAGES

FIGURE 5
PROJECT TRIP DISTRIBUTION

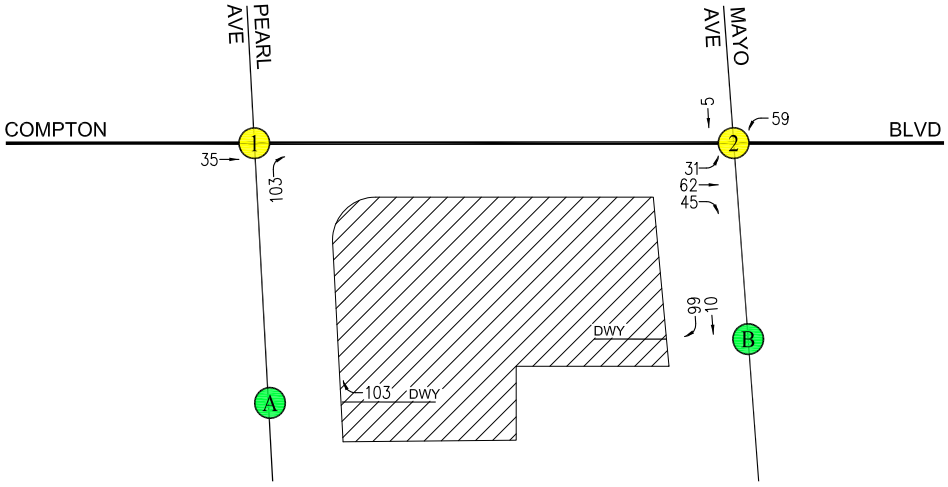
LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

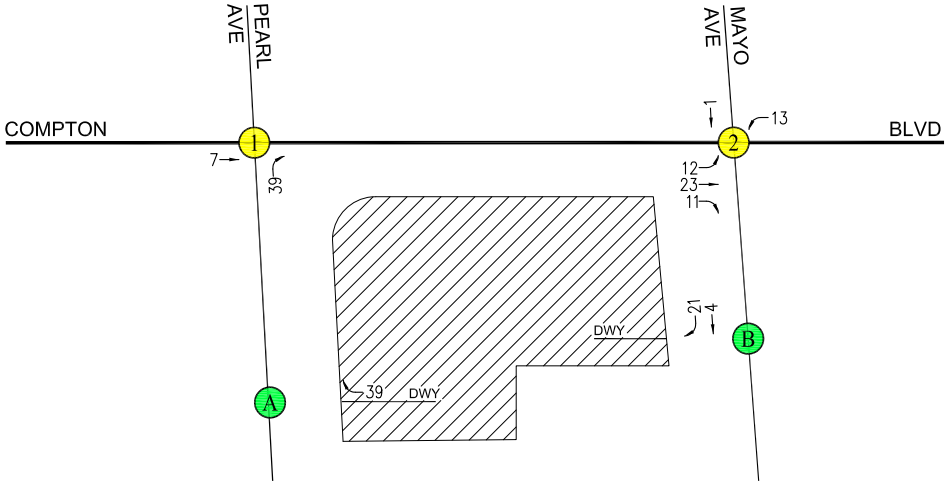
u:\0594\dwg\figure 5 (project trip distribution).dwg 01/27/2023 09:36:15 jshender llg exhibits color.ctb



AM PEAK HOUR



DISMISSAL PEAK HOUR



PM PEAK HOUR

u:\0594\dwg\figure 6 (project traffic volumes).dwg 02/22/2023 09:12:02 jshender llg exhibits color.ctb

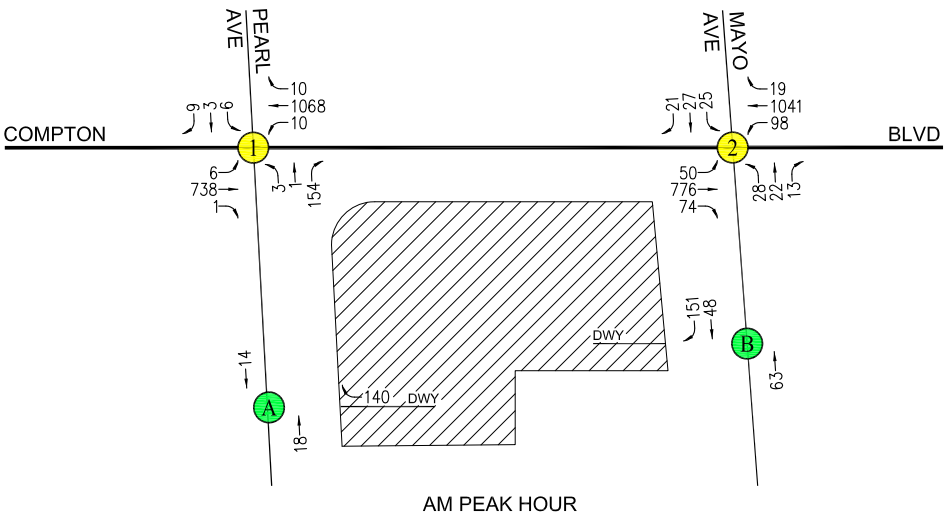
NOT TO SCALE

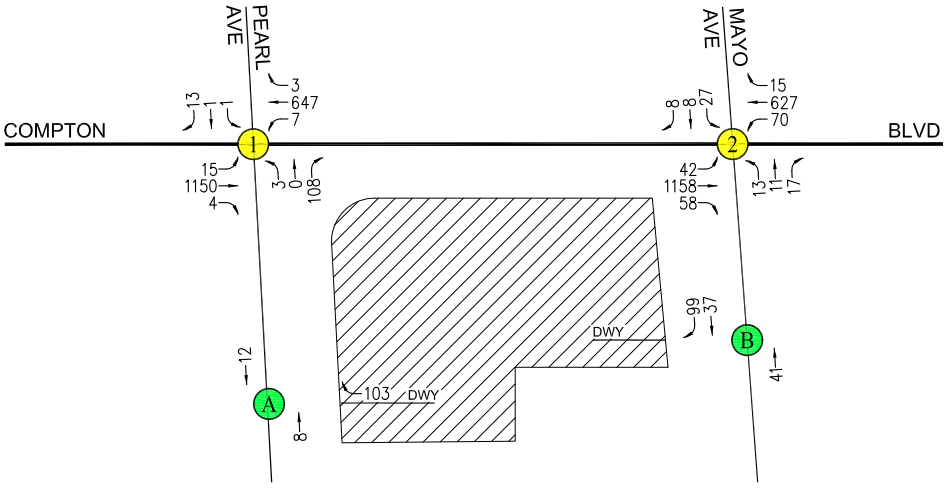
PROJECT SITE
X STUDY INTERSECTION
A PROJECT DRIVEWAY

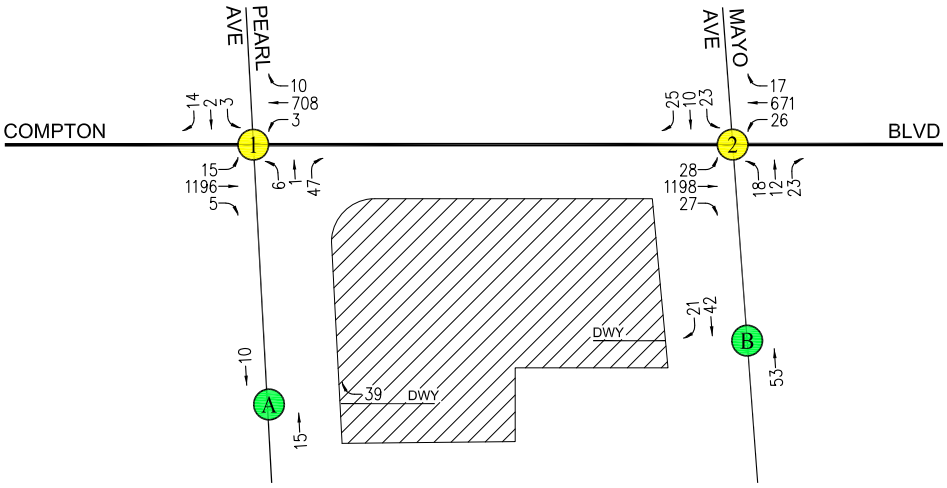
FIGURE 6
PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL







NOT TO SCALE

PROJECT SITE
STUDY INTERSECTION
PROJECT DRIVEWAY

FIGURE 7
EXISTING WITH PROJECT TRAFFIC VOLUMES

LINSCOTT, LAW & GREENSPAN, engineers

KIPP COMPTON MIDDLE SCHOOL

u:\0594\dwg\figure 7 (existing with project traffic volumes).dwg 02/22/2023 09:51:14 jshender llg exhibits color.ctb

Table 2
SUMMARY OF DELAYS, LEVELS OF SERVICE, AND VEHICLE QUEUING [1]
WEEKDAY AM, DISMISSAL, AND PM PEAK HOURS

22-Feb-23

NO.	INTERSECTION	INTERSECTION CONTROL	TRAFFIC MOVEMENT	PEAK HOUR	YEAR 2023 EXISTING			YEAR 2023 EXISTING WITH PROJECT			
					DELAY [2]	LOS [3]	QUEUE [4]	DELAY [2]	LOS [3]	QUEUE [4]	CHANGE IN QUEUE [5]
1	Pearl Avenue / Compton Boulevard	Unsignalized	NB Left/Through/Right	AM	16.4	C	5.0	15.4	C	37.5	32.5
				Dismissal	19.2	C	2.5	18.4	C	32.5	30.0
				PM	25.4	D	7.5	19.2	C	17.5	10.0
			SB Left/Through/Right	AM	31.1	D	10.0	32.8	D	12.5	2.5
				Dismissal	15.8	C	5.0	16.3	C	5.0	0.0
				PM	20.1	C	7.5	20.3	C	7.5	0.0
			EB Left	AM	11.6	B	0.0	11.6	B	0.0	0.0
				Dismissal	9.3	A	2.5	9.3	A	2.5	0.0
				PM	9.4	A	2.5	9.4	A	2.5	0.0
			WB Left	AM	9.5	A	0.0	9.7	A	0.0	0.0
				Dismissal	11.7	B	0.0	12.0	B	0.0	0.0
				PM	11.8	B	0.0	11.9	B	0.0	0.0
2	Mayo Avenue / Compton Boulevard	Signalized	NB Left/Through/Right	AM	25.4	C	51.2	25.4	C	51.2	0.0
				Dismissal	25.0	C	32.9	25.0	C	32.9	0.0
				PM	25.2	C	42.4	25.2	C	42.4	0.0
			SB Left/Through/Right	AM	25.4	C	52.9	25.6	C	59.7	6.8
				Dismissal	24.9	C	30.4	25.0	C	34.6	4.2
				PM	25.3	C	45.7	25.3	C	46.5	0.8
			EB Left	AM	30.6	C	6.8	31.5	C	43.5	36.7
				Dismissal	30.6	C	9.3	31.3	C	36.3	27.0
				PM	30.7	C	13.5	31.0	C	23.7	10.2
			EB Through	AM	23.1	C	250.5	24.3	C	283.2	32.7
				Dismissal	32.4	C	442.3	36.1	D	488.1	45.8
				PM	36.5	D	492.3	38.4	D	512.6	20.3
			EB Right	AM	17.2	B	4.4	18.4	B	49.1	44.7
				Dismissal	17.3	B	8.2	18.1	B	37.9	29.7
				PM	17.4	B	10.0	17.6	B	17.1	7.1
			WB Left	AM	30.6	C	5.9	32.5	C	88.0	82.1
				Dismissal	30.6	C	9.3	31.9	C	61.8	52.5
				PM	30.7	C	10.9	30.9	C	22.0	11.1
			WB Through	AM	33.1	C	432.9	33.1	C	432.9	0.0
				Dismissal	23.2	C	237.7	23.2	C	237.7	0.0
				PM	23.8	C	252.5	23.8	C	252.5	0.0
			WB Right	AM	33.2	C	424.2	33.2	C	424.2	0.0
				Dismissal	23.3	C	233.0	23.3	C	233.0	0.0
				PM	23.8	C	247.7	23.8	C	247.7	0.0

[1] Intersection analysis results and vehicle queuing per the Highway Capacity Manual (HCM) methodology for signalized and unsignalized intersections.

[2] Control delay reported in seconds per vehicle.

[3] Signalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-20	B
> 20-35	C
> 35-55	D
> 55-80	E
> 80	F

Unsignalized Intersection Levels of Service were based on the following criteria:

Control Delay (s/veh)	LOS
<= 10	A
> 10-15	B
> 15-25	C
> 25-35	D
> 35-50	E
> 50	F

[4] The 95th percentile queue is the maximum back of queue with 95th percentile traffic volumes. The HCM 6th Edition methodology worksheets report queues in number of vehicles, however an average vehicle length of 25 feet was assumed for analysis purposes. The reported queues therefore represent the calculated maximum back of queue in feet.

[5] Represents the change in calculated maximum back of queue (in feet) due to the addition of Project-related traffic.

APPENDIX A

MANUAL TRAFFIC COUNT DATA

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com AM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

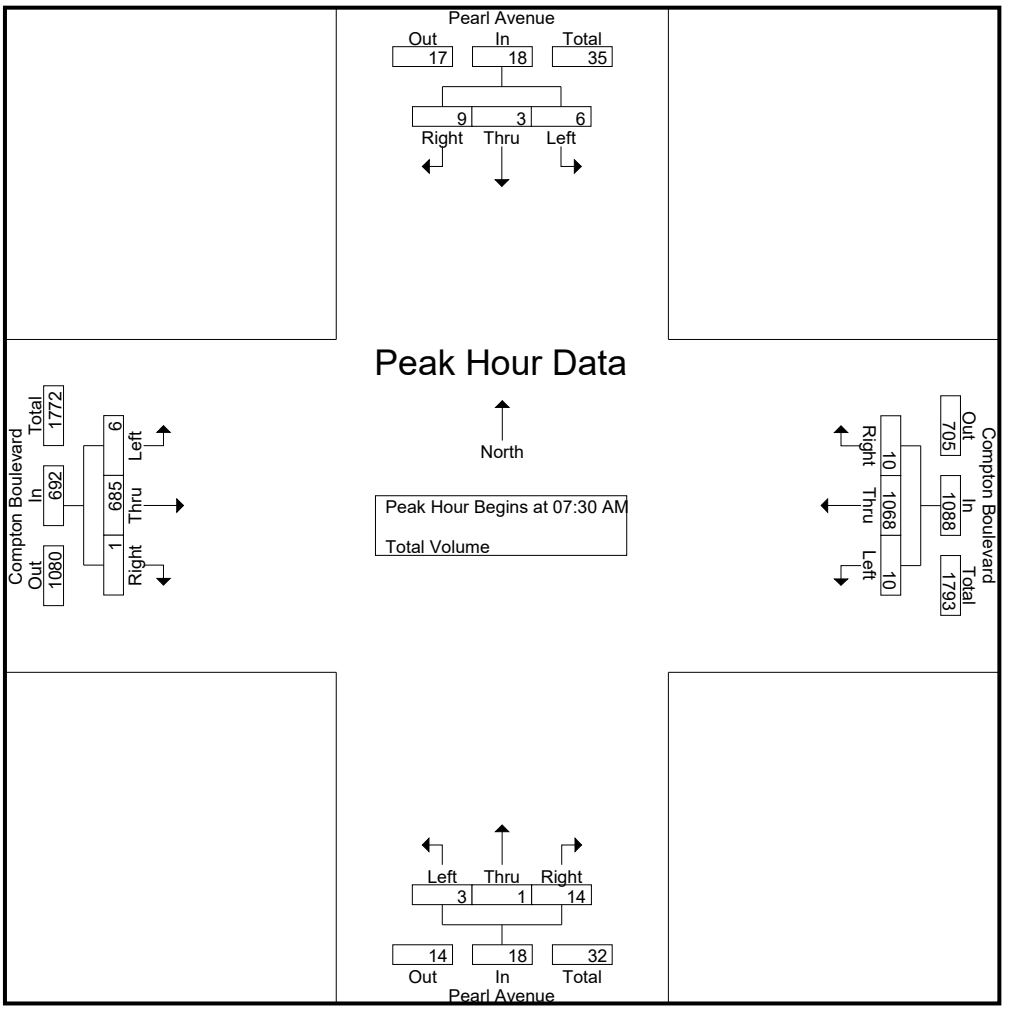
	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	144	0	144	1	0	2	3	2	88	0	90	239
07:15 AM	1	0	1	2	1	244	1	246	2	0	1	3	4	91	0	95	346
07:30 AM	0	0	1	1	1	281	1	283	1	0	2	3	2	134	1	137	424
07:45 AM	3	1	4	8	4	266	2	272	0	1	5	6	0	161	0	161	447
Total	4	2	7	13	6	935	4	945	4	1	10	15	8	474	1	483	1456
08:00 AM	2	2	2	6	1	272	4	277	1	0	4	5	2	197	0	199	487
08:15 AM	1	0	2	3	4	249	3	256	1	0	3	4	2	193	0	195	458
08:30 AM	0	0	3	3	1	262	5	268	0	0	3	3	4	116	0	120	394
08:45 AM	1	0	2	3	4	240	4	248	1	0	1	2	4	114	1	119	372
Total	4	2	9	15	10	1023	16	1049	3	0	11	14	12	620	1	633	1711
Grand Total	8	4	16	28	16	1958	20	1994	7	1	21	29	20	1094	2	1116	3167
Apprch %	28.6	14.3	57.1		0.8	98.2	1		24.1	3.4	72.4		1.8	98	0.2		
Total %	0.3	0.1	0.5	0.9	0.5	61.8	0.6	63	0.2	0	0.7	0.9	0.6	34.5	0.1	35.2	

	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	1	1	1	**281**	1	**283**	**1**	0	2	3	**2**	134	**1**	137	424
07:45 AM	**3**	1	**4**	**8**	**4**	266	2	272	0	**1**	**5**	**6**	0	161	0	161	447
08:00 AM	2	**2**	2	6	1	272	**4**	277	1	0	4	5	2	**197**	0	**199**	**487**
08:15 AM	1	0	2	3	4	249	3	256	1	0	3	4	2	193	0	195	458
Total Volume	6	3	9	18	10	1068	10	1088	3	1	14	18	6	685	1	692	1816
% App. Total	33.3	16.7	50		0.9	98.2	0.9		16.7	5.6	77.8		0.9	99	0.1		
PHF	.500	.375	.563	.563	.625	.950	.625	.961	.750	.250	.700	.750	.750	.869	.250	.869	.932

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com AM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:45 AM				07:30 AM				07:30 AM				07:30 AM			
+0 mins.	**3**	1	**4**	**8**	1	**281**	1	**283**	**1**	0	2	3	**2**	134	**1**	137
+15 mins.	2	**2**	2	6	**4**	266	2	272	0	**1**	**5**	**6**	0	161	0	161
+30 mins.	1	0	2	3	1	272	**4**	277	1	0	4	5	2	**197**	0	**199**
+45 mins.	0	0	3	3	4	249	3	256	1	0	3	4	2	193	0	195
Total Volume	6	3	11	20	10	1068	10	1088	3	1	14	18	6	685	1	692
% App. Total	30	15	55		0.9	98.2	0.9		16.7	5.6	77.8		0.9	99	0.1	
PHF	.500	.375	.688	.625	.625	.950	.625	.961	.750	.250	.700	.750	.750	.869	.250	.869

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com MD
Site Code : 05723078
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

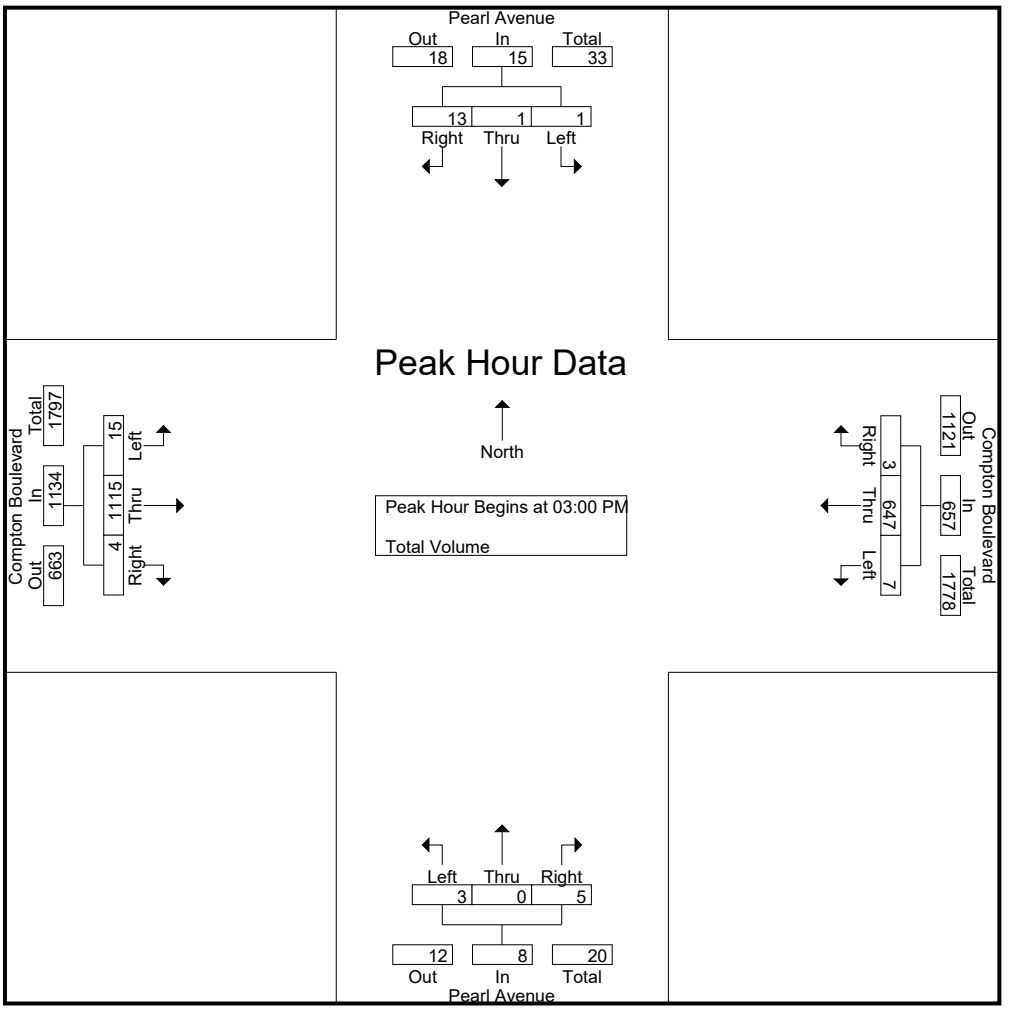
	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	1	0	4	5	2	194	2	198	0	0	5	5	2	199	0	201	409
02:15 PM	1	0	3	4	6	202	1	209	2	1	0	3	6	204	1	211	427
02:30 PM	1	0	5	6	0	175	0	175	0	1	1	2	2	199	1	202	385
02:45 PM	0	1	4	5	1	167	1	169	0	2	2	4	2	238	1	241	419
Total	3	1	16	20	9	738	4	751	2	4	8	14	12	840	3	855	1640
03:00 PM	0	0	2	2	1	165	1	167	1	0	1	2	1	259	1	261	432
03:15 PM	0	0	6	6	1	160	1	162	1	0	0	1	2	268	0	270	439
03:30 PM	1	0	3	4	3	155	1	159	0	0	1	1	6	276	3	285	449
03:45 PM	0	1	2	3	2	167	0	169	1	0	3	4	6	312	0	318	494
Total	1	1	13	15	7	647	3	657	3	0	5	8	15	1115	4	1134	1814
Grand Total	4	2	29	35	16	1385	7	1408	5	4	13	22	27	1955	7	1989	3454
Apprch %	11.4	5.7	82.9		1.1	98.4	0.5		22.7	18.2	59.1		1.4	98.3	0.4		
Total %	0.1	0.1	0.8	1	0.5	40.1	0.2	40.8	0.1	0.1	0.4	0.6	0.8	56.6	0.2	57.6	

	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	2	2	1	165	**1**	167	**1**	0	1	2	1	259	1	261	432
03:15 PM	0	0	**6**	**6**	1	160	1	162	1	0	0	1	2	268	0	270	439
03:30 PM	**1**	0	3	4	**3**	155	1	159	0	0	1	1	**6**	276	**3**	285	449
03:45 PM	0	**1**	2	3	2	**167**	0	**169**	1	0	**3**	**4**	6	**312**	0	**318**	**494**
Total Volume	1	1	13	15	7	647	3	657	3	0	5	8	15	1115	4	1134	1814
% App. Total	6.7	6.7	86.7		1.1	98.5	0.5		37.5	0	62.5		1.3	98.3	0.4		
PHF	.250	.250	.542	.625	.583	.969	.750	.972	.750	.000	.417	.500	.625	.893	.333	.892	.918

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com MD
Site Code : 05723078
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:00 PM				02:00 PM				02:00 PM				03:00 PM			
+0 mins.	**1**	0	4	5	2	194	**2**	198	0	0	**5**	**5**	1	259	1	261
+15 mins.	1	0	3	4	**6**	**202**	1	**209**	**2**	1	0	3	2	268	0	270
+30 mins.	1	0	**5**	**6**	0	175	0	175	0	1	1	2	**6**	276	**3**	285
+45 mins.	0	**1**	4	5	1	167	1	169	0	**2**	2	4	6	**312**	0	**318**
Total Volume	3	1	16	20	9	738	4	751	2	4	8	14	15	1115	4	1134
% App. Total	15	5	80		1.2	98.3	0.5		14.3	28.6	57.1		1.3	98.3	0.4	
PHF	.750	.250	.800	.833	.375	.913	.500	.898	.250	.500	.400	.700	.625	.893	.333	.892

Counts Unlimited, Inc.
PO Box 1178
Corona, CA 92878
(951)268-6268

City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com PM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

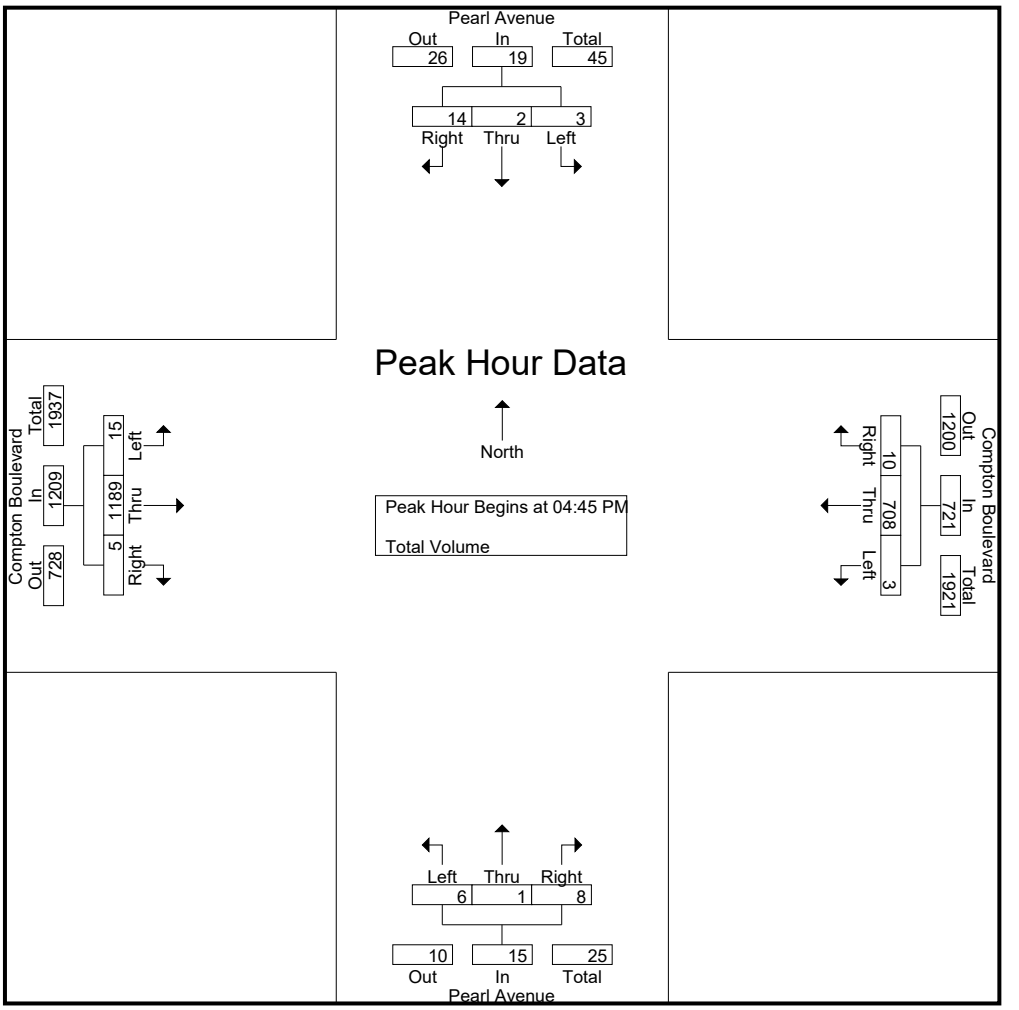
	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	0	0	3	3	3	140	2	145	1	0	1	2	1	285	1	287	437
04:15 PM	0	0	3	3	3	151	1	155	0	0	0	0	5	287	4	296	454
04:30 PM	0	1	4	5	2	164	3	169	0	1	1	2	6	301	3	310	486
04:45 PM	1	0	3	4	0	157	1	158	1	1	2	4	4	279	1	284	450
Total	1	1	13	15	8	612	7	627	2	2	4	8	16	1152	9	1177	1827
05:00 PM	1	2	7	10	1	173	5	179	2	0	1	3	4	321	4	329	521
05:15 PM	0	0	2	2	0	185	2	187	1	0	5	6	3	291	0	294	489
05:30 PM	1	0	2	3	2	193	2	197	2	0	0	2	4	298	0	302	504
05:45 PM	0	0	1	1	1	159	3	163	0	1	3	4	2	277	2	281	449
Total	2	2	12	16	4	710	12	726	5	1	9	15	13	1187	6	1206	1963
Grand Total	3	3	25	31	12	1322	19	1353	7	3	13	23	29	2339	15	2383	3790
Apprch %	9.7	9.7	80.6		0.9	97.7	1.4		30.4	13	56.5		1.2	98.2	0.6		
Total %	0.1	0.1	0.7	0.8	0.3	34.9	0.5	35.7	0.2	0.1	0.3	0.6	0.8	61.7	0.4	62.9	

	Pearl Avenue Southbound				Compton Boulevard Westbound				Pearl Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	**1**	0	3	4	0	157	1	158	1	**1**	2	4	**4**	279	1	284	450
05:00 PM	1	**2**	**7**	**10**	1	173	**5**	179	**2**	0	1	3	4	**321**	**4**	**329**	**521**
05:15 PM	0	0	2	2	0	185	2	187	1	0	**5**	**6**	3	291	0	294	489
05:30 PM	1	0	2	3	**2**	**193**	2	**197**	2	0	0	2	4	298	0	302	504
Total Volume	3	2	14	19	3	708	10	721	6	1	8	15	15	1189	5	1209	1964
% App. Total	15.8	10.5	73.7		0.4	98.2	1.4		40	6.7	53.3		1.2	98.3	0.4		
PHF	.750	.250	.500	.475	.375	.917	.500	.915	.750	.250	.400	.625	.938	.926	.313	.919	.942

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City of Compton
N/S: Pearl Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 01_CPT_Pearl_Com PM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:15 PM				05:00 PM				04:30 PM				04:15 PM			
+0 mins.	0	0	3	3	1	173	**5**	179	0	**1**	1	2	5	287	**4**	296
+15 mins.	0	1	4	5	0	185	2	187	1	1	2	4	**6**	301	3	310
+30 mins.	**1**	0	3	4	**2**	**193**	2	**197**	**2**	0	1	3	4	279	1	284
+45 mins.	1	**2**	**7**	**10**	1	159	3	163	1	0	**5**	**6**	4	**321**	4	**329**
Total Volume	2	3	17	22	4	710	12	726	4	2	9	15	19	1188	12	1219
% App. Total	9.1	13.6	77.3		0.6	97.8	1.7		26.7	13.3	60		1.6	97.5	1	
PHF	.500	.375	.607	.550	.500	.920	.600	.921	.500	.500	.450	.625	.792	.925	.750	.926

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City of Compton
N/S: Mayo Avenue
E/W: Compton Boulevard
Weather: Clear

File Name : 02_CPT_Mayo_Com AM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

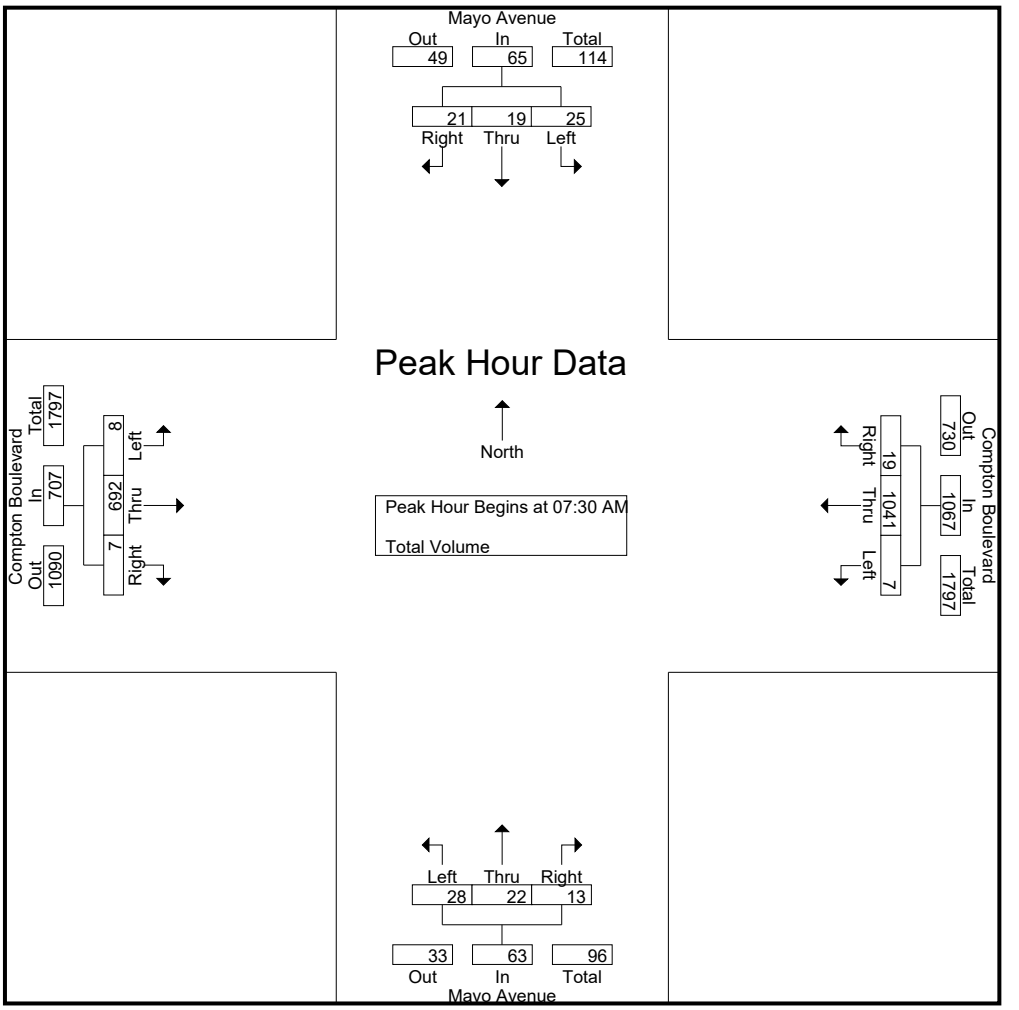
	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	1	1	2	0	143	0	143	1	1	0	2	0	86	1	87	234
07:15 AM	3	0	3	6	0	242	3	245	4	0	4	8	2	98	1	101	360
07:30 AM	6	0	5	11	1	274	2	277	3	2	0	5	1	133	0	134	427
07:45 AM	6	8	6	20	2	262	5	269	6	7	9	22	2	171	0	173	484
Total	15	9	15	39	3	921	10	934	14	10	13	37	5	488	2	495	1505
08:00 AM	3	10	5	18	4	264	5	273	10	8	0	18	2	196	1	199	508
08:15 AM	10	1	5	16	0	241	7	248	9	5	4	18	3	192	6	201	483
08:30 AM	2	3	6	11	0	256	4	260	6	3	3	12	0	121	1	122	405
08:45 AM	1	0	3	4	3	250	1	254	0	2	1	3	0	116	2	118	379
Total	16	14	19	49	7	1011	17	1035	25	18	8	51	5	625	10	640	1775
Grand Total	31	23	34	88	10	1932	27	1969	39	28	21	88	10	1113	12	1135	3280
Apprch %	35.2	26.1	38.6		0.5	98.1	1.4		44.3	31.8	23.9		0.9	98.1	1.1		
Total %	0.9	0.7	1	2.7	0.3	58.9	0.8	60	1.2	0.9	0.6	2.7	0.3	33.9	0.4	34.6	

	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	6	0	5	11	1	**274**	2	**277**	3	2	0	5	1	133	0	134	427
07:45 AM	6	8	**6**	**20**	2	262	5	269	6	7	**9**	**22**	2	171	0	173	484
08:00 AM	3	**10**	5	18	**4**	264	5	273	**10**	**8**	0	18	2	**196**	1	199	**508**
08:15 AM	**10**	1	5	16	0	241	**7**	248	9	5	4	18	**3**	192	**6**	**201**	483
Total Volume	25	19	21	65	7	1041	19	1067	28	22	13	63	8	692	7	707	1902
% App. Total	38.5	29.2	32.3		0.7	97.6	1.8		44.4	34.9	20.6		1.1	97.9	1		
PHF	.625	.475	.875	.813	.438	.950	.679	.963	.700	.688	.361	.716	.667	.883	.292	.879	.936

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City of Compton
N/S: Mayo Avenue
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File Name : 02_CPT_Mayo_Com AM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	07:30 AM				07:30 AM				07:45 AM				07:30 AM			
+0 mins.	6	0	5	11	1	**274**	2	**277**	6	7	**9**	**22**	1	133	0	134
+15 mins.	6	8	**6**	**20**	2	262	5	269	**10**	**8**	0	18	2	171	0	173
+30 mins.	3	**10**	5	18	**4**	264	5	273	9	5	4	18	2	**196**	1	199
+45 mins.	**10**	1	5	16	0	241	**7**	248	6	3	3	12	**3**	192	**6**	**201**
Total Volume	25	19	21	65	7	1041	19	1067	31	23	16	70	8	692	7	707
% App. Total	38.5	29.2	32.3		0.7	97.6	1.8		44.3	32.9	22.9		1.1	97.9	1	
PHF	.625	.475	.875	.813	.438	.950	.679	.963	.775	.719	.444	.795	.667	.883	.292	.879

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City of Compton
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File Name : 02_CPT_Mayo_Com MD
Site Code : 05723078
Start Date : 1/25/2023
Page No : 1

Groups Printed- Total Volume

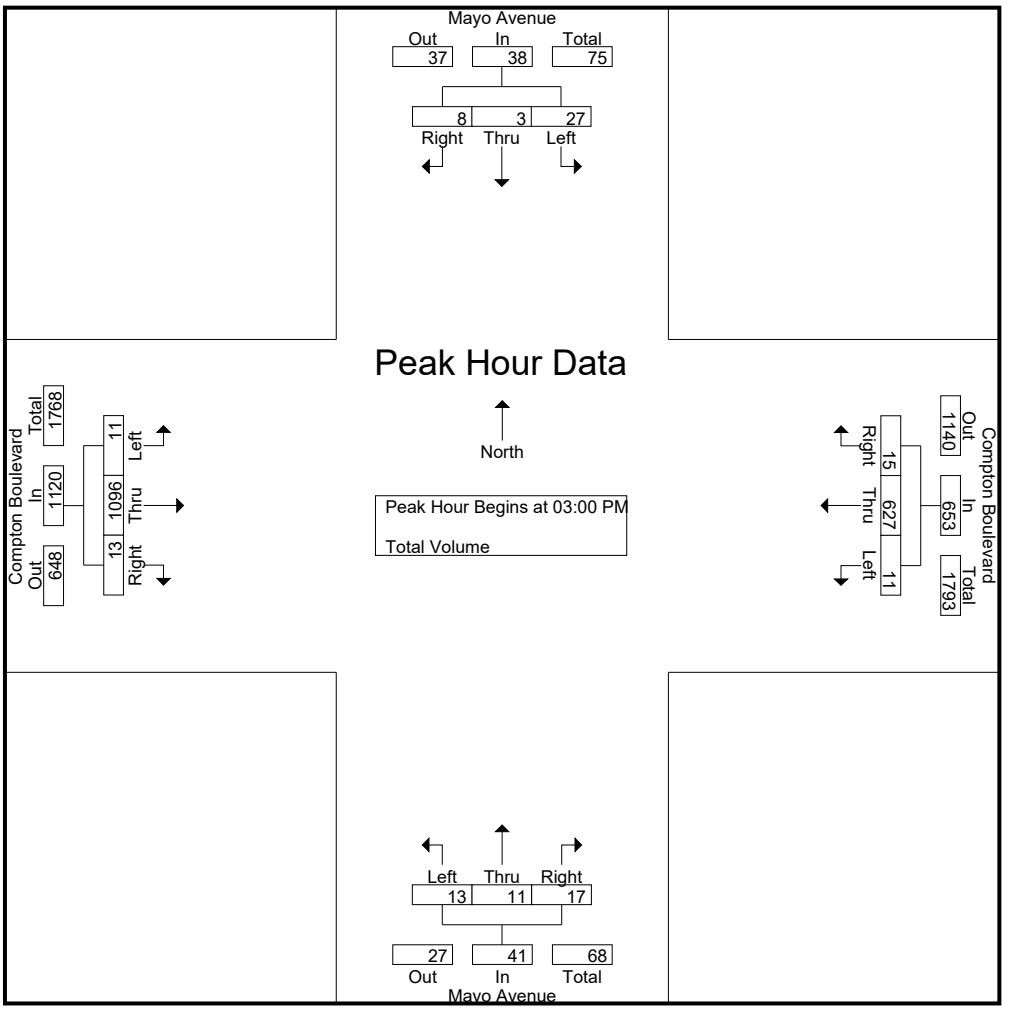
	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
02:00 PM	4	4	2	10	0	183	5	188	15	6	8	29	2	198	6	206	433
02:15 PM	3	1	7	11	4	193	6	203	5	3	3	11	2	212	3	217	442
02:30 PM	7	2	4	13	2	167	2	171	2	1	2	5	2	187	4	193	382
02:45 PM	4	4	5	13	4	163	3	170	2	0	5	7	3	239	1	243	433
Total	18	11	18	47	10	706	16	732	24	10	18	52	9	836	14	859	1690
03:00 PM	9	0	2	11	5	159	5	169	4	4	2	10	2	262	1	265	455
03:15 PM	3	0	1	4	2	153	4	159	4	3	6	13	2	263	5	270	446
03:30 PM	14	0	1	15	1	155	5	161	3	2	3	8	3	267	2	272	456
03:45 PM	1	3	4	8	3	160	1	164	2	2	6	10	4	304	5	313	495
Total	27	3	8	38	11	627	15	653	13	11	17	41	11	1096	13	1120	1852
Grand Total	45	14	26	85	21	1333	31	1385	37	21	35	93	20	1932	27	1979	3542
Apprch %	52.9	16.5	30.6		1.5	96.2	2.2		39.8	22.6	37.6		1	97.6	1.4		
Total %	1.3	0.4	0.7	2.4	0.6	37.6	0.9	39.1	1	0.6	1	2.6	0.6	54.5	0.8	55.9	

	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	9	0	2	11	**5**	159	**5**	**169**	**4**	**4**	2	10	2	262	1	265	455
03:15 PM	3	0	1	4	2	153	4	159	4	3	**6**	**13**	2	263	**5**	270	446
03:30 PM	**14**	0	1	**15**	1	155	5	161	3	2	3	8	3	267	2	272	456
03:45 PM	1	**3**	**4**	8	3	**160**	1	164	2	2	6	10	**4**	**304**	5	**313**	**495**
Total Volume	27	3	8	38	11	627	15	653	13	11	17	41	11	1096	13	1120	1852
% App. Total	71.1	7.9	21.1		1.7	96	2.3		31.7	26.8	41.5		1	97.9	1.2		
PHF	.482	.250	.500	.633	.550	.980	.750	.966	.813	.688	.708	.788	.688	.901	.650	.895	.935

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City of Compton
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Weather: Clear

File Name : 02_CPT_Mayo_Com MD
Site Code : 05723078
Start Date : 1/25/2023



Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	02:15 PM				02:00 PM				02:00 PM				03:00 PM			
+0 mins.	3	1	**7**	11	0	183	5	188	**15**	**6**	**8**	**29**	2	262	1	265
+15 mins.	7	2	4	**13**	**4**	**193**	**6**	**203**	5	3	3	11	2	263	**5**	270
+30 mins.	4	**4**	5	13	2	167	2	171	2	1	2	5	3	267	2	272
+45 mins.	**9**	0	2	11	4	163	3	170	2	0	5	7	**4**	**304**	5	**313**
Total Volume	23	7	18	48	10	706	16	732	24	10	18	52	11	1096	13	1120
% App. Total	47.9	14.6	37.5		1.4	96.4	2.2		46.2	19.2	34.6		1	97.9	1.2	
PHF	.639	.438	.643	.923	.625	.915	.667	.901	.400	.417	.563	.448	.688	.901	.650	.895

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City of Compton
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File Name : 02_CPT_Mayo_Com PM
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Start Date : 1/25/2023
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Groups Printed- Total Volume

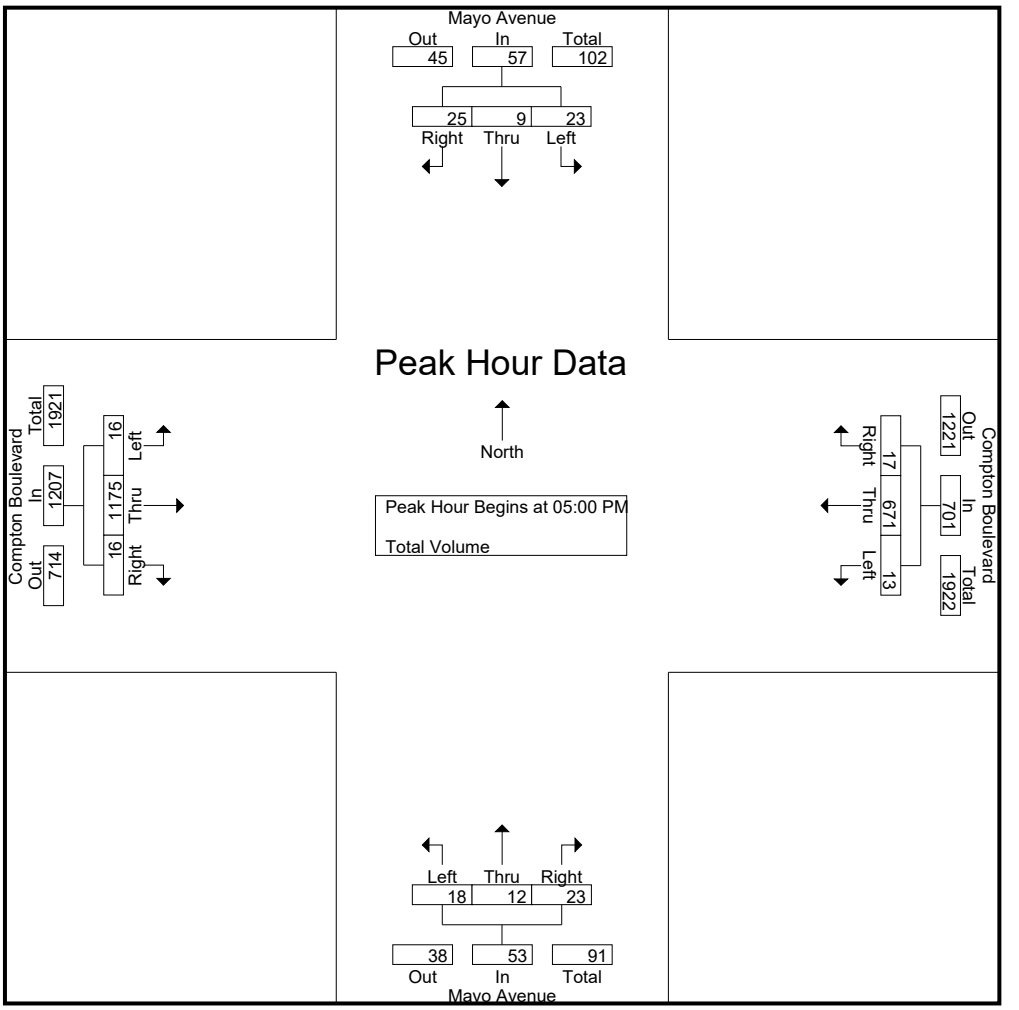
	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	5	0	3	8	7	138	5	150	6	1	5	12	2	279	2	283	453
04:15 PM	7	4	1	12	3	149	9	161	3	5	3	11	2	283	0	285	469
04:30 PM	2	3	1	6	1	146	3	150	3	6	3	12	6	297	0	303	471
04:45 PM	2	1	9	12	3	133	5	141	6	2	5	13	3	281	3	287	453
Total	16	8	14	38	14	566	22	602	18	14	16	48	13	1140	5	1158	1846
05:00 PM	10	2	13	25	5	156	4	165	3	4	7	14	8	312	7	327	531
05:15 PM	5	1	5	11	3	174	6	183	6	1	4	11	3	293	3	299	504
05:30 PM	6	3	5	14	3	185	3	191	6	4	7	17	1	294	3	298	520
05:45 PM	2	3	2	7	2	156	4	162	3	3	5	11	4	276	3	283	463
Total	23	9	25	57	13	671	17	701	18	12	23	53	16	1175	16	1207	2018
Grand Total	39	17	39	95	27	1237	39	1303	36	26	39	101	29	2315	21	2365	3864
Apprch %	41.1	17.9	41.1		2.1	94.9	3		35.6	25.7	38.6		1.2	97.9	0.9		
Total %	1	0.4	1	2.5	0.7	32	1	33.7	0.9	0.7	1	2.6	0.8	59.9	0.5	61.2	

	Mayo Avenue Southbound				Compton Boulevard Westbound				Mayo Avenue Northbound				Compton Boulevard Eastbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**10**	2	**13**	**25**	**5**	156	4	165	3	**4**	**7**	14	**8**	**312**	**7**	**327**	**531**
05:15 PM	5	1	5	11	3	174	**6**	183	**6**	1	4	11	3	293	3	299	504
05:30 PM	6	**3**	5	14	3	**185**	3	**191**	6	4	7	**17**	1	294	3	298	520
05:45 PM	2	3	2	7	2	156	4	162	3	3	5	11	4	276	3	283	463
Total Volume	23	9	25	57	13	671	17	701	18	12	23	53	16	1175	16	1207	2018
% App. Total	40.4	15.8	43.9		1.9	95.7	2.4		34	22.6	43.4		1.3	97.3	1.3		
PHF	.575	.750	.481	.570	.650	.907	.708	.918	.750	.750	.821	.779	.500	.942	.571	.923	.950

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File Name : 02_CPT_Mayo_Com PM
Site Code : 05723078
Start Date : 1/25/2023
Page No : 2



Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
Peak Hour for Each Approach Begins at:

	04:45 PM				05:00 PM				04:45 PM				04:30 PM			
+0 mins.	2	1	9	12	**5**	156	4	165	**6**	2	5	13	6	297	0	303
+15 mins.	**10**	2	**13**	**25**	3	174	**6**	183	3	**4**	**7**	14	3	281	3	287
+30 mins.	5	1	5	11	3	**185**	3	**191**	6	1	4	11	**8**	**312**	**7**	**327**
+45 mins.	6	**3**	5	14	2	156	4	162	6	4	7	**17**	3	293	3	299
Total Volume	23	7	32	62	13	671	17	701	21	11	23	55	20	1183	13	1216
% App. Total	37.1	11.3	51.6		1.9	95.7	2.4		38.2	20	41.8		1.6	97.3	1.1	
PHF	.575	.583	.615	.620	.650	.907	.708	.918	.875	.688	.821	.809	.625	.948	.464	.930

APPENDIX B

M/M/S QUEUING MODEL OUTPUT

Queuing M/M/s (Multi-Channel)

Arrival rate, lambda	140	customers/hour
Mean service time, miu	60	customers/hour
Number of servers, s	6	(max = 50)

Economic Analysis of Queue

Waiting cost per time period per each unit, Cw	1	$/Hour
Service cost per time period for each channel, Cs	1	$/Hour

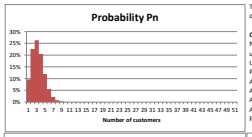
Queuing Performances

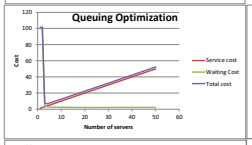
utilization single server, rho	2.33333333	
Utilization factor, U	39%	*OK*
Prob. Empty system, P0	10%	
Average queue length Lq	0.0225	customers
Average system length L	2.3559	customers
Average waiting in queue Wq	0.0002	hour =
Average waiting in system W	0.0168	hour =
Prob. of waiting	3.54%	
Optimum number of servers	4	

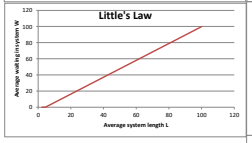
Number of customers	Probability	Sum
0	9.66%	9.66%
1	22.54%	32.20%
2	26.30%	58.50%
3	20.45%	78.95%
4	11.93%	90.89%
5	5.57%	96.46%
6	2.17%	98.62%
7	0.84%	99.46%
8	0.33%	99.79%
9	0.13%	99.92%
10	0.05%	99.97%
11	0.02%	99.99%
12	0.01%	100.00%
13	0.00%	100.00%
14	0.00%	100.00%
15	0.00%	100.00%
16	0.00%	100.00%
17	0.00%	100.00%
18	0.00%	100.00%
19	0.00%	100.00%
20	0.00%	100.00%
21	0.00%	100.00%
22	0.00%	100.00%
23	0.00%	100.00%
24	0.00%	100.00%
25	0.00%	100.00%
26	0.00%	100.00%
27	0.00%	100.00%
28	0.00%	100.00%
29	0.00%	100.00%
30	0.00%	100.00%
31	0.00%	100.00%
32	0.00%	100.00%
33	0.00%	100.00%
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35	0.00%	100.00%
36	0.00%	100.00%
37	0.00%	100.00%
38	0.00%	100.00%
39	0.00%	100.00%
40	0.00%	100.00%
41	0.00%	100.00%
42	0.00%	100.00%
43	0.00%	100.00%
44	0.00%	100.00%
45	0.00%	100.00%
46	0.00%	100.00%
47	0.00%	100.00%
48	0.00%	100.00%
49	0.00%	100.00%
50	0.00%	100.00%
>50	0.00%	100.00%
Sum	100.00%	

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http://people.revoledu.com/kardi/tutorial







$$P_0 = \left(\sum_{n=0}^{s-1} \frac{\rho^n}{n!} + \frac{\rho^s}{s!} \left(\frac{s\mu}{s\mu - \lambda} \right) \right)^{-1}$$

Computation of the Probability of empty server, P0

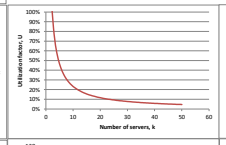
n	0	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
adden for each n	1	2.3333	2.7222	2.1173	1.2351	0.5764	0.2241	0.0747	0.0218	0.0056	0.0013	0.0003	5E-05	1E-05	2E-06	3E-07	4E-08	5E-09	7E-10	8E-11	9E-12	1E-12	1E-13	1E-14	1E-15	1E-16	9E-18	8E-19	7E-20	5E-21	4E-22	3E-23	2E-24	2E-25	1E-26	7E-28	5E-29	3E-30	2E-31	1E-32	6E-34	4E-35	2E-36	1E-37	6E-39	3E-40	2E-41	8E-43	4E-44	2E-45	8.23691E-47
denominator adden	1	2.3333	2.7222	2.1173	1.2351	0.5764	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

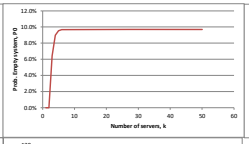
Computation of Optimization Table

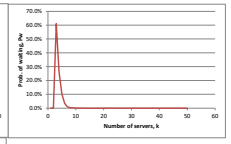
Number of servers, k	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Average system length, L	100	100	4.4733	2.706	2.4235	2.3559	2.3388	2.3346	2.3336	2.3334	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333
Service cost	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
Waiting Cost	100	100	4.4733	2.706	2.4235	2.3559	2.3388	2.3346	2.3336	2.3334	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333
Total cost	101	102	7.4733	6.706	7.4235	8.3559	9.3388	10.335	11.334	12.333	13.333	14.333	15.333	16.333	17.333	18.333	19.333	20.333	21.333	22.333	23.333	24.333	25.333	26.333	27.333	28.333	29.333	30.333	31.333	32.333	33.333	34.333	35.333	36.333	37.333	38.333	39.333	40.333	41.333	42.333	43.333	44.333	45.333	46.333	47.333	48.333	49.333	50.333	51.333	52.333
optimum server	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

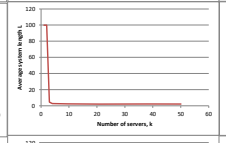
Queuing Performances Table

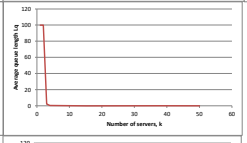
Number of servers, k	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48	49	50
utilization single server, rho	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333
Utilization factor, U	233%	117%	78%	58%	47%	39%	33%	29%	26%	23%	21%	19%	18%	17%	16%	15%	14%	13%	12%	12%	11%	11%	10%	10%	9%	9%	9%	8%	8%	8%	8%	7%	7%	7%	6%	6%	6%	6%	6%	6%	6%	5%	5%	5%	5%	5%	5%	5%	5%	5%
Prob. Empty system, P0	0.0%	0.0%	6.4%	9.0%	9.5%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%	9.7%
Average queue length Lq	100	100	2.1399	0.3726	0.0902	0.0225	0.0054	0.0012	0.0003	5E-05	9E-06	2E-06	3E-07	4E-08	5E-09	7E-10	9E-11	1E-11	1E-12	1E-13	1E-14	1E-15	1E-16	1E-17	1E-18	8E-21	6E-22	5E-23	4E-24	3E-25	2E-26	1E-27	8E-29	5E-30	3E-31	2E-32	1E-33	7E-35	4E-36	2E-37	1E-38	6E-40	3E-41	2E-42	3E-44	4E-45	2E-46	9E-48	4E-49	1E-50
Average system length L	100	100	4.4733	2.706	2.4235	2.3559	2.3388	2.3346	2.3336	2.3334	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333	2.3333
Average waiting in queue Wq	100	100	0.0153	0.0027	0.0006	0.0002	4E-05	9E-06	2E-06	4E-07	7E-08	1E-08	2E-09	3E-10	4E-11	5E-12	6E-13	8E-14	9E-15	1E-15	1E-16	1E-17	1E-18	9E-20	8E-21	7E-22	6E-23	5E-24	3E-25	3E-26	2E-27	1E-28	9E-30	6E-31	4E-32	2E-33	1E-34	9E-36	5E-37	3E-38	2E-39	9E-41	5E-42	2E-43	1E-44	6E-46	3E-47	1E-48	6E-50	3E-51
Average waiting in system W	100	100	0.032	0.0193	0.0173	0.0168	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167	0.0167
Prob. of waiting, Pw	0.0%	0.0%	46.1%	26.6%	10.3%	3.5%	1.1%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%

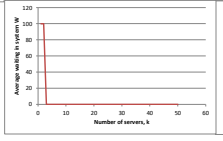














APPENDIX C

HCM AND LEVELS OF SERVICE EXPLANATION
HCM DATA WORKSHEETS – WEEKDAY AM, DISMISSAL, AND PM PEAK HOURS

LEVEL OF SERVICE FOR SIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for signalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and increased travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions: in the absence of traffic control, in the absence of geometric delay, in the absence of incidents, and when there are no other vehicles on the road. Only the portion of total delay attributed to the control facility is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for traffic signals are stated in terms of the average control delay per vehicle. Delay is a complex measure and is dependent on a number of variables, including the quality of progression, the cycle length, the green ratio, and the *v/c* ratio for the lane group in question.

Level of Service Criteria for Signalized Intersections

Level of Service	Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 20
C	> 20 and ≤ 35
D	> 35 and ≤ 55
E	> 55 and ≤ 80
F	> 80

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle. This level of service occurs when progression is extremely favorable and most vehicles arrive during the green phase. Most vehicles do not stop at all. Short cycle lengths may also contribute to low delay values.

LOS B describes operations with control delay greater than 10 and up to 20 seconds per vehicle. This level generally occurs with good progression, short cycle lengths, or both. More vehicles stop than with LOS A, causing higher levels of delay.

LOS C describes operations with control delay greater than 20 and up to 35 seconds per vehicle. These higher delays may result from fair progression, longer cycle lengths, or both. Individual cycle failures may begin to appear at this level. The number of vehicles stopping is significant at this level, though many still pass through the intersection without stopping.

LOS D describes operations with control delay greater than 35 and up to 55 seconds per vehicle. At LOS D, the influence of congestion becomes more noticeable. Longer delays may result from some combination of unfavorable progression, long cycle lengths, or high *v/c* ratios. Many vehicles stop, and the proportion of vehicles not stopping declines. Individual cycle failures are noticeable.

LOS E describes operations with control delay greater than 55 and up to 80 seconds per vehicle. This level is considered by many agencies to be the limit of acceptable delay. These high delay values generally indicate poor progression, long cycle lengths, and high *v/c* ratios. Individual cycle failures are frequent occurrences.

LOS F describes operations with control delay in excess of 80 seconds per vehicle. This level, considered to be unacceptable to most drivers, often occurs with oversaturation, that is, when arrival flow rates exceed the capacity of the lane groups. It may also occur at high *v/c* ratios with many individual cycle failures. Poor progression and long cycle lengths may also be major contributing factors to such delay levels.

LEVEL OF SERVICE FOR UNSIGNALIZED INTERSECTIONS

In the *Highway Capacity Manual (HCM)*, published by the Transportation Research Board, 2010, level of service for unsignalized intersections is defined in terms of delay, which is a measure of driver discomfort, frustration, fuel consumption, and lost travel time. The delay experienced by a motorist is made up of a number of factors that relate to control, geometrics, traffic, and incidents. Total delay is the difference between the travel time actually experienced and the reference travel time that would result during base conditions, in the absence of incidents, control, traffic, or geometric delay. Only the portion of total delay attributed to the traffic control measures, either traffic signals or stop signs, is quantified. This delay is called *control delay*. Control delay includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay.

Level of Service criteria for unsignalized intersections are stated in terms of the average control delay per vehicle. The level of service is determined by the computed or measured control delay and is defined for each minor movement. Average control delay for any particular minor movement is a function of the service time for the approach and the degree of utilization. (Level of service is not defined for the intersection as a whole for two-way stop controlled intersections.)

Level of Service Criteria for TWSC/AWSC Intersections

Level of Service	Average Control Delay (Sec/Veh)
A	≤ 10
B	> 10 and ≤ 15
C	> 15 and ≤ 25
D	> 25 and ≤ 35
E	> 35 and ≤ 50
F	> 50

Level of Service (LOS) values are used to describe intersection operations with service levels varying from LOS A (free flow) to LOS F (jammed condition). The following descriptions summarize *HCM* criteria for each level of service:

LOS A describes operations with very low control delay, up to 10 seconds per vehicle.

LOS B describes operations with control delay greater than 10 and up to 15 seconds per vehicle.

LOS C describes operations with control delay greater than 15 and up to 25 seconds per vehicle.

LOS D describes operations with control delay greater than 25 and up to 35 seconds per vehicle.

LOS E describes operations with control delay greater than 35 and up to 50 seconds per vehicle.

LOS F describes operations with control delay in excess of 50 seconds per vehicle. For two-way stop controlled intersections, LOS F exists when there are insufficient gaps of suitable size to allow side-street demand to safely cross through a major-street traffic stream. This level of service is generally evident from extremely long control delays experienced by side-street traffic and by queuing on the minor-street approaches.

HCS7 Two-Way Stop-Control Report

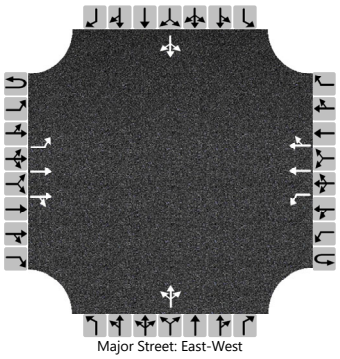
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2023
Analysis Year	2023
Time Analyzed	Existing - AM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	685	1	0	10	1068	10		3	1	14		6	3	9
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				11					21				21	
Capacity, c (veh/h)		552				820					338				158	
v/c Ratio		0.01				0.01					0.06				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.4	
Control Delay (s/veh)		11.6				9.5					16.4				31.1	
Level of Service (LOS)		B				A					C				D	
Approach Delay (s/veh)	0.1				0.1				16.4				31.1			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

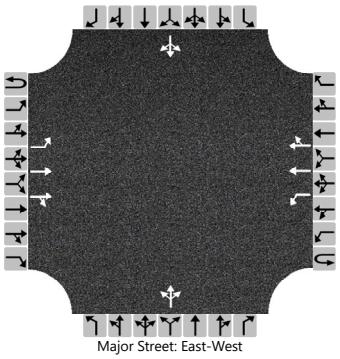
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	2/22/2023
Analysis Year	2023
Time Analyzed	Existing w/ Project - AM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.87
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	6	738	1	0	10	1068	10		3	1	154		6	3	9
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		7				11					182				21	
Capacity, c (veh/h)		552				778					526				150	
v/c Ratio		0.01				0.01					0.35				0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0					1.5				0.5	
Control Delay (s/veh)		11.6				9.7					15.4				32.8	
Level of Service (LOS)		B				A					C				D	
Approach Delay (s/veh)	0.1				0.1				15.4				32.8			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

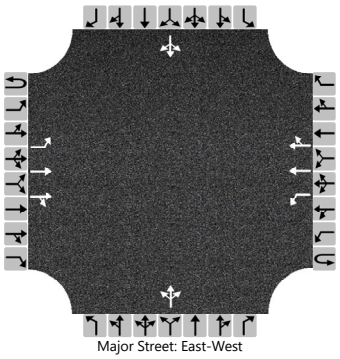
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2023
Analysis Year	2023
Time Analyzed	Existing - Dismissal
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1115	4	0	7	647	3		3	0	5		1	1	13
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				8					9				17	
Capacity, c (veh/h)		863				544					263				352	
v/c Ratio		0.02				0.01					0.03				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.1				0.2	
Control Delay (s/veh)		9.3				11.7					19.2				15.8	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)	0.1				0.1				19.2				15.8			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

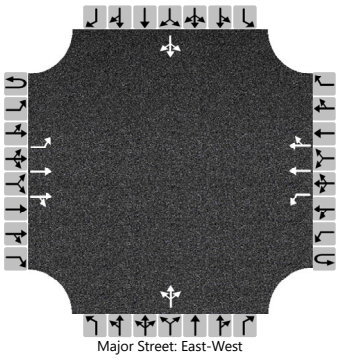
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	2/22/2023
Analysis Year	2023
Time Analyzed	Ex w/ Project - Dismissal
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1150	4	0	7	647	3		3	0	108		1	1	13
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Left Only								3					

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		17				8					125				17	
Capacity, c (veh/h)		863				525					393				336	
v/c Ratio		0.02				0.01					0.32				0.05	
95% Queue Length, Q_{95} (veh)		0.1				0.0					1.3				0.2	
Control Delay (s/veh)		9.3				12.0					18.4				16.3	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)		0.1				0.1				18.4				16.3		
Approach LOS										C				C		

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HCS7 Two-Way Stop-Control Report

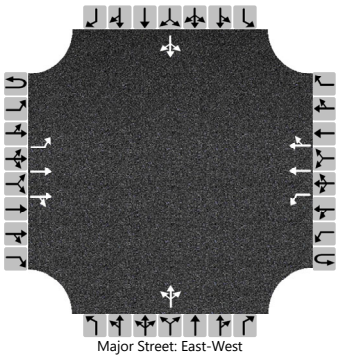
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	1/30/2023
Analysis Year	2023
Time Analyzed	Existing - PM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1189	5	0	3	708	10		6	1	8		3	2	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				3					16				20	
Capacity, c (veh/h)		832				531					193				259	
v/c Ratio		0.02				0.01					0.08				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.3				0.3	
Control Delay (s/veh)		9.4				11.8					25.4				20.1	
Level of Service (LOS)		A				B					D				C	
Approach Delay (s/veh)	0.1				0.0				25.4				20.1			
Approach LOS									D				C			

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HCS7 Two-Way Stop-Control Report

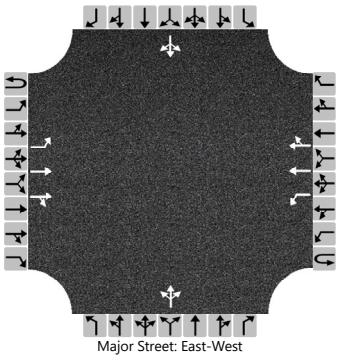
General Information

Analyst	JAS
Agency/Co.	Linscott, Law & Greenspan
Date Performed	2/22/2023
Analysis Year	2023
Time Analyzed	Existing w/ Project - PM
Intersection Orientation	East-West
Project Description	KIPP Compton Middle School

Site Information

Intersection	Pearl / Compton
Jurisdiction	City of Compton
East/West Street	Compton Boulevard
North/South Street	Pearl Avenue
Peak Hour Factor	0.93
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	1	2	0	0	1	2	0		0	1	0		0	1	0
Configuration		L	T	TR		L	T	TR			LTR				LTR	
Volume (veh/h)	0	15	1196	5	0	3	708	10		6	1	47		3	2	14
Percent Heavy Vehicles (%)	3	3			3	3				3	3	3		3	3	3
Proportion Time Blocked																
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type | Storage	Left Only								3							

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.5	6.5	6.9		7.5	6.5	6.9
Critical Headway (sec)		4.16				4.16				7.56	6.56	6.96		7.56	6.56	6.96
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.23				2.23				3.53	4.03	3.33		3.53	4.03	3.33

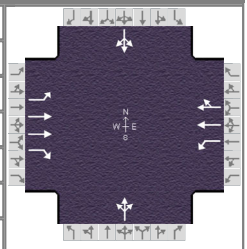
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		16				3					58				20	
Capacity, c (veh/h)		832				527					312				255	
v/c Ratio		0.02				0.01					0.19				0.08	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.7				0.3	
Control Delay (s/veh)		9.4				11.9					19.2				20.3	
Level of Service (LOS)		A				B					C				C	
Approach Delay (s/veh)	0.1				0.0				19.2				20.3			
Approach LOS									C				C			

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HCS7 Signalized Intersection Results Summary

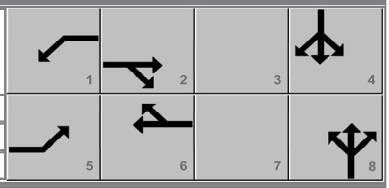
General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.25
Analyst	JAS	Analysis Date	Jan 31, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - AM	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mayo / Compton	File Name	2. Existing - AM.xus		
Project Description	KIPP Compton Middle School				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	8	692	7	7	1041	19	28	22	13	25	19	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On

Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.4		2.3			4.6		4.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.7		0.7
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

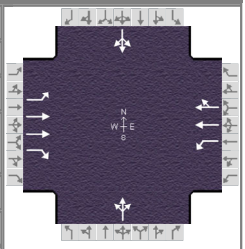
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	9	736	7	7	566	562		67			69	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1858		1582			1588	
Queue Service Time (g_s), s	0.4	14.5	0.3	0.3	24.1	24.1		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.4	14.5	0.3	0.3	24.1	24.1		2.6			2.7	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	712		480			479	
Volume-to-Capacity Ratio (*X*)	0.027	0.539	0.012	0.024	0.789	0.789		0.140			0.144	
Back of Queue (*Q*), ft/ln (95 th percentile)	6.8	250.5	4.4	5.9	432.9	424.2		51.2			52.9	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.3	9.9	0.2	0.2	17.0	17.0		2.0			2.1	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.6	21.6	17.2	30.5	24.5	24.5		25.1			25.2	
Incremental Delay (d_2), s/veh	0.0	1.5	0.0	0.0	8.6	8.7		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	23.1	17.2	30.6	33.1	33.2		25.4			25.4	
Level of Service (LOS)	C	C	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	23.1	C		33.1	C		25.4	C		25.4	C	
Intersection Delay, s/veh / LOS	28.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.11	A	1.42	A	0.60	A	0.60	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Feb 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - AM	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 7:30
Intersection	Mayo / Compton	File Name	2. Existing with Project - AM.xus		
Project Description	KIPP Compton Middle School				

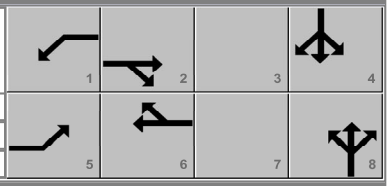


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	50	776	74	98	1041	19	28	22	13	25	27	21

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	4.3		6.6			4.6		5.0
Green Extension Time (g_e), s	0.0	0.0	0.1	0.0		0.8		0.8
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

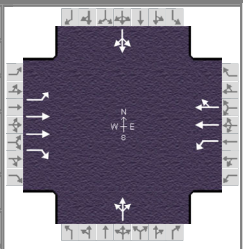
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	53	826	79	104	566	562		67			78	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1858		1577			1620	
Queue Service Time (g_s), s	2.3	16.7	2.9	4.6	24.1	24.1		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	2.3	16.7	2.9	4.6	24.1	24.1		2.6			3.0	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	712		478			486	
Volume-to-Capacity Ratio (*X*)	0.168	0.605	0.130	0.329	0.789	0.789		0.140			0.160	
Back of Queue (*Q*), ft/ln (95 th percentile)	43.5	283.2	49.1	88	432.9	424.2		51.2			59.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.7	11.2	1.9	3.5	17.0	17.0		2.0			2.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	31.4	22.3	18.0	32.3	24.5	24.5		25.1			25.3	
Incremental Delay (d_2), s/veh	0.1	2.0	0.4	0.2	8.6	8.7		0.2			0.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	31.5	24.3	18.4	32.5	33.1	33.2		25.4			25.6	
Level of Service (LOS)	C	C	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	24.2	C		33.1	C		25.4	C		25.6	C	
Intersection Delay, s/veh / LOS	29.0						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.28	A	1.50	B	0.60	A	0.62	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 1, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - Dismissal	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 15:00
Intersection	Mayo / Compton	File Name	2. Existing - Dismissal.xus		
Project Description	KIPP Compton Middle School				

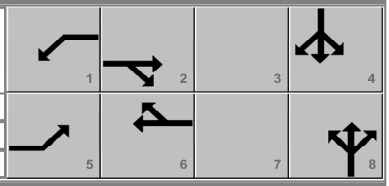


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	11	1096	13	11	627	15	13	11	17	27	3	8

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.5		2.5			3.7		3.7
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.4		0.4
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

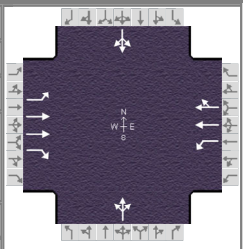
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	12	1166	14	12	343	340		44			40	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1855		1612			1463	
Queue Service Time (g_s), s	0.5	27.0	0.5	0.5	12.5	12.5		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.5	27.0	0.5	0.5	12.5	12.5		1.7			1.7	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		483			459	
Volume-to-Capacity Ratio (*X*)	0.037	0.854	0.023	0.037	0.478	0.478		0.090			0.088	
Back of Queue (*Q*), ft/ln (95 th percentile)	9.3	442.3	8.2	9.3	237.7	233		32.9			30.4	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.4	17.4	0.3	0.4	9.4	9.3		1.3			1.2	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.6	25.4	17.3	30.6	21.0	21.0		24.8			24.8	
Incremental Delay (d_2), s/veh	0.0	7.0	0.1	0.0	2.3	2.3		0.1			0.1	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.6	32.4	17.3	30.6	23.2	23.3		25.0			24.9	
Level of Service (LOS)	C	C	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	32.2	C		23.4	C		25.0	C		24.9	C	
Intersection Delay, s/veh / LOS	28.8						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.47	A	1.06	A	0.56	A	0.55	A

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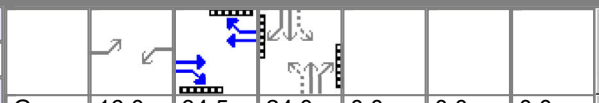
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Feb 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - Dismissal	PHF	0.94
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 15:00
Intersection	Mayo / Compton	File Name	2. Existing with Project - Dismissal.xus		
Project Description	KIPP Compton Middle School				

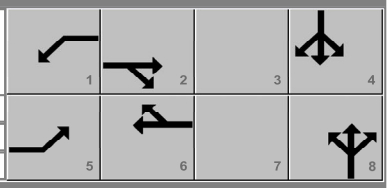


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	42	1158	58	70	627	15	13	11	17	27	8	8

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	3.9		5.2			3.7		3.8
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.4		0.4
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

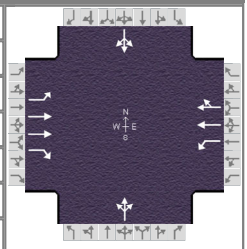
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	45	1232	62	74	343	340		44			46	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1855		1610			1505	
Queue Service Time (g_s), s	1.9	29.4	2.2	3.2	12.5	12.5		0.0			0.1	
Cycle Queue Clearance Time (g_c), s	1.9	29.4	2.2	3.2	12.5	12.5		1.7			1.8	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		482			466	
Volume-to-Capacity Ratio (*X*)	0.141	0.902	0.102	0.235	0.478	0.478		0.090			0.098	
Back of Queue (*Q*), ft/ln (95 th percentile)	36.3	488.1	37.9	61.8	237.7	233		32.9			34.6	
Back of Queue (*Q*), veh/ln (95 th percentile)	1.4	19.2	1.5	2.4	9.4	9.3		1.3			1.4	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	31.2	26.2	17.8	31.7	21.0	21.0		24.8			24.8	
Incremental Delay (d_2), s/veh	0.1	9.9	0.3	0.1	2.3	2.3		0.1			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	31.3	36.1	18.1	31.9	23.2	23.3		25.0			25.0	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	35.1	D		24.1	C		25.0	C		25.0	C	
Intersection Delay, s/veh / LOS	30.9						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.59	B	1.11	A	0.56	A	0.56	A

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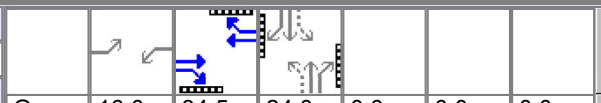
HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.25
Analyst	JAS	Analysis Date	Feb 1, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing - PM	PHF	0.95
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mayo / Compton	File Name	2. Existing - PM.xus		
Project Description	KIPP Compton Middle School				

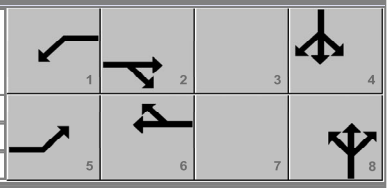


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	16	1175	16	13	671	17	18	12	23	23	9	25

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	2.7		2.6			4.2		4.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

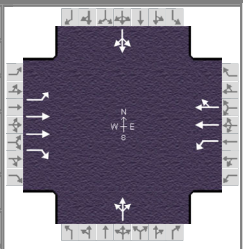
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	17	1237	17	14	364	361		56			60	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1854		1586			1551	
Queue Service Time (g_s), s	0.7	29.5	0.6	0.6	13.4	13.4		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	0.7	29.5	0.6	0.6	13.4	13.4		2.2			2.4	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		476			470	
Volume-to-Capacity Ratio (*X*)	0.053	0.906	0.028	0.043	0.507	0.507		0.117			0.128	
Back of Queue (*Q*), ft/ln (95 th percentile)	13.5	492.3	10	10.9	252.5	247.7		42.4			45.7	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.5	19.4	0.4	0.4	9.9	9.9		1.7			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.7	26.2	17.3	30.7	21.2	21.2		25.0			25.1	
Incremental Delay (d_2), s/veh	0.0	10.2	0.1	0.0	2.6	2.6		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	30.7	36.5	17.4	30.7	23.8	23.8		25.2			25.3	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	36.1	D		23.9	C		25.2	C		25.3	C	
Intersection Delay, s/veh / LOS	31.3						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.54	B	1.10	A	0.58	A	0.59	A

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HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	Linscott, Law & Greenspan			Duration, h	0.250
Analyst	JAS	Analysis Date	Feb 22, 2023	Area Type	Other
Jurisdiction	City of Compton	Time Period	Existing with Project - PM	PHF	0.95
Urban Street	Compton Boulevard	Analysis Year	2023	Analysis Period	1> 17:00
Intersection	Mayo / Compton	File Name	2. Existing with Project - PM.xus		
Project Description	KIPP Compton Middle School				

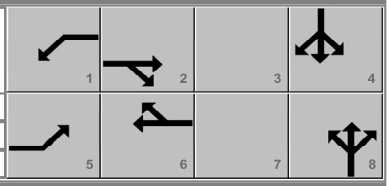


Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (*v*), veh/h	28	1198	27	26	671	17	18	12	23	23	10	25

Signal Information			
Cycle, s	90.0	Reference Phase	2
Offset, s	0	Reference Point	End
Uncoordinated	No	Simult. Gap E/W	On
Force Mode	Fixed	Simult. Gap N/S	On



Green	16.0	34.5	24.0	0.0	0.0	0.0
Yellow	3.0	4.5	5.0	0.0	0.0	0.0
Red	1.0	1.0	1.0	0.0	0.0	0.0



Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	5	2	1	6		8		4
Case Number	2.0	3.0	2.0	4.0		8.0		8.0
Phase Duration, s	20.0	40.0	20.0	40.0		30.0		30.0
Change Period, ($Y+R_c$), s	4.0	5.5	4.0	5.5		6.0		6.0
Max Allow Headway (*MAH*), s	2.6	0.0	2.6	0.0		5.8		5.8
Queue Clearance Time (g_s), s	3.2		3.2			4.2		4.4
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0		0.6		0.6
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	5	2	12	1	6	16	3	8	18	7	4	14
Adjusted Flow Rate (*v*), veh/h	29	1261	28	27	364	361		56			61	
Adjusted Saturation Flow Rate (*s*), veh/h/ln	1781	1781	1585	1781	1870	1854		1585			1557	
Queue Service Time (g_s), s	1.2	30.4	1.0	1.2	13.4	13.4		0.0			0.0	
Cycle Queue Clearance Time (g_c), s	1.2	30.4	1.0	1.2	13.4	13.4		2.2			2.4	
Green Ratio (*g/C*)	0.18	0.38	0.38	0.18	0.38	0.38		0.27			0.27	
Capacity (*c*), veh/h	317	1365	608	317	717	711		476			471	
Volume-to-Capacity Ratio (*X*)	0.093	0.924	0.047	0.086	0.507	0.507		0.117			0.130	
Back of Queue (*Q*), ft/ln (95 th percentile)	23.7	512.6	17.1	22	252.5	247.7		42.4			46.5	
Back of Queue (*Q*), veh/ln (95 th percentile)	0.9	20.2	0.7	0.9	9.9	9.9		1.7			1.8	
Queue Storage Ratio (*RQ*) (95 th percentile)	0.00	0.00	0.00	0.00	0.00	0.00		0.00			0.00	
Uniform Delay (d_1), s/veh	30.9	26.5	17.4	30.9	21.2	21.2		25.0			25.1	
Incremental Delay (d_2), s/veh	0.0	11.9	0.1	0.0	2.6	2.6		0.2			0.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Control Delay (*d*), s/veh	31.0	38.4	17.6	30.9	23.8	23.8		25.2			25.3	
Level of Service (LOS)	C	D	B	C	C	C		C			C	
Approach Delay, s/veh / LOS	37.8	D		24.1	C		25.2	C		25.3	C	
Intersection Delay, s/veh / LOS	32.4						C					

Multimodal Results	EB		WB		NB		SB	
Pedestrian LOS Score / LOS	1.71	B	1.71	B	2.30	B	2.45	B
Bicycle LOS Score / LOS	1.58	B	1.11	A	0.58	A	0.59	A

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September 26, 2023

TO: MAYOR AND CITY COUNCIL MEMBERS

FROM: CITY MANAGER

SUBJECT: A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR BEADOR CONSTRUCTION COMPANY, INC. FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 ($4,819,430).

SUMMARY

Adoption of this resolution will amend the Public Works Engineering Department's 2023-2024 Fiscal Year's budget and authorize the City Manager to enter into a construction contract with and establish a purchase order in the amount of Four Million, Three Hundred Eighty-One Thousand and Three Hundred Dollars ($4,381,300) for Beador Construction Company, Inc. and a Four Hundred Thirty-Eight Thousand, One Hundred and Thirty Dollars ($438,130) contingency amount for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

BACKGROUND

The Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street, and Compton Creek. See the attached Figure 1 for a location map. The bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'-0". The bridge superstructure is comprised of steel girders with a cast-in-place concrete deck. A seismic retrofit was performed in 1993 on the bridge filling in the areas between columns and adding CIDH piles for added shear resistance.

On December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge shown in Figure 2. Span 10 is 49'-9 ¼" long from centerline of Bent 10 to centerline bearing of Abutment 11. Subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works (Design Division and Road Maintenance Division) and the City of Compton Public Works. Steel girders exhibited significant distortion as a result of fire, and an April 2021 load rating analysis performed by LAPW concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight. Additional live loads (vehicular and pedestrian traffic) are prohibited on the bridge as it would overload the reduced capacity of the damaged span. Due to the severity of the damage to the steel girder members and their connections, repairing the girders is not deemed feasible. Therefore, the preferred solution is to fully replace Span 10. To re-open the bridge to traffic, the load rating report

recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10, along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11. The Plans, Specifications, and Estimate (PS&E) for the Bridge Repair have been prepared by Biggs Cardosa Associates.

The proposed work will be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; traffic control. The project location is on Artesia Boulevard over Alameda Street and Union Pacific Railroad and Alameda Corridor Transportation Authority.

STATEMENT OF ISSUE

The Artesia Boulevard over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01 was advertised for competitive bids on August 2nd and August 9th 2023. Bids were received and opened on August 17, 2023. The bid was received as follows:

Contractors	Amount
All American Asphalt	They do not perform bridge work in-house
Beador Construction	$4,381,300
Hardy & Harper, Inc.	The project scope did not fit within the services they provide

Based upon review of the submitted bid documents, the urgency of the City to commence construction on the Artesia Boulevard bridge, it was determined that Beador Construction, Inc. was the apparent lowest bidder and should be awarded the contract in the amount of $4,381,300.

Additionally, staff recommends that a ten percent (10%) contingency in the amount of $431,130 for any unforeseen costs be authorized for this Project. The project is specified to be completed in 180 working days.

Therefore, in order to amend the Public Works Engineering Department's 2023-2024 Fiscal Year's budget and authorize the City Manager to enter into a construction contract with and establish a purchase order for Beador Construction Company, Inc. in the amount of $4,381,300 and a contingency amount of $431,130 for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01, City Council's authorization is necessary.

FISCAL IMPACT

The Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	Description	Amount
2789-710-041-3569	State Grants	$4,819,430

Increase Expenditures

Account No.	Description	Amount
2789-710-041-4300	State Grants Capital Outlay	$4,819,430

Funds in the amount of $4,819,430 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

ALTERNATIVE

Council can reject all bids and instruct staff to re-advertise, however, due to the desire of the City to move forward with this project, no other alternative is being proposed at this time.

RECOMMENDATION

Staff recommends that the City Council adopt the attached Resolution.

JOHN D. STRICKLAND, JR.,
DIRECTOR OF PUBLIC WORKS

APPROVED AS TO FORWARDING:

JERRY GROOMES
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZING THE CITY MANAGER TO ENTER INTO A CONSTRUCTION CONTRACT WITH AND ESTABLISH A PURCHASE ORDER FOR BEADOR CONSTRUCTION COMPANY, INC. FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP #23-01 ($4,819,430).

WHEREAS, adoption of this resolution will amend the Public Works Engineering Department's 2023-2024 Fiscal Year's budget and authorize the City Manager to enter into a construction contract with and establish a purchase order in the amount of Four Million Three Hundred Eighty One Thousand and Three Hundred Dollars ($4,381,300) for Beador Construction Company, Inc. and Four Hundred Thirty Eight Thousand One Hundred and Thirty Dollars ($438,130) contingency amount for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01; and

WHEREAS, the Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street, and Compton Creek; and

WHEREAS, the bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'-0" and the bridge superstructure is comprised of steel girders with a cast-in-place concrete deck; and

WHEREAS, a seismic retrofit was performed in 1993 on the bridge filling in the areas between columns and adding CIDH piles for added shear resistance; and

WHEREAS, on December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge and Span 10 is 49'-9 ¼" long from centerline of Bent 10 to centerline bearing of Abutment 11; and

WHEREAS, the bridge was closed to traffic and inspected by the Los Angeles County Public Works (Design Division and Road Maintenance Division) and the City of Compton Public Works; and

WHEREAS, steel girders exhibited significant distortion as a result of fire and on April 2021 load rating analysis performed by LAPW concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight; and

WHEREAS, live loads (vehicular and pedestrian traffic) are prohibited on the bridge as it would overload the reduced capacity of the damaged span; and

WHEREAS, due to the severity of the damage to the steel girder members and their connections, repairing the girders is not deemed feasible; and

WHEREAS, the preferred solution is to fully replace Span 10 and to re-open the bridge to traffic, the load rating report recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10, along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11; and

WHEREAS, the Plans, Specifications, and Estimate (PS&E) for the Bridge Repair have been prepared by Biggs Cardosa Associates; and

WHEREAS, the proposed work shall be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; traffic control; and

WHEREAS, the project location is on Artesia Boulevard over Alameda Street and Union Pacific Railroad and Alameda Corridor Transportation Authority; and

WHEREAS, the Artesia Boulevard over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01 was advertised for competitive bids on August 2nd and August 9th 2023; and

WHEREAS, bids were received and opened on August 17, 2023 and the bid was received as follows:

Contractors	**Amount**
All American Asphalt	They do not perform bridge work in-house
Beador Construction	$4,381,300
Hardy & Harper, Inc.	The project scope did not fit within the services they provide; and

WHEREAS, based upon review of the submitted bid documents, the urgency of the City to commence construction on the Artesia Boulevard bridge, it was determined that Beador Construction, Inc. was the apparent lowest bidder in the amount of $4,381,300; and

WHEREAS, additionally, staff recommends that a ten percent (10%) contingency in the amount of $431,130 for any unforeseen costs be authorized for this Project and the project is specified to be completed in 180 working day; and

WHEREAS, the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$4,819,430

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants Capital Outlay	$4,819,430; and

WHEREAS, funds in the amount of $4,819,430 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year budget in Account No. 2789-710-041-4300.

WHEREAS, in order to amend the Public Works Engineering Department's 2023-2024 Fiscal Year's budget and authorize the City Manager to enter into a construction contract with and establish a purchase order for Beador Construction Company, Inc. in the amount of $4,381,300 and a contingency amount of $431,130 for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01, City Council's authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the bid of Beador Construction, Inc. in the amount of Four Million Three Hundred Eighty One Thousand and Three Hundred Dollars ($4,381,300) is hereby accepted and all other bids rejected.

SECTION 2. That the City Manager, upon the advice and approval of the City Attorney. is hereby authorized to enter into a construction contract with Beador Construction, Inc. for services performed on the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

SECTION 3. That the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	Description	Amount
2789-710-041-3569	State Grants	$4,819,430

Increase Expenditures

Account No.	Description	Amount
2789-710-041-4300	State Grants Capital Outlay	$4,819,430

SECTION 4. That funds in the amount of $4,819,430 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year budget in Account No. 2789-710-041-4300.

SECTION 5. That a purchase order in the amount of $4,819,430 is authorized to be established for Beador Construction, Inc. for services to be rendered on the Artesia Boulevard over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

SECTION 6. That a project contingency amount of Four Hundred Thirty Eight Thousand One Hundred and Thirty Dollars ($438,130) is hereby authorized.

SECTION 7. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and Public Works Engineering Department.

SECTION 8. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held on the _____ day of _____, 2023.

That said Resolution was adopted by the following vote to wit:

AYES: COUNCIL MEMBERS-
NOES: COUNCIL MEMBERS-
ABSENT: COUNCIL MEMBERS-
ABSTAIN: COUNCIL MEMBERS-

_____
CITY CLERK OF THE CITY OF COMPTON

Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair				Beador Construction	
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT OF MEASURE	UNIT COST	TOTAL COST
1	Mobilization	1	LS	$435,000.00	$435,000.00
2	Traffic Control	1	LS	$250,400.00	$250,400.00
3	Best Management Practices	1	LS	$50,000.00	$50,000.00
4	Coordination with Railroads	1	ALLOW	$50,000.00	$50,000.00
5	Remove Chain Link Fence	290	LF	$30.00	$8,700.00
6	Salvage and Reinstall Metal Bridge Railing	101	LF	$220.00	$22,220.00
7	Lead Testing and Compliance Plan	1	LS	$25,000.00	$25,000.00
8	Lead Removal and Disposal	1	ALLOW	$100,000.00	$100,000.00
9	Asbestos Containing Material Removal and Disposal	1	ALLOW	$50,000.00	$50,000.00
10	Bridge Removal (Portion)	1	LS	$350,000.00	$350,000.00
11	Clearing and Grubbing	1	SF	$50,056.00	$50,056.00
12	Remove and Patch Unsound Concrete	500	SF	$220.00	$110,000.00
13	Structure Excavation (Bridge)	28	CY	$390.00	$10,920.00
14	Structure Backfill	22	CY	$750.00	$16,500.00
15	Furnish Helical Pile	20	EA	$8,500.00	$170,000.00
16	Install Helical Pile	20	EA	$15,000.00	$300,000.00
17	Structural Concrete, Bridge	33	CY	$5,900.00	$194,700.00
18	Structural Concrete, Bridge (Polymer Fiber)	191	EA	$3,700.00	$706,700.00
19	Drill and Bond Dowel	413	LF	$45.00	$18,585.00

20	Furnish Precast Concrete Security Wall Panel	2,020	SF	$65.00	$131,300.00
21	Erect Precast Concrete Security Wall Panel	12	EA	$3,700.00	$44,400.00
22	Furnish Structural Steel (Bridge)	118,728	LB	$5.50	$653,004.00
23	Erect Structural Steel (Bridge)	118,728	EA	$2.00	$237,456.00
24	Clean and Paint Structural Steel	1	LS	$125,000.00	$125,000.00
25	Joint Seal (MR 1")	111	FT	$150.00	$16,650.00
26	Joint Seal (MR 2")	111	FT	$150.00	$16,650.00
27	Bar Reinforcing Steel (Bridge)	43,743	LB	$3.00	$131,229.00
28	Miscellaneous Metal (Bridge)	1,418	LB	$60.00	$85,080.00
29	Chain Link Fence (Type CL-6)	290	LF	$75.00	$21,750.00
	TOTAL			**1**	$4,381,300.00

Beador Construction Company, Inc

Attachment "A"

MAJOR CONSTRUCTION PROJECTS / *COMPLETED & In Progress*

Drainage Jobs
AC Resurfacing Jobs
Landscaped
Methacrylate
Street Improvements

PROJECT NAME	*OWNER*	*PHONE NUMBER CONTACT PERSON*	*Email*	*PROJECT MGR PHONE NUMBER*	*PROJECT SUPT PHONE NUMBER*	*CONTRACT AMOUNT*	*DATE COMPLETION*	
San Juan Capistrano Rte 5 - Widen Roadway and Bridges	CalTrans 12-0E5704	Majid Javaherneshan 949-289-3551		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$8,404,700.00	Start June 2011 Complete June 2013	Drainage Jobs AC Resurfacing Jobs
Irvine 314120 Macarthur Median Drainage Imprvmnts	City of Irvine 1 Civic Center Plaza, Irvine 92623	Steve Sherwood 949-724-6000		David Beador 951-674-7352	Larry Coleman 949-279-0386	$248,567.00	Start Nov 2010 Complete Sept 2011	Drainage Jobs
Irwindale - Bridge RDC0011613 Foothill Blvd over San Gabriel River	County of Los Angeles 900 S. Fremont Ave, Alhambra 91803-1331	Salman Khan 626-458-4956		David Beador 951-674-7352	Bob Ortega 949-678-2041	$1,929,786.00	Start May 2011 Complete April 2012	Bridge work
Long Beach - Road Improvements HD-S2339 710- Ninth and Shoemaker Bridge	Port of Long Beach 925 Harbor Plaza, Long Beach 90802 PO Box 570 Long Beach 90801	PK Wang 562-901-1759		David Beador 951-674-7352	Bob Ortega 949-678-2041	$428,822.00	Start Oct 2010 Complete 2012	Street Improvements
Long Beach - Bridge Girder Repair HD-S2320A SR 710 - Anaheim Street Bridge	Port of Long Beach 333 West Ocean Blvd 11th Floor, Long Beach 90802-4664 PO Box 570 Long Beach 90801	PK Wang 562-901-1759		David Beador 951-674-7352	Bob Ortega 949-678-2041	$439,371.00	Start Oct 2010 Complete 2012	Bridge Girder repair
Newport Beach Seismic Retrofit #3531 Bridge Seismic Retrofit	City of Newport Beach 3300 Newport Blvd, PO Box 1768, Newport Beach 92658-8915	Thomas Sandefur 949-644-3312		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$780,759.00	Start Dec 2010 Complete Aug 2011	Methacrylate
I-10 WB Lane addition C10190 STPLN 6053(088) Rte 10 in Redlands & Yucaipa	SANBAG 1170 W. 3rd Street 2nd Floor, San Bernardino 92410-1715	Ken Loncharich 949-283-0854		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$16,083,300.00	Start Feb 2011 Complete 2013	Drainage Jobs AC Resurfacing Jobs
City of Newport Beach #3724 Jamboree Road over SR-73	City of Newport Beach 3300 Newport Blvd, PO Box 1768, Newport Beach 92658-8915	AB Fakhouri 949-644-3312		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$3,522,723.00	Start May 2011 Complete 2012	AC Resurfacing Jobs
City of Moreno Valley 2011 Citywide Bridge Maintenance Program	City of Moreno Valley 11-22679828	Viren Shah 951-314-2288		David Beador 951-674-7352	Bob Ortega 949-678-2041	$229,000.00	Start April 2011 Complete June 2011	Methacrylate
County of Riverside Blythe Emergency Repair	County of Riverside 08-0Q7004	Vu Thanh Nguyen 909-825-2753		David Beador 951-674-7352	Bob Ortega 949-678-2041	$11,870.00	Start July 2011 Completed July 2011	
County of Orange 91 Freeway Emergency	County of Orange 12-0M1904	Mo Rousta 949-279-8803		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$235,551.00	Start Sept 2011 Completed Oct 2011	
County of Los Angeles PCH Bridge Emergency Job	County of Los Angeles 07-3X4604	Hassan Fayad 562-860-3085 x -107		David Beador 951-674-7352	Bob Ortega 949-678-2041	$1,169,693.00	Start May 2011 Completed Jan 2012	Emergency Work
County of San Bernardino Hwy 330	County of San Bernardino 08-0J8004	Ken Tran		David Beador 951-674-7352	Bob Ortega 949-678-2041	$360,422.00	Start May 2012 Complete Aug 2012	Culverts
County of Riverside 15/215/91	City of Corona/Murrieta 08-0Q2104			David Beador 951-674-7352	Bob Ortega 949-678-2041	$726,521.00	Completed Nov 2012	Methacrylate
County of Orange #ER08990 Antonio Parkway	County of Orange 1152 E. Fruit St, Santa Ana 92701	Hiram Downard 714-567-7838		David Beador 951-674-7352	Ramiro Acevedo 949-279-0057	$20,053,300.00	Start June 2011 Complete 2013	Drainage Jobs Resurfacing Jobs - me
County of LA Route 105, West of Façade Ave	Caltrans 07-4S8404	Juan C. Arias		David Beador 951-674-7352	Bob Ortega 949-678-2041	$769,700.00	Start July 2012 Completed July 2013	
57 FWY Rte 57 in Placentia & Fullerton	CalTrans 12-0F0314	Adrian Wu 949-279-8488		David Beador 951-674-7352	Jeff B & Bob Ortega 951-674-7352	$28,581,800.00	Start Feb 2011 Complete Dec 2013	Drainage Jobs AC Resurfacing Jobs
City of Carlsbad 6016/3557 Carlsbad Blvd. OH Railing Improvements	City of Carlsbad 1635 Faraday Ave, Carlsbad 92008-7314	Casey Arndt (760) 602-2780 X7320		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$660,000.00	Start Jan 2015 Complete August 2015	AC Resurfacing Jobs
City of Tustin CIP 50041 Install Biofiltration Units	City of Tustin 300 Centennial Way, Tustin 92780	Jon Draugelis 714-573-3164		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$1,560,000.00	Start August 2015 Complete April 2016	Drainage Jobs
County of Riverside Project No. C6-0081 Exchange Club Park	County of Riverside 4080 Lemon Street, 8th Floor, PO Box 1090, Riverside 92501	Trai Nguyen 951-961-5363		David Beador 951-674-7352	Larry Coleman 760-908-5129	$960,000.00	Start June 2016 Completed Oct 2016	AC Resurfacing Jobs Street & Landscaped
City of Diamond Bar Project No. 26315 Diamond Bar Blvd/Brea Canyon Rd Enhancement	City of Diamond Bar 21810 Copley Dr, Diamond Bar 91765	John Beshay 909-839-7043		David Beador 951-674-7352	Larry Coleman 760-908-5129	$465,502.00	Start Sept 2016 Completed Jan 2017	AC Resurfacing Jobs
City of Torrance Project No. B-2016-19 PCH from Calle Mayor to Janet Lane Safety Enhancement Project. I-133	City of Torrance 3031 Torrance Blvd, Torrance 90503	Elizabeth Overstreet 310-618-3074		David Beador 951-674-7352	Larry Coleman 760-908-5129	$786,400.00	Start Sept 2016 Completed Jan 2017	AC Resurfacing Jobs
Park West Rescom, Inc. Temescal Canyon Road	Forestar Toscana Development 4590 MacArthru Blvd Suite 600, Newport Beach 92660			David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$329,950.00	Start Jan 2017 Completed Mar 2017	Resurfacing Jobs
County of LA / City of Porter Ranch Tampa Ave Off Ramp on Route 118	CalTrans 07-2849U4	Ali Mohsenzadeh 818-364-2760 x-233		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$1,367,300.00	Start Oct 2016 Completed June 2017	Resurfacing Jobs Street & Landscaped
City of Torrance Bluff Drive Storm Drain	City of Torrance 3031 Torrance Blvd, Torrance 90503	Angel Lotus 310-618-3079	alotus@torranceca.gov	David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$80,300.00	Start Apr 2017 Completed May 2017	Drainage Jobs
Forestar Chatsworth, LLC Canoga Avenue Bridge	**Forestar Chatsworth, LLC** 4590 MacArthru Blvd Suite 600, Newport Beach 92660	Brian Woods 949-748-6714 x-204		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$3,676,700.00 After CO's - $3,873,610.50	Start Oct 2016 Completed	Bridge work
Forestar Chatsworth, LLC Poema Bridge	**Forestar Chatsworth, LLC** 4590 MacArthru Blvd Suite 600, Newport Beach 92660	Brian Woods 949-748-6714 x-204		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$7,550,300.00	Start Sept 2016 Completed Apr 2019	Bridge work
City of Costa Mesa Project No. 16-04 - Placentia Ave Median Improvements	City of Costa Mesa 77 Fair Drive, Costa Mesa, 92628	Baltazar Mejia 714-754-5291	baltazar.mejia@costamesaca.gov	David Beador 951-674-7352	Bodean Matheson 619-889-0515	$1,682,300.00 $1,700,259.00	Started 10/9/17 Completed 07/14/18	AC Resurfacing Jobs Street & Landscaped
City of Stanton Thunderbird Lane Sewer & Street Improvements	City of Stanton 7800 Katella Ave, Stanton 90680	Guillermo Perez 714-890-4204		David Beador 951-674-7352	Larry Coleman 760-908-5129	$517,700.00	Start 8/16/17 Completed 12/8/17	Drainage Jobs
City of Laguna Beach C.I.P. 436 - Agate and Thalia Street Beach stair replacement	City of Laguna Beach 505 Forest Ave, Laguna Beach 92651	Louis Kneip 949-464-6688		David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$1,824,816.00	Start 9/19/17 Completed 09/11/18	Street Improvements Beach stair access
East Orange County Water District Open Trench Sewer Line Replacement	**East Orange County Water District** 185 N. McPherson Rd, Orange 92869	Lisa Ohlund 714-538-5815		David Beador 951-674-7352	Larry Coleman 760-908-5129	$393,000.00	Start 12/12/17 Completed 2/9/18	AC Resurfacing Jobs Drainage Jobs
Jurupa Valley Care Clinic Jurupa Valley	**Pacific Construction Group** 17895 Sky Park Circle Unit K, Irvine 92614	Shane Dixon 714-460-3573		David Beador 951-674-7352	Adam Prieto 714-552-5818	$350,000.00	Start 01/15/18 Complete 2/15/18	Concrete work
Brookhurst Ave Bridge SC-1449 -Bridge Preventive Maintenance	**City of Huntington Beach** 2000 Main Street, PO Box 190, Huntington Beach 92648	John Griffin 714-375-5011		David Beador 951-674-7352	Adam Prieto 714-552-5818	$866,300.00	Start 2/21/18 Completed 9/6/18	Methacrylate
Magnolia Ave Bridge SC-1448 Bridge Preventive Maintenance	**City of Huntington Beach** 2000 Main Street, PO Box 190, Huntington Beach 92648	John Griffin 714-375-5011		David Beador 951-674-7352	Adam Prieto 714-552-5818	$833,700.00	Start 2/26/18 Completed 7/7/18	Methacrylate
City of Norco Norco MDP Line Bluf Street Storm Drain	**City of Norco** 2870 Clark Ave, Norco 92860	Chad Blais 951-270-5678	cblais@ci.norco.ca.us	David Beador 951-674-7352	Jose Lopez Lemus 949-445-9299	$372,300.00	Start 9/18/18 Completed 11/21/18	Drainage Jobs AC Resurfacing Jobs
Dorn Court Storm Drain Improvements CIP 509 Storm Drain improvements on Dorn Court	**City of Laguna Beach** 505 Forest Ave, Laguna Beach 92651	Tri Nguyen 949-497-0741	tnguyen@lagunabeachcity.net	David Beador 951-674-7352	Jose Lopez Lemus 949-445-9299	$262,700.00	Start 9/10/18 Completed 11/13/18	Drainage Jobs AC Resurfacing Jobs
07-1XG904-Emergency Caltrans Rte N5/W118 Connector	**Caltrans-Emergency job** 07-1XG904 - damaged concrete barrier& sign structure	Kris Venkataraman 714-376-2022		David Beador 951-674-7352	Bodean Matheson 619-889-0515	$345,000.00	Start 10/19/18 Completed 11/29/20	Emergency Work barrier repair
07-1XJ504-Emergency Caltrans Route 5 at Bus Pass Rd, South El Monte	**Caltrans-Emergency job** 07-1XJ504 - damaged bridge	Pravin Patel 213-798-6053		David Beador 951-674-7352	Bodean Matheson 619-889-0515	$420,000.00	Start 11/01/18 Completed 08/23/19	Emergency Work bridge repair
07-1XL604-Emergency Caltrans At 132th Street & 228th Street & 710	**Caltrans-Emergency job** 07-1XL604	Thang		David Beador 951-674-7352	Larry Coleman 760-908-5129	$386,279.20	Start 4/19/19 Completed 01/8/20	Emergency Work Slope repair
12-0S2404 - 91 WB @ La Palma Emergency Bridge girder repair	**Caltrans-Emergency job** 12-0S2404	Kifah		David Beador 951-674-7352	Omar Lara	$267,915.42	Start 10/24/19 Completed 12/21/19	Emergency Work Girder repair
Pearl Street - Emergency Job Pearl Street & PCH	**City of Laguna Beach**	Matthew Oxford 949-613-4045	moxford@lagunabeachcity.net	David Beador 951-674-7352	Larry Coleman	$137,000.00	Start 2/26/20 Completed 3/5/20	Slope repair

PROJECT NAME	OWNER	PHONE NUMBER CONTACT PERSON	Email	PROJECT MGR PHONE NUMBER	PROJECT SUPT PHONE NUMBER	CONTRACT AMOUNT	DATE COMPLETION	
Temescal Wash/ Elm Street D0-0025	**County of Riverside** 2950 Washington St., Riverside 92504	Hector Davila 951-955-6885	hedavila@rivco.org	David Beador 951-674-7352	Adam Prieto 714-552-5818		Start 11/25/19 Completed 04/27/20	Emergency Work
07-326104-Soldier Pile Wall Construct soldier pile wall at bottom of slope	**Caltrans** 07-326104	Fuad Aziz 310-403-9747	fuad.aziz@dot.ca.gov	David Beador 951-674-7352	Adam Prieto 714-552-5818	$1,395,300.00	Start 08/02/18 Completed 02/13/20	Soldier pile wall
Construction on Hwy 605 @ Live Oak P-974, interchange improvments	City of Irwindale - 250WD's 5050 N. Irwindale Ave, Irwindale 91706	A.B. Fakhouri 714-225-3007	ab.fakhouri@fcqconsultants.com	David Beador 951-674-7352	Bodean Matheson 619-889-0515	$1,869,300.00	Start 01/7/19 250 WD's	Ramp modification JPCP
12-0N3004-ramp realignment, paving, stripin Route 241, Rancho Santa Margarita	**Caltrans** 12-0N3004	Nabil Ruda 949-279-8491	nabil.ruda@dot.ca.gov	David Beador 951-674-7352	Larry Coleman	$937,300.00	Start 05/08/19 Completed 10/23/19	**AC Resurfacing Jobs**
Oliver Street Bridge Oliver Street/UPR, Moreno Valley	**DR Horton - 2280 Wardlow Circle, Coror** Oliver Street	Keith Alex 951-972-9000		David Beador 951-674-7352	Omar Lara	$485,000.00	Start 9/3/2019 Completed Jan 2020	Bridge retrofit **Methacrylate**
07-313804 - Install RCP & Corrugated metal r Route 110 near Redondo Beach Blvd	**Caltrans** 07-313804	Edgar Hernandez 310-609-0364	edgar.herrera@dot.ca.gov	David Beador 951-674-7352	Adam Prieto 714-552-5818	$1,078,700.00	Start 12/5/19 Complete 01/16/20	**Drainage Jobs**
07-299104-Replace roadside sign & pavement marking, construct catch basin Route 1, Long Beach at Los Alamitos Traffic Circle	**Caltrans** 07-299104	Fuad Aziz 310-403-9746	fuad.aziz@dot.ca.gov	David Beador 951-674-7352	Ramiro	$459,300.00	Start 2/17/20 Complete 04/08/20	**Drainage Jobs**
07-1XH504 - Emergency Caltrans Route 5/118	**Caltrans-Emergency job** 07-1XH504	Kalyanakrishnan Venkataraman 818-262-8853	kalyanakrishnan.venkataraman@dot	David Beador 951-674-7352	Bodean Matheson 619-889-0515	$75,000.00	Start 6/29 Complete 7/10/20	Emergency Work
Temescal Canyon Widening Projects Project No. C5-0072, C6-0066 & B9-0988 Widening, Slurry & Drainage improvements	**County of Riverside** 2950 Washington St., Riverside 92504	Hector Davila 951-955-6885	hedavila@rivco.org	David Beador 951-674-7352	Adam Prieto 714-552-5818	$13,581,730.00	Start 12/10/18 Completed 11/02/20	**Widening, Slurry, Drainage Jobs**
07-313604-Remove & Replace RCP Route 5 and Angeles National Forest	**Caltrans** 07-313604 - 30WD's	Ridwan Salman 661-257-0273	ridwan.salman@dot.ca.gov	David Beador 951-674-7352	Larry Coleman 760-908-5129	$1,174,700.00	Start 06/01/20 Completed 9/2/20	**Drainage Jobs**
University Drive Widening Improvements CIP 311306 - University Drive Widening Improvements	**City of Irvine** 1 Civic Center Plaza, PO Box 19575 Irvine 92623-9575	Alex Salazar 949-724-7408	asalazar@cityofirvine.org	David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$11,472,300.00	Start 03/21/18 Est Completion April 2019	**Street Improvements** **Landscaped**
Culver / University Intersection CIP 318030 - Bid No. 18-1336	**City of Irvine** 1 Civic Center Plaza, PO Box 19575, Irvine 92623-9575	Alex Salazar 949-724-7408	asalazar@cityofirvine.org	David Beador 951-674-7352	Ramiro Acevedo 714-393-9855	$3,549,300.00	Start 12/12/18 Est Completion April 2019	**Street Improvements** **Landscaped**
08-0H4704-Widen bridge for std shoulders Route 2, San Bernardino County, in Wrightwood at Sheep Creek Bridge	**Caltrans** 08-0H4704 - 267 WD's	John Santos 951-538-5315	john.santos@dot.ca.gov	David Beador 951-674-7352	Ron Hernandez	$2,740,300.00	Start 04/30/19 267WD's	**AC Resurfacing Jobs** **Methacrylate**
08-1J3904 Widen off ramp with HMA Route 210 in San Bernardino at Del Rosa AveEB Ramp exit	**Caltrans** 08-1J3904 - 65WD's	Vu Thanh 951-232-3784	vu.thanh.nguyen@dot.ca.gov	David Beador 951-674-7352	Larry Coleman 760-908-5129	$731,700.00	Start 01/22/20 Completed 06/11/20	**AC Resurfacing Jobs**
Temple Hills Drive Pedestrian Improvements Temple Hills Drive from Thalia Street to Alta Laguna Blvd	**City of Laguna Beach** 505 Forest Ave, Laguna Beach, CA 92651 CIP 241 - 60WD's	Natalie Chan 949-497-0741	nchan@lagunabeachcity.net	David Beador 951-674-7352	BoDean Matheson 619-889-0515	$1,050,700.00	Start 01/03/20 Completed 8/29/20	**Street Improvements**
08-1C6604 - Sediment Control and stabilization measures Route 15 in Murrieta/Menifee off Scott Road OC	**Caltrans** 08-1C6604 - 70 WD's	David Benson 951-232-6478	david.benson@dot.ca.gov	David Beador 951-674-7352	Jason Beesmer	$1,443,700.00	1st working day 08/14/20 Start 09/04/20 complete 01/05/21	**Landscaped**
07-4W8204 - Replace structural concrete bridge and place concrete barrier Route 101 in Camarillo at Central Ave OC	**Caltrans** 07-4W8204 - 180 WD's	Saeid Shakeri 213-808-7976	saeid.shakeri@dot.ca.gov	David Beador 951-674-7352	Ramiro Acevedo	$1,155,300.00	Approved 06/22/20 Start 09/28/20 completed 02/15	Structural concrete bridg girder replacement
07-1XN004 - Emergency Caltrans Route 105 at Long Beach Blvd	**Caltrans-Emergency job** 07-1XN004	Ramon Robillos 805-431-4352	ramon.robillos@dot.ca.gov	David Beador 951-674-7352	Larry	$370,000.00	Completed Jan 2021	Slope repair
12-0Q6604 - RR structural concrete roadway, approach slabs & sign structures Route 55/405 separation in Costa Mesa/Santa Ana	**Caltrans** 12-0Q6604 - 190 WD's	Dat Pham 949-279-8586	dat.pham@dot.ca.gov	David Beador 951-674-7352	Ramiro / Larry	$2,260,300.00	Start Approx 8/6/2020 Completed 02/06/21	Sign Structures Approach Slabs, JPCP
Laguna Canyon Channel From transition structure at Beach St to Main Beach	**City of Laguna Beach** 505 Forest Avenue | Laguna Beach, CA 92651 CIP 209	Matthew Oxford 949-613-4045	moxford@lagunabeachcity.net	David Beador 951-674-7352	Adam Prieto 714-552-5818	$1,230,300.00	Start 05/04/20 1st portion completed 07/03/20	Reinforced concrete box Transition structure
08-1M0104 - replace signs Route 215 at Beech Avenue, Fontana	**Caltrans-Emergency job** 08-1M0104	Vu Nguyen	vu.thanh.nguyen@dot.ca.gov	David Beador 951-674-7352	Bodean Matheson	$29,316.88	Start 10/4/21 Completed 10/6/21	
Santa Margarita Parkway Hinge Bridge From San Sebastian to SR-241	City of Rancho Santa Margarita 180 WD's 22112 El Paseo, Rancho Santa Margarita, CA 92688	Tri Nguyen 949-635-1813	tnguyen@cityofrsm.org	David Beador 951-674-7352	Adam Prieto / Ron	$2,536,700.00	Start 07/07/20 Completed	Bridge Hinge repair
07-309304 - Reinforce Concrete Bridge Route 210/405/605	**Caltrans** 07-309304 - 200 WD's	Michael Chou 626-339-1601 x-104	micheal.chou@dot.ca.gov	David Beador 951-674-7352	Ron/Larry/BoDean	$5,812,300.00	Start 01/07/21 - Completed Completed - May 2022	Structural concrete bridge Shoulder paving
12-0P5204 - Replace concrete barrier & sign panel & modify lighting system Rte 22, 57 - in Orange on Rte 22 from Lewis St OC to City Drive UC and Rte 57 from Chapman Ave UC to Orangewood Ave UC	**Caltrans** 12-0P5204 - 110 WD's	Elie Najm	elie.najm@dot.ca.gov	David Beador 951-674-7352	Ramiro Acevedo	$1,674,300.00	Approved 06/18/20 - must start w/in 180 days - approx start 09/14/20 Start 01/14/21 - 12/16/2021 Completed	Barrier Replacement
08-1H7704 - Install sign structure, HMA, modify ramp metering & retaining wall Route 215 at Orange Show Rd in San Bernardino	**Caltrans** 08-1H7704 - 180 WD's	Nick Mineo 951-232-8549	nicholas.mineo@dot.ca.gov	David Beador 951-674-7352	Jason Beesmer	$5,559,700.00	Approved 06/30/20 - must start w/in 55 days - Start 10/12/20 - Completed	Ramp modification, AC Retaining wall
18117C/820763-2018 Thomas Fire Debris Flow Repairs & Culver #305 Replacement/ Brooktree Road On Brooktree Road and Mountain Drive, Santa Barbara, CA	County of Santa Barbara 60WD's 123 East Anapamu Street Santa Barbara, CA 93101	Diana Estorga 805-803-8763	Destorga@cosbpw.net	David Beador 951-674-7352	Ramiro Acevedo	$723,300.00	Start 08/21/21 - Completed	
Fernald Point Lane Bridge Replacement #862330 Fernald Point Lane near Romero Creek, Santa Barbara, CA	County of Santa Barbara 230WD's 123 East Anapamu Street Santa Barbara, CA 93101	Steven Manuel 805-803-8762	smanuel@cosbpw.net	David Beador 951-674-7352	Ramiro Acevedo	$2,406,700.00	Start 06/19/21 Completed 06/27/22	
06-1A0404 - Repair bridge bent caps Route 99/137 Separation in Tulare	**Caltrans** 06-1A0404 - 55 WD's	Javier Huerta (559) 651-8319	javier.huerta@dot.ca.gov	David Beador 951-674-7352	Adam Prieto	$405,700.00	Start 11/15/21 Completed March 2022	
12-0S0404 - Traffic Safety Devices Route 55 @ various locations in Orange & Anaheim near Katella and Lincoln	**Caltrans** 12-0S0404 - 70WD's	Nabil Ruda 949-279-8491	nabil.ruda@dot.ca.gov	David Beador 951-674-7352	Adam Prieto	$1,064,700.00	Start 12/3/21 Completed 4/15/22	
12-0T8404-Emergency Job Route 405 at MacArthur	**Caltrans** 12-0T8404	Jay Joubeen 949-279-8638	jay.joubeen@dot.ca.gov	David Beador 951-674-7352	Adam Prieto	$464,000.00	$440,732.00 Completed 7/1/22	
189th Street Pedestrian Bridge 189th Street near Main St, Carson, CA	City of Carson 189th Street - 60WD's	Victor Lopez 310-830-7600	vlopez@carsonca.gov	David Beador 951-674-7352	Adrian Prieto	$506,700.00	Start 5/4/22 Completed 7/1/22	
12-0S6604 - replace concrete panels Route 91/241 Connector near Gypsum Canyon	Caltrans 12-0S6604 - 40WD's	Adrian Wu 949 279-8488	adrian.wu@dot.ca.gov	David Beador 951-674-7352	Adam Prieto	$1,587,300.00	Start 4/29/22 Completed 07/01/22	
12-0N8604 - Replace Structural bridge & RW, place HMA Route 73 in Newport Beach from Bison Ave to University Drive	**Caltrans** 12-0N8604 - 515 WD's	Jay Joubeen 949-279-8638	jay.joubeen@dot.ca.gov	David Beador 951-674-7352	Adam Prieto	$6,700,400.00	Approved 07/23/20 - must start w/in 55 days - Start 10/28/20 - in PE	Structural concrete bridge, AC Retaining wall
12-0N9204 - upgrade drainage system Route 22 at Haster Street in Garden Grove	**Caltrans** 12-0N9204 - 90WD's	Dat Pham 949-279-8586	dat.pham@dot.ca.gov	David Beador 951-674-7352		$919,700.00	Start Jan 2022 Completed Nov 2022	**Drainage Jobs**
04-4J0304 -Install Steel piles, densify soil, construct approach slabs and RSP Route 101 near Gilroy at Sargen Bridge OH	**Caltrans** 04-4J0304 - 70 WD's, 250 PE days	Thanh Phung 408-569-0404	thanh.d.phung@dot.ca.gov	David Beador 951-674-7352	Victor Olguin	$2,112,300.00	Start 05/02/2022	
05-1F8104-Install sheet pile wall and RSP Route 1 in Santa Barbar County near Lompoc at San Antonio Creek Bridge	**Caltrans** 05-1F8104 - 60WD's	Shoukie Alawar 530-356-7296	shoukie.alawar@dot.ca.gov	David Beador 951-674-7352		$516,700.00		
12-0S9004 - Clean and inspect culvert, invert pa Route 241 at Hicks Haul Rd, Irvine	Caltrans 12-0S9004 - 60 WD's	Kifah Ramadan 949-279-8625	kifah.ramadan@dot.ca.gov	David Beador 951-674-7352	Ramiro Acevedo	$550,300.00	Start 06/24/22	
08-1K5104-Culvert contact grouting, concrete invert paving & misc iron & Steel on Route 15 near Horsethief Canyon in Corona and Route 215 near Murrieta Hot Springs Rd in Murrieta	**Caltrans** 08-1K5104 - 100WD's	Mike Bergevin 951-232-3739	mike.bergevin@dot.ca.gov	David Beador 951-674-7352	Jose Pilar	$699,700.00	Start 05/09/2022	
12-0P7004 - Replace Concrete Channel lining Route 5 at Avenida Pico, San Clemente	Caltrans 12-0P7004 - 400 wd's	Arezo Ghiam 949-278-4124	aghiam@fountainheadcorp.com	David Beador 951-674-7352	Adam Prieto		Start 1/11/21	

PROJECT NAME	OWNER	PHONE NUMBER CONTACT PERSON	Email	PROJECT MGR PHONE NUMBER	PROJECT SUPT PHONE NUMBER	CONTRACT AMOUNT	DATE COMPLETION
12-0Q3204 - Concrete Barrier Route 22 in Orange and Santa Ana	Caltrans 12-0Q3204 - 200WD's	Tyrone Taylor 310-308-5405	ttaylor@fountainheadcorp.com	David Beador 951-674-7352	Adam Prieto	$4,769,300.00	Start 4/25/22
Mesmer Low Flow Diversion Mesmer Avenue and Jefferson Blvd, Culver City	City of Culver City Mesmer Low Flow-90WD's	Sean Singletary 213-925-6589	sean.singletary@culvercity.org	David Beador 951-674-7352	Adam Prieto	$1,259,700.00	
D-178 Tustin St, Katella Ave, La Veta Tustin St, Katella Ave, La Veta, Orange, CA	City of Orange D-178 Tustin St/Katella Ave- 45 CD's	Salvador Martinez 714-744-5547	smunoz@cityoforange.org	David Beador 951-674-7352		$753,300.00	
864050 Modoc Rd Multiuse Modoc Road / Via Sedona	County of Santa Barbara 864050-Modoc - 60 WD's	Brent Clavin 805-803-8788	bclavin@countyofsb.org	David Beador 951-674-7352	Jesus Duran	$2,397,300.00	Start 07/18/22
Conejo Canyons Bridge at HCTP at Hill Canyon Road / Treatment Plant	City of Thousand Oaks CI 5527 - 270 CD's	Saeed olfaghari 805-449-2441	szolfaghari@toaks.org	David Beador 951-674-7352		$2,155,300.00	
#820786-Alisal Fire Damage Repair Refugio Road, Santa Barbara	County of Santa Barbara 50WD's 123 East Anapamu Street Santa Barbara, CA 93101	Steven Manuel 805-803-8762	smanuel@cosbpw.net	David Beador 951-674-7352		$387,700.00	
2022-03-Lomas Santa Fe Drive Bridge Repairs Lomas Santa Fe, Solana Beach	City of Solana Beach - 45 WD's 635 South Highway 101, Solana Beach, CA 92075	Jim Greenstein 858-720-2476	jgreenstein@cosb.org	David Beador 951-674-7352		$153,300.00	
Water Reclamation Facility No. 2 - paving & drainage improvements	City of Corona - 60WD's 400 S. Vicentia Ave, Corona, cA	Julianna Zaleski 951-736-2264	julianna.zaleski@coronaca.gov	David Beador 951-674-7352		$1,475,700.00	
07-336004-construct Stormwater treatment devices Route 118 in Ventura County, near Saticoy	**Caltrans** 07-336004 - 460 WD's	Tayo Ogeyemi 213-793-9385	oluwatayo.ogetemi@dot.ca.gov	David Beador 951-674-7352		$5,087,700.00	
07-317904 - Remove pedestrian bridge Route 101 at Encino Avenue, Encino	**Caltrans** 07-317904-120 WD's, 125 PE - total 245 WD's	Kris Venkataraman 818-262-8853	akrishnan.Venkataraman@dot	David Beador 951-674-7352		$1,382,300.00	
07-322404 - remove bridge railing & place concrete barrier Route 134 at Arroyo Seco Bridge at Orange Grove, Pasadena	**Caltrans** 07-322404-290 WD's	Sam Toutounchian 310-345-6201	Sam.Toutounchian@dot.ca.gov	David Beador 951-674-7352		$6,143,700.00	

CONSTRUCTION SERVICES AGREEMENT
BETWEEN
CITY OF COMPTON
AND
BEADOR CONSTRUCTION
[Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project– CIP #23-01]

This **AGREEMENT** is entered into by and between the **CITY OF COMPTON**, a municipal corporation of the State of California (hereinafter referred to as **"CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220, and **BEADOR CONSTRUCTION** (hereinafter referred to as "**CONTRACTOR"**) located at 2900 Bristol Street, Suite D204, Costa Mesa, California 92626, (each a "Party" and collectively, the "Parties").

RECITALS:

A. City is a municipal corporation duly organized and validly existing under the law of the State of California with the power to carry on its business as it is now being conducted under the statutes of the State of California and the Charter of City.

B. Contractor is a corporation duly organized and in good standing in the State of California. Contractor represents that it is duly licensed by the State of California (License No. 720483) and has the background, knowledge, experience and expertise to perform the obligations set forth in this Agreement.

C. City and Contractor enter into this Agreement for the purpose of retaining Sully-Miller Contracting Company (Contractor) to perform that work required pursuant to the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project CIP# 23-01 ("Project")**.**

D. Authorization to enter into this Agreement is pursuant to Resolution No. _____adopted by the City Council on _____, 2023.

WHEREFORE, the City and Contractor, for the consideration, terms and conditions herein described, mutually agree as set forth below:

1.0 GENERAL PROVISIONS

1.1 Definitions.

1.1.1 "Work" consists of all of the Construction Services, including but not limited to all of the labor, materials and equipment necessary to complete the Project in accordance with the Contract Documents.

1.1.2 "Contract Documents" consists of this Agreement (interchangeably "Contract") (including all exhibits and schedules), any amendments and clarifications issued thereto, the "Notice Inviting Bids," "Instructions to Bidders," any "Supplementary Instructions to Bidders," and any addendum(s) and supplements thereto issued by the City, the "Proposal" and any "Bid/Unit Price Proposal" submitted by the Contractor, the plans, general conditions, special provisions, standard and technical specifications, schedules, exhibits, drawings, designation of subcontractors, information required of bidder, all required bonds, insurance policies, endorsements, certificates, permits, notices and affidavits, notice to proceed, notice of completion, any Change Orders, the provisions of the Standard Specifications for Public Works Construction (SSPWC), latest Edition (except as modified), Standard Specifications of the State of California Department of Transportation (CalTrans), latest Edition (except as modified), Work Area Traffic Control Handbook (WATCH), latest Edition, CalTrans Standard Drawings, latest edition, Manual on Uniform Traffic Control Devices (MUTCD), latest Edition, MUTCD Latest

California Supplement, and any and all other documents identified in the Contract Documents which together form the agreement between the City and the Contractor.

1.2 Public Work of Improvement.

City and Contractor acknowledge that City is a political subdivision of the State of California and that construction of the Project is to be funded with public funds.

1.3 Trust and Confidence.

Contractor accepts the obligation of trust and confidence established between it and City by this Agreement and shall act in the best interests of City, as its fiduciary, in carrying out Contractor's duties and responsibilities under this Agreement, including, without limitation, the furnishing of efficient business administration, sufficient senior level management and other qualified personnel to complete Contractor's obligations under the Contract Documents in an expeditious and economical manner and within the Contract Price and Contract Time.

1.4 Standard of Care.

Contractor shall perform all its obligations under the Contract Documents in accordance with the highest standard of care applicable to the performance of services and Work required by the Contract Documents. In the event portions of the Project are to be performed in accordance with a specific performance standard, the Work shall be performed so as to achieve such standard.

1.5 Compliance with Applicable Laws.

Contractor shall keep itself fully informed of and in compliance with all local, state and federal laws, rules and regulations in any manner affecting the performance of the Project, and shall give all notices and comply with all applicable laws and lawful orders of any governmental authorities (including, without limitation, those laws, ordinances, rules, regulations and lawful orders relating to safety, prevailing wage, Hazardous Substances, and equal employment opportunities); pay all local, state and federal taxes; and pay all benefits, insurance, taxes and contributions for Social Security and Unemployment Insurance which are measured by wages, salaries or other remuneration paid to Contractor's employees. Contractor shall be liable for all violations of such laws and regulations in connection with the Contractor's obligations on this Project. If Contractor performs any work knowing it to be contrary to such laws, rules and regulations and without giving written notice to the City, Contractor shall be solely responsible for all costs arising therefrom. City is a public entity of the State of California subject to certain provisions of the Health & Safety Code, Government Code, Public Contract Code and Labor Code of the State. It is stipulated and agreed that all provisions of the law applicable to the public contracts of a Charter city are a part of this Agreement to the same extent as though set forth herein and will be complied with. Contractor shall defend, indemnify and hold City, its officials, directors, officers, employees and agents (hereinafter "City") free and harmless, pursuant to the indemnification provisions of this Agreement, from any claim or liability arising out of any failure or alleged failure to comply with such laws, rules or regulations.

This Agreement is subject to and incorporates the terms of the Housing and Community Development Act of 1974, as amended by the Cranston-Gonzalez National Affordable Housing Act, 1990, and the 24 CFR Part 85. If the compensation under this Agreement is in excess of $100,000 then Contractor shall comply with applicable standards, orders, or requirements issued under section 306 of the Clean Air Act (42 U.S.C. 18579h), section 508 of the Clean Water Act (33 U.S.C. 1368), Executive Order 11738, and Environmental Protection Agency Regulations (40 CFR part 15).

The Contractor must obtain and present all relevant state and local insurance, training and licensing pursuant to Work required within this Contract. Contractor shall also comply with the following laws:

1.5.1 Prohibition Against Employment Discrimination. During the performance of this Contract, the Contractor will not discriminate against any employee or applicant for employment because of race, color, gender, marital status, ethnicity, religion, age or medical condition as set forth in the California Labor Code Section 177.6, Government Code, Title VII of the Civil Rights Act and the Civil Rights Act of 1991 and any amendments to the above. Such action shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Contractor agrees to post in conspicuous places, available to employees and applicants for employment, notices to be provided by the contracting officer setting forth the provisions of this nondiscrimination clause. The Contractor will, in all solicitations or advertisements for employees placed by or on behalf of the Contractor; state that all qualified applicants will receive consideration for employment without regard to race, color, gender, marital status, ethnicity, religion, age or medical condition.

In the event of the Contractor's noncompliance with the nondiscrimination clauses of this Contract or with any of such rules, regulations or orders, this Contract may be canceled, terminated or suspended in whole or part and the Contractor may be declared ineligible for further Government contracts and such other sanctions may be imposed and remedies invoked as provided by law.

1.5.2 Clayton Act and Cartwright Act. In accordance with Section 7103 of the California Public Contract Code, in entering into a public works contract or a subcontract to supply goods, services or materials pursuant to a public works contract, the Contractor or subcontractor offers and agrees to assign to the City all rights, and interest in and all causes of action it may have under Section 4 of the Clayton Act or under the Cartwright Act, arising from the purchases of goods, services or materials pursuant to this Contract.

1.5.3 Federal Lobbyist Requirements. The Contractor is prohibited by the Department of Interior and Related Agencies Appropriations Act, known as the Byrd Amendments, and HUD's 24 CFR Part 87, from using federally appropriated funds for the purpose of influencing or attempting to influence an officer or employee of any agency, a Member of Congress in connection with the awarding of any Federal Contract, the making of any Federal grant, loan or cooperative agreement, and any extension, continuation, renewal, amendment or modification of said documents.

1.5.4 Subletting and Subcontracting. Contractor acknowledges and agrees that it is the City's intent for the provisions of the Subletting and Subcontracting Fair Practices Act (commencing with Section 4100 of the California Public Contract Code) to apply to all phases of the Work.

1.5.5 Prevailing Wage Requirements. This Project is funded in whole or in part with Federal Housing and Community Development funds. The Federal Labor Standards Provisions, including prevailing wage requirements of the Davis-Bacon and Related Acts will be enforced.

This Project is a public work in the State of California, which may be funded in whole or in part with public funds. Therefore, the higher of the two applicable prevailing wage rates, federal or state, will be enforced. Contractor's duty to pay State prevailing wages can be found under California Labor Code Section 1770 et seq. and the penalties for failure to pay prevailing wages and employ apprentices including forfeitures and debarment can be found in California Labor Code Sections 1775 and 1777.7, as such wage rates are amended from time to time. It is the Contractor's responsibility to ensure payment of prevailing wages and inform all subcontractors that prevailing wage requirements apply to this construction project from commencement of the Contract through completion of the Work.

.a Contractor shall pay all employees on said Work a salary or wage at least equal to the prevailing salary or wage established for such Work as set forth in the wage determinations and wage standards applicable to this Work. Contractor shall forfeit to the City**,** as penalty, **Fifty Dollars ($50.00)** for each calendar day or portion thereof for each worker paid (either by him or any subcontractors under him) less than the prevailing rate described above on the Work provided for in this Agreement, all in accordance with the State Labor Code and be subject to debarment from future public works projects with the City for a period not to exceed three (3) years. The Contractor shall not require more than eight (8) hours in a day from any person employed by him hereunder, except as provided in the Labor Code. The Contractor shall conform to the State Labor Code and it is agreed that the Contractor shall forfeit to the City, as penalty, the sum of **Twenty Five Dollars ($25.00)** for each worker employed in the execution of this Contract by the Contractor or any subcontractors for each calendar day during which any worker is required or permitted to labor more than eight (8) hours in one day or 40 hours in one week in violation of said article. The Contractor shall indemnify, defend and hold harmless the City, its officials, officers, employees and agents from any and all liability including, but not limited to wages, overtime pay, liquidated damages, penalties, court costs, and attorneys fees arising under any wage and hour law including, but not limited to the Federal Fair Labor Standards Act, as amended, for work performed by the Contractor's employees for which the City may be found jointly or solely liable.

1.5.6 Employment of Apprentices. Pursuant to California Labor Code Section 1777.5, Contractor shall file with the appropriate Joint Apprenticeship Training Committee ("JATC"), a DAS-140 form registering to train apprentices. Only those programs approved by the California Apprenticeship Council are applicable to accept DAS-140 registration forms. In addition, Contractor is required to make appropriate training contributions as set forth in the prevailing wage determination to each appropriate JATC, or in the alternative, to the California Apprenticeship Council.

.a Contractor shall forfeit to the City**,** as penalty, **Fifty Dollars ($50.00)** for each calendar day and be subject to debarment from future public works projects with the City for a period not to exceed three (3) years for failure of Contractor to register to train apprentices or failure to pay the appropriate training contribution.

1.5.7 Certified Payrolls. Pursuant to California Labor Code Section 1776, Contractor shall keep weekly payroll records, which shall be certified under penalty of perjury to record the proper payment of prevailing wages for this Project. City shall accept computer printouts (which are then certified) in lieu of the standard form as long as the computer printout provides all of the same information as required on the certified payroll form. Failure of Contractor to provide the certified payrolls within ten (10) days of a written deficiency notice from the City shall result in a penalty of **Twenty Five Dollars ($25.00)** per day per worker for each day of violation. City maintains the right to withhold any and

all funds due the Contractor and/or his/her subcontractors in the event that certified payrolls are not maintained and provided to the City upon request.

1.5.8 Employment Eligibility. Contractor verifies that it fully complies with all requirements and restrictions of state and federal law respecting the employment of undocumented aliens, including, but not limited to the Immigration Reform and Control Act of 1986, as may be amended from time to time. Contractor also verifies that it has not committed a violation of any such law within the five (5) years immediately preceding the date of execution of this Agreement, and shall not violate any such law at any time during the term of this Agreement. To the same extent and under the same conditions as Contractor, Contractor shall require all of its subcontractors performing any work relating to this Project or this Agreement to make the verifications and comply with all requirements and restrictions provided herein. The City shall not be responsible for any costs or expenses related to Contractor's compliance with the requirements provided for in this Section 1.5.8. Should Contractor employ undocumented aliens for the performance of Work covered by this Agreement, and should any liability or sanctions be imposed against the City for such use of undocumented aliens, Contractor hereby agrees to and shall reimburse City for the cost of all liabilities or sanctions imposed, together with any and all costs, including attorneys' fees, incurred by City.

1.5.9 Water Pollution Control.

1.5.9.1 Best Management Practices (BMPs). Contractor, without limitation, shall be responsible to provide and implement Best Management Practices to comply with National Pollution Discharge Elimination System ("NPDES") standards and practices. The Contractor shall be responsible, to the fullest extent possible, not to permit any contaminants, including soil, to enter any drainage system. Contractor shall be responsible to maintain equipment so that oil, grease, gasoline, diesel fuel, et al., does not contaminate areas subject to run-off. The Contractor and its surety shall fully indemnify the City for any pollution damage and/or cleaning costs. All construction of off-site and on-site improvements shall adhere to NPDES Best Management Practices to prevent deleterious materials or pollutants from entering the City or County storm drain systems. Best Management Practices shall be defined as any program, technology, process, site criteria, operating method, measure or device which controls, prevents, removes or reduces pollution. Contractor shall obtain and refer to the California Storm Water Best Management Practice Handbooks, Volume 3 Construction BMP Handbook and the Los Angeles County Department of Public Works Best Management Practices Handbook for Construction Activities.

The City, as permittee, is subject to enforcement actions by the State Water Resources Control Board, Environmental Protection Agency and private citizens. The City may assess the Contractor a penalty of **One thousand Dollars ($1,000.00)** for each calendar day that the Contractor has not fully implemented the BMPs specified for the contract and/or is otherwise in noncompliance with these provisions. In addition, the City will deduct, from the final payment due the contractor, the total amount of any fines levied on the City, plus legal and staff costs, as a result of the Contractor's lack of compliance with these provisions and/or less than complete implementation of the specified BMPs.

1.5.10 Upon City's request, Contractor shall furnish evidence satisfactory to City that any and all of the foregoing obligations have been fulfilled. Without limiting the foregoing, Contractor shall pay all employees on said Work a salary or wage at least equal to the prevailing salary or wage established for such Work as set forth in the wage determinations and wage standards applicable to this Work.

1.6 Key Personnel.

1.6.1 Contractor's Representative. Contractor hereby designates **David Beador,**

President of Contractor as Contractor's Representative, who shall be deemed to be Contractor's agent with express authority to bind Contractor with respect to all matters requiring Contractor's approval or authorization.

1.6.2 City's Representative. City hereby designates the Director of the Public Works Department, or his/her designee as City's Representative for this Project.

1.7 Independent Contractor.

Contractor shall be an independent contractor, and neither Contractor, its officers, principals, employees, agents, volunteers and subcontractors (collectively hereinafter the "Contractor"), shall be considered employees or agents of City. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Contractor, except as expressly set forth in this Agreement. Contractor shall have no authority to bind City in any manner, or to incur any obligation, debt or liability of any kind on behalf of or against City, whether by contract or otherwise, unless such authority is expressly conferred under this Agreement or is otherwise expressly conferred in writing by City. Contractor expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Agreement that Contractor shall not at any time or in any manner, represent that Contractor is in any manner officers, employees, agents or volunteers of the City. Contractor shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Contractor expressly waives any claim to such rights.

1.7.1 Contractor verifies that it possesses a **"Class A"** Contractor's License(s) adequate to perform the Work herein described and that all subcontractors of Contractor have equivalent licenses for their specific trades. Contractor further verifies that it and its subcontractors are registered with the California Department of Industrial Relations ("DIR") to perform public work under the Labor Code.

1.8 Permits.

Contractor understands and assumes all risk and sole responsibility, without any adjustment to the Contract Price or Contract Time, for obtaining all permits, licenses and approvals that may be necessary for the Project to be completely constructed and ready for acceptance or occupancy by City.

Prior to or at the time of execution of this Agreement, the Contractor, and all Contractor's subcontractors, shall purchase a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code* and obtain applicable no-fee construction permits.

2.0 SCOPE OF SERVICES

2.1 It is the mutual understanding of the Parties that all construction services to be performed hereunder shall be performed pursuant to the fee schedule, scope of work, the City Engineer and/or Project Manager, and other requirements contained in the Contract Documents. Contractor agrees to provide and furnish all necessary professionals, managers, supervisors, staff, equipment, materials, laborers, necessary tools, expendable equipment, all utility and transportation services and other facilities required to complete the following work:

ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT (CIP# 23-01)

The proposed work shall be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; traffic control.

2.2 Management of Construction Work.

In addition to the Construction Work, Contractor shall cooperate with the City, City's Engineer and/or any construction management firm it may utilize as concerns and is incidental to construction projects of the nature and scope of this Project. The services required are not intended in any manner to diminish the overall responsibility of Contractor for the full and final completion of the Construction Work within the time and cost constraints specified in this Contract.

Contractor shall bear all costs associated with this Work, including, but not limited to, all professional, technical, clerical services, materials, tools, equipment, transportation, telephone, etc., used by Contractor in connection with this Work.

3.0 CONTRACT PRICE

3.1 Total Compensation.

As full and complete compensation for the faithful performance of all of the Work hereunder performed by Contractor in accordance with the Contract Documents, City shall pay, and Contractor agrees to accept, a not-to-exceed maximum sum of **Four Million Three Hundred Eighty One Thousand and Three Hundred Dollars ($4,381,300.00)** ("Contract Price")**,** subject to adjustments for changes in the Work as may be agreed to in writing by the City and Contractor.

3.2 The Contract Price, unless changed by a properly authorized and written Change Order, represents the absolute limit of obligation or liability that City may ever have insofar as the cost for full and final completion of the Work, and the total of all payments to Contractor are concerned. Should additional amounts be required to be expended, over and above the Contract Price, to achieve completion of the Work, including project construction, and payment to Contractor, in accordance with this Contract, liability for and payment of such additional amounts shall be the sole responsibility of Contractor and its Contract surety herein, and City shall not be liable for same. Should the final cost of the construction work and Contractor's compensation total less than the Contract Price, or any approved revision thereof, the difference shall inure to the benefit of City and no claim for all or any portion of said difference shall be valid against or payable by City.

3.3 Payments.

Progress payments may be made in arrears based on the percentage of work and deliverables completed by the Contractor. If Contractor fails to submit the required deliverable items according to schedule, the City shall have the right to delay payment and/or terminate this Agreement in accordance with the provisions noted herein.

Contractor shall be reimbursed in accordance with the provisions of *California Public Contract Code, Section 20104.50*, upon receipt by the City of itemized invoices for services completed.

City will verify the accuracy of the request, correct the charges where appropriate and make payment to the Contractor in an amount equal to the amount of such invoice, as verified or corrected by City. Invoices shall be submitted no later than 45 calendar days after the performance of Work for which the Contractor is billing. Invoices shall be delivered or mailed to the **Public Works Director** or his/her designee at the following address: **City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.**

3.4 Retention.

Contractor agrees to the withholding of a 5% retention fee by the City**.** Unless there is a dispute, within sixty (60) days after the date of completion of the Work, the retention fee shall be released. If there is a dispute, the City may withhold from the final payment an amount not to exceed 150% of the disputed amount. For purposes of this section, "completion" means any of the following:

- The occupation and use of the improvement by the City after cessation of labor on the Work; or
- The acceptance of the Work by the City; or
- Cessation of labor on the Work of improvement for continuous period of at least 100 days, due to factors beyond the control of the City; or
- Cessation of labor on the Work of improvement for continuous period of at least 30 days if the City files for record a notice of cessation or a notice of completion.

-Or-

Pursuant to *Section 22300 of the Public Contract Code*, this Contract permits the substitution of securities for any monies withheld by a public agency to ensure performance under this Contract. At the request and expense of the Contractor, securities equivalent to the amount withheld shall be deposited with the public agency, or with a state or federally chartered bank as the escrow agent, who shall then pay such monies to the Contractor. Upon satisfactory completion of the Contract, the securities shall be returned to the Contractor.

Securities eligible for investment under this section shall include those listed in *Government Code Section 16430* or bank or savings and loan certificates of deposit. The Contractor shall be the beneficial owner of any securities substituted for monies withheld and shall receive any interest thereon.

In the alternative, under Section 22300, Contractor may request the City to make payment of earned retentions directly to the escrow agent at the expense of Contractor. Also at Contractor's expense, Contractor may direct investment of the payments in securities, and Contractor shall receive interest earned on such investment upon the same conditions as provided for securities deposited by Contractor. Upon satisfactory completion of the Contract, Contractor shall receive from the escrow agent all securities, interest and payments received by escrow agent from the City pursuant to the terms of Section 22300. Contractor shall pay to each subcontractor, not later than 20 days after receipt of such payment, the respective amount of interest earned, net of costs attributed to retention withheld from each subcontractor, on the amount of retention withheld to insure performance of Contractor.

3.5 Contractor's Warranty of Contract Price.

Contractor warrants and represents that the Contract Price, includes without Limitation: (i) all overhead, general and administrative expenses, including without limitation, both on-site and off-site direct job expenses and home office overhead for the Project and all fees and assessments for building

and other permits for which Contractor is responsible, licenses and inspections required for the Project, and (ii) includes and assumes that from time to time Contractor will encounter delays, difficult conditions arising from limited access to work areas or other interferences for which responsibility is not otherwise attributable to Contractor and unforeseen conditions at the Site not constituting differing site conditions. Except as otherwise provided in the Contract Documents, Contractor assumes full responsibility for its examination, investigation and understanding of such delays and difficulties which may be encountered, and shall be deemed to have included in its Contract Price a sum to cover the cost and expense associated therewith.

4.0 TIME

4.1 Time of Essence.

Time is of the essence with respect to all time limits set forth in the Contract Documents.

4.2 Commencement.

4.2.1 Construction Services. Contractor agrees to commence the Work provided for herein within **10 calendar days** after receipt of the **Notification to Proceed** or as otherwise agreed in writing with the Director of his/her designee, and continue in a diligent, professional and worker-like manner as directed by the City without interruption until the each of the requested segment(s) and/or location(s) identified by the City for repairs and work is completed or within a total of **180 working days** (this period is inclusive of time to procure needed materials, mobilization, etc.), whichever occurs first, unless this Agreement is extended, suspended or terminated as provided herein.

.a Notwithstanding any other provisions of this Contract, Contractor shall not be obligated to perform any work and the City shall not be obligated to accept or pay for any work performed by the Contractor prior to issuance of a Notice to Proceed. The City's knowledge of work being performed prior to issuance of the Notice to Proceed shall not obligate the City to accept or pay for such work. Contractor shall provide all required contract bonds and evidences of insurance prior to commencing work pursuant to this Contract.

4.3 Extensions.

The Contract Time shall not be extended except by a properly authorized and written Change Order issued in accordance with the Contract Documents.

4.4 Compensation for Delay.

4.4.1 Sole Remedy. Extensions of time adjusting the Contract Time shall be Contractor's sole and exclusive remedy for delay for reasons beyond its reasonable control.

4.5 Liquidated Damages.

IF CONTRACTOR FAILS TO ACHIEVE SUBSTANTIAL COMPLETION OF THE WORK WITHIN THE PERIODS OF TIME REFERRED TO IN PARAGRAPH 4.2.1 OF THIS AGREEMENT (AS ADJUSTED BY CHANGE ORDER FOR EXTENSIONS PERMITTED BY THE CONTRACT DOCUMENTS), CITY WILL INCUR DAMAGES, THE AMOUNT OF WHICH WILL BE DIFFICULT OR IMPOSSIBLE TO ESTABLISH WITH CERTAINTY, INCLUDING BUT NOT LIMITED TO INEFFICIENCY AND DISRUPTION OF CITY'S OPERATIONS. THE PARTIES THEREFORE AGREE THAT FOR EACH DAY PAST THE COMPLETION DATES REFERRED TO IN PARAGRAPH 4.2.1 (AS ADJUSTED BY CHANGE ORDER FOR THE EXTENSIONS PERMITTED BY THE CONTRACT DOCUMENTS) THAT

THE WORK IS NOT SUBSTANTIALLY COMPLETE, CONTRACTOR SHALL PAY CITY THE SUM OF ONE THOUSAND DOLLARS ($1,000) FOR EACH CALENDAR DAY DELAYED BEYOND THE TIME PRESCRIBED FOR FINISHING THE WORK AS LIQUIDATED DAMAGES. THIS SUM REPRESENTS A REASONABLE EFFORT TO ESTIMATE FAIR COMPENSATION FOR THE FORESEEABLE LOSSES CITY WILL INCUR ON ACCOUNT OF DELAYS IN SUBSTANTIAL COMPLETION OF THE WORK AND IS NOT A PENALTY. IF LIQUIDATED DAMAGES ARE NOT PAID, THE CITY MAY DEDUCT THE AMOUNT THEREOF FROM ANY MONEY DUE OR THAT MAY BECOME DUE TO THE CONTRACTOR UNDER THIS AGREEMENT IN addition TO ANY OTHER REMEDY AVAILABLE TO THE CITY. CONTRACTOR SHALL NOT BE ASSESSED LIQUIDATED DAMAGES IF THE DELAY IS CAUSED BY ACTS OF GOD WHICH COULD NOT REASONABLY HAVE BEEN FORESEEN OR GUARDED AGAINST; STRIKES, BOYCOTTS OR LIKE OBSTRUCTIVE ACTIONS BY CONTRACTOR'S OR IT'S SUBCONTRACTOR'S EMPLOYEES WHICH ARE BEYOND CONTRACTOR'S CONTROL; FAILURE OF CITY TO PERFORM; OR FAILURE OF A PUBLIC UTILITY TO RELOCATE OR REMOVE AN EXISTING UTILITY REQUIRED FOR PERFORMANCE OF THIS CONTRACT. CITY AND CONTRACTOR HEREBY INDICATE THEIR AGREEMENT TO THE FOREGOING LIQUIDATED DAMAGES PROVISION:

_____	_____
City of Compton – City Manager	**Contractor – Beadpr Construction Company, Inc.**

4.6 Construction Schedule.

Contractor shall prepare and submit to City a detailed Construction Baseline Schedule (showing all milestones with critical activities on the Baseline Schedule) for each street segment(s) and/or location(s) identified and requested for repairs and Work prior to commencing construction. No Work shall be started until the Schedule has been approved in writing by the City. The Construction Schedule shall be prepared, utilizing a time-scaled bar chart showing continuous flow from left to right and major milestones which are critical to the completion of the construction of the Project and a clearly highlighted critical path. Durations and specific calendar dates shall be clearly and legibly shown for the start and finish of each activity. Activities shall be in sufficient detail to demonstrate a practical plan to complete the construction within the Contract Time. There shall be no extension of time granted due to delay caused by inability to obtain materials without the advance written approval of the Public Workers Director or his/her designee.

Contractor shall be held responsible for coordination of all phases of the operations/Work so that the schedule can be met. If Contractor desires to make a major change in its methods or operations after commencing construction or if its Schedule fails to reflect the actual progress, the Contractor shall submit to the City a revised Construction Schedule. Said revised Schedule shall be submitted in advance of beginning revised operations. The City may suspend all progress payments if the Contractor fails to comply.

4.7 City Review Periods.

All schedules prepared by Contractor, shall include such City review periods as are required by the nature of the work and/or as requested by the City. Contractor shall in all cases deliver to City prior to commencement of a City review period a written request for review, accompanied, if appropriate, by the document, question or other information requiring the City or Architect review, response, approval or consideration. For purposes of determining compliance with the City review periods, if Contractor does not deliver its request for review before the first day of a City review period scheduled in the governing schedule, the City review period shall not commence until Contractor delivers such request and the respective City review date shall be extended (without any corresponding

adjustment to the Contract Time) on a day-for-day basis until Contractor delivers such request to the proper entity from which a response, review or approval is sought. To the extent that such an extension causes delay to Contractor's performance within the Contract Time, such delay shall be deemed an inexcusable delay.

4.8 Governmental Authority Review Periods.

Contractor shall include in all of the schedules it prepares estimates of the time required for governmental authorities to inspect, review and approval of the Work while in progress. Contractor is solely responsible for the sufficiency and accuracy of its estimates of time for all governmental authority review periods.

5.0 CONSTRUCTION PHASE

5.1 General.

5.1.1 Contractor shall completely perform, to City's satisfaction, all of the Work in accordance with this Agreement and other Contract Documents.

5.1.2 Unless otherwise provided in the Contract Documents, Contractor shall furnish, or cause to be furnished, and shall pay for all labor, materials, equipment, tools, construction equipment and machinery, water, heat, utilities, transportation and other facilities and services necessary for proper execution and completion of the Work, whether temporary or permanent and whether or not incorporated or to be incorporated into the Work.

5.1.3 Contractor shall attend meetings with City as frequently as is necessary to the expeditious performance of the Work for the purpose of discussing construction issues which may arise during the Project.

5.2 Supervision of Work.

Contractor shall supervise and direct the Work, using Contractor's best skill and attention. Contractor shall be solely responsible for and have control over all construction means, methods, techniques, sequences and procedures and for coordinating all portions of the Work.

5.3 Permits, Approvals, Licenses and Notices.

Contractor shall obtain and pay for (i) all permits, approvals, licenses and easements; and (ii) government charges and inspection fees pertaining to the construction of the Project.

5.4 Safety.

5.4.1 Contractor shall have overall responsibility for safety precautions and programs in the performance of the Work.

5.4.2 Contractor shall seek to avoid injury, loss or damage to persons or property by taking reasonable steps to protect:

.a Employees and all other persons at the Site;

.b Materials and equipment stored on the Site or off the Site at locations for use in performance of the Work; and

.c The Project and all property located at the Site, whether or not said property or structures are part of the Project or involved in the Work.

5.4.3 Contractor shall designate an individual at the Site in the employ of Contractor who shall act as Contractor's designated safety representative with a duty to prevent accidents.

5.4.4 Losses not insured under property insurance which may arise from the performance of the Work, to the extent of the negligence attributed to such acts or omissions of Contractor or anyone for whose acts Contractor may be liable, shall be promptly remedied by Contractor at Contractor's cost and without reimbursement by City as a cost of work, or in any other manner.

5.4.5 If City deems any part of the Work or Site unsafe, City may require Contractor, without assuming responsibility for Contractor's safety program, to immediately stop performance of the Work or take corrective measures. Neither City's order nor Contractor's action in response thereto shall be the basis for adjustment in the Contract Price or Contract Time.

5.4.6 Should this work involve digging trenches or other excavations that extend deeper than four (4) feet below the surface, the Contractor shall promptly, and before the following conditions are disturbed, notify the City, in writing, of any:

.a Material the Contractor believes may be material that is hazardous waste, as defined in *Section 25117 of the Health and Safety Code that* is required to be removed to a Class I, Class II or Class III disposal site.

.b Subsurface or latent physical conditions at the Site differing from those indicated by information about the Site made available to bidders prior to deadline for submitting bids.

.c Unknown physical conditions at the Site of any unusual nature, different materially from those ordinarily encountered and generally recognized as inherent in work of the character provided for in the Contract.

5.4.7 Contractor represents that in advance of the excavation of any trench deeper than five (5) feet, it shall submit for acceptance by the City or a registered civil or structural engineer, employed by the City, to whom authority to accept has been delegated, in advance of excavation, of a detailed plan showing the design of shoring, bracing, sloping, or other provisions to be made for worker protection from the hazard of caving ground during the excavation of such trench or trenches. If such plan varies from the shoring system standards, the plan shall be prepared by a registered civil or structural engineer.

5.5 Substitutions.

There shall be no substitutions in the Work or procedures or methods specified by the Contract Documents for performing the Work, unless Contractor first receives written approval for such substitution from City.

5.6 Trade Contractors.

5.6.1 If applicable, Contractor shall employ only Trade Contractors who are duly licensed and qualified to perform the Work consistent with the Contract Documents. Each Trade Contractor, of every tier, shall be fully bound to the Contract Documents in the same manner as

Contractor is bound to City for all the requirements of the Contract Documents to the extent applicable to the Trade Contractor's portion of the Work.

5.6.2 Contractor assumes responsibility for the proper performance of the Work of Trade Contractors, of every tier, and any acts or omissions in connection with such performance. Contractor shall coordinate the activities of all Trade Contractors, of every tier.

5.7 Separate Contractors.

5.7.1 Contractor agrees to reasonably cooperate with, and coordinate its activities so as not to interfere with, those Separate Contractors performing work at the Site, so that the Project can be completed in an orderly and coordinated manner without delay.

5.7.2 If any part of the Work depends upon other work performed by Separate Contractors, Contractor shall, prior to proceeding with that part of the Work, inspect such other work and promptly notify the City of any circumstance or fact that would render such other work unacceptable for the proper performance of the Work. Contractor shall not proceed with such part of the Work without further direction from the City. Contractor shall be liable for losses incurred due to any defects in such other work not so reported by Contractor.

6.0 ACCOUNTING RECORDS

6.1 Access.

Contractor shall keep, and shall include in its contracts with its Trade Contractors, provisions requiring its Trade Contractors to keep, full and detailed accounts in accordance with the requirements of the Contract Documents and exercise such controls as may be necessary for proper financial management of the Work. Such accounting and control systems shall comply with prevailing custom and practice for similar Projects and be satisfactory to City and shall include preservation of such records for a period of four (4) years after final completion of the Work, or for such longer period as may be required by law.

Contractor shall allow, and shall include in its contracts with its Trade Contractors, provisions requiring its Trade Contractors to allow, City or its authorized representative(s) and accountants, within twenty-four (24) hours after requested by City, to inspect, audit or reproduce any and all records relating to the Project. Such records shall include all information, materials and data of every kind and character (hard copy, as well as computer readable data if it exists), that may, in City's judgment, have any bearing on or pertain to any matters, rights, duties or obligations relating to the Project, including without limitation the following: agreements; purchase orders; leases; contracts; commitments; arrangements; notes; schedules; daily diaries; superintendent reports; drawings; receipts; vouchers; memoranda; accounting records; job cost reports, job cost files (including documentation covering negotiated settlements); backcharge logs; general ledgers; documentation of cash and trade discounts earned, insurance rebates and dividends; any documents customarily maintained by contractors performing work on a cost plus a fee basis; other documents that City otherwise deems necessary to substantiate charges or claims related to the Project.

6.2 Enforcement.

Contractor hereby consents and agrees that any failure by Contractor to provide access to records as provided in this Article 6.0 shall be specifically enforceable by issuance of a preliminary and/or permanent mandatory injunction by a court of competent jurisdiction based on affidavits submitted to such court, without the necessity of oral testimony, to compel Contractor to permit access, inspection,

audit and/or reproduction of the records or to require delivery of the records to City for inspection, audit and/or reproduction.

7.0 INDEMNITY, BONDS

7.1 Indemnity.

7.1.1 General Indemnity. To the fullest extent allowed by law, Contractor hereby agrees to defend, indemnify, and hold harmless City, its City Council, boards and commissions, officials, officers, agents, employees, representatives, insurers and volunteers (hereinafter collectively referred to as "City") through legal counsel acceptable to City, from and against any and all Losses arising directly or indirectly from, or in any manner relating to, any of the following: (i) any act or omission (negligent or otherwise) of Contractor, or by its Trade Contractors, of any tier; (ii) performance or nonperformance by Contractor or its Trade Contractors, of any tier, of any of the obligations under this Agreement or the other Contract Documents; (iii) the construction activities of Contractor, or its Trade Contractors, of any tier, either on the Site or on other properties; (iv) the payment or nonpayment of money by Contractor, or by any of its Trade Contractors, of any tier; or (v) any personal injury, property damage or economic loss to third persons or entities associated with the performance or nonperformance by Contractor, or any of its Trade Contractors, of any tier; provided, however, that nothing contained herein shall be construed as obligating Contractor to indemnify the City for losses resulting from the City's sole negligence, active negligence or willful misconduct. Contractor shall pay City for any costs incurred in enforcing the defense and/or indemnity obligations under this provision. Nothing in this Section 7.1 shall be construed to give rise to any implied right of indemnity in favor of Contractor against the City.

7.1.2 Survival. The provisions of Paragraph 7.1.1 shall survive complete performance or termination of this Agreement.

7.1.3 Severability. The invalidity of any portion of Paragraph 7.1.1 shall not affect or render unenforceable any other portions thereof.

7.2 Bonds.

7.2.1 Bond Forms. Prior to commencing any construction of the Work, Contractor shall file with City good and sufficient "Labor and Material Payment" and "Performance" bonds in the amount of one hundred percent (100%) of the Contract Price for each. Contractor shall take steps to assure that the penal sum of the bonds shall be increased by the amount of any additive adjustments to the Contract Price due to Change Orders. The bonds shall be on forms satisfactory to and approved by City, signed by both Contractor and surety and properly notarized. Should any bond required hereunder or any surety on such bond become or be determined by City to be insufficient, it shall be replaced within ten (10) days by a bond that fully complies with the requirements of this Paragraph 7.2.1. No further payments to Contractor for work performed shall be made or become due until Contractor has fully complied with the requirements of this Section 7.2.

7.2.2 Duration. The payment bond shall remain in effect until sixty (60) days after final completion of the Work and all claims by Contractor and Trade Contractors, of every tier, have been satisfied. The performance bond provided by Contractor shall remain in effect for the duration of the period of all warranties required by the Contract Documents and shall assure faithful performance of all of Contractor's obligations under the Contract Documents, including, without limitation, all obligations that survive final completion or termination, such as but not limited to Contractor's obligations under its warranties, guarantees and to defend and indemnify City.

7.2.3 Premiums. The premiums for all bonds are included in the Contract Price and

shall be paid by Contractor.

7.2.4 Obligees. The performance and payment bonds shall name City as obligee.

7.2.5 Changes. Change Orders, Field Orders, Modifications, Scope Changes and other Changes in the Work and adjustments to the Contract Price or Contract Time shall in no way release or exonerate Contractor or its sureties from their obligations and notice thereof shall be waived by such sureties.

7.2.6 Communications. City shall have the right to communicate with Contractor's sureties with respect to matters that are related to Contractor's performance of its obligations under the Contract Documents. Such communications shall not create or be interpreted as creating any contractual relationship between City and any such surety.

8.0 INSURANCE

8.1 Insurance Requirements. The Contractor shall not commence Work under this Contract until it has provided evidence satisfactory to the City that it has secured all insurance required under this section. In addition, Contractor shall not allow any subcontractor to commence work on any subcontract until it has secured all insurance required under this Section 8.0.

As a condition precedent to the effectiveness of this Contract for work to be performed hereunder and without limiting the Contractor's indemnification of the City, Contractor shall provide and maintain at its own expense during the term of this Agreement the following program(s) of insurance covering its operations hereunder. ***Failure on the part of the Contractor to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement.*** Contractor agrees to suspend and cease all operations hereunder during such period of time as the required insurance coverage is not in effect and evidence of insurance has not been furnished to the City. In the event that the Contractor's operations are suspended for failure to maintain required insurance coverage, the Contractor shall not be entitled to an extension of time for completion of the Work because of production lost during suspension.

8.2 Minimum Scope of Insurance. Insurance coverage specified herein constitutes the minimum requirements and said requirements shall in no way lessen or limit the liability of the Contractor under the terms of the Agreement. Contractor shall procure and maintain, at its own costs and expense, any additional kinds and amounts of insurance that, in its own judgment, may be necessary for its proper protection of the work.

All insurance required hereunder shall be primary with respect to any insurance maintained by the City and shall not call on the City's program for contributions. Program(s) of insurance shall include:

8.2.1 Commercial General Liability. Insurance which affords coverage at least as broad as Insurance Services Office "occurrence" form CG 00 01 11 88, with minimum limits of at least **One Million Dollars ($1,000,000.00)** per occurrence, and if written with an aggregate, the aggregate shall be double the per occurrence limit. Defense costs shall be paid in addition to the limits. Products and completed operations coverage shall be maintained for a minimum of two years after completion of the Work.

.a The policy shall contain no endorsements or provisions limiting coverage for (1) explosion, collapse or underground hazard (XCU); (2) products and completed operations; (3) contractual liability; (4) third party action over claims; (5) cross liability exclusion for claims or suits by one

insured against another; or (6) contain any exclusions contrary to the Contract.

8.2.2 Automobile Liability. Automobile Liability Insurance with coverage at least as broad as Insurance Services Office Form CA 00 01 06 92 covering "Any Auto" (Symbol 1) with minimum limits of **One Million Dollars ($1,000,000.00)** each accident. If Contractor does not own any company vehicles, the requirement may be satisfied by providing (a) a Personal Automobile Liability policy for the Contractor's own vehicle (as specified in the following paragraph); and (b) a non-owned auto endorsement to the Commercial General Liability policy if Contractor may use vehicles of others (e.g., vehicles of employees). Independent Contractors may not be able to purchase a Business Automobile policy and consideration may be given to accepting a Personal Automobile Liability policy. Requirements should stipulate "Automobile Liability Insurance with a limit of not less than $1,000,000 each accident."

8.2.3 Workers' Compensation. Workers' Compensation Insurance, as required by the State of California and Employer's Liability Insurance, with a limit of not less than **One Million ($1,000,000.00)** per accident for bodily injury and disease. Workers' Compensation and Employer's Liability insurance may not be required if Contractor has no employees and provides, to City's satisfaction, a declaration stating this.

8.2.4 Builder's Risk Insurance. Builder's Risk Insurance for any property constructed on behalf of the City, to cover "all risk" of physical loss providing for loss or damage from collapse, including collapse resulting from design error. The value insured shall cover 100% of the completed Contract cost and shall be maintained until full acceptance of the Work.

8.3 Endorsements. Required insurance policies shall not be in compliance if they include any limiting provision or endorsement that has not been submitted to the City for approval.

8.3.1 The policy or policies of insurance required by Section 8.2.1 (Commercial General Liability) shall be endorsed to provide the following:

.a Additional Insured: The City, its officials, officers, employees, agents, and volunteers shall be named as ***"additional insured"*** with regard to liability and defense of suits or claims arising out of the performance of the Agreement.

.b Additional Insured Endorsements shall not (1) be restricted to "ongoing operations"; (2) exclude "contractual liability"; (3) restrict coverage to "sole" liability of Contractor; or (4) contain any other exclusions contrary to the Contract.

.c Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

8.3.2 The policy or policies of insurance required by Section 8.2.2 (Automobile Liability) shall be endorsed to provide the following:

.a Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

8.3.3 The policy or policies of insurance required by Section 8.2.3 (Workers' Compensation) shall be endorsed to provide the following:

.a Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against the indemnified parties.

.b Cancellation: Required insurance policies shall not be canceled or the coverage reduced until a thirty (30) day written notice of cancellation has been served upon the City, except ten (10) days written notice shall be provided for non-payment of premium.

8.4 Waiver of Subrogation. Required insurance coverage's shall not prohibit Contractor from waiving the right of subrogation prior to a loss. Contractor shall waive all subrogation rights against the indemnified parties. Policies shall contain or be endorsed to contain such provisions.

8.5 Deductible. Any deductible or self-insured retention must be approved in writing by the City and shall protect the indemnified parties in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention.

8.6 Evidence of Insurance. The Contractor, concurrently with the execution of the Contract, and as a condition precedent to the effectiveness thereof, shall deliver certified copies of the required policies on forms approved by the City. The certificates and endorsements for each insurance policy shall be signed by a person authorized by that insurer to bind coverage on its behalf. At least fifteen (15) days prior to the expiration of any such policy, evidence of insurance showing that such insurance coverage has been renewed or extended shall be filed with the City. If such coverage is cancelled or reduced, Contractor shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with the City evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

8.7 Acceptability of Insurers. Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A:VII and authorized to do business in the State of California, or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law.

8.8 Insurance for Subcontractors. All subcontractors shall be included as additional insured's under the Contractor's policies, or the Contractor shall be responsible for causing subcontractors to purchase the appropriate insurance in compliance with the terms of these Insurance Requirements, including adding the City as an ***"additional insured"*** to the subcontractor's policies. Contractor shall submit proof of compliance with this provision upon request of the City.

8.9 Reporting of Claims. Contractor shall report to the City, in addition to Contractor's insurer, any and all insurance claims submitted by Contractor in connection with the Work under this Contract.

9.0 CHANGE ORDERS

9.1 Changes. City has the right, in its sole discretion, to make whatever changes it deems necessary or desirable to the Work; no change ordered by City shall entitle Contractor to an adjustment of the Contract Price or Contract Time unless it constitutes a Scope Change.

9.2 Change Orders. A Change Order is a duly authorized written order signed by City and Contractor, and issued after execution of this Agreement, authorizing an adjustment in the Contract Price and/or Contract Time. The Contract Price and Contract Time can be adjusted only by Change Order. No action, conduct, omission, prior failure or course of dealing by City shall act to waive, modify, change or alter the requirement that Change Orders must be duly authorized and in writing signed by City.

10.0 CERTIFICATIONS

10.1 Certification of Contractor. I, **David Beador**, **HEREBY CERTIFY** that I am the **President**, and duly authorized representative of the Contractor firm of **Beador Construction Company, Inc.** and that, except as hereby expressly stated, neither I nor the above firm that I represent have: (i) employed or retained for a commission, percentage, brokerage, contingent fee, or other consideration, any firm or person (other than a bona fide employee working solely for me or the above consultant) to solicit or secure this agreement; nor (ii) agreed, as an express or implied condition for obtaining this Contract, to employ or retain the services of any firm or person in connection with carrying out the agreement; nor (iii) paid, or agreed to pay, to any firm, organization or person (other than a bona fide employee working solely for me or the above consultant) any fee, contribution, donation, or consideration of any kind, for or in connection with, procuring or carrying out this Agreement.

10.2 Debarment and Suspension Certification. The Contractor, under penalty of perjury, certifies that, except as noted below, he/she/it or any other person associated therewith in the capacity of owner, partner, director, officer, manager:

a. is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State or local agency; and
b. has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State or local agency within the past 3 years; and
c. does not have a proposed debarment pending; and
d. has not been indicted, convicted, or had a civil judgment rendered against him/her/it by a court of competent jurisdiction in any matter involving fraud or official misconduct in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property within the past 3 years; and
e. are not presently indicted or otherwise criminally or civilly charged by a governmental entity (Federal, State or local) with commission of any of the offenses enumerated in the preceding paragraph; and
f. have not had one or more public transactions (Federal, State or local) terminated for cause or default within the past 3 years.

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

[Supply exceptions on separate page]

For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

[Attach separate page]

These certifications are a material representation of fact upon which reliance was placed when this transaction was made or entered into. The above certifications are part of this Contract. Signing this Agreement on the signature portion thereof shall also constitute signature of the above Certifications.

_____ _____
David Beador, President **(Date)**

10.3 Non-Lobbying Certification for Federal-Aid Contracts. The Contractor certifies to the best of his or her knowledge and belief, that:

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

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

These certifications are a material representation of fact upon which reliance was placed when this transaction was made or entered into. The above certifications are part of this Contract. Signing this Agreement on the signature portion thereof shall also constitute signature of the above Certifications.

_____ _____
David Beador, President **(Date)**

11.0 DEFAULT AND TERMINATION

11.1 Default by Contractor.

11.1.1 Notice of Default. Without limitation to any of City's other rights or remedies at law or in equity, City shall have the right to terminate this Agreement in the event that Contractor fails or refuses to perform any of the obligations set forth in this Agreement or the other Contract Documents, and fails to cure such default in the manner required hereafter.

11.1.2 Opportunity to Cure Default. Contractor shall cure any default in performance of its obligations under the Contract Documents within two (2) business days after receipt of written notice of such default from City; provided, however, that if the breach cannot reasonably be cured within such time then Contractor will commence to cure the breach within two (2) days and will diligently and continuously prosecute such cure to completion within a reasonable time, which shall in no event be later than ten (10) calendar days after receipt of such written notice.

11.2 City's Rights and Remedies Upon Default.

11.2.1 Remedies Upon Default. In the event that Contractor fails to cure any breach of this Agreement within the time periods set forth above, then City may pursue any remedies available under law or equity, including, without limitation, the following:

.a Delete Certain Services. City may, without terminating this Agreement, delete certain portions of the Work, reserving to itself all rights to recover losses related thereto.

.b Perform and Withhold. City may, without terminating this Agreement, engage others to perform the Work or portion of the Work that has not been performed by Contractor and withhold the cost thereof to City from future payments to Contractor, reserving to itself all rights to recover losses related thereto.

.c Suspend this Agreement. City may, without terminating this Agreement and reserving to itself all rights to recover losses related thereto, suspend all or any portion of this Agreement for as long a period of time as City determines, in its sole discretion, appropriate, in which event City shall have no obligation to adjust the Contract Price or Contract Time, and shall have no liability to Contractor for adjustment to the Contract Price, Contract Time, or for losses, if City directs Contractor to resume Work.

.d Terminate this Agreement. City may terminate all or any part of this Agreement for cause according to the notice provisions set forth in this Agreement, reserving to itself all rights to recover losses related thereto.

.e Invoke the Performance Bond. City may, with or without terminating this Agreement and reserving to itself all rights to recover losses related thereto, exercise its rights under the Contractor's performance bond.

11.2.2 Rights Cumulative. All of City's rights and remedies under this Agreement are cumulative, and shall be in addition to those rights and remedies available in law or in equity. Designation in the Contract Documents of certain breaches as "material" shall not be construed as implying that other breaches not so designated are not material nor shall such designations be construed as limiting City's right to terminate or the exercise of its other rights or remedies for default to only material breaches. City shall determine whether there has been noncompliance with the Contract Documents so as to warrant exercise by City of its rights and remedies for default. No termination or action taken by City after termination shall prejudice any other rights or remedies of City provided by law or equity or by the Contract Documents upon such termination; and City may proceed against Contractor to recover all losses suffered by City.

11.2.3 Monies. In the event of a termination or suspension of all or a portion of the Work due to a default by Contractor, City shall have the right, without releasing Contractor or its sureties from liability for failure to fulfill this Agreement, to withhold all or a portion of the monies owing or retained until final completion of the Work. Any cost over and above the Contract Price arising from the suspension of operations of this Agreement and the completion of the Work shall be paid by Contractor's sureties. Contractor will be paid any surplus monies remaining after all contract disputes have been resolved and finally determined.

11.2.4 Delays by Sureties. Without limitation to any of City's other rights or remedies under the law or in equity, City has the right to suspend the performance by Contractor's sureties in the event of any of the following: (i) failure of the sureties to begin work within a reasonable time in such manner as to ensure full compliance with the Contract Documents within the Contract Time; (ii) abandonment of the Work; (iii) if at any time City is of the opinion the Work is unnecessarily or

unreasonably delayed; (iv) willful violation of any terms of this Agreement; (v) failure to perform according to this Agreement or the other Contract Documents; or (vi) failure to follow instructions of City for performance of the Work within the Contract Time. City will serve notice of such failure upon the sureties and in the event the sureties neglect or refuse to cure the breach within the time specified in such notice, City shall have the power to suspend the operation or any part thereof of Contractor's sureties.

11.2.5 Contractor Obligations. Upon receipt of a notice of termination for default, Contractor shall, unless the notice states otherwise, perform each of the obligations set forth in Paragraph 11.4.1, below.

11.2.6 Damages to City.

.a Reservation of Remedies. City will be entitled to all damages available under the law, and all rights in equity, in the event of Contractor's breach of this Agreement or the other Contract Documents.

.b Deductions. If City suffers a loss due to Contractor's nonperformance, then such loss shall be deducted from the amounts withheld. Should the amount withheld exceed the amount deducted, the balance will be paid to Contractor or its designee upon completion of the Project. If the loss incurred by City exceeds the amount withheld, Contractor shall be liable to City for the difference and shall promptly remit same to City.

.c No Release. If, however, City elects to terminate this Agreement for cause, all monies due Contractor or retained under the terms of the Contract Documents shall be forfeited to City. Such forfeiture shall not release Contractor or its sureties from liability for failure to fulfill this Agreement. Contractor and its sureties will be credited with the amount of monies forfeited toward any greater sum they may be liable for in connection with Contractor's default.

11.3 Suspension by City for Convenience. City may, at any time and from time to time, without cause, order Contractor, in writing, to suspend, delay, or interrupt the Work in whole or in part for such period of time, up to an aggregate of fifty percent (50%) of the Contract Time, as City may determine, with such period of suspension to be computed from the date of the written order. Without limitation to the foregoing, Contractor acknowledges that issuance of a suspension order by City due to circumstances relating to City's compliance with the California Environmental Quality Act is foreseeable and that such suspension order, regardless of its duration, shall not be considered a breach by City of this Agreement. Upon receipt of a suspension order, Contractor shall, at City's expense, comply with its terms and take all reasonable steps to minimize costs allocable to the Work covered by the suspension order during the period of work stoppage. Within the period of the above noted aggregate time, or such extension to that period as is agreed upon by Contractor and City, City shall either cancel the suspension order or it shall have the right, without incurring a liability to Contractor for lost profits or consequential damages, to delete the Work covered by such suspension order by issuing a Change Order.

11.3.1 Resumption. If a suspension order is canceled or expires, Contractor shall resume and continue with the Work. A Change Order will be issued adjusting the Contract Price and/or the Contract Time for additional costs of work and delay necessarily caused by such suspension.

11.3.2 Suspension Order Required. The provisions of this Section 11.3 shall not apply if a suspension order is not issued by City. A suspension order shall not be required to stop the Work as permitted or required under any other provision of the Contract Documents.

11.4 Termination Without Cause. City shall have the option, at its sole discretion and without cause, to terminate this Agreement in part or in whole by giving thirty (30) days' written notice to Contractor as provided herein. Contractor agrees to accept such sums as allowed under this Section 11.4 as its sole and exclusive compensation and waives any claim for other compensation or Losses, including, but not limited to, Loss of anticipated profits, Loss of revenue, lost opportunity, or other consequential, direct, indirect, incidental Losses or damages, of any kind.

11.4.1 Contractor Obligations. Upon receipt of notice of termination without cause, Contractor shall, unless the notice directs otherwise, do the following:

.a Immediately discontinue performance to the extent specified in the notice;

.b Place no further orders or subcontracts for materials, equipment, services or facilities, except as may be necessary for completion of such portion of its obligations as is not discontinued;

.c Provide to City a description, in writing no later than two (2) business days after receipt of the notice of termination, complete copies of all subcontracts, purchase orders and contracts that are outstanding, including any change orders, amendments and modifications thereto, status of payments and balance owing, the status of performance and claims by Trade Contractors, together with such other information as City may determine necessary in order to decide whether to accept assignment of, or request Contractor to terminate the subcontract, purchase order or contract;

.d Promptly assign to City those subcontracts, purchase orders or contracts, or portions thereof, that City elects to accept by assignment and cancel, on the most favorable terms reasonably possible, all subcontracts, purchase orders or contracts, or portions thereof, that City does not elect to accept by assignment; and

.e Thereafter continue only such performance as may be necessary to preserve and protect work already completed or in progress and to protect materials and equipment on the Site or in transit thereto.

11.4.2 Final Billing. Following termination without cause and within thirty (30) days after receipt of a complete and timely billing from Contractor seeking payment of sums authorized by this Paragraph 11.4.2, City shall pay to Contractor as its sole and exclusive compensation for performance under this Agreement the following:

.a The Contract Price earned and payable as of the date of termination, less sums previously paid to Contractor;

.b Plus, reasonable costs of work of Contractor and Trade Contractors for (i) demobilizing, and (ii) administering the close out of its participation in the Project (including, without limitation, all billing and accounting functions) for a period of no longer than thirty (30) days after receipt of the notice of termination;

11.4.3 Trade Contractors. Contractor shall include provisions in all of its subcontracts, purchase orders and other contracts with its Trade Contractors permitting termination for convenience by Contractor on terms that are consistent with this Agreement and that afford no greater rights of recovery against Contractor for termination than are afforded to Contractor.

11.5 Contractor's Rights and Remedies.

11.5.1 Contractor's Remedies. Contractor may terminate this Agreement for cause only upon the occurrence of one of the following:

.a The work is stopped for one hundred sixty (160) consecutive days, through no act or fault of Contractor, any Trade Contractor, of any tier, or any employee or agent of any of them, due to issuance of an order of a court or other governmental authority other than City having jurisdiction or due to an act of government, such as a declaration of a national emergency making material unavailable.

.b City fails to make payment of sums that are not in good faith disputed by City and fails to cure such default within (i) ninety (90) days after receipt of notice from Contractor notifying City of the default; and (ii) an additional thirty (30) days notice to City notifying it of its intention to terminate this Agreement.

11.5.2 Continuous Performance. Provided that Contractor is paid undisputed sums due under this Agreement, Contractor shall not stop, delay or interrupt continuous performance of the Work by reason of any dispute or disagreement with City, including, without limitation, any disputes or disagreements over payments of funds that are disputed in good faith by City.

12.0 MISCELLANEOUS PROVISIONS

12.1 Warranties. Contractor warrants and guarantees all Work under this Contract (which for purposes of this section shall be deemed to include unauthorized work which has not been removed and any non-conforming materials incorporated into the Work) to be of good quality and free from any defective or faulty material and workmanship. Contractor agrees that for a period of one (1) year (or period of time specified elsewhere in this Contract or in any guarantee or warranty provided by any manufacturer or supplier of equipment or materials incorporated into the Work, whichever is later) following completion and the date of final acceptance of the Project, Contractor shall, within ten (10) days after being notified in writing by the City of any defect in the Work or non-conformance of the Work, commence and prosecute with due diligence all Work necessary to fulfill the terms of the warranty at its sole cost and expense. Contractor shall act sooner as requested by the City in response to an emergency. In addition, Contractor shall, at its sole cost and expense, repair and replace any portions of the Work (or work of other contractors) damaged by its defective Work or which becomes damaged in the course of repairing or replacing defective Work. For any Work so corrected, Contractor's obligation hereunder to correct defective Work shall be reinstated for an additional one (1) year, commencing with the date of acceptance of such corrected Work. All warranties and guarantees of subcontractors, suppliers and manufacturers with respect to any portion of the Work, whether express or implied, are deemed to be obtained by Contractor for the benefit of the City, regardless of whether or not such warranties and guarantees have been transferred or assigned to the City by separate agreement and Contractor agrees to enforce such warranties and guarantees, if necessary, on behalf of the City. This obligation shall survive completion or termination of the Contract.

12.2 Non-Liability of City Officers and Employees. No officer or employee of the City shall be personally liable to the Contractor, or any successor in interest, in the event of any default or breach by the City or for any amount which may become due to the Contractor or to its successor, or for breach of any obligation of the terms of this Contract.

12.3 Governing Law. This Agreement shall be governed by the laws of the State of California. In the event of litigation between the parties, venue in state trial courts shall lie exclusively in the County of Los Angeles. In the event of litigation in a U.S. District Court, venue shall lie exclusively in the Central District of California, in Los Angeles.

12.4 Waiver of Jury Trial. Contractor voluntarily waives its right to a jury trial of any cause of action, claim, counter-claim or cross-complaint in any action, proceeding or hearing on any matter whatsoever arising out of, or in any way connected with, this Agreement, the relationship between City and Contractor, Contractor's performance on the Project, or the enforcement of any remedy under any law, statute or regulation now or hereafter in effect. Contractor shall include this provision for waiver of jury trial right in its contracts with its Trade Contractors who provide work to the Project, waiving the right of a jury trial in any action involving City as a party, whether by joinder, consolidation, counter-claim, cross-complaint or otherwise.

12.5 Severability. Should any part of this Agreement be declared by a final decision by a court or tribunal of competent jurisdiction to be unconstitutional, invalid, or beyond the authority of either party to enter into or carry out, such decision shall not affect the validity of the remainder of this Agreement, which shall continue in full force and effect, provided that the remainder of this Agreement, absent the unexcised portion, can be reasonably interpreted to give effect to the intentions of the parties.

12.6 Successors and Assigns. This Agreement shall be binding on successors, assigns and legal representatives of and persons in privity of contract with City or Contractor. Contractor shall not assign, sublet or transfer an interest in this Agreement without advance written approval of City. Assignment, subletting or transfer will not release Contractor from any of its obligations to City.

12.7 Interpretation. Contractor and City acknowledge that the terms of this Agreement has been mutually negotiated and that such documents shall not be interpreted against either City or Contractor on the basis that either party was responsible for or in control of the drafting of such documents.

12.8 Survival. All provisions of this Agreement which by their nature continue beyond the termination or completion of performance under this Agreement, including, without limitation, those obligations pertaining indemnification, insurance and confidentiality, shall survive and continue in force after either termination or completion of performance by Contractor.

12.9 Conflict of Interest. The Contractor represents, warrants and agrees that to the best of its knowledge, it does not presently have, nor will it acquire during the term of this Contract, any interest direct or indirect, by Contract, employment or otherwise, or as a partner, joint venturer or shareholder (other than as a shareholder holding a one percent (1%) or less interest in publicly traded companies) or affiliate with any business or business entity that has entered into any Contract, subcontract or arrangement with the City. Upon execution of this Contract and during its term, as appropriate, the Contractor shall disclose in writing to the City, any other Contract or employment during the term of this Contract by any other persons, business or corporation in which employment will or may likely develop a conflict of interest between the City interest and the interests of the third parties.

12.10 Copyrights. No report, maps, or other documents produced in whole or in part under this Contract shall be the subject of an application for copyright by or on behalf of the Contractor. All documents become the property of the City who holds all the rights to said data.

12.11 Confidentiality of Reports. The Contractor shall keep confidential all reports, information and data received, prepared or assembled pursuant to performance hereunder. Such information shall not be made available to any person, firm, corporation or entity without the prior written

consent of the City.

12.12 Employees of Contractor. The City does not and will not condone any act, gestures, comments or conduct from the Contractor's employees, agents or subcontractors which may be construed as sexual harassment or any other type of activity or behavior that might be construed as harassment. The Contractor will properly investigate all charges of harassment by residents, employees, agents or subcontractors and is responsible for taking appropriate action after reports of harassment are received by the Contractor.

12.13 Patent Rights. The City will hold all the patent rights with respect to any discovery or invention which arises or is developed in the course of, or under this Contractor.

12.14 Waivers. A waiver by either party to this Agreement of any breach of any term, covenant or condition contained herein shall not be deemed to be a waiver of any subsequent breach of the same or any other term, covenant or condition contained herein, whether of the same or a different character.

12.15 Federal and State Withholding Taxes. Contractor shall be responsible for paying when due all federal and state income withholding taxes for all earning under this Agreement. Contractor agrees to indemnify City for any claims, costs, losses, fees, penalties, interest, or damages suffered by City resulting from Contractor's failure to comply with this provision.

12.16 Entire Agreement. The Contract Documents represent the entire and integrated agreement between City and Contractor and supersedes all prior negotiations, representations or agreements, either written or oral. The Contract Documents may be amended or modified only by Change Order. Nothing contained in the Contract Documents shall be for the benefit of, create any contractual relationship with, or give rise to a cause of action in favor of any third party.

12.17 Execution Authority. The person(s) executing this Agreement on behalf of the Parties hereto warrant that (i) such party is duly organized and existing, (ii) they are duly authorized to execute and deliver this Agreement on behalf of said party, (iii) by so executing this Agreement, such party is formally bound to the provisions of this Agreement, and (iv) the entering into this Agreement does not violate any provision of any other agreement to which said party is bound.

13.0 NOTICES

13.1 Delivery. All notices, demands or requests to be given under this Agreement shall be given in writing and conclusively shall be deemed received when: (a) delivered personally, or (b) on the fifth (5^{th}) day after the deposit thereof in the United States mail, postage prepaid, and addressed as hereinafter provided, or (c) one (1) business day after send by facsimile transmission.

13.2 Addresses. All notices, demands, requests or approvals from Contractor to City shall be addressed to the City at:

City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: Director, Public Works Engineering Department
(310) 605-5505
(310) 605-6326 – Fax

with copies to:

City of Compton
205 South Willowbrook Avenue
Compton, California 90220
Attn: City Manager

All notices, demands or requests from City to Contractor shall be addressed to:

Beador Construction Company, Inc.
2900 Bristol Street, Suite D204
Costa Mesa, California 92626
Attn: David Beador, President
(951) 674-7352
(951) 674-7495 - Fax

13.3 Change in Address. In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

IN WITNESS WHEREOF, Contractor has executed this Agreement and the City, by its City Manager, who is authorized to do so, has executed this Agreement.

BEADOR CONSTRUCTION COMPANY, INC.
CONTRACTOR

Dated: _____ **By _____**
David Beador, President

CITY OF COMPTON

Approved by:

Dated: _____ **By _____**
Jerome Groomes, City Manager

Approved as to form:

By _____ **Dated: _____**
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By _____**
Vernell McDaniel, City Clerk

September 26, 2023

TO: **MAYOR AND CITY COUNCIL**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR BIGGS CARDOSA ASSOCIATES, INC. STRUCTURAL ENGINEERS TO PROVIDE ADDITIONAL DESIGN COORDINATION AND CONSTRUCTION SUPPORT SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 IN AN AMOUNT NOT TO EXCEED $124,824.**

SUMMARY

Adoption of this resolution will amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to amend the professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in the amount not to exceed One Hundred Twenty Four Thousand, Eight Hundred Twenty Four Dollars ($124,824).

BACKGROUND

The Artesia Boulevard Overhead (State Bridge No. 53C1744 and Los Angeles County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street and Compton Creek.

The bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'. The bridge superstructure is comprised of steel girders with a cast-in-place concrete deck.

As of the June 2019 Bridge Inspection Report, the bridge was flagged as Structurally Deficient with a Sufficiency Rating of 38 out of 100. On December 18, 2020, a fire damage was reported at Span 10, the eastern most span of the bridge. Subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works and the City of Compton Public Works Department. The

inspection concluded that the steel girders exhibited significant distortion as a result of the fire. An April 2021 load rating analysis concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight. Additional loads (vehicular and pedestrian traffic) are prohibited on the bridge because most of the steel girder members were severely deformed and connections had been compromised. Therefore, repairing the girders was not deemed feasible. The preferred repair solution was to replace Span 10.

In April 2021, City staff solicited a proposal from a qualified structural engineering firm and on December 21, 2021, City Council authorized the City Manager to enter into a Professional Services Agreement with Biggs Cardosa Associates, Inc. to develop options for the City to consider regarding the Artesia Bridge overcrossing.

On April 22, 2022, Biggs Cardosa prepared a Repair Study Report that evaluated the feasibility and estimated costs of three alternative repair options as follows:

Steel Superstructure Replacement

Steel Superstructure is a replacement of in-kind concept with steel girders consisting of replacing the existing damaged structure with similar components as recommended in the initial Los Angeles County Public Works Report. An exact replacement of the existing structure was not possible because bridge design codes had changed since it was designed in the 1950s, and replicating the existing structure would not meet current Caltrans and American Association for State Highway Transportation Officials (AASHTO) requirements.

Concrete Superstructure Replacement

Concrete Superstructure Replacement consists of using precast/pre-stressed concrete members as a replacement for the existing steel girders. The benefit of concrete is a similar girder erection time as steel girders without the risk of the steel costs and lead times.

Embankment Filled Option

Embankment Fill Concept option consists of backfilling Span 10 of the Artesia Bridge, so the roadway is supported on fill material instead of a bridge. Using the embankment fill option would have the added benefit of removing access under the bridge to help prevent future encampments and fire damage. The removal of the bridge superstructure is possible since the Artesia Bridge was originally designed as a series of individual simple spans (instead of continuous spans). This allows the removal of a given span without negatively effecting the loading on adjacent spans. Below is a breakdown of the three options.

. **Repair Concept Comparison**

Repair Concept	Cost Estimate	Construction Duration
Rolled Steel Girders	$2,555,000	4.5 Months
Concrete I Girders	$2,804,000	6 Months
Embankment Fill	$3,022,000	4.5 Months

On June 26, 2022, Biggs Cardosa Associates, Inc. submitted a proposal to City staff recommending the preferred repair option of replacing the Span 10 superstructure with rolled steel beams at a cost of $2,555,000 and submitted a proposal to provide preliminary engineering services which includes preparing bid documents for the repair work and to obtain the environmental clearance and permits necessary to hire a contractor to perform construction services on the Artesia Bridge. The following sections describe the proposed scope of work as follows:

Project Management & Administration

Coordination & Meetings
Biggs Cardosa met with the City and Los Angeles County Department of Public Works (LACDPW) regularly throughout the design of the repair plans and specifications. Railroad coordination is anticipated due to the proximity of construction equipment with the potential to impact the tracks.

Assumptions:

- The scope included participation in up to six (6) meetings with the City, LACDPW, and/or the Railroad.
- Railroad coordination was anticipated to include estimating costs for, and facilitate contacts with railroad flaggers. Flaggers were anticipated during construction operations with the potential to impact the tracks (e.g. cranes installing the new steel superstructure). This scope assumed that a Construction & Maintenance Agreement or similar would not be required with the railroad. Any railroad-related fees were assumed to be paid by the City, or included in contractor's bids.
- Public outreach meetings was not anticipated for this scope.

Deliverables:

- Meeting Agendas & Minutes

Project Administration
Biggs Cardosa prepared a baseline schedule for the repair design work, and updated the schedule throughout the progression of this scope. Monthly invoices and progress reports were prepared.

Assumptions:

- The scope assumed that the Term of the Agreement would be six (6) months.

Deliverables:

- Project Schedule
- Monthly Invoices & Progress Reports

Environmental

Biggs Cardosa engaged with a subconsultant to prepare the necessary documentation required for the California Environmental Quality Act (CEQA).

Assumptions:

- It was assumed that the repair work would not be federally funded, and compliance with the National Environmental Policy Act (NEPA) would therefore not be required.
- Biggs Cardosa anticipated procuring an environmental subconsultant concurrent with the development of the draft plans, specifications, and estimates. The level of effort for the environmental scope varied based on anticipated construction access areas, whether soil was disturbed, and other design developments. BCA's fee proposal included a placeholder for this scope based on their experience with similar projects. A formal scope of work was submitted to the City with a request to add an environmental subconsultant once the impacts and required level of documentation was better understood. In general, BCA assumed:
  - A CEQA Categorical Exemption (CE) will be required.
  - Supporting Technical Studies were likely to include a Biological Technical Memo and Hazardous Materials Screening Memo.
  - Bird/bat surveys would likely be required prior to construction.

- It assumed that permits from the Regional Water Quality Board and other regulatory agencies would not be required for the repair scope of work.

Deliverables:
CEQA CE
Technical Studies, as required

Plans, Specifications & Estimates (PS&E)

Biggs Cardosa developed plans, specifications, construction cost estimates, structural calculations, and quantity calculations for the repair work.

Three milestone submittals were anticipated: Draft, Final, and Issued for Bid. Draft PS&E underwent a cursory check. Final PS&E incorporated independent check comments and City comments. Comments on the Final Submittal were incorporated into an Issued for Bid Submittal that was used for bidding purposes.

Plans

Biggs Cardosa prepared plans for the repair work. Anticipated plans included:
General Plan
General Notes
Demolition Plan
Superstructure Typical Section
Framing Plan
Girder Details
Barrier Details
Approach Slab Details

City CADD Standards were used in the development of the plans. Otherwise, formatting was based on Caltrans, drafted in AutoCAD, and delivered in PDF format.

Assumptions:

- No substructure work was anticipated as a result of the Span 10 superstructure replacement.

Deliverables:

- Draft Plans
- Final Plans
- Issued for Bid Plans

Specifications

Biggs Cardosa prepared Technical Specifications for the repair work. Caltrans Standard Special Provisions were used, where applicable, and referenced in the Caltrans Standard and Revised Standard Specifications.

Assumptions:

- Biggs Cardosa was responsible for Technical Specifications related to structural items. BCA assumed that the City would be responsible for developing the General Conditions and Special Provisions with input from Biggs Cardosa, as required, on items like the number of working days, staging areas, etc.

Deliverables:

- Draft Technical Specifications
- Final Technical Specifications

- Issued for Bid Technical Specifications

Cost Estimates

Biggs Cardosa prepared construction cost estimates at the Draft and Final milestones that showed quantities, unit costs, and total estimate construction costs. Unit costs were removed at the Issue of Bid milestone to create a Bid Schedule for the contractor's use in submitting a bid.

Assumptions:

- Construction cost estimates would be based on Caltrans Contract Cost Data and Biggs Cardosa's experience with similar projects.

Deliverables:

- Draft Construction Cost Estimate
- Final Construction Cost Estimate
- Bid Schedule

Structural Calculations

Biggs Cardosa prepared structural calculations and structural quantity calculations for the repair work. AASHTO LRFD and Caltrans design criteria was used to design the new superstructure. Calculations were submitted at the Draft and Final milestones. Final calculations were stamped and signed by a Professional Engineer registered in the State of California.

Assumptions:

- This scope assumed that detailed structural analysis of the substructure would not be required. Biggs Cardosa analyzed proposed versus existing superstructure loads to demonstrate that the proposed loading was roughly equivalent to, or less than, existing loads. Detailed seismic analysis and seismic retrofits were not considered necessary for this scope. The goal was to reopen the bridge safely as soon as possible, then seek funding for complete replacement of this Structurally Deficient bridge in the future.

Deliverables:

- Draft Structural Calculations
- Draft Structural Quantity Calculations
- Final Structural Calculations
- Final Structural Quantity Calculations

Independent Check

Biggs Cardosa performed an independent check of the plans, specifications, estimate, and calculations consistent with State requirements.

Assumptions:

- Checkers would utilize the "Red-Blue-Yellow" method of independent checking. A separate set of independent structural calculations were not required.

Deliverables:

- QA/QC Records

The following table summarizes the estimated costs for this option:

Item	Unit	Unit Price	Quantity	Total Price
Existing Structure Demolition	LS	$120,000.00	1	$ 120,000.00
Furnish and Erect Structural Steel	LBS	$8.0	75,000	$ 600,000.00
Bear Assemblies	EA	$10,000.00	24	$ 240,000.00
Structural Concrete Bridge	CY	$2,000.00	170	$ 340,000.00
Bar Reinforcing Steel	LBS	$1.25	25,500	$ 32,000.00
Concrete Barrier	LF	$600.00	100	$ 60,000.00
Joint Seal	LF	$500.00	222	$ 18,000.00
Existing Abutment/Bent Repair and Modify	LS	$50,000	1	$ 50,000.00
	Total Construction Cost:			$1,460,000.00
	Preliminary Engineering (25%):			$ 365,000.00
	Construction Eng. (15%):			$ 219,000.00
	Contingency (25%):			$ 511,000.00
	Total:			**$2,555,000.00**

STATEMENT OF ISSUE

At the request of City Staff, on May 31, 2023, Biggs Cardosa Associates, Inc. submitted a proposal requesting consideration of additional scope and fee for additional design and coordination support, as well as engineering support services during construction.

Design Support Services

The following items, not included in the development of the original scope of work, was requested by the City:

Security Panels

The City requested that Biggs Cardosa incorporate security walls under Span 10 to prevent intrusion and the potential for a future fire. Biggs Cardosa incorporated security walls into the plans, specifications and cost estimate.

Assumptions:

- It is assumed that a concrete wall solution will be utilized that extends from ground level to the underside of the bridge. This wall type will be much more robust than a chain link fence or other solutions that could be easily bypassed.

Deliverables:

- Security Wall Precast Concrete Panel Plans
- Security Fencing Structural Calculations (including foundations)
- Updated Specifications and Cost Estimate

Utility Coordination

The general assumptions in the original proposal noted that Biggs Cardosa's scope was "limited to environmental clearance and structural engineering. BCA did not anticipate roadway/civil work, utility relocations, survey, drainage, geotechnical engineering, and other disciplines as part of the repair work". During the development of the bid documents, Biggs Cardosa received requests to review fiber optic plans, submit letters to utilities that could potentially be located in the project area, and coordinate Notice to Owners to Relocate, if necessary.

Assumptions:

- It is assumed that the utility notification and coordination process would not need to strictly follow the requirements of the Caltrans Local Assistance Procedures Manual. The key goal of this effort was to identify third-party owners and transmit their requirements to the contractor via the plans and specifications. Utilities identified on the bridge were intended to be temporarily supported and protected-in-place or, for conduit within the sidewalk, temporarily disconnected and reconstructed.
- Biggs Cardosa would draft Utility "A" Letters to third-party utility companies that could potentially have facilities with the project area. It was assumed that the City would provide contact information and a matrix of utility companies typically contacted for City public works projects. BCA also assumed that these letters would be sent on City letterhead, but that Biggs Cardosa would prepare the text and accompanying exhibits, if required.

- Biggs Cardosa would review any Utility Agreements prepared by City for consistency with project needs.
- Utility fees, if required, were not included in this scope of work and were assumed to be paid by the City.
- Although was anticipated that utilities would be protected in-place or temporarily disconnected and reconstructed in-place, this scope included the preparation of a Notice to Owner (NTO) to relocate for up to two (2) utility companies should that become necessary.
- Although the contractor would be required to submit details for temporary support of utilities during construction, Biggs Cardosa would prepare and incorporate suggested details in the plans and specifications to ensure acceptance from utility companies, and to provide a baseline for the purpose of contractors bidding this work.

Deliverables:

- Utility “A” Letters
- Details for Temporary Support/Protection of Utilities
- Review of Utility Agreements
- Notice to Owner to Relocate (if necessary)

Construction Management Firm Procurement

To assist the City in procuring a Construction Management firm for the project, Biggs Cardosa would review the sample Requests for Proposals (RFP) that the City provided. BCA would suggest additions/revisions to the technical requirements and evaluation criteria specific to unique challenges of this project (steel beams with a concrete deck, potential for lead paint, construction in close proximity to active railroad tracks, etc.).

Assuming that the City received a number of proposals from qualified firms and wishes to conduct interviews, Biggs Cardosa would participate on the Selection Committee as non-voting member and provide feedback to the City.

As part of the proposals, it was anticipated that Construction Management firms would provide constructability review comments that Biggs Cardosa would address with the City. It was also anticipated that the first item in the selected consultants scope of work would be to review the plans, specifications, and estimates and provide constructability review comments. Biggs Cardosa would review and respond to those comments, attend meetings, and update the plans and specifications as necessary prior to bidding.

Assumptions:

- Feedback on the Construction Management RFP is assumed to be limited to technical support. The City will provide the necessary boilerplate language, insurance requirements, etc.
- Two meetings are anticipated for the constructability review: One to introduce the project and present the PS&E package to the Construction Management, and one comment resolution meeting.
- This scope assumes that changes resulting from the constructability review will be minor and would improve clarity in the plans and specifications. Any "value engineering" changes suggested by the Construction Management Team will need to be addressed on a case-by-case basis since the effort to incorporate value engineering items into the plans and specifications can vary substantially.

Deliverables:

- RFP Preparation Assistance
- Proposal Review/Evaluation
- Address Constructability Review Comments

Caltrans Funding Agreement Coordination

Biggs Cardosa would review and provide input on the "Funds Transfer Agreement Between the California Department of Transportation and the City of Compton".

Assumptions:

- Review was limited to the background, project need and goal, and scope of work. The City would review items related to payment, terms, and conditions.

Deliverables:

- Comments on Funding Agreement

CPM Schedule for Bid/Award/Construction

The schedule that Biggs Cardosa previously prepared covered design and environmental services through the 100% PS&E milestone. BCA understood that the City had requested that Biggs Cardosa would prepare a schedule that encompasses Construction Management procurement, contractor bidding and award, and a high-level construction schedule.

Assumptions:

- The construction schedule would include general activities like procuring materials, demolition, and bridge erection. A detailed schedule of concrete forming, rebar placement, etc was not assumed to be required for this exercise. Once awarded, the contractor would prepare a detailed construction scheduled for review by the City and

Construction Management Team that described these activities in detail.

Deliverables:

- Schedule for Bid/Award/Construction

Engineering Support During Bidding and Construction

As noted in BCA's original proposal, bidding and construction support services were not included since the scope of the repair work was not fully defined at the inception of the project. Now that the project is nearly ready to move into the bidding and construction phases, BCA was pleased to submit their proposal to provide these services. BCA proposed scope of work for these phases of the project is defined in detail below.

Advertising/Bidding Support

Biggs Cardosa would attend the pre-bid meeting, provide answers to contractor questions, and prepare bid addendums, as required. Biggs Cardosa would assist the City in evaluating contractor's bids.

Assumptions:

- This scope assumes two (2) addendums and one (1) pre-bid meeting.
- Clarification (and addenda, if required) for up to twenty (20) questions are included in this scope.
- Biggs Cardosa would provide updated plans and specifications, as required, to the City. The City would prepare, and make available to plan holders, and required addenda.
- Bid evaluation was limited to reviewing the bid schedule and unit price summaries. It was assumed that the City would evaluate bidders with respect to completeness of the bid, legal standing, etc.

Deliverables:

- Responses to Questions
- Bid Addendums
- Bid Evaluation
- Pre-Bid Meeting Attendance

Construction Support

Biggs Cardosa would assist with reviewing shop drawings, responding to Request for Information (RFIs), visiting the site during construction for observation, and preparing record drawings.

Assumptons:

- Shop Drawing/Submittal Reviews
- RFI Responses
- Site Visits (Observation)
- Progress Meeting Attendance

As-Built Preparation

Biggs Cardosa would prepare "As Built" drawings by electronically incorporating as-built revisions into the plans, as provided by red-line field notes by the City and its Construction Management Team.

Assumptions:

- As-Built plans would be delivered electronically in PDF format.

Deliverables:

- As-Built Plans

Therefore, in order to amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to amend the professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in the amount not to exceed One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824), City Council's authorization is necessary.

ALTERNATIVE

There are no other alternatives being recommended at this time. The Artesia Bridges has been closed since December 2020 and the City desires to make the bridge fully operational.

FISCAL IMPACT

The Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	Description	Amount

2789-710-041-3569	State Grants	$124,824

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants	$124,824

Funds in the amount of $124,824 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

JOHN D. STRICKLAND, JR.
DIRECTOR OF PUBLIC WORKS

APPROVED FOR FORWARDING:

JERRY GROOMES
CITY MANAGER

RESOLUTION NO._____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO AMEND THE PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR BIGGS CARDOSA ASSOCIATES, INC. STRUCTURAL ENGINEERS TO PROVIDE ADDITIONAL DESIGN COORDINATION AND CONSTRUCTION SUPPORT SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 IN AN AMOUNT NOT TO EXCEED $124,824.

`WHEREAS, adoption of this resolution will amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to amend the professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in the amount of One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824); and

WHEREAS, the Artesia Boulevard Overhead (State Bridge No. 53C1744 and Los Angeles County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street and Compton Creek; and

WHEREAS, the bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'. The bridge superstructure is comprised of steel girders with a cast-in-place concrete deck; and

WHEREAS, as of the June 2019 Bridge Inspection Report, the bridge was flagged as Structurally Deficient with a Sufficiency Rating of 38 out of 100 and on December 18, 2020, a fire damage was reported at Span 10, the eastern most span of the bridge; and

WHEREAS, subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works and the City of Compton Public Works Department; and

WHEREAS, steel girders exhibited significant distortion as a result of the fire, an April 2021 load rating analysis concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight; and

WHEREAS, additional loads (vehicular and pedestrian traffic) are prohibited on the bridge because most of the steel girder members are severely deformed and connections had been compromised and therefore repairing the girders was not deemed feasible; and

WHEREAS, the preferred repair solution is to replace Span 10; and

WHEREAS, In April 2021, City staff solicited a proposal from a qualified structural engineering firm and on December 21, 2021, City Council authorized the City Manager to enter into a Professional Services Agreement with Biggs Cardosa Associates, Inc. to develop options for the City to consider regarding the Artesia Bridge overcrossing; and

WHEREAS, on April 22, 2022, Biggs Cardosa prepared a Repair Study Report that evaluated the feasibility and estimated costs of three alternative repair options as follows:

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. **Repair Concept Comparison**

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;and

WHEREAS, on June 26, 2022, Biggs Cardosa Associates, Inc. submitted a proposal to City staff recommending the preferred repair option of replacing the Span 10 superstructure with rolled steel beams at a cost of $2,555,000 and submitted a proposal to provide preliminary engineering services which includes preparing bid documents for the repair work and to obtain the environmental clearance and permits necessary to hire a contractor to perform construction services on the Artesia Bridge; and

WHEREAS, the following sections describe the proposed scope of work as follows:

Project Management & Administration

<u>Coordination & Meetings</u>
Biggs Cardosa met with the City and Los Angeles County Department of Public Works (LACDPW) regularly throughout the design of the repair plans and specifications. Railroad coordination was anticipated due to the proximity of construction equipment with the potential to impact the tracks.

Assumptons:

- The scope included participation in up to six (6) meetings with the City, LACDPW, and/or the Railroad.
- Railroad coordination was anticipated to include estimating costs for, and facilitate contacts with, railroad flaggers. Flaggers were anticipated during construction operations with the potential to impact the tracks (e.g. cranes installing the new steel superstructure). This scope assumed that a Construction & Maintenance Agreement or similar would not be required with the railroad. Any railroad-related fees were assumed to be paid by the City, or included in contractor's bids.
- Public outreach meetings were not anticipated for this scope

Deliverables:
Meeting Agendas & Minutes

Project Administration
Biggs Cardosa would prepare a baseline schedule for the repair design work, and would update the schedule throughout the progression of this scope. Monthly invoices and progress reports would be prepared.

Assumptions:

- The scope assumed that the Term of the Agreement is six (6) months.

Deliverables:

- Project Schedule
- Monthly Invoices & Progress Reports

Environmental
Biggs Cardosa would engage a subconsultant to prepare the necessary documentation required for the California Environmental Quality Act (CEQA).

Assumptions:

- It is assumed that the repair work would not be federally funded, and compliance with the National Environmental Policy Act (NEPA) would therefore not be required.
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  - Supporting Technical Studies were likely to include a Biological Technical Memo and Hazardous Materials Screening Memo.
  - Bird/bat surveys would likely be required prior to construction.

- It assumed that permits from the Regional Water Quality Board and other regulatory agencies would not be required for the repair scope of work.

Deliverables:
CEQA CE
Technical Studies, as required

Plans, Specifications & Estimates (PS&E)
Biggs Cardosa would develop plans, specifications, construction cost estimates, structural calculations, and quantity calculations for the repair work.

Three milestone submittals were anticipated: Draft, Final, and Issued for Bid. Draft PS&E would undergo a cursory check. Final PS&E would incorporate independent check comments and City comments. Comments on the Final Submittal would be incorporated into an Issued for Bid Submittal that can be used for bidding purposes.

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Girder Details
Barrier Details

Approach Slab Details

City CADD Standards was used in the development of the plans. Otherwise, formatting would be based on Caltrans, drafted in AutoCAD, and delivered in PDF format.

Assumptions:
- No substructure work was anticipated as a result of the Span 10 superstructure replacement.

Deliverables:
- Draft Plans
- Final Plans
- Issued for Bid Plans

Specifications
Biggs Cardosa would prepare Technical Specifications for the repair work. Caltrans Standard Special Provisions would be used, where applicable, and would reference the Caltrans Standard and Revised Standard Specifications.

Assumptions:
- Biggs Cardosa would be responsible for Technical Specifications related to structural items. BCA assumed that the City would be responsible for developing the General Conditions and Special Provisions with input from Biggs Cardosa, as required, on items like the number of working days, staging areas, etc.

Deliverables:
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- Construction cost estimates would be based on Caltrans Contract Cost Data and Biggs Cardosa's experience with similar projects.

Deliverables:

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Structural Calculations

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Assumptions:

- This scope assumes that detailed structural analysis of the substructure would not be required. Biggs Cardosa would analyze proposed versus existing superstructure loads to demonstrate that the proposed loading is roughly equivalent to, or less than, existing loads. Detailed seismic analysis and seismic retrofits were not considered necessary for this scope. The goal was to reopen the bridge safely as soon as possible, then seek funding for complete replacement of this Structurally Deficient bridge in the future.

Deliverables:

- Draft Structural Calculations
- Draft Structural Quantity Calculations
- Final Structural Calculations
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Independent Check

Biggs Cardosa would perform an independent check of the plans, specifications, estimate, and calculations consistent with State requirements.

Assumptions:

- Checkers would utilize the “Red-Blue-Yellow” method of independent checking. A separate set of independent structural calculations was not required.

Deliverables:

- QA/QC Records

The following table summarizes the estimated costs for this option:

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		Total Construction Cost:		$1,460,000.00
		Preliminary Engineering (25%):		$ 365,000.00
		Construction Eng. (15%):		$ 219,000.00
		Contingency (25%):		$ 511,000.00
		Total:		**$2,555,000.00; and**

WHEREAS, on May 31, 2023, at the request of City Staff, Biggs Cardosa Associates, Inc. submitted a proposal requesting consideration for additional scope and fee for additional design and coordination support, as well as engineering support services during construction as follows; and

Design Support Services

The following items, not included in the development of the original scope of work, was requested by the City:

Security Panels

The City requested that Biggs Cardosa incorporate security walls under Span 10 to prevent intrusion and the potential for a future fire. Biggs Cardosa incorporated security walls into the plans, specifications and cost estimate.

Assumptions:

- It was assumed that a concrete wall solution would be utilized that extends from ground level to the underside of the bridge. This wall type would be much more robust than a chain link fence or other solutions that could be easily bypassed.

Deliverables:

- Security Wall Precast Concrete Panel Plans
- Security Fencing Structural Calculations (including foundations)
- Updated Specifications and Cost Estimate

Utility Coordination

The general assumptions in the original proposal noted that Biggs Cardosa's scope was "limited to environmental clearance and structural engineering. BCA did not anticipate roadway/civil work, utility relocations, survey, drainage, geotechnical engineering, and other disciplines as part of the repair work". During the development of the bid documents, Biggs Cardosa received requests to review fiber optic plans, submit letters to utilities that could potentially be located in the project area, and coordinate Notice to Owners to Relocate, if necessary.

Assumptions:

- It was assumed that the utility notification and coordination process would not need to strictly follow the requirements of the Caltrans Local Assistance Procedures Manual. The key goal of this effort was to identify third-party owners and transmit their requirements to the contractor via the plans and specifications. Utilities identified on the bridge was intended to be temporarily supported and protected-in-place or, for conduit within the sidewalk, temporarily disconnected and reconstructed.
- Biggs Cardosa would draft Utility "A" Letters to third-party utility companies that could potentially have facilities with the project area. It was assumed that the City would provide contact information and a matrix of utility companies typically contacted for City public works projects. BCA also assumed that these letters would be sent on City letterhead, but that Biggs Cardosa would prepare the text and accompanying exhibits, if required.
- Biggs Cardosa would review any Utility Agreements prepared by City for consistency with project needs.
- Utility fees, if required, were not included in this scope of work and were assumed to be paid by the City.

- Although it was anticipated that utilities will be protected in-place or temporarily disconnected and reconstructed in-place, this scope includes the preparation of a Notice to Owner (NTO) to relocate for up to two (2) utility companies should that become necessary.
- Although the contractor would be required to submit details for temporary support of utilities during construction, Biggs Cardosa would prepare and incorporate suggested details in the plans and specifications to ensure acceptance from utility companies, and to provide a baseline for the purpose of contractors bidding this work.

Deliverables:

- Utility "A" Letters
- Details for Temporary Support/Protection of Utilities
- Review of Utility Agreements
- Notice to Owner to Relocate (if necessary)

Construction Management Firm Procurement

To assist the City in procuring a Construction Management firm for the project, Biggs Cardosa would review the sample Requests for Proposals (RFP) that the City provided. BCA would suggest additions/revisions to the technical requirements and evaluation criteria specific to unique challenges of this project (steel beams with a concrete deck, potential for lead paint, construction in close proximity to active railroad tracks, etc.).

Assuming that the City received a number of proposals from qualified firms and wishes to conduct interviews, Biggs Cardosa coiuld participate on the Selection Committee as non-voting member and provide feedback to the City.

As part of the proposals, it was anticipated that Construction Management firms would provide constructability review comments that Biggs Cardosa would address with the City. It was also anticipated that the first item in the selected consultants scope of work would be to review the plans, specifications, and estimates and provide constructability review comments. Biggs Cardosa would review and respond to those comments, attend meetings, and update the plans and specifications as necessary prior to bidding.

Assumptions:

- Feedback on the Construction Management RFP was assumed to be limited to technical support. The City would provide the necessary boilerplate language, insurance requirements, etc.
- Two meetings were anticipated for the constructability review: One to introduce the project and present the PS&E package to the Construction Management, and one comment resolution meeting.
- This scope assumed that changes resulting from the constructability review would be minor and would improve clarity in the plans and specifications. Any "value engineering" changes suggested by the Construction Management Team would need to be addressed on a case-by-case basis since the effort to incorporate value engineering items into the plans and specifications could vary substantially.

Deliverables:

- RFP Preparation Assistance
- Proposal Review/Evaluation
- Address Constructability Review Comments

Caltrans Funding Agreement Coordination

Biggs Cardosa would review and provide input on the "Funds Transfer Agreement Between the California Department of Transportation and the City of Compton".

Assumptions:

- Review was limited to the background, project need and goal, and scope of work. The City would review items related to payment, terms, and conditions.

Deliverables:

- Comments on Funding Agreement

CPM Schedule for Bid/Award/Construction

The schedule that Biggs Cardosa previously prepared covered design and environmental services through the 100% PS&E milestone. BCA understood that the City had requested that Biggs Cardosa would prepare a schedule that encompasses Construction Management procurement, contractor bidding and award, and a high-level construction schedule.

Assumptions:

- The construction schedule would include general activities like procuring materials, demolition, and bridge erection. A detailed schedule of concrete forming, rebar placement, etc was not assumed to be required for this exercise. Once awarded, the contractor would prepare a detailed construction scheduled for review by the City and Construction Management Team that described these activities in detail.

Deliverables:

- Schedule for Bid/Award/Construction

Engineering Support During Bidding and Construction

As noted in BCA's original proposal, bidding and construction support services were not included since the scope of the repair work was not fully defined at the inception of the project. Now that the project was nearly ready to move into the bidding and construction phases, BCA was pleased to submit their proposal to provide these services. BCA proposed scope of work for these phases of the project was defined in detail below.

Advertising/Bidding Support

Biggs Cardosa would attend the pre-bid meeting, provide answers to contractor questions, and prepare bid addendums, as required. Biggs Cardosa wouldl assist the City in evaluating contractor's bids.

Assumptions:

- This scope assumes two (2) addendums and one (1) pre-bid meeting.
- Clarification (and addenda, if required) for up to twenty (20) questions are included in this scope.
- Biggs Cardosa will provide updated plans and specifications, as required, to the City. The City shall prepare, and make available to plan holders, and required addenda.
- Bid evaluation is limited to reviewing the bid schedule and unit price summaries. It is assumed that the City will evaluate bidders with respect to completeness of the bid, legal standing, etc.

Deliverables:

- Responses to Questions
- Bid Addendums
- Bid Evaluation
- Pre-Bid Meeting Attendance

Construction Support

Biggs Cardosa would assist with reviewing shop drawings, responding to Request for Information (RFIs), visiting the site during construction for observation, and preparing record drawings.

Assumptons:

- Shop Drawing/Submittal Reviews
- RFI Responses
- Site Visits (Observation)
- Progress Meeting Attendance

As-Built Preparation

Biggs Cardosa would prepare "As Built" drawings by electronically incorporating as-built revisions into the plans, as provided by red-line field notes by the City and its Construction Management Team.

Assumptions:

- As-Built plans would be delivered electronically in PDF format.

Deliverables:

- As-Built Plans

WHEREAS, the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$124,824

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants	$124,824; and

WHEREAS, funds in the amount of $124,824 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year in Account No. 2789-710-041-4300; and

WHEREAS, in order to amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to amend the professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in the amount of One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824), City Council's authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the City Manager, upon advice and approval of the City Attorney is hereby authorized to amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to amend the professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in the amount not to exceed One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824).

SECTION 2. That the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	Description	Amount
2789-710-041-3569	State Grants	$124,824

Increase Expenditures

Account No.	Description	Amount
2789-710-041-4300	State Grants	$124,824

SECTION 3. That funds in the amount of $124,824 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

SECTION 4. That a purchase order in the amount of $124,824 is authorized to be established for Biggs Cardosa Associates, Inc. to provide additional design coordination and construction support services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project in Account No. 2789-710-041-4300.

SECTION 5. That copies of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and the Public Works Engineering Department.

SECTION 6. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council of the City of Compton, signed by the Mayor and attested by the City Clerk, at a regular meeting thereof, held on the _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCILMEMBERS –
NOES: COUNCILMEMBERS –
ABSTAIN: COUNCILMEMBERS –
ABSENT: COUNCILMEMBERS –

_____
CITY CLERK OF THE CITY OF COMPTON

BIGGS CARDOSA
ASSOCIATES INC
STRUCTURAL ENGINEERS

500 S. Main Street, Ste. 1200
Orange, CA 92868-4507
Telephone 714.550.4665

May 31, 2023

City of Compton
Public Works Engineering Division
205 South Willowbrook Avenue
Compton, CA 90220

Attention: John Strickland, Project Manager

Subject: Artesia Boulevard over Alameda/UPRR | Bridge Repair PS&E
Extra Work Request 01

Dear Mr. Strickland:

Biggs Cardosa Associates, Inc. is submitting this Extra Work Request for the Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) to request consideration of additional scope and fee for additional design/coordination support, and engineering support during construction. Pursuant to Resolution No. 25,737 and the Professional Services Agreement, we are submitting this request for the City's authorization and approval in writing.

Design Support Services

The following items, not included in development of the original scope of work, have been requested by the City:

Security Panels

The City has requested that Biggs Cardosa incorporate security walls under Span 10 to prevent intrusion and the potential for a future fire. Biggs Cardosa will incorporate security walls into the plans, specifications and cost estimate.

Assumptions:

- It is assumed that a concrete wall solution will be utilized that extends from ground level to the underside of the bridge. This wall type will be much more robust than chain link fence or other solutions that could be easily bypassed.

Deliverables:

- Security Wall Precast Concrete Panel Plans
- Security Fencing Structural Calculations (including foundations)
- Updated Specifications and Cost Estimate

Utility Coordination

The general assumptions in the original proposal noted that Biggs Cardosa's scope was "*limited to environmental clearance and structural engineering. We do not anticipate roadway/civil work, utility relocations, survey, drainage, geotechnical engineering, and other disciplines as part of the repair work.*" During the development of the bid documents, Biggs Cardosa received requests to review fiber optic plans, submit letters to utilities that could potentially be located in the project area, and coordinate Notice to Owners to Relocate, if necessary.

Assumptions:

- It is assumed that the utility notification and coordination process will not need to strictly follow the requirements of the Caltrans Local Assistance Procedures Manual. The key goal of this effort is to identify third-party owners and transmit their requirements to the contractor via the plans and specifications. Utilities identified on the bridge are intended to be temporarily supported and protected-in-place or, for conduit within the sidewalk, temporarily disconnected and reconstructed.
- Biggs Cardosa will draft Utility "A" Letters to third-party utility companies that could potentially have facilities with the project area. It is assumed that the City will provide contact information and a matrix of utility companies typically contacted for City public works projects. We also assume that these letters will be sent on City letterhead, but that Biggs Cardosa will prepare the text and accompanying exhibits, if required.
- Biggs Cardosa will review any Utility Agreements prepared by City for consistency with project needs.
- Utility fees, if required, are not included in this scope of work and are assumed to be paid by the City.
- Although it is anticipated that utilities will be protected in-place or temporarily disconnected and reconstructed in-place, this scope includes the preparation of a Notice to Owner (NTO) to relocate for up to two (2) utility companies should that become necessary.
- Although the contractor will be required to submit details for temporary support of utilities during construction, Biggs Cardosa will prepare and incorporate suggested details in the plans and specifications to ensure acceptance from utility companies, and to provide a baseline for the purpose of contractors bidding this work.

Deliverables:

- Utility "A" Letters
- Details for Temporary Support / Protection of Utilities
- Review of Utility Agreements [Prepared by City]
- Notice to Owner to Relocate (if necessary)

Construction Management Firm Procurement

To assist the City in procuring a Construction Management firm for the project, Biggs Cardosa will review the sample Requests for Proposals (RFP) that the City provided. We will suggest additions/revisions to the technical requirements and evaluation criteria specific to unique challenges of this project (steel beams with a concrete deck, potential for lead paint, construction in close proximity to active railroad tracks, etc.).

Assuming that the City receives a number of proposals from qualified firms and wishes to conduct interviews, Biggs Cardosa can participate on the Selection Committee as non-voting member and provide feedback to the City.

As part of the proposals, it is anticipated that Construction Management firms will provide constructability review comments that Biggs Cardosa will address with the City. It is also anticipated that the first item in the selected consultants scope of work will be to review the plans, specifications, and estimates and provide constructability review comments. Biggs Cardosa will review and respond to those comments, attend meetings, and update the plans and specifications as necessary prior to bidding.

Assumptions:

- Feedback on the Construction Management RFP is assumed to be limited to technical support. The City will provide the necessary boilerplate language, insurance requirements, etc.
- Two meetings are anticipated for the constructability review: One to introduce the project and present the PS&E package to the Construction Management, and one comment resolution meeting.
- This scope assumes that changes resulting from the constructability review will be minor and would improve clarity in the plans and specifications. Any "value engineering" changes suggested by the Construction Management Team will need to be addressed on a case-by-case basis since the effort to incorporate value engineering items into the plans and specifications can vary substantially.

Deliverables:

- RFP Preparation Assistance
- Proposal Review / Evaluation
- Address Constructability Review Comments

Caltrans Funding Agreement Coordination

Biggs Cardosa will review and provide input on the "Funds Transfer Agreement Between the California Department of Transportation and the City of Compton".

Assumptions:

- Review is limited to the background, project need and goal, and scope of work. The City will review items related to payment, terms, and conditions.

Deliverables:

- Comments on Funding Agreement

CPM Schedule for Bid / Award / Construction

The schedule that Biggs Cardosa previously prepared covered design and environmental services through the 100% PS&E milestone. We understand that the City has requested that Biggs Cardosa will prepare a schedule that encompasses Construction Management procurement, contractor bidding and award, and a high-level construction schedule.

Assumptions:

- The construction schedule will include general activities like procuring materials, demolition, and bridge erection. A detailed schedule of concrete forming, rebar placement, etc. is not assumed to be required for this exercise. Once awarded, the contractor will prepare a detailed construction schedule for review by the City and Construction Management Team that describes these activities in detail.

Deliverables:

- Schedule for Bid / Award / Construction

Engineering Support During Bidding and Construction

As noted in our original proposal, bidding and construction support services were not included since the scope of the repair work was not fully defined at the inception of the project. Now that the project is nearly ready to move into the bidding and construction phases, we are pleased to submit our proposal to provide those services. Our proposed scope of work for these phases of the project is defined in detail below.

Advertising/Bidding Support

Biggs Cardosa will attend the pre-bid meeting, provide answers to contractor questions, and prepare bid addendums, as required. Biggs Cardosa will assist the City in evaluating contractor's bids.

Assumptions:

- This scope assumes two (2) addendums and one (1) pre-bid meeting.
- Clarification (and addenda, if required) for up to twenty (20) questions are included in this scope.
- Biggs Cardosa will provide updated plans and specifications, as required, to the City. The City shall prepare, and make available to plan holders, any required addenda.
- Bid evaluation is limited to reviewing the bid schedule and unit price summaries. It is assumed that the City will evaluate bidders with respect to completeness of the bid, legal standing, etc.

Deliverables:

- Responses to Questions
- Bid Addendums
- Bid Evaluation
- Pre-Bid Meeting Attendance

Construction Support

Biggs Cardosa will assist with reviewing shop drawings, responding to Requests for Information (RFIs), visiting the site during construction for observation, and preparing record drawings.

Assumptions:

- The following were assumed in the development of the scope/fee:
  - Review of up to fifteen (15) shop drawings and submittals.
  - Up to forty (40) RFI reviews and responses.
  - Up to three (3) site visits.
  - Up to ten (10) progress meetings with the City and their Construction Management Team (it is assumed that Biggs Cardosa will participate virtually or via teleconference in these meetings).
- Site visits are for observation only and are limited to spot checking, selective measurement, and similar methods of observation. It is assumed that the City will procure a Construction Management firm that will be responsible for inspection, testing, etc.

Deliverables:

- Shop Drawing / Submittal Reviews
- RFI Responses
- Site Visits (Observation)
- Progress Meeting Attendance

As-Built Preparation

Biggs Cardosa will prepare "As-Built" drawings by electronically incorporating as-built revisions into the plans, as provided by red-line field notes by the City and its Construction Management Team.

Assumptions:

- As-Built plans will be delivered electronically in PDF format.

Deliverables:

- As-Built Plans

Fee

We propose to provide the services outlined in this proposal on a time and materials basis for an additional not-to-exceed amount of $124,824. The requested amount consists of $48,764 for additional design support services, and $76,060 for engineering support during bidding and construction. A detailed breakdown of our fee proposal is attached.

We look forward to continuing to work with you on this project. Should you have any questions, please do not hesitate to contact me.

Sincerely,

BIGGS CARDOSA
ASSOCIATES, INC.



Eric Pheifer, PE
Principal

Attachments:

- Fee Proposal

Artesia Boulevard Bridge | Extra Work Request 01

Fee Proposal | Biggs Cardosa Associates

S.O.W. Phase / Task	Principal	Associate	Engineering Manager	Senior Engineer	Project Engineer	Staff Engineer	Assistant Engineer	Junior Engineer	Total Hours	Labor Subtotal
	$270.00	$231.00	$200.00	$180.00	$165.00	$152.00	$139.00	$128.00		
Design Support Services										**$48,764**
Security Wall										**$11,862**
Plans		2		2		12	24		40	$5,982
Structural Calculations		2			4	4	12		22	$3,398
Specifications	1	4							5	$1,194
Cost Estimate	1	2					4		7	$1,288
Utility Coordination										**$12,588**
Utility "A" Letters		2			4		12	16	34	$4,838
Utility Temporary Support Details		4		2			24		30	$4,620
Notice to Owner to Relocate	1	4		4		8			17	$3,130
Construction Management Firm Procurement										**$19,970**
RFP Preparation Assistance	2	4							6	$1,464
Proposal Review / Evaluation	1	8							9	$2,118
Address Constructability Review Comments	2	8	8	16	24		40		98	$16,388
Caltrans Funding Agreement Coordination										**$0**
	Biggs Cardosa will support on this item in the scope of work at no cost to the City.								0	$0
CPM Schedule for Bid / Award / Construction										**$4,344**
Schedule Preparation	2	4		16					22	$4,344

Artesia Boulevard Bridge | Extra Work Request 01

Fee Proposal | Biggs Cardosa Associates

S.O.W. Phase / Task	Principal	Associate	Engineering Manager	Senior Engineer	Project Engineer	Staff Engineer	Assistant Engineer	Junior Engineer	Total Hours	Labor Subtotal
	$270.00	$231.00	$200.00	$180.00	$165.00	$152.00	$139.00	$128.00		
Engineering Support During Bidding and Construction										**$75,906**
Advertising/Bidding Support										**$21,294**
Responses to Questions	1	10		4		12	20		47	$7,904
Bid Addendums	2	4		4	8		16	40	74	$10,848
Bid Evaluation	2	2	4						8	$1,802
Pre-Bid Meeting		2					2		4	$740
Construction Support										**$44,634**
Shop Drawing / Submittal Reviews	2	12		16		30	30	45	135	$20,682
RFI Responses	4	12		24		8	40		88	$14,948
Site Visits (Observation)		6					12		18	$3,054
Progress Meetings	5	10		5			10		30	$5,950
As-Built Preparation										**$9,978**
As-Built Plans	1	4		8			16	40	69	$9,978
									Labor Subtotal	**$124,670**
Subconsultants / Expenses									Mileage (Site Visits During Construction)	$154
									Subconsultant / Expense Subtotal	**$154**
									Total Fee	**$124,824**

FIRST AMENDMENT
TO
PROFESSIONAL SERVICES AGREEMENT
BETWEEN
CITY OF COMPTON
AND
BIGGS CARDOSA ASSOCIATES, INC.

This **FIRST AMENDMENT** to the Professional Services Agreement is made by and between the **CITY OF COMPTON**, a municipal corporation of the State of California (hereinafter referred to as **"CITY"**) and **BIGGS CARDOSA ASSOCIATES, INC.** (hereinafter referred to as **"CONSULTANT"**).

RECITALS:

WHEREAS, The City has a need to employ the services of an experienced and professional structural engineering consulting firm to provide professional design engineering services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP# 23-01); and

WHEREAS, on October 11, 2022, pursuant to Resolution No. 25,737, City Council authorized the City Manager to enter into a professional services agreement with and establish a purchase order for Biggs Cardosa Associates, Inc. Structural Engineers to provide professional design engineering services in the amount of $271,878; and

WHEREAS, on May 31, 2023, Biggs Cardosa Associates, Inc. submitted a proposal requesting consideration of additional scope and fee for additional design and coordination support, and engineering support services during construction; and

WHEREAS, the City has determined that it will be prudent to engage the services of a professional and experienced engineering firm to act as the City's Engineer for this Project and be responsible to provide additional design and engineering services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP# 23-01), including design support services during construction; and

WHEREAS, there is a need to amend the original agreement to provide additional design support services during construction and provide additional compensation in the amount of $124,824.

WHEREAS, by Resolution No. _____, adopted on the ___ day of _____ 2023, the City Council authorized the City Manager to enter into a first (1ST) amendment to the professional services agreement with Consultant; and

WHEREAS, Consultant warrants that it is specifically trained, experienced, competent, and has the resources to provide such services which will be required by this project; and

WHEREAS, Consultant is willing to render such professional services subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, Consultant and City**,** for the consideration, terms and conditions herein described, do hereby mutually agree to amend the original Agreement as follows:

AMENDMENTS:

1. The parties agree to amend **Section 1 – <u>Services to be rendered by Consultant</u>** of the original Agreement to authorize the continued performance of the services specified within the original Agreement and expand the scope of services to include performance of the following services:

Design Support Services

The following items, not included in the development of the original scope of work, have been requested by the City:

Security Panels

The City requested that Biggs Cardosa incorporate security walls under Span 10 to prevent intrusion and the potential for a future fire. Biggs Cardosa incorporated security walls into the plans, specifications and cost estimate.

Assumptions:

- It is assumed that a concrete wall solution will be utilized that extends from ground level to the underside of the bridge. This wall type will be much more robust than a chain link fence or other solutions that could be easily bypassed.

Deliverables:

- Security Wall Precast Concrete Panel Plans
- Security Fencing Structural Calculations (including foundations)
- Updated Specifications and Cost Estimate

Utility Coordination

The general assumptions in the original proposal noted that Biggs Cardosa's scope was "limited to environmental clearance and structural engineering. BCA do not anticipate roadway/civil work, utility relocations, survey, drainage, geotechnical engineering, and other disciplines as part of the repair work". During the development of the bid documents, Biggs Cardosa received requests to review fiber optic plans, submit letters to utilities that could potentially be located in the project area, and coordinate Notice to Owners to Relocate, if necessary.

Assumptions:

- It is assumed that the utility notification and coordination process will not need to strictly follow the requirements of the Caltrans Local Assistance Procedures Manual. The key goal of this effort is to identify third-party owners and transmit their requirements to the contractor via the plans and specifications. Utilities identified on the bridge are intended to be temporarily supported and protected-in-place or, for conduit within the sidewalk, temporarily disconnected and reconstructed.

- Biggs Cardosa will draft Utility "A" Letters to third-party utility companies that could potentially have facilities with the project area. It is assumed that the City will provide contact information and a matrix of utility companies typically contacted for City public works projects. BCA also assumed that these letters will be sent on City letterhead, but that Biggs Cardosa will prepare the text and accompanying exhibits, if required.
- Biggs Cardosa will review any Utility Agreements prepared by City for consistency with project needs.
- Utility fees, if required, are not included in this scope of work and are assumed to be paid by the City.
- Although it is anticipated that utilities will be protected in-place or temporarily disconnected and reconstructed in-place, this scope includes the preparation of a Notice to Owner (NTO) to relocate for up to two (2) utility companies should that become necessary.
- Although the contractor will be required to submit details for temporary support of utilities during construction, Biggs Cardosa will prepare and incorporate suggested details in the plans and specifications to ensure acceptance from utility companies, and to provide a baseline for the purpose of contractors bidding this work.

Deliverables:

- Utility "A" Letters
- Details for Temporary Support/Protection of Utilities
- Review of Utility Agreements
- Notice to Owner to Relocate (if necessary)

Construction Management Firm Procurement

To assist the City in procuring a Construction Management firm for the project, Biggs Cardosa will review the sample Requests for Proposals (RFP) that the City provided. BCA will suggest additions/revisions to the technical requirements and evaluation criteria specific to unique challenges of this project (steel beams with a concrete deck, potential for lead paint, construction in close proximity to active railroad tracks, etc.).

Assuming that the City receives a number of proposals from qualified firms and wishes to conduct interviews, Biggs Cardosa can participate on the Selection Committee as non-voting member and provide feedback to the City.

As part of the proposals, it is anticipated that Construction Management firms will provide constructability review comments that Biggs Cardosa will address with the City. It is also anticipated that the first item in the selected consultants scope of work will be to review the plans, specifications, and estimates and provide constructability review comments. Biggs Cardosa will review and respond to those comments, attend meetings, and update the plans and specifications as necessary prior to bidding.

Assumptions:

- Feedback on the Construction Management RFP is assumed to be limited to technical support. The City will provide the necessary boilerplate language, insurance requirements, etc.
- Two meetings are anticipated for the constructability review: One to introduce the project and present the PS&E package to the Construction Management, and one comment resolution meeting.
- This scope assumes that changes resulting from the constructability review will be minor and would improve clarity in the plans and specifications. Any "value engineering" changes suggested by the Construction Management Team will need to be addressed on a case-by-case basis since the effort to incorporate value engineering items into the plans and specifications can vary substantially.

Deliverables:

- RFP Preparation Assistance
- Proposal Review/Evaluation
- Address Constructability Review Comments

Caltrans Funding Agreement Coordination

Biggs Cardosa will review and provide input on the "Funds Transfer Agreement Between the California Department of Transportation and the City of Compton".

Assumptions:

- Review is limited to the background, project need and goal, and scope of work. The City will review items related to payment, terms, and conditions.

Deliverables:

- Comments on Funding Agreement

CPM Schedule for Bid/Award/Construction

The schedule that Biggs Cardosa previously prepared covered design and environmental services through the 100% PS&E milestone. BCA understood that the City has requested that Biggs Cardosa will prepare a schedule that encompasses Construction Management procurement, contractor bidding and award, and a high-level construction schedule.

Assumptions:

- The construction schedule will include general activities like procuring materials, demolition, and bridge erection. A detailed schedule of concrete forming, rebar placement, etc is not assumed to be required for this exercise. Once awarded, the contractor will prepare a detailed construction scheduled for review by the City and Construction Management Team that describes these activities in detail.

Deliverables:

- Schedule for Bid/Award/Construction

Engineering Support During Bidding and Construction

As noted in our original proposal, bidding and construction support services were not included since the scope of the repair work was not fully defined at the inception of the project. Now that the project is nearly ready to move into the bidding and construction phases, BCA was pleased to submit their proposal to provide these services. BCA proposed scope of work for these phases of the project is defined in detail below.

Advertising/Bidding Support

Biggs Cardosa will attend the pre-bid meeting, provide answers to contractor questions, and prepare bid addendums, as required. Biggs Cardosa will assist the City in evaluating contractor's bids.

Assumptions:

- This scope assumes two (2) addendums and one (1) pre-bid meeting.
- Clarification (and addenda, if required) for up to twenty (20) questions are included in this scope.
- Biggs Cardosa will provide updated plans and specifications, as required, to the City. The City shall prepare, and make available to plan holders, and required addenda.
- Bid evaluation is limited to reviewing the bid schedule and unit price summaries. It is assumed that the City will evaluate bidders with respect to completeness of the bid, legal standing, etc.

Deliverables:

- Responses to Questions
- Bid Addendums
- Bid Evaluation
- Pre-Bid Meeting Attendance

Construction Support

Biggs Cardosa will assist with reviewing shop drawings, responding to Request for Information (RFIs), visiting the site during construction for observation, and preparing record drawings.

Assumptons:

- Shop Drawing/Submittal Reviews
- RFI Responses
- Site Visits (Observation)
- Progress Meeting Attendance

As-Built Preparation

Biggs Cardosa will prepare "As Built" drawings by electronically incorporating as-built revisions into the plans, as provided by red-line field notes by the City and its Construction Management Team.

Assumptions:

- As-Built plans will be delivered electronically in PDF format.

Deliverables:

- As-Built Plans

2. The parties agree to amend **Section 2 – Duration of Contract** of the original Agreement to extend the term of the Agreement to provide that the Agreement shall terminate on exhaustion of the authorized maximum compensation of **One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824)**, unless otherwise extended or terminated.
3. The parties agree to amend **Section 3 – Compensation** of the original Agreement to provide additional compensation to Consultant for services rendered during the extended term of the original Agreement, as specified above, in the not-to-exceed amount of **One Hundred Twenty Four Thousand Eight Hundred Twenty Four Dollars ($124,824).**
4. Except as provided for above, all other terms and conditions of the original Agreement and any amendments thereto between the City and the Contractor all remain in effect.

IN WITNESS WHEREOF, the authorized representatives of the parties have executed this **FIRST AMENDMENT** to the above-identified **PROFESSIONAL SERVICES AGREEMENT.**

BIGG CARDOSA ASSOCIATES, INC./CONSULTANT

Dated: _____ **By _____**
Eric Pheifer, Principal

Approved by:

Dated: _____ **By _____**
Jerome Groomes, City Manager

Approved as to form:

By _____ **Dated: _____**
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By _____**
Vernell McDaniel, City Clerk

September 26, 2023

TO: **MAYOR AND CITY COUNCIL MEMBERS**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR MARK THOMAS & COMPANY, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 ($884,664).**

SUMMARY

Adoption of this Resolution will amend the Public Works Engineering Department's 2023-2024 Fiscal Year Budget and authorize the City Manager to enter into a professional services agreement with and establish a purchase order in the amount of Eight Hundred and Eighty Four Thousand Six Hundred Sixty Four Dollars ($884,664) to Mark Thomas & Company, Inc. for the provision of construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

BACKGROUND

The Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street, and Compton Creek. The bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'-0". The bridge superstructure is comprised of steel girders with a cast-in-place concrete deck. A seismic retrofit was performed in 1993 on the bridge filling in the areas between columns and adding CIDH piles for added shear resistance.

On December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge. Span 10 is 49'-9 ¼" long from centerline of Bent 10 to centerline bearing of Abutment 11. Subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works (Design Division and Road Maintenance Division) and the City of Compton Public Works. Steel girders exhibited significant distortion as a result of fire, and an April 2021 load rating analysis performed by LAPW concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight. Additional live loads (vehicular and pedestrian traffic) are prohibited on the bridge as it would overload the reduced capacity of the damaged span. Due to the severity of the damage to the steel girder members and their connections, repairing the girders is not deemed feasible. Therefore, the preferred solution is to fully replace Span 10. To re-open the bridge to traffic, the load rating report recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10,

along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11. The Plans, Specifications, and Estimate (PS&E) for the Bridge Repair have been prepared by Biggs Cardosa Associates.

The proposed work shall be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; traffic control. The project location is on Artesia Boulevard over Alameda Street and Union Pacific Railroad and Alameda Corridor Transportation Authority.

On August 2, 2023, the Public Works Engineering Department ("Department") advertised for construction services of the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01. An essential component of this Project is to obtain the services of a qualified and experienced engineering firm to provide construction management and inspection services.

On August 16, 2023, the City received a total of three (3) proposals that were reviewed and ranked by staff. The top 3 (three) firms were selected based on their responsiveness, qualifications, costs, work experience, professional expertise and any other unique qualifications. The top three proposals are listed below:

Rank	Firm	Location	Amount
1	Mark Thomas	Lakewood, CA	$884,664.00
2	Z & K Associates	Riverside, CA	$329,792.00
3	Ladayu Consulting Grp.	PV Estates, CA	$338,240.00

The scope of work for construction management and inspection services described within the RFP for CIP #23-01 included all of the following, but not limited to:

1. **Review All Project Documents** – Review and become familiar with project plans, specifications, estimates, and contract documents including the project site, engineering reports, right-of-way mapping and ownership records, permits, and agreements.

2. **Pre-Construction Meeting** – Outline project specifics. Inform contractor of project administration procedures.

3. **Management Information System** – Implement system for organizing, tracking, filing, and managing paper/electronic correspondence including letters, information requests, submittals, contracts, reports, O&M manuals, progress payments, change orders and etc.

4. **Review Traffic Control & Phasing Plans** – Review contractor's plans for detours, shutdowns and access for emergency vehicles.

5. **Progress Meetings** – Conduct meetings to discuss background, scope, objectives, schedule, current, and past issues as necessary.

6. **Issues Management** – Analyze issues, seek appropriate advice, and give recommendations. Review cost reduction proposals as well as contractor's methods of construction in order to ensure compliance with plans and specifications and delivery of project within budget and the time specified.

7. **Schedule** – Monitor contractor's schedule weekly. Notify parties of actual or potential deviation from schedule. Work with project team to correct noncompliance with schedule.

8. **Cost Control** – Monitor project funding. Monitor project budgets. Review contract item payments, material quantities, and change order payments.

9. **Labor Compliance** – Provide labor compliance reports to include reporting on prevailing wage, payroll documentation, compliance status, and certified payrolls.

10. **Request For Information (RFIs) & Submittals** – Provide a list of RFIs and responses. Provide a list of submittals and responses.

11. **Change Orders** – Review potential change orders for contractual and technical merit. Prepare independent cost estimate and schedule analysis of work. Negotiate and prepare change orders for execution. Keep the City appraised of impact of cumulative change orders.

12. **Dispute Resolution** – Make recommendations and implement procedures for reducing the likelihood of disputes and claims. Assist in the resolution of disputes.

13. **Quality Assurance/Inspection/Material Testing Services**– Observe and monitor all aspects of the project. Notify contractor when work is not in compliance. Prepare daily inspection reports. Provide photographic and video documentation of construction process. Encourage and stress quality in the constructed product. Provide materials testing services.

14. **Public Relations/Coordination** – Communicate with the local business community, property owners, tenants, local Sheriff, Fire, utility companies, and ACTA/UPRR regarding temporary construction impacts, such as traffic changes, noise, limited access and construction schedule.

15. **Permit/Environmental Compliance** – Review and enforce requirements stipulated in permits issued by regulatory and environmental agencies.

16. **Progress Payments** – Review and approve all contractor's payment request. Verify contractor pay items. Prepare payment documentation for execution.

17. **Monthly Status Reports** – Prepare monthly reports highlighting project progress, CCO's, cost issues, and schedule.

18. **Site Safety** - Review and monitor contractor's safety program for compliance with Cal/OSHA. Notify contractor if an unsafe condition is observed. Notify City if contractor refuses to rectify unsafe condition and investigate accidents.

19. **Drone Services** – Provide aerial photos and video of the project site.

20. **"As-Built" Drawings** – Collect, review, and transmit contractor's data to engineer.

21. **Final Walkthrough** – Make final inspections and prepare punch list. Verify that required certificates of compliance, O&M manuals and as-build drawings have been delivered.

22. **Utility Coordination/Railroad Coordination** – Assure that contractor is effectively interacting with Utility and Railroad owners.

23. **Project Completion Report** – Process final progress payment to contractor. File Notice of Completion. Prepare final report and review project records.

Selection Process

Pursuant to the Request for Proposals, it was requested that firms respond with their qualifications, scope of service, etc., in one package and their fee in a sealed, separate cover. The proposal review committee consisting of Public Works staff. The committee reviewed the material in the Request for Proposal (RFP) submitted by the consultants and ranked the most qualified proposals.

The selection of the most qualified firm for the construction management services was on the basis of demonstrated competence and professional qualifications. Qualification Based Selection ("QBS") is where selection is based on the most appropriate provider of professional services; fees are not an initial consideration nor a primary consideration for selection; however, staff will evaluate the price to ensure there is a comparability and consistency to the other proposals. The evaluation process used by the selection committee for ranking the proposal was based upon the completeness of the proposal, consultant's demonstrated understanding of the scope of services, quality of similar work previously performed by the firm, personnel assigned, resources required to perform the required services, and the proposed schedule of work. Fees are not considered until after the selection of the most qualified firms.

After careful consideration, the review committee determined the proposal submitted by Mark Thomas & Company was deemed the most responsive firm to provide the needed construction management and inspection services for this Project for the following reasons:

- Mark Thomas total staff consist of 6 employees including a Resident Engineer/Structure Representative and Structural Inspector totaling 2,852 hours
- Mark Thomas has experience with construction projects ranging from bridge replacements, widening and repairs, freeway and interchange construction, public and private developments, underground utilities, roadway improvements and widening, to structure construction infrastructure
- Mark Thomas has been providing construction management and inspection services to public agencies since the 1950's
- Mark Thomas projects have included bridge replacement, bridge repairs and retrofits, retaining walls, footing excavation in hardrock, HMA roadways, driveways, drainage structures, work around live utilities, traffic control, detours, and public outreach
- Mark Thomas' Project Manager has 25 years of construction management and engineering experience, specializing in bridge construction and is particularly adept at successfully delivering public works projects
- Mark Thomas' Resident Engineer/Structure Representative has 32 years of construction experience and has completed numerous Caltrans projects

Mark Thomas is an award winning professional services firm that provides construction management and inspection, civil and structural engineering, surveying, and right-of-way services to clients throughout California. Mark Thomas' construction management team is focused on providing high-quality oversight of capital infrastructure and transportation improvement projects for local agencies.

STATEMENT OF ISSUE

Therefore, in order to amend the Public Works Engineering Department's 2023-2024 Fiscal Year Budget and authorize the City Manager to enter into a professional services agreement with and establish a purchase order in the amount of Eight Hundred and Eighty Four Thousand Six Hundred Sixty Four Dollars ($884,664) to Mark Thomas & Company, Inc. for the provision of construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01, City Council's authorization is necessary.

ALTERNATIVE

The Council may select another vendor to provide construction management services. Nonetheless, staff recommends the utilization of professional construction management services for the oversight of the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01. The reason being that this project has significant technical specifications and requirements that require specific and uniquely qualified individuals to

oversee and manage the project on a daily basis and the City's existing organizational structure within the Public Works Engineering Department has limited staff capacity to perform these services nor does it have the workload capacity if fully staffed to manage this project.

FISCAL IMPACT

The Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	Description	Amount
2789-710-041-3569	State Grants	$884,664

Increase Expenditures

Account No.	Description	Amount
2789-710-041-4300	State Grants	$884,664

Funds in the amount of $884,664 will be available in the Public Works 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

JOHN D. STRICKLAND, JR.,
DIRECTOR OF PUBLIC WORKS

APPROVED FOR FORWARDING:

JERRY GROOMES
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZE THE CITY MANAGER TO ENTER INTO A PROFESSIONAL SERVICES AGREEMENT WITH AND ESTABLISH A PURCHASE ORDER FOR MARK THOMAS & COMPANY, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPAIR PROJECT, CIP# 23-01 ($884,664).

WHEREAS, adoption of this Resolution will amend the Public Works Engineering Department's 2023-2024 Fiscal Year Budget and authorize the City Manager to enter into a professional services agreement with and establish a purchase order in the amount of Eight Hundred and Eighty Four Thousand Six Hundred Sixty Four Dollars ($884,664) to Mark Thomas & Company, Inc. for the provision of construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01; and

WHEREAS, the Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard Over the Alameda Railroad Corridor, Alameda Street, and Compton Creek; and

WHEREAS, the bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'-0" and the bridge superstructure is comprised of steel girders with a cast-in-place concrete deck; and

WHEREAS, a seismic retrofit was performed in 1993 on the bridge filling in the areas between columns and adding CIDH piles for added shear resistance; and

WHEREAS, on December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge and Span 10 is 49'-9 ¼" long from centerline of Bent 10 to centerline bearing of Abutment 11; and

WHEREAS, the bridge was closed to traffic and inspected by the Los Angeles County Public Works (Design Division and Road Maintenance Division) and the City of Compton Public Works; and

WHEREAS, steel girders exhibited significant distortion as a result of fire, and an April 2021 load rating analysis performed by LAPW concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight; and

WHEREAS, additional live loads (vehicular and pedestrian traffic) are prohibited on the bridge as it would overload the reduced capacity of the damaged span and due to the severity of the damage to the steel girder members and their connections, repairing the girders is not deemed feasible; and

WHEREAS, the preferred solution is to fully replace Span 10 and to re-open the bridge to traffic, the load rating report recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10, along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11; and

WHEREAS, the Plans, Specifications, and Estimate (PS&E) for the Bridge Repair have been prepared by Biggs Cardosa Associates; and

WHEREAS, the proposed work shall be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; traffic control; and

WHEREAS, the project location is on Artesia Boulevard over Alameda Street and Union Pacific Railroad and Alameda Corridor Transportation Authority; and

WHEREAS, on August 2, 2023, the Public Works Engineering Department ("Department") advertised for construction services of the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01 and an essential component of this Project is to obtain the services of a qualified and experienced engineering firm to provide construction management and inspection services; and

WHEREAS, on August 16, 2023, the City received a total of three (3) proposals that were reviewed and ranked by staff; and

WHEREAS, the top 3 (three) firms were selected based on their responsiveness, qualifications, costs, work experience, professional expertise and any other unique qualifications; and

The top three proposals are listed below:

Rank	**Firm**	**Location**	**Amount**
1	Mark Thomas	Lakewood, CA	$884,664.00
2	Z & K Associates	Riverside, CA	$329,792.00
3	Ladayu Consulting Grp.	PV Estates, CA	$338,240.00;

and

WHEREAS, the scope of work for construction management and inspection services described within the RFP for CIP #23-01 included all of the following, but not limited to:

1. **Review All Project Documents** – Review and become familiar with project plans, specifications, estimates, and contract documents including the project site, engineering reports, right-of-way mapping and ownership records, permits, and agreements.

2. **Pre-Construction Meeting** – Outline project specifics. Inform contractor of project administration procedures.

3. **Management Information System** – Implement system for organizing, tracking, filing, and managing paper/electronic correspondence including letters, information requests, submittals, contracts, reports, O&M manuals, progress payments, change orders and etc.

4. **Review Traffic Control & Phasing Plans** – Review contractor's plans for detours, shutdowns and access for emergency vehicles.

5. **Progress Meetings** – Conduct meetings to discuss background, scope, objectives, schedule, current, and past issues as necessary.

6. **Issues Management** – Analyze issues, seek appropriate advice, and give recommendations. Review cost reduction proposals as well as contractor's methods of construction in order to ensure compliance with plans and specifications and delivery of project within budget and the time specified.

7. **Schedule** – Monitor contractor's schedule weekly. Notify parties of actual or potential deviation from schedule. Work with project team to correct noncompliance with schedule.

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9. **Labor Compliance** – Provide labor compliance reports to include reporting on prevailing wage, payroll documentation, compliance status, and certified payrolls.

10. **Request For Information (RFIs) & Submittals** – Provide a list of RFIs and responses. Provide a list of submittals and responses.

11. **Change Orders** – Review potential change orders for contractual and technical merit. Prepare independent cost estimate and schedule analysis of work. Negotiate and prepare change orders for execution. Keep the City appraised of impact of cumulative change orders.

12. **Dispute Resolution** – Make recommendations and implement procedures for reducing the likelihood of disputes and claims. Assist in the resolution of disputes.

13. **Quality Assurance/Inspection/Material Testing Services**– Observe and monitor all aspects of the project. Notify contractor when work is not in compliance. Prepare daily inspection reports. Provide photographic and video documentation of construction process. Encourage and stress quality in the constructed product. Provide materials testing services.

14. **Public Relations/Coordination** – Communicate with the local business community, property owners, tenants, local Sheriff, Fire, utility companies, and ACTA/UPRR regarding temporary construction impacts, such as traffic changes, noise, limited access and construction schedule.

15. **Permit/Environmental Compliance** – Review and enforce requirements stipulated in permits issued by regulatory and environmental agencies.

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17. **Monthly Status Reports** – Prepare monthly reports highlighting project progress, CCO's, cost issues, and schedule.

18. **Site Safety** - Review and monitor contractor's safety program for compliance with Cal/OSHA. Notify contractor if an unsafe condition is observed. Notify City if contractor refuses to rectify unsafe condition and investigate accidents.

19. **Drone Services** – Provide aerial photos and video of the project site.

20. **"As-Built" Drawings** – Collect, review, and transmit contractor's data to engineer.

21. **Final Walkthrough** – Make final inspections and prepare punchlist. Verify that required certificates of compliance, O&M manuals and as-build drawings have been delivered.

22. **Utility Coordination/Railroad Coordination** – Assure that contractor is effectively interacting with Utility and Railroad owners.

23. **Project Completion Report** – Process final progress payment to contractor. File Notice of Completion. Prepare final report and review project records; and

WHEREAS, pursuant to the Request for Proposals, it was requested that firms respond with their qualifications, scope of service, etc., in one package and their fee in a sealed, separate cover; and

WHEREAS, the proposal review committee consisting of Public Works staff and the committee reviewed the material in the Request for Proposal (RFP) submitted by the consultants and ranked the most qualified proposals; and

WHEREAS, the selection of the most qualified firm for the construction management services was on the basis of demonstrated competence and professional qualifications; and

WHEREAS, qualification Based Selection ("QBS") is where selection is based on the most appropriate provider of professional services; fees are not an initial consideration nor a primary consideration for selection; however, staff will evaluate the price to ensure there is a comparability and consistency to the other proposals; and

WHEREAS, the evaluation process used by the selection committee for ranking the proposal was based upon the completeness of the proposal, consultant's demonstrated understanding of the scope of services, quality of similar work previously performed by the firm, personnel assigned, resources required to perform the required services, and the proposed schedule of work; and

WHEREAS, fees are not considered until after the selection of the most qualified firms; and

WHEREAS, the review committee determined the proposal submitted by Mark Thomas & Company was deemed the most responsive firm to provide the needed construction management and inspection services for this Project for the following reasons:

- Mark Thomas total staff consist of 6 employees including a Resident Engineer/Structure Representative and Structural Inspector totaling 2,852 hours
- Mark Thomas has experience with construction projects ranging from bridge replacements, widening and repairs, freeway and interchange construction, public and private developments, underground utilities, roadway improvements and widening, to structure construction infrastructure
- Mark Thomas has been providing construction management and inspection services to public agencies since the 1950's
- Mark Thomas projects have included bridge replacement, bridge repairs and retrofits, retaining walls, footing excavation in hardrock, HMA roadways, driveways, drainage structures, work around live utilities, traffic control, detours, and public outreach
- Mark Thomas' Project Manager has 25 years of construction management and engineering experience, specializing in bridge construction and is particularly adept at successfully delivering public works projects
- Mark Thomas' Resident Engineer/Structure Representative has 32 years of construction experience and has completed numerous Caltrans projects; and

WHEREAS, Mark Thomas is an award winning professional services firm that provides construction management and inspection, civil and structural engineering, surveying, and right-of-way services to clients throughout California and Mark Thomas' construction management team is focused on providing high-quality oversight of capital infrastructure and transportation improvement projects for local agencies; and

WHEREAS, the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$884,664

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants	$884,664; and

WHEREAS, funds in the amount of $884,664 will be available in the Public Works 2023-2024 Fiscal Year in Account No. 2789-710-041-4300; and

WHEREAS, in order to amend the Public Works Engineering Department's 2023-2024 Fiscal Year Budget and authorize the City Manager to enter into a professional services agreement with and establish a purchase order in the amount of Eight Hundred and Eighty Four Thousand Six Hundred Sixty Four Dollars ($884,664) to Mark Thomas for the provision of construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01, City Council's authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

SECTION 1. That the proposal submitted by Mark Thomas & Company, Inc is hereby accepted.

SECTION 2. That the City Manager, upon the advice and approval of the City Attorney, is hereby authorized to enter into a professional services agreement with Mark Thomas & Company, Inc for the provision of construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

SECTION 3. That the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$884,664

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants	$884,664

SECTION 4. That funds in the amount of $884,664 will be available in the Public Works 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

SECTION 5. That a purchase order in the amount of $884,664 is authorized to be established for Mark Thomas & Company, Inc for services performed for the Artesia Boulevard over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01.

SECTION 6. That copies of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney and the Public Works Engineering Department.

SECTION 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this ___ day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA
COUNTY OF LOS ANGELES
CITY OF COMPTON: ss

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested to by the City Clerk, at a regular meeting thereof held on the _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS –
NOES: COUNCIL MEMBERS –
ABSTAIN: COUNCIL MEMBERS –
ABSENT: COUNCIL MEMBERS –

_____
CITY CLERK OF THE CITY OF COMPTON

ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/UPRR BRIDGE REPLACEMENT PROJECT (CIP#
CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES PROPOSAL ANALYSIS

Mark Thomas	**Staff #**	**Hours**	**Days**	**Rate/Hour**
Construction Management Key Staff				
Project Manager	1	46	5.75	350.91
Resident Engineer/Structure Representative	1	1248	156	298.73
Structural Inspector	1	1604	200.5	209.8
Office Engineer/Labor Compliance	1	264	33	181.16
Admin & Project Support	1	24	3	145
Accounting	1	13	1.63	146
Total Staff	**6**	**3199**	**399.88**	

Z & K Consultants	**Staff #**	**Hours**	**Days**	**Rate/Hour**
Construction Management Key Staff				
Project Manager/Construction Manager/Resident Engineer	1	248	31	164
Structural Representative	1	112	14	155
Structural Inspector	1	1488	186	145
Office Engineer/Document Control	1	256	32	135
Labor Compliance	1	72	9	138
Total Staff	**5**	**2176**	**272**	

Ladayu	**Staff #**	**Hours**	**Days**	**Rate/Hour**
Construction Management Key Staff				
Construction Manager	1	304	38	170
Inspector	1	1456	182	160
Associate Engineer	1	480	60	110
Total Staff	**3**	**2240**	**280**	

♯ 23-01)

Amount
$ 16,142.00
$ 372,815.00
$ 336,511.00
$ 47,826.00
$ 3,480.00
$ 1,898.00
$ 778,672.00

Amount
$40,672.00
$17,360.00
$215,760.00
$34,560.00
$11,040.00
$319,392.00

Amount
$51,680.00
$232,960.00
$660.00
$285,300.00

PROFESSIONAL SERVICES AGREEMENT
BETWEEN
CITY OF COMPTON
AND
MARK THOMAS & COMPANY, INC.
[CIP No. 23-01]

This **AGREEMENT** is entered by and between the **CITY OF COMPTON**, a municipal corporation of the State of California (hereinafter referred to as **"CITY"**) located at 205 South Willowbrook Avenue, Compton, California 90220, and **MARK THOMAS & COMPANY, INC.** (hereinafter referred to as **"CONSULTANT"**), located at 4010 Watson Plaza Drive, Suite 240, Lakewood, California 90712.

RECITALS:

WHEREAS, the City will be implementing the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01), which consists of improvements to a specific street within an area in the City; and

WHEREAS, the City has identified a need for a qualified and experienced engineering consulting firm to provide construction management and construction inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01); and

WHEREAS, Consultant (Mark Thomas & Company, Inc.) warrants that it is specifically trained, experienced, competent, and has the resources to provide construction management and inspection services on the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01); and

WHEREAS, City desires to engage Consultant to provide these services by reason of its qualifications and experience in performing such services; and

WHEREAS, by **Resolution No._____** adopted on the _____**, of September 2023,** the City Council authorized the City Manager to accept the proposal of the Consultant and enter into a professional services agreement to provide the necessary services; and

WHEREAS, Consultant is willing to render such professional services subject to the terms and conditions set forth in this Agreement.

NOW, THEREFORE, Consultant and City**,** for the consideration, terms and conditions herein described, mutually agree as follows:

1. **Services to be rendered by Consultant.** It is the mutual understanding of the parties that the Consultant shall perform and be responsible for providing professional construction management and construction inspection services relative to the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01). This includes delivering management, construction management, contract administration, construction engineering and inspection, material quality assurance and post construction services. Services to be rendered shall include, but not be limited to the below-indicated tasks and deliverables:

Task 1: **Review of all Project Documents -** Deliverables**:** Provide input and assistance to the City during bid review and award process

Task 2: **Preconstruction Conference** – Deliverables: Outline project specifics. Inform contractor of project administration procedures.

Task 3: Management Information System – Deliverables: Implement system for organizing, tracking, filing, and managing paper/electronic correspondence including letters, information requests, submittals, contracts, reports, O&M manuals, progress payments, and change orders, etc.

Task 4: Review Traffic Control Plans & Phasing Plans – Deliverables: Review contractor's plans for detours, shutdowns and access for emergency vehicles.

Task 5: Progress Meetings – Deliverables: Conduct meetings to discuss background, scope, objectives, schedule, current, and past issues as necessary.

Task 6: Issues Management – Deliverables: Analyze issues, seek appropriate advice, and give recommendations. Review cost reduction proposals as well as contractor's methods of construction in order to ensure compliance with plans and specifications and delivery of project within budget and the time specified.

Task 7: Schedule – Deliverables: Monitor contractor's schedule weekly. Notify parties of actual or potential deviation from schedule. Work with project team to correct noncompliance with schedule.

Task 8: Cost Control – Deliverables: Monitor project funding. Monitor project budgets. Review contract item payments, material quantities, and change order payments.

Task 9: Labor Compliance – Deliverables: Provide labor compliance reports to include reporting on prevailing wage, payroll documentation, compliance status, and certified payrolls.

Task 10: Request for Information & Submittals – Coordinate and ensure prompt processing and turnaround time for contractor requests for information and submittals.

Task 11: Change Orders – Deliverables: Review potential change orders for contractual and technical merit. Prepare independent cost estimate and schedule analysis of work. Negotiate and prepare change orders for execution. Keep the City appraised of impact of cumulative change orders.

Task 12: Dispute Resolution – Deliverables: Make recommendations and implement procedures for reducing the likelihood of disputes and claims. Assist in the resolution of disputes.

Task 13: Quality Assurance/Inspection/Material Testing Services – Deliverables: Observe and monitor all aspects of the project. Notify contractor when work is not in compliance. Prepare daily inspection reports. Provide photographic and video documentation of construction process. Encourage and stress quality in the constructed product. Provide materials testing services.

Task 14: Public Relations/Coordination – Deliverables: Communicate with local business community, property owners, tenants, local Sheriff, Fire, utility companies, and ACTA/UPRR regarding temporary construction impacts, such as traffic changes, noise, limited access and construction schedule.

Task 15: Permit/Environmental Compliance – Deliverables: Review and enforce requirements stipulated in permits issued by regulatory and environmental agencies.

Task 16: Progress Payments – Deliverables: Review and approve all contractor's payment request. Verify contractor pay items. Prepare payment documentation for execution.

Task 17: Monthly Status Reports – Deliverables: Prepare monthly reports highlighting project progress, CCO's, cost issues, and schedule.

Task 18: Site Safety - Deliverables: Review and monitor contractor's safety program for compliance with Cal/OSHA. Notify contractor if an unsafe condition is observed. Notify City if contractor refuses to rectify unsafe condition and investigate accidents.

Task 19: Drone Services – Deliverables: Provide aerial photos and video of the various project sites.

Task 20: "As-Built" Drawings – Deliverables: Collect, review, and transmit contractor's data to engineer.

Task 21: Final Walkthrough – Deliverables: Make final inspections and prepare punch list. Verify that required certificates of compliance, O&M manuals and as-build drawings have been delivered.

Task 22: Utility Coordination/Railroad Coordination- Deliverables: Assure that contractor is effectively interacting with Utility and Railroad owners.

Task 23: Project Completion Report – Deliverables: Process final progress payment to contractor. File Notice of Completion. Prepare final report and review project records.

As more fully described in the City's **"Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01) – Request for Proposals for Construction Management and Inspection Services** and in Consultant's **"Proposal to Provide Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP #23-01)"** dated August 16, 2023, both of which are incorporated herein by this reference.

Consultant acknowledges that in entering into this Agreement the City is relying on Consultant's special skills and experience to do and perform the services in accordance with best standards of professional practice. While performing the services, Consultant agrees to perform all the said work and furnish all the necessary materials at its own cost and expense necessary to complete said services in a manner consistent with that degree of care and skill ordinarily exercised by members of the same profession currently practicing under similar circumstances and to the reasonable satisfaction of the City**.**

Consultant services hereunder shall be performed in good, competent and professional manner. Consultant shall be responsible for correcting and completing all errors and omissions related to the services provided by the Consultant for this Agreement at no additional cost to the City**.** "Errors" and "Omissions" for purposes of this paragraph are defined to mean a failure by the Consultant to meet the standards of its profession as set forth in the preceding paragraph. The acceptance of the services by City does not release Consultant from these obligations.

Consultant will be responsible for employing or engaging all persons necessary to perform the services. All of Consultant's staff will be qualified by training and experience to perform their assigned tasks. Consultant will give its personal attention to the fulfillment of the provisions of this Agreement by all of its employees and subcontractors, if any, and will keep the services under its control. On demand of City, if any employee or subcontractor of Consultant fails or refuses to carry out the provisions of this Agreement or appears to be incompetent or to act in a disorderly or improper manner, he or she will be discharged immediately from performing services rendered pursuant to this Agreement.

Darin Johnson, PE, Associate Principal of Consultant, shall be primarily responsible for representing Consultant in performance of this Agreement.

2. Duration of Contract. The Consultant shall commence services provided for herein upon written Notification to Proceed from the City and to continue in a diligent and professional manner until the services to be rendered are complete, unless this Agreement is extended or terminated as provided herein.

Consultant will generally adhere to any schedule set forth within Consultant's Proposal or by the City provided, that City will grant reasonable extensions of time for the performance of the services

occasioned by unusually lengthy governmental reviews of Consultant's work product or other unavoidable delays occasioned by unforeseen circumstances; provided, further, that such unavoidable delay will not include strikes, lockouts, work stoppages, or other labor disturbances conducted by, or on behalf of, Consultant's officers or employees.

Consultant acknowledges the importance to City of City's project schedule and agrees to put forth its best professional efforts to perform the services in a manner consistent with that schedule. City understands, however, that Consultant's performance must be governed by sound practices. Consultant will work such overtime or engage such personnel and equipment as necessary to maintain the schedule, without additional compensation.

3. Compensation. The method of payment for this Contract will be on a fee-for-services basis as specified within Consultant's **"Proposed Fee & Schedule"** and incorporated herein. The total price paid the Consultant will include compensation for all work, including travel, materials, supplies, vendor services, expenses and subcontracted work. No additional compensation will be paid to the Consultant, unless there is a change in the scope of the work or the scope of the project. In the instance of a change

in the scope of work or scope of the project, adjustment to the total compensation will be negotiated between the Consultant and the City. Adjustment in the total compensation will not be effective until authorized and approved in writing by the City**.**

Progress payments may be made in arrears based on the percentage of work and deliverables completed by the Consultant. If Consultant fails to submit the required deliverable items according to schedule or as required by the Agreement, except for those amounts that are due and not reasonably in dispute, the City shall have the right to delay payment and/or terminate this Agreement in accordance with the provisions noted herein.

Consultant shall be reimbursed within thirty (30) days, or as promptly as fiscal procedures may permit, upon receipt by the City of itemized invoices for services completed. Invoices shall be submitted no later than 45 calendar days after the performance of work for which the Consultant is billing. Invoices shall detail the work performed on each task as applicable. Invoices shall be delivered or mailed to the **Director of Public Works Engineering Department** at the following address: **City of Compton, 205 South Willowbrook Avenue, Compton, California 90220.**

As full and complete compensation for performance of all the services to be performed by the Consultant pursuant to this Agreement, City shall pay, and Consultant agrees to accept a not-to-exceed maximum sum of **Eight Hundred Eighty Four Thousand Six Hundred Sixty Four Dollars ($884,664.00).**

In the event of termination, the Consultant shall be entitled to compensation for the undisputed reasonable value of services performed to the effective date of termination, including any non-cancellable obligations incurred prior to termination; provided, however, that the City may condition payment of such compensation upon the Consultant's delivery to the City of any and all City property, documents, reports, records, materials and work product associated with the performance of this Agreement.

4. Ownership of Materials. All product produced by Consultant or its agents, employees, and subcontractors pursuant to this Agreement (the "Work Product") is the property of City. In the event this Agreement is terminated, all Work Product produced by Consultant or its agents, employees and subcontractors pursuant to this Agreement will be delivered to City pursuant to the termination clause of this Agreement.

The Work Product may be used by City and its agents, employees, representatives, and assigns, in whole or in part, or in modified form, for all purposes City may deem advisable, without further employment of or payment of any compensation to Consultant; provided, however, that if this Agreement is terminated for any reason prior to completion of the Project and if under such circumstances City uses, or engages the services of and directs another consultant to use the Work Product, City agrees to hold Consultant harmless from any and all liability, costs, and expenses relative to claims arising out of matters

and/or events which occur subsequent to the termination of this Agreement as a result of causes other than the fault or negligence of Consultant, or anyone for whose acts it is responsible, in preparation of the Work Product. Consultant will not be responsible for deficiencies solely attributable to modifications of the Work Product performed by others, or that arise from use of the Documents in connection with a project or site other than that shown in the Work Product.

5. Independent Contractor Status. Consultant, its officers, employees, subconsultants, subcontractors, agents and volunteers (collectively hereinafter the "Consultant"), will perform the services in Consultant's own way and pursuant to this Agreement as an independent contractor and in pursuit of Consultant's independent calling, and not as an employee of City. The persons used by Consultant to provide the services under this Agreement will not be considered employees of City for any purposes. Neither the City nor any of its officers, employees, agents or volunteers shall have any control over the conduct of the Consultant, except as expressly set forth in this Agreement. Consultant expressly warrants that while engaged in carrying out and complying with any terms and conditions of this Agreement that Consultant shall not at any time or in any manner, represent that Consultant is in any manner officers, employees, agents or volunteers of the City. Consultant shall obtain no rights to retirement, health care or any other benefit that accrue to City officials, officers, or employees. Consultant expressly waives any claim to such rights.

The payment(s) made to Consultant pursuant to the Agreement will be the full and complete compensation to which Consultant is entitled. City will not make any federal or state tax withholdings on behalf of Consultant or its agents, employees or subcontractors. City will not pay any workers' compensation insurance, retirement contributions or unemployment contributions on behalf of Consultant or its employees or subcontractors. Consultant agrees to indemnify and pay City within thirty (30) days for any tax, retirement contribution, social security, overtime payment, unemployment payment or workers' compensation payment that City may be required to make on behalf of Consultant or any agent, employee, or contractor of Consultant for work done under this Agreement. At the City's election, City may deduct the amounts paid pursuant to this Section, from any balance owing to Consultant.

6. Successors, Assignment and Delegation. City and the Consultant each binds themselves, their partners, successors, assigns and legal representatives to the other hereto and to partners, successors, assigns and legal representatives of such other party in respect to all covenants, agreements and obligations contained in this Agreement.

The expertise and experience of Consultant are material considerations for this Agreement. Consultant shall not assign or transfer any interest in this Agreement or the performance of any of Consultant's obligations under this Agreement without the prior written consent of the City. Any attempted assignment or transfer of any of Consultant's rights, duties or obligations arising under this Agreement shall be null and void.

7. Nondiscriminatory Employment Practices. During the performance of this Agreement, the Consultant agrees not to discriminate against any employee or applicant for employment because of race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Consultant will take affirmative action to ensure that applicants are employed, and that employees are treated during employment without regard to their race, sex, creed, color, religion, age, sexual orientation, marital status, national origin, political affiliation, handicap or belief in accordance with requirements of City, State or Federal laws and regulations. Such actions shall include, but not be limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoffs or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship. The Consultant agrees to post in conspicuous places, available to employees, applicants and subcontractors for employment, notices setting forth the provisions of this non-discrimination clause.

In the event of the Consultant's non-compliance with the non-discrimination clause of this Agreement, this Agreement may be immediately canceled, terminated or suspended in whole or in part.

8. Subcontracting. Consultant's services are unique and personal. Except as may be specified in Consultant's Proposal and agreed to by the City, Consultant will not subcontract any portion of the services without prior written approval of City Manager or his/her designee. If Consultant subcontracts any of the services, Consultant will be fully responsible to City for the acts, errors and omissions of Consultant's subcontractor and of the persons either directly or indirectly employed by the subcontractor, as Consultant is for the acts and omissions of persons directly employed by Consultant. Nothing contained in this Agreement will create any contractual relationship between any subcontractor of Consultant and City. Consultant will be responsible for payment of subcontractors. Consultant will bind every subcontractor and every subcontractor of a subcontractor by the terms of this Agreement applicable to Consultant's work unless specifically noted to the contrary in the subcontract and approved in writing by City.

9. Other Consultants. The City reserves the right to employ other consultants in connection with the services.

10. Indemnification. Consultant shall indemnify and save harmless the City, its officials, officers, employees, agents and volunteers (collectively hereinafter the "City"), against any and all damages to property or injuries to or death of any person or persons, including property and employees or agents of the City and shall indemnify and save the City from any and all liability and expense including reimbursement of reasonable defense costs and legal fees, and claims, demands, suits, actions or proceedings of any kind or nature, including Workers' Compensation claims, of or by anyone whomsoever to the extent resulting from or arising out of the negligent, reckless or willful misconduct for the Consultant, its officers, employees, subconsultants, subcontractors or agents in the performance of the duties undertaken by Consultant pursuant to this Agreement.

This indemnification and hold harmless obligation does not extend to claims arising out of the negligence or willful misconduct of the City.

11. Insurance. Without limiting the Consultant's indemnification of the City, Consultant shall obtain and maintain, at its cost and expense, for the duration of the Agreement and any and all amendments, insurance against claims for injuries to persons or damage to property which may arise out of or in connection with performance of the services by Consultant or Consultant's agents, representatives, employees or subcontractors. The insurance will be obtained from an insurance carrier admitted and authorized to do business in the State of California. Such evidence shall specifically identify this Agreement and shall contain express conditions that the City is to be given written notice at least thirty (30) days in advance of any termination or implementation of a reduction of limits or material change of insurance coverage as specified herein. Failure on the part of the Consultant to procure or maintain insurance shall constitute a material breach upon which the City may immediately terminate this Agreement. All insurance required hereunder shall be primary with respect to any insurance maintained by the City.

Coverages and Limits. Consultant will maintain the types of coverages and minimum limits indicated below, unless the City Manager, in consultation with the City Attorney approves a lower amount. These minimum amounts of coverage will not constitute any limitations or cap on Consultant's indemnification obligations under this Agreement. City, its officers, agents, volunteers and employees make no representation that the limits of the insurance specified to be carried by Consultant pursuant to this Agreement are adequate to protect Consultant. The coverage will contain no special limitations on the scope of its protection to the below-designated insureds except for Workers Compensation and errors and omissions insurance. Consultant will obtain occurrence coverage, excluding Professional Liability, which will be written as claims-made coverage.If Consultant believes that any required insurance coverage is inadequate, Consultant will obtain such additional insurance coverage, as Consultant deems adequate, at Consultant's sole expense.

11.1 Commercial General Liability Insurance. $1,000,000 combined single-limit per occurrence for bodily injury, personal injury and property damage. If the submitted policies contain aggregate limits, general aggregate limits will apply separately to the work under this Agreement or the general aggregate will be twice the required per occurrence limit.

11.2 Automobile Liability. $1,000,000 combined single-limit per accident for bodily injury and property damage.

11.3 Workers' Compensation and Employer's Liability. Workers' Compensation limits as required by the California Labor Code and Employer's Liability limits of $1,000,000 per accident for bodily injury. Workers' Compensation and Employer's Liability insurance will not be required if Consultant has no employees and provides, to City's satisfaction, a declaration stating this.

11.4 Professional Liability. Errors and omissions liability appropriate to Consultant's profession with limits of not less than $1,000,000 per claim. The coverage shall also provide an extended two (2) year reporting period commencing upon termination or cancellation of this Agreement.

Endorsements. For Commercial General Liability Insurance and Automobile Liability Insurance, Consultant will ensure that the policies are endorsed to name the City of Compton and its respective elected and appointed officers, officials, employees, agents and volunteers as **"additional insureds"** with respect to liability arising out of the activities of the Consultant. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City. ***Prior to City's execution of this Agreement, Consultant will furnish certificates of insurance and endorsements to City.***

Waiver of Subrogation. The policies shall contain a waiver of subrogation for the benefit of City.

12. Permits and Licenses. Consultant, at its own expense, during the term of this Agreement, shall obtain and maintain all appropriate business and professional permits, licenses and certificates that may be required in connection with the performance of services by the Consultant. Upon execution of this Agreement, the Consultant shall show evidence of a business license permit in conformance with *Section 9-1.2* of the *Compton Municipal Code*.

13. Maintenance of Records. Consultant will maintain complete and accurate records with respect to costs incurred under this Agreement. All records will be clearly identifiable. Consultant will allow a representative of City during normal business hours to examine, audit, and make transcripts or copies of records and any other documents created pursuant to this Agreement. Consultant will allow inspection of all work, data, documents, proceedings, and activities related to the Agreement for a period of three (3) years, or longer if required by law, from the date of final payment under this Agreement.

14. Warranties. Consultant represents and warrants (i) that Consultant has no obligations, legal or otherwise, inconsistent with the terms of this Agreement or with Consultant's undertaking this relationship with City, (ii) that the performance of the services called for by this Agreement do not and will not violate any applicable law, rule or regulation or any proprietary or other right of any third party, (iii) that Consultant will not use in the performance of his responsibilities under this Agreement any confidential information or trade secrets of any other person or entity and (iv) that Consultant has not knowingly entered into or will enter into any agreement (whether oral or written) in conflict with this Agreement.

15. General Compliance with Laws. Consultant will keep fully informed of federal, state and local laws and ordinances and regulations, which in any manner affect those, employed by Consultant, or in any way affect the performance of the services by Consultant. Consultant will at all times observe and comply with these laws, ordinances, and regulations and will be responsible for the compliance of the services with all applicable laws, ordinances and regulations. In the event the Consultant encounters any conflict between such laws and ordinances, Consultant shall notify the City in writing and the parties agree to work cooperatively to resolve the conflict.

16. Termination. In the event of the Consultant's failure to prosecute, deliver, or perform the services, after giving written notice of default and two (2) days to correct the same, then, in addition to any other remedies, City may terminate this Agreement for nonperformance by notifying Consultant in writing. Consultant has five (5) business days to deliver any documents owned by City and all work in progress to

City address contained in this Agreement. City will make a determination of fact based upon the work product delivered to City and of the percentage of work that Consultant has performed which is usable and of worth to City in having the Agreement completed. Based upon that finding City will determine the final payment of the Agreement. In the event City elects to terminate, City will have the right to immediate possession of all Work Product and work in progress prepared by Consultant, whether located at the project site, at Consultant's place of business, or at the offices of a subconsultant.

The City's obligation is payable only from funds appropriated for the purpose of this Agreement. All funds for payments after the end of the current fiscal year are subject to the City's legislative appropriation for this purpose. In the event this Agreement extends into succeeding fiscal year periods and the City Council does not allocate sufficient funds for the next succeeding fiscal year payments, this Agreement shall terminate immediately upon written notice from the City.

Either Party, upon tendering fifteen (15) calendar days written notice to the other Party, may terminate this Agreement for convenience. In this event and upon request of City, Consultant will assemble the work product without charge and put it in order for proper filing and closing and deliver it to City. Consultant will be paid for work performed to the termination date; however, the total will not exceed the lump sum fee payable under this Agreement. City will make the final determination as to the portions of tasks completed and the compensation to be made.

17. Force Majeure. In the event that performance by either party is rendered impossible (permanently or temporarily) due to acts of war, acts of terrorism, fires, floods, epidemics, quarantine restrictions, or other natural occurrences, strikes, work slowdowns, lockouts (other than lockout by Consultant), or other similar acts to those described above or other causes beyond the reasonable control of such party, and without fault or negligence, said event shall excuse performance by such party, or in the case of temporary impossibility, shall excuse performance only for a period commensurate with the period of impossibility. Notwithstanding the foregoing, City shall have the right to terminate this Agreement upon any event that renders performance impossible. In such case, City shall be responsible for payment of compensation for the reasonable value of services rendered to the point at which this Agreement is terminated, but in no event to exceed the total lump sum fee payable under this Agreement.

18. Covenants Against Contingent Fees. Consultant warrants that Consultant has not employed or retained any company or person, other than a bona fide employee working for Consultant, to solicit or secure this Agreement, and that Consultant has not paid or agreed to pay any company or person, other than a bona fide employee, any fee, commission, percentage, brokerage fee, gift, or any other consideration contingent upon, or resulting from, the award or making of this Agreement. For breach or violation of this warranty, City will have the right to terminate this Agreement for nonperformance, or, in its discretion, to deduct from the Agreement price or consideration, or otherwise recover, the full amount of the fee, commission, percentage, brokerage fees, gift, or contingent fee.

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

.a Is not currently under suspension, debarment, voluntary exclusion, or determination of ineligibility by any Federal, State or local agency; and

.b Has not been suspended, debarred, voluntarily excluded or determined ineligible by any Federal, State or local agency within the past 3 years; and

.c Does not have a proposed debarment pending; and

.d Has not been indicted, convicted, or had a civil judgment rendered against him/her/it by a court of competent jurisdiction in any matter involving fraud or official misconduct in connection with obtaining, attempting to obtain, or performing a public (Federal, state or local) transaction or contract under a public transaction; violation of Federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property within the past 3 years; and

.e Are not presently indicted or otherwise criminally or civilly charged by a governmental entity

(Federal, State or local) with commission of any of the offenses enumerated in the preceding paragraph; and

.f Have not had one or more public transactions (Federal, State or local) terminated for cause or default within the past 3 years.

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

[Supply exceptions on separate page]

For any exception noted above, indicate below to whom it applies, initiating agency, and dates of action.

[Attach separate page]

This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction. The above certifications are part of this contract. Signing this agreement on the signature portion thereof shall also constitute signature of the above Certifications.

Darin Johnson, PE, Associate Principal **(Date)**

20. Jurisdiction, Venue and Governing Law. Any action at law or in equity brought by either of the Parties for the purpose of enforcing a right or rights provided for by this Agreement will be tried in a court of competent jurisdiction in the County of Los Angeles, State of California, and the Parties waive all provisions of law providing for a change of venue in these proceedings to any other county. This Agreement will be governed by the laws of the State of California.

21. Testimony. Consultant will testify at City's request if litigation is brought against City in connection with Consultant's services under this Agreement. Unless the action is brought by Consultant, or is based upon Consultant's actual or alleged negligence or other wrongdoing, City, upon prior written agreement with Consultant will compensate Consultant for time spent in preparation for testimony, testimony, and travel at Consultant's standard hourly rates at the time of actual testimony.

22. Waivers. The waiver by either Party of any breach or violation of any term, covenant, or condition of this Agreement or of any applicable law will not be deemed to be a waiver of such term, covenant, condition or law or of any subsequent breach or violation of same or of any other term, covenant, condition or law. The acceptance by either Party of any fee or other payment that may become due under this Agreement will not be deemed to be a waiver of any preceding breach or violation by the other Party of any term, covenant, or condition of this Agreement or any applicable law.

23. Authority. The individuals executing this Agreement and the instruments referenced in it on behalf of Consultant each represent and warrant that they have the legal power, right and actual authority to bind Consultant to the terms and conditions of this Agreement.

24. Severability. If any term, provision, condition or covenant of this Agreement or its application to any party or circumstances shall be held, to any extent, invalid or unenforceable, the remainder of this Agreement, or the application of the term, provision, condition or covenant to persons or circumstances other than those as to whom or which it is held invalid or unenforceable, shall not be affected, and shall be valid and enforceable to the fullest extent permitted by law.

25. Amendments. This Agreement may be modified or amended only be written document executed by both Consultant and City's City Manager and approved as to form by the City Attorney. Such document shall expressly state that it is intended by the parties to amend the terms and conditions of this Agreement.

26. Confidentiality. All documents, reports, information, data, and exhibits prepared or assembled by Consultant in connection with the performance of the services pursuant to the Agreement are confidential until released by the City to the public, and the Consultant will not make any of these documents or information available to any individual or organization not employed by the Consultant or the City without the written consent of the City before any such release.

27. Entire Agreement. This Agreement, together with any other written document referred to or contemplated by it embody the entire Agreement and understanding between the parties relating to the subject matter of it. The City Manager is authorized, in consultation with the City Attorney, to agree to non-material amendments to this Agreement. Neither this Agreement nor any of its provisions may be amended, modified, waived or discharged except in a writing signed by both parties.

28. Notices. Any notices required or permitted under this Agreement shall be effective when delivered in person or via reputable delivery service (e.g. FedEx, DHL, UPS, etc.) or (b) on the fifth (5th) calendar day after the deposit thereof in the United States mail, postage prepaid and addressed as hereinafter provided, or (c) one business day after sent by facsimile transmission.

To Consultant:	**Mark Thomas & Company** **4010 Watson Plaza Drive, Suite 240** **Lakewood, California 90712** **Attn: Darin Johnson, PE, Associate Principal** **(562) 213-0865**
To City:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: Director, Public Works Department** **(310) 605-5505** **(310) 605-6326 – fax.**
Copy to:	**City of Compton** **205 South Willowbrook Avenue** **Compton, California 90220** **Attn: City Manager**

In the event of any change of address, the moving party is obligated to notify the other party of the change of address in writing. Each party may amend, supplement and update the notice list to add, delete or replace any listed individuals; however, the amendment must be in writing.

29. Miscellaneous. No provision of this Agreement is to be interpreted for or against either party because that party or that party's legal representative drafted such provision.

Should either party hereto, or any representative, successor or assign of either party hereto, resort to litigation to enforce the provisions of this Agreement, the party or parties prevailing in such litigation shall be entitled, in addition to such other relief as may be granted, to recover its or their reasonable attorney's fees and costs in such litigation from the party or parties against whom enforcement is sought.

IN WITNESS WHEREOF, CONSULTANT has executed this Agreement, and the **CITY**, by its City Manager, who is authorized to do so, has executed this Agreement.

MARK THOMAS & COMPANY/CONSULTANT

Dated: _____ **By _____**
Darin Johnson, PE, Associate Principal

Approved by:

Dated: _____ **By _____**
Jerome Groomes, City Manager

Approved as to form:

By _____ **Dated: _____**
Eric J. Perrodin, City Attorney

ATTEST:

Dated: _____ **By _____**
Vernell McDaniel, City Clerk

PROPOSAL



SUBMISSION DATE

AUGUST 16, 2023

PROJECT

ARTESIA BOULEVARD OVER ALAMEDA STREET AND ACTA/ UPRR BRIDGE REPAIR PROJECT

CIP #23-01

PREPARED FOR

City of Compton

MARK THOMAS

MARK THOMAS

August 16, 2023

John D. Strickland, Jr. Project Manager
City of Compton Public Works – Engineering Department
205 South Willowbrook Avenue
Compton, California 90220

Dear Mr. Strickland:

The City of Compton (City) Public Works Department is soliciting proposals from qualified engineering consultants to provide construction management and inspection services for the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project. The bridge sustained fire damage, and steel girders exhibited significant distortion as a result of the fire. As a result, the City needs a qualified team to fully replace Span 10 of the bridge. The Mark Thomas Team is qualified and fully committed to provide construction management services for this project. Highlights of our qualifications and experience are as follows:

Successful Construction Management Experience: Mark Thomas has been providing construction management and inspection services to public agencies since the 1950's. Our projects have included bridge replacements, bridge repairs and retrofits, retaining walls, footing excavation in hard rock, footing excavations in hard rock, HMA roadways, driveways, drainage structures, work around live utilities, traffic control, detours, and public outreach. We know the local area and bridge construction requirements, including those referenced by the Local Agency Structures Representative Guidelines published by Caltrans.

Dedicated, Experienced, Local Project Team. Mazen Mneimneh, PE, QSD, will lead our team as Project Manager and will manage our team for the duration of the project. He brings 25 years of construction management and engineering experience, specializing in bridge construction and is particularly adept at successfully delivering public works projects. Mo Rousta, PE will serve as a Resident Engineer/Structure Representative and will be the City's point of contact on the project. Mo brings a thorough knowledge of Caltrans construction practices. He has 32 years of construction experience and has completed numerous projects with Caltrans. He has worked on some of the most challenging projects in Southern California, such as the SR-91/I-605, the La Palma Street OC, and the Tuting Avenue widening which consists of steel girder beams. Mo's knowledge and experience as a former Caltrans employee is invaluable as a resident engineer solving both contractual and technical issues.

Mark Thomas Team with Experienced, Local Subconsultants. Bruce Fock-Yat, will be Mo's right hand person in the field. His experience includes several bridge construction projects, including the Rancho Santa Margarita Bridge Hinge Repair for the City of Rancho Santa Margarita. Bruce also worked with Mo to deliver the Higuera Bridge Replacement project for the City of Culver City. Together, Mo and Bruce will be responsible for the day-to-day operations, and apply their Quality Assurance (QA) plan to the construction activities in accordance with the project specifications. With the help of our sub consultants, our team will provide all the services necessary to complete this project. Atlas will provide materials sampling and testing and Endemic Environmental Services will provide biological survey and environmental compliance. The Mark Thomas Team possess the necessary registrations required and are listed in the licenses section of the proposal.

As Associate Principal of Mark Thomas, I am authorized to negotiate and contractually bind the firm. Our team is available, committed, and eager to begin work on this project. We are excited to partner with the City, and look forward to the successful delivery of this project.

Sincerely,
MARK THOMAS & COMPANY, INC.

Darin Johnson, PE
Associate Principal

(562) 213-0865
4010 WATSON PLAZA DRIVE, SUITE 240
LAKEWOOD, CA 90712

MARKTHOMAS.COM



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COMPANY OVERVIEW

Mark Thomas is an award-winning professional services firm that provides construction management and inspection, civil and structural engineering, surveying, and right-of-way services to clients throughout California. Our solutions have benefited all types of bridge repair and roadway design projects.

FIRM INFORMATION

Mark Thomas provides construction management, construction inspection, surveying, civil and structural engineering, landscape architecture, and planning and urban design services to clients throughout California. We have more than 360 employees strategically located in offices throughout the State. Mark Thomas' construction management team is focused on providing high-quality oversight of capital infrastructure and transportation improvement projects for local agencies. Our team has experience with construction projects ranging from bridge replacements, widening and repairs, freeway and interchange construction, public and private developments, underground utilities, roadway improvements and widenings, to structure construction. We are intimately familiar with Caltrans plans and specifications, in addition to federal aid requirements and utility coordination. The relationships and knowledge gained through our design work is applied to our construction management services to provide for successful projects.

Mark Thomas is able to leverage the internal resources we have with our other divisions and services, to provide constructability review or address any potential challenges that arise during construction. Our firm is built on providing sound and innovative solutions and high-quality customer service for public works and transportation projects. Our staff is knowledgeable of standards for bridge, roadway, highway, drainage, and utility projects. We recently completed construction management and inspection services for the cities of Norwalk, Culver City, San Marcos, Turlock, Rocklin, and Roseville. We have provided constructability reviews and in the field problem solving to enhance construction staging, and utility protection/coordination. This has resulted in solutions that have reduce construction schedule impacts and saved construction costs.

Mark Thomas is committed to providing the City with exceptional service, a responsive resident engineer in **Mo Rousta, PE**, and a project team that will be available and accessible throughout the duration of this project.



Public Agency Experience

Mo and our support team are well-practiced at serving local agencies throughout California. We have multiple former public employees on staff and they bring thorough understanding of public policies and procedures. We have bid on thousands of projects throughout the State and are fully aware of these governing procedures, requirements and laws. Not only in support of our design documents, but also in a construction management role. We are also intimately familiar with reviewing and addressing contractor claims during construction. We are accustomed to working in various capacities for public agencies and operate as a true extension of their staff.

Construction Inspection

Mark Thomas' construction management team is focused on providing high-quality oversight of capital infrastructure and transportation improvements projects for local agencies. Our team has experience with construction projects ranging from bridge replacements, public and private developments, roadway improvements and widenings, trails and bicycle paths, to development construction. We are intimately familiar with state and local standards, in addition to federal aid requirements and utility coordination. The relationships and knowledge gained through our design work is applied to our construction management services to provide for successful projects.

AREAS OF EXPERTISE

- Construction Management
- Construction Inspection
- Structures Design
- Rail Coordination
- RFI and Submittal Coordination
- Document Control
- Change Order Reviews
- Compliance with Agency Requirements
- Public Outreach Assistance
- Project Closeout
- Environmental Services
- Materials Testing and Source Inspection

Our Resident Engineer's Expertise

Mo's past experience on similar projects, includes but not limited to East Street bridge on Route 91 emergency project. He received the as-built and funding for the project, as well as a contractor to perform the work. Mo provided direction on the steel fabrication that was to be welded of different thickness steel plates. He reviewed the WQCP, inspected the welding, removed the damaged beam under contract and replaced the beam and the concrete deck. The beam was later painted under a separate contract.

Mo also has experience with painting structure steel on the La Palma Street OC and on assignment to assist District 7 with paint projects. He was trained on structure steel painting as a part of the La Palma Bridge Paint project. Mo reviewed SSPCs and monitored the progress under closure, and was also a trainer for Confined Spaces, which was useful during the painting operation in 2011.

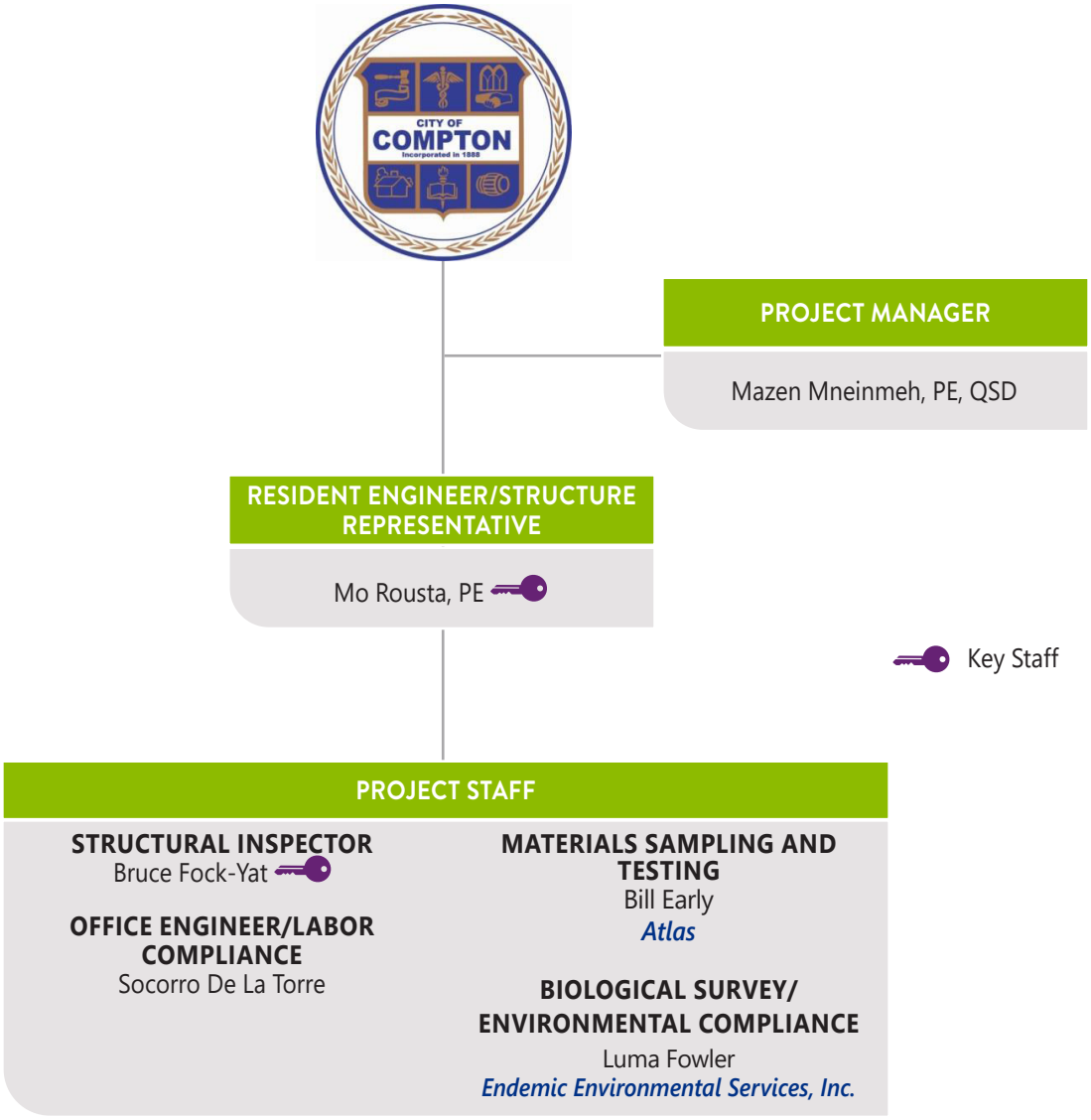
The bridge deck removal and replacement at PCH to I-5 North is another similar project due to providing the deck similar to Artesia Blvd span replacement. The bridge deck was replaced with modifications to the plans; contract plans provided a deck grids that did not match the existing deck. Mo was able to use the existing data prior to deck removal and provide a new deck grade under change order.

Mo was also involved in numerous retrofit projects that provided steel jackets for columns. These steel k-jackets follow the same protocol for painting. The steel jackets arrive to the job site with primer and 1st coat of paint applied on them. After the welding operation to connect the steel jackets, the weld is grinded, prepared, primer is applied, 1st and 2nd coats of paint follow. Mo is bringing his wealth of knowledge from these similar projects to this project for the City.



ORGANIZATIONAL CHART AND STAFFING PLAN

We understand the importance of assembling a team who will be dedicated and available to support the City through the duration of this project. The organizational chart below depicts the lines of communication and structure we intend to implement for this contract for successful project delivery. **Mo Rousta, PE will serve as our Resident Engineer and your primary, day-to-day contact;** he will be responsible for managing field team. Mo has developed a reputation with his clients for providing responsive, collaborative customer service. Additional staff can be added upon request. This approach works perfectly for our team to complete this project.



SUBCONSULTANT QUALIFICATIONS

Mark Thomas will serve as the prime consultant and will manage the work associated with the contract from our Lakewood office. Mark Thomas will be supported by Endemic Enviornmental Services provinding environemntal compliance, and Atlas who will provide materials sampling and testing services.

Endemic Environmental Services **Biological Survey/ Environmental Compliance**	**Endemic Environmental Services Inc. (Endemic)** is a California S-Corporation established in 2011. Endemic has provided construction support by monitoring project sites, environmental assessment and field surveys, and submitted final reports as required by the resource agencies. Tasks included pre-construction and monitoring of nongame migratory nesting birds, roosting bats, CA gnatcatchers, western pond turtles, yellow and red-legged frogs, and Least Bell's Vireo. They also prepared wildlife management plans and wildlife education plans for construction team members. They have prepared Biological Resource Information/Natural Resource Protection plans, construction mitigation monitoring and WPCP/SWPPP compliance reports.
ATLAS **Materials Sampling and Testing**	**Atlas** provides professional testing, inspection, engineering, environmental and consulting services from more than 100 locations nationwide. They deliver solutions to both public and private sector clients in the transportation, commercial, water, government, education and industrial markets. With a legacy of providing consistent quality and results, Atlas creates a better experience at every stage of an infrastructure project. The firm connects the best experts in the industry to deliver value from concept to completion and beyond. This means doing everything their clients expect and then raising the expectations in a way that only their people can.

TEAM MEMBER RESUMES



MAZEN MNEIMNEH, PE, QSD
PROJECT MANAGER

20% availability

EDUCATION
MS in Engineering Management
BS in Civil Engineering

REGISTRATION
CA C65560
CA QSD 06556

- ✓ Over 25 years of construction management experience
- ✓ Experienced with bridge repair projects
- ✓ Extensive experience coordinating with railroad and utility companies

Mazen has 25 years of experience in the design, construction management and inspection of transportation projects including bridge repairs, shoofly construction, bridge replacements, interchanges, reinforced concrete channels, retaining walls, bridge seismic retrofits, highways, and local street improvements. He oversees structural inspections, materials testing, submittals, shop drawings, RFI's, and change orders. Mazen reviews contractor's documents (drawings, specifications, and technical submittals) for constructability, value engineering and establishes coordination among various design packages to mitigate ambiguity. Mazen schedules work in logical steps and budgets the time required to meet deadlines. He determines staffing requirements and supervises staff assigned to the project; controls and monitors cost, keeps track of project and consultant expenditures, prepares, and negotiates contract change orders and manages bid process, bid specifications, cost estimates and commercial documents.

REPRESENTATIVE PROJECT EXPERIENCE

HIGUERA STREET BRIDGE REPLACEMENT AND BALLONA CREEK BIKE PATH CONNECTIVITY IMPROVEMENTS, CULVER
Project manager for the replacement of the existing Higuera Street Bridge over Ballona Creek. Features of the existing bridge are: 42 feet wide; 3 travel lanes; sidewalks on both sides; 3 span steel girders and beam; and a concrete deck. The upgrade will assure compliance with the current seismic and geometric standards but as well will enhance the public safety for bicyclists/pedestrians crossing the bridge and traffic circulation. The project will consist of demolition of the existing bridge, construction of a single span prestressed concrete box girder bridge and a connection ramp to the bike path.

SANTA MARGARITA PARKWAY BRIDGE HINGE REPAIR (HBP), RANCHO SANTA MARGARITA
Resident engineer / Structures representative for the 1,199-foot-long and 72-foot-wide northern bridge of Santa Margarita Parkway. The project includes full hinge demolition and replacement, replacement of the joint seal, and assemblies and joint sidewalk armor at each abutment. The CM team oversees the removal of an approach median to the east of the bridge to create space for adequate staging.

FIRESTONE BOULEVARD BRIDGE REPLACEMENT (HBP), NORWALK
Structures representative for the replacement of a 239-foot long three-span structure carrying six traffic lanes and concrete sidewalks over the San Gabriel River. Responsible for the technical and administrative control of the structure elements. Mazen oversaw design issues, construction methods, structural inspections, testing, material submittals, shop drawings, RFI's, proposed change orders.

FIVE POINT GATEWAY - MARINE WAY PLAZA BRIDGE, IRVINE
Construction manager for the OCPC North Bridge and Plaza Bridge Project. The scope of work included leading a team of bridge inspectors and to manage the independent quality assurance testing program to ensure the project is in accordance with Caltrans Specifications and the contract drawings. Services included the following: structural observations on site, establishing grades for various bridge elements, coordinating material source inspection, reviewing quality assurance report for compliance, reviewing shop drawings and contractor's submittals.

FIRESTONE BLVD BRIDGE WIDENING OVER LOS ANGELES RIVER, SOUTH GATE
Resident engineer/structures representative for construction management for a 473-ft bridge and 300-ft road widenings; a federally funded Highway Bridge Project following Caltrans Procedures. As the resident engineer and structure representative, Mazen led the full-service construction management team for this major bridge project. The bridge utilized precast concrete bulb-tee girders.



MO ROUSTA, PE
RESIDENT ENGINEER/STRUCTURE REPRESENTATIVE

75% availability

EDUCATION
BS in Civil Engineering

REGISTRATION
CA C57600

- ✓ 32 years of construction management and inspection experience
- ✓ Worked on a wide variety of steel girder bridge projects
- ✓ Experienced with working in rural areas

Mo has 32 years of construction management and inspection experience in the transportation industry. A certified Caltrans Resident Engineer and a Structures Representative, he has an in-depth comprehension of Caltrans standard specifications, falsework manual, bridge deck construction manual, construction record and procedure manual, pre-stressing manual, Construction Manual, and other standard procedures, and utility related work of the Caltrans Offices of Structure Construction. He is well equipped in providing all structural inspection for all bridge construction that includes material submittal reviews, shop drawings, CIDH pile inspection, foundations, columns, pier walls, superstructure, and utilities within the bridge bays. Mo has repeatedly been named Structures Representative of the Year by Caltrans District 12 for his work on multiple projects.

REPRESENTATIVE PROJECT EXPERIENCE

HIGUERA STREET BRIDGE REPLACEMENT AND BALLONA CREEK BIKE PATH CONNECTIVITY IMPROVEMENTS, CULVER CITY

Resident engineer/Structure representative working closely with the City of Culver City to replace Higuera Bridge over Ballona Creek. He is providing project management by performing the task needed to inspect, manage, and construct the bridge and roadway portions of the project. He also maintained the project categories, conducted weekly meetings, executed change orders, responded to RFIs and dealt with the contractor on a daily basis. Other duties include falsework check, FW erection and removal, reinforcing steel and concrete placement, prestressing duct placement check, strand push/pull, elongation calculations and prestressing operation. Bridge approach and departure includes asphalt concrete replacement from the nearest intersections that require modifications to the traffic signals and utilities and drainage systems inspection.

IMPERIAL/ORANGETHORPE GRADE SEPARATION, YORBA LINDA

Structure representative responsible for constructing a grade separation at Imperial Highway over the BNSF railroad and Orangethorpe. This project was to construct a new 3 span bridge over Orangethorpe and above railroad. This project also included construction of three mechanically stabilized embankments (MSE) with soundwall on top, in addition to soundwall on top of CIDH piles and pile caps, soundwall on top of Type I retaining wall, soundwall of top of soldier pile retaining wall, and soundwall on top of tie back soldier pile retaining wall. During the operation, all Caltrans staff were trained to work around the railroad and their certifications were renewed yearly. Mo was responsible for reviewing submittals, performing field and office tasks, keep categories up to date, assign inspectors to multiple operations throughout the job, train structure construction and structure design staff.

PAINT LA PALMA AVENUE OVERCROSSING, CALTRANS DISTRICT 12

Structure representative responsible for painting steel girders of LA Palma Bridge Overcrossing and repair damage to the steel girder following an accident that resulted in the 1st 2 exterior girders on the West bound 91 FWY to get minor damage. The project consisted of repairing the damaged girders, replacing the damaged bracings and paint the entire bridge using the latest SSPCs. Mo was responsible for reviewing the SSPCs, wedling QCP and inspection of the work.

BRIDGE DECK REPLACEMENT PCH TO I-5 NORTHBOUND CONNECTOR, CALTRANS DISTRICT 12

Structure representative responsible for replacing the bridge deck while keeping the existing suffit and girders of the original bridge. Mo was responsible for review, submittals, remove and replace the damaged section of the bridge super structure that remained in service, removing and replacing the unsound concrete, adding bolsters to strengthen the girders, adding and replacing the girder reinforcement where needed, writing CCOs, dealing with project plan enhancement, book keeping, estimates, RFIs, required records and as-built.



BRUCE FOCK-YAT
STRUCTURAL INSPECTOR

100% availability

EDUCATION
BS in Civil & Construction Engineering
Certificate: Construction Management and Engineering
Certificate III Civil Construction, Bridges & Maintenance

- ✓ Eight years of construction management and inspection experience
- ✓ Public agency experience
- ✓ Experienced with working on various bridge repair projects

Bruce has eight years of experience in civil engineering within the construction industry. During this time, he has had an opportunity to oversee complex municipal infrastructure projects including bridge construction, street improvements, higways, slope stabilization, road pavements, retaining walls, stromwater and sewer systems developments. Bruce has been actively involved in performing quality control, development of construction procedures and project plans, conducting daily inspections, monthly progress claims, management of the project team and liaising with client's representatives.

REPRESENTATIVE PROJECT EXPERIENCE

HIGUERA STREET BRIDGE REPLACEMENT AND BALLONA CREEK BIKE PATH CONNECTIVITY IMPROVEMENTS, CULVER CITY

Structural inspector for the replacement of a new single span cast-in-place bridge with pre-stressed concrete box girders, 24-inch cast-in-drilled holes (CIDH) piles supported by seat abutments, bridge wingwalls supported on engineering fill and CIDH. This project also included the construction of two cantilevered retaining walls, both being 421LF and 261.6LF. Responsible for Daily Inspection Reports and Photographic Records, Compliance Verification of Quality Control and Quality Assurance, Providing Technical and Engineering Support, Independent Field Measurements, Pay Applications, Field Inspections and Verifying Regulatory Compliance with Federal, State and Local Agency.

CITYWIDE RESIDENTIAL RESURFACING PROJECT, SOUTH GATE

Construction inspector for the citywide residential resurfacing to enhance accessibility throughout the neighborhoods in the City. The resurfacing includes pavement rehabilitations, removal and replacement of ADA ramps, rehabilitation of cross gutters, curbs and gutters and sidewalks, adjust to grade manholes and values, speed bumps, street signs and striping.

SANTA MARGARITA PARKWAY HINGE REPAIR, RANCHO SANTA MARGARITA

Construction inspector for the 72-foot-wide northern bridge which encompasses a full hinge demolition and replacement, and includes replacement of the joint seal, and assemblies and joint sidewalk armor at each abutment. The project also consists of the Installation of the CIDH piles, hinge replacement, installation of falsework, jacking, grinding the surfaces of the bridge, removal of the damaged joint seal and installation of the new joint sealant and resurfacing. All inspection services have been performed in strict accordance with the latest Caltrans Local Assistance Procedures Manual, Office of Structure Construction technical manuals, Highway Design Manual, Construction Manual, Caltrans Standard Specifications, and City Standards.

SOUTH PINE RIVER & TRIBUTARY CREEK BRIDGE UPGRADE, BRENDALE, QLD

Structural inspector for the $12 million project, upgrading two bridges, 360-foot and 1082-foot long. The scope of work involved demolishing the 100years old, 39 spans superstructure and re-construction of the rail infrastructure, installing 1248 bearing pads, 156 deck slabs, 16 precast transition slabs and 8 sets of precast stairs. Responsibilities includes: construction supervision of all structural elements, including temporary and permanent works to ensure they are constructed in accordance with the provisions of the Contract; establishing methods and procedures; undertaking regular field inspection and testing as per the testing regime nominated in QR Contract Plans & Specifications; planning and implementing strategies for quality management and testing.



SOCORRO DE LA TORRE
OFFICE ENGINEER/LABOR COMPLIANCE

25% availability

EDUCATION
BS in Civil Engineering

- ✓ More than 17 years of construction management and inspection experience
- ✓ Experience working on a wide variety of bridge projects
- ✓ Extensive knowledge of public agency procedures

Socorro has over 17 years of experience in the construction management and inspection of projects, particularly construction and inspection of highways, street improvements, bridges, street beautifications, and light rail transit. She has also played various roles as a field engineer, project engineer, assistant superintendent, and construction inspector. She has worked on numerous multi-million dollar construction projects with Caltrans, Metro, and numerous local agencies. Projects included street improvements, bridge replacement, grade separations, road widenings, pavement rehabilitations, landscape and irrigation, grading, traffic control, demolition, electrical components, pre-stressed and reinforced concrete, cast-in drilled holes (piles), trenching and showing, precast girders, mass concrete, rock slope protection, sign structures, sound walls and retaining walls.

REPRESENTATIVE PROJECT EXPERIENCE

CENTRAL AVENUE PROJECT, MONTCLAIR
Office engineer/labor compliance for the rehabilitation of Central Avenue, between Phillips Boulevard and I-10. The project's objective was street rehabilitation, signal modifications, median landscaping/irrigation improvements, recycle water line and handicap accessibility upgrades

HIGUERA STREET BRIDGE REPLACEMENT AND BALLONA CREEK BIKE PATH CONNECTIVITY IMPROVEMENTS, CULVER CITY
Construction inspector for the replacement of the existing Higuera Street Bridge over Ballona Creek. The upgrade will assure compliance with the current seismic and geometric standards but as well will enhance the public safety for bicyclists/pedestrians crossing the bridge and traffic circulation. The project consists of demolition of the existing bridge, construction of a single span prestressed concrete box girder bridge and a connection ramp to the bike path.

FIRESTONE BOULEVARD BRIDGE WIDENING OVER LOS ANGELES RIVER, SOUTH GATE
Construction inspector for the widening of a 439-ft long bridge over the Los Angeles River. As the primary inspector on this project, Socorro has performed all types of inspections required including, roadway, structural, and traffic handling such as, construction of road widening, removal and replacement of sidewalk and curb and gutter, removal of existing asphalt pavement and replacement with jointed plain concrete pavement, relocation of street lighting, striping, and traffic control systems. Assisted project rep with a submittal review and respond to Request for Information, track quantities on a daily basis and review and prepared progress payments and provide documentation of daily reports. In addition to widening the south side of the bridge, this project also included demolition and replacement of the existing southwest bike ramp and retaining walls.

PIONEER BOULEVARD REHABILITATION, NORWALK
Construction inspector for the rehabilitation of Pioneer Boulevard between Rosecrans Avenue and Alondra Boulevard. The work involves construction of landscaped median islands along the center of the street, installation of a new traffic signal on Pioneer Boulevard at Ferina Avenue/ Hopland Avenue, repaving the roadway including repairs to gutters, and upgrading corner accessibility ramps.

SANTA MARGARITA PARKWAY HINGE REPLACEMENT PROJECT, RANCHO SANTA MARGARITA
Construction inspector for the 72-foot-wide northern bridge which encompasses a full hinge demolition and replacement, and includes replacement of the joint seal, and assemblies and joint sidewalk armor at each abutment. All inspection services have been performed in strict accordance with the latest Caltrans Local Assistance Procedures Manual, Office of Structure Construction technical manuals, Highway Design Manual, Construction Manual, Caltrans Standard Specifications, and City Standards.

Years of Experience 30

Years at Current Firm 1

Education

Master of Science, Civil Engineering (Structural), Missouri Science & Technology, Rolla, MO

Bachelor of Science, Civil Engineering (Structural), Southern Illinois University, Edwardsville, IL

Certifications

Professional Engineer, Civil, CA, No. 86767

AWS Certified Welding Inspector, No. 15092661

NACE Coating Inspector Level II, No. 40174

Training

FHWA-NHI Course #130055 - Safety Inspection of In-Service Bridges

FHWA-NHI Course #130078 - Fracture Critical Inspection for Steel Bridges

FHWA-NHI Course #130053 - Bridge Inspection Refresher Training;

ASCE – Bridge Condition Assessment

ASCE – Bridge Rehabilitation

USDOT-FHWA Blast Design Analysis for Bridge Structures

OSHA Safety Trained Supervisor

William (Bill) Early, P.E.

Project Manager

Profile

Mr. Early has more than 30 years of civil engineering experience in construction management, infrastructure design, program management, and quality control (QC)/quality assurance (QA) program management and inspections on numerous types of construction and rehabilitation projects including: highways, light-rail transit, heavy/freight rail, airports, and bridges for highways light rail transit and heavy freight rail, and water & wastewater conveyance and treatment plants. His fabrication quality assurance experience includes more than 10 years in managing QA inspections for all types of materials commonly used on these projects including: reinforced and prestressed precast concrete structures, welded structural steel, fiber reinforced composites, reinforced concrete pipe, welded steel pipes and fittings, ductile iron pipes and fittings, metal castings for drainage structures and utility vaults, etc. He has extensive knowledge of fabrication processes for reinforced and prestressed structural members under ACI and PCI codes.

Mr. Early has served as team lead on Quality and Source Inspections on various construction projects, and has acted as Structures Materials Representative (SMR) for various Caltrans Oversight projects. He prepared the SIQMP document for the City of Torrance PCH Intersection Improvement project (CT Oversight project) and assisted with getting Caltrans Approval and assisted with preparing the SIQMP for the City of Manhattan Beach.

Relevant Project Experience

Quality Assurance/Independent Quality Assurance Services for South California Projects (Contract 59A1185), California Department of Transportation (Caltrans), Southern CA

Project Manager (02/2023 – Present). Mr. Early works closely with Caltrans functional managers to assign qualified personnel to complete the required Task Order work as specified on an "as-needed" basis in coordination with the Caltrans Contract Manager. He schedules, organizes, and facilitates coordination meetings to identify efficiencies and improve performance.

I-5 North County Enhancements Project, Los Angeles Metropolitan Transportation Authority, Santa Clarita, CA

Senior Quality Engineer (03/2021 – 02/2022). This $700 million Caltrans oversight project is being implemented in north Los Angeles, California. The project includes addition of 14 miles of HOV lanes to the I-5 freeway and includes extension of truck lanes and ramps and addition of auxiliary lanes (additional outside lanes extending between an on-ramp and a subsequent off-ramp. Major required construction improvements include bridge widening, construction of sound and retaining walls, installation of drainage improvements, and construction of new PCC and ACC pavement. As Senior Quality Engineer, Mr. Early provided quality oversight of all project management functions of LA Metro's I-5 North County Enhancements Project in northern Los Angeles County, CA.

Barry S. Nerhus, MS

Principal Ecologist/Biologist

bnerhus@endemicenvironmental.net

Summary:

Mr. Nerhus has been working with bats for the past 7 years on various projects throughout the state of California. He had the opportunity to be trained and/or work with Jill Carpenter, Dave Johnston, and Luma Fowler on various projects. He has been previously (and currently) approved by Caltrans and CDFW as a designated biologist to manage, survey, and monitor for bats. Furthermore, he has prepared bat management plans, bat exclusion devices, bat avoidance and minimization plans concurred by CDFW and Caltrans, eviction plans, and monitoring plans. He has conducted bat work mainly on Public Works Projects. These projects have been in Caltrans District 1, 2, 3, 4, 5, 7, 8, 10, and 12, other projects have included County of Stanislaus, County of Calaveras, County of San Luis Obispo, City of Santa Margarita (Orange County), Riverside County Transportation Commission, San Bernardino Transportation Commission, LA Metro, Private Development Projects in Los Angeles County, Orange County, Sacramento County, and Imperial County.

The types of bat surveys and management have included, surveys identified to species using Anabat Walkabout Devices to identify frequencies, inspecting and monitoring swallow nest removal, where removing bats was required, habitat assessments, exit counts, identifying night and day roosts, monitoring and stalling exclusion devices, ensuring bat evictions were executed per plans and minimizing bat impacts, determining bat maternity roosts, tree removal consulting to ensure bats are evicted properly, safely, and humanely. Lastly over the past 6 years,, Mr. Nerhus a Professor at UC Irvine, where he teaches wildlife ecology in the graduate program in the Department of Ecology and Evolutionary Biology. Each year as part of the curriculum, he surveys the Jamboree Bridge with bat biologist, Luma Fowler, to demonstrate surveying and sampling techniques for bat management.

Education:

MS, Biology, California State University, Long Beach
BS, Biology, University of California, Irvine

Certifications and Permits/Licenses:

Certified Stormwater Protection Practitioner and Designer (QSP/D) #27735
Certified Professional in Erosion and Sediment Control #9658

USFWS 10(a)(1)(A) Recovery Permit, TE74785A-2 for various species

CDFW Scientific Collecting Permit, SC- 010434, issued 3/2020 for various species

SIMILAR PROJECT EXPERIENCE

At Mark Thomas, we are proud of our track record of successfully completing projects on time, within budget, and meeting the needs of our clients. Below, we've listed projects and references to demonstrate our experience:

HIGUERA STREET BRIDGE REPLACEMENT AND BALLONA CREEK BIKE PATH CONNECTIVITY IMPROVEMENTS

CULVER CITY

Mark Thomas is providing construction management services and construction contract administration for the Higuera Street Bridge Replacement and Bike Ramp. Services also include structures representation, falsework, shoring review and other reviews that follow the Caltrans 'Local Assistance Procedures Manual', Survey Manuals, all other Caltrans manuals and standard specifications. The project is within the U.S. Army Corps of Engineer (USACE) and follows the USACE's 408 permit regulations for the channel access during wet and dry seasons.

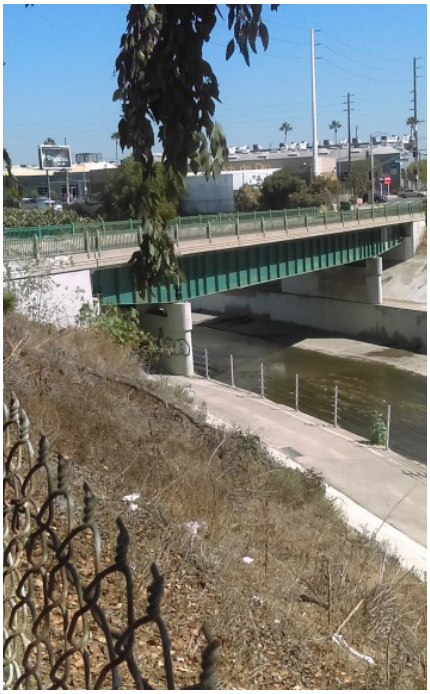
The City of Culver City, in cooperation with Caltrans, propose to replace the 82-year old structurally deficient bridge and widen the existing Higuera Street Bridge over Ballona Creek. Features of the existing bridge are: 42-feetwide;3 travel lanes; sidewalks on both sides; 3 span steel girders and beam; and a concrete deck. The upgrade will assure compliance with the current seismic and geometric standards but as well will enhance the public safety for bicyclists/pedestrians crossing the bridge and traffic circulation. As part of the upgrade and the widened roadway, the project will also include a new Bike Ramp connection from Higuera Street to the existing Ballona Creek Bike Path.

The project will consist of demolition of the existing bridge, construction of a single span prestressed concrete box girder bridge and a connection ramp to the bike path. The new bridge will be 70-feet-wide and have four travel lanes, two bicycle lanes, five-foot wide sidewalks, and an observation deck. The existing structure would be replaced by a single-span cast-in-place bridge with prestressed concrete box girders and 24-inch cast-in-drilled-hole (CIDH) piles supported by seat abutments.

AGENCY
City of Culver City

PROJECT SIMILARITIES
- ✓ Construction Management & Inspection
- ✓ Lead and Asbestos
- ✓ Bridge Construction
- ✓ Existing Steel Girders
- ✓ Permitting Enforcement
- ✓ Field Materials Testing
- ✓ Utility Relocation
- ✓ Traffic Control





I-680/STONERIDGE DRIVE INTERCHANGE

PLEASANTON

Mark Thomas is providing construction management and inspection services and other offsite improvements along Johnson Drive associated with the Johnson Drive Economic Development Zone (EDZ) project. The improvements included widening of Stoneridge Drive east of I-680/Stoneridge Drive Northbound off-ramp intersection to 300 feet east of Johnson Drive, bicycle, and pedestrian improvements along westbound Stoneridge Drive from Johnson Drive to east of the Stoneridge Drive, the overcrossing structure of I-680/Stoneridge Drive northbound on-ramp widening Johnson Drive widening from the EDZ to Stoneridge Drive and Johnson Drive Intersection Improvements.

Scope of work includes conducting pre-construction meetings, pre-bid package assembly, project advertisement, pre-bid conference management, RFIs, bid opening, reviewing, and announcing lowest responsible bidder. We provide daily site inspection and document control, review Contractor's schedule, monitor schedule progress, notify Contractor when corrective actions are needed. Our team monitors Contractor's work for compliance with all best management practices and SWPPP requirements. We implement job safety procedures in compliance with CAL-OSHA requirements and monitor Contractor's compliance, respond to deficiencies and hazards, and investigate and report on accidents. We observe construction safety, public safety, and convenience, and report any issues to the Owner. Our firm inspects traffic control, regular inspections of Contractor's work and manage materials testing and ensure its done in accordance with the LAPM.

AGENCY
City of Pleasanton

PROJECT SIMILARITIES
- ✓ Construction Management & Inspection
- ✓ Bridge Construction
- ✓ Retaining Walls
- ✓ Utility Relocation
- ✓ Field Materials Testing
- ✓ Traffic Control



CITYWIDE RESIDENTIAL RESURFACING

SOUTH GATE

Mark Thomas is providing construction management services for the citywide residential resurfacing to enhance accessibility throughout the neighborhoods in the City. The resurfacing includes pavement rehabilitations, removal and replacement of ADA ramps, rehabilitation of cross gutters, curbs and gutters and sidewalks, adjust to grade manholes and values, speedbumps, street signs and striping. Driveway approaches and ADA access ramps constructed with approved transitions to adjacent A/C pavements and all other existing items adjacent to the City's improvement. During the construction of the City improvements, access to the pedestrian walkways will always have to be maintained. During the earthwork phase of construction special precautions shall be taken to protect all underground utilities previously identified and unknown utilities will be properly identified and incorporated into the project red line as-built drawings.

AGENCY
City of South Gate

PROJECT SIMILARITIES
- ✓ Construction Management & Inspection
- ✓ Field Materials Sampling and Testing
- ✓ Labor Compliance
- ✓ Local Agency

CREEK DISTRICT CAPITAL IMPROVEMENT PROJECT

SAN MARCOS

Mark Thomas is serving as the Structure Representative for the largest capital improvement project in the City of San Marcos that involves constructing two large three span bridges along Bent Avenue and Via Vera Cruz. The project is funded in large part through the Caltrans HBP, which requires compliance with the requirements outlined in the LAPM. Mark Thomas is providing structure inspections for bridge construction, including reviewing material submittals and shop drawings, inspection of the large diameter piles, foundations, columns, superstructure, and utilities within the bridge. The project also includes seven retaining walls, a soundwall on piles, a pedestrian path under the bridges along the creek with a pedestrian overlook, steel trellis, and steel pedestrian bridge.

In addition, we performed the constructability review of the bridge plans at the 95% design phase. Our review provided comments on the large diameter CIDH piles, utilities through the bridge, polyester concrete overlay on the bike/pedestrian path, consistency of plan sheets, and clarity of special provisions. These comments reduced ambiguity in the plans resulting in a tighter bid spread and reduced opportunity for contract change orders.

AGENCY
City of San Marcos

PROJECT SIMILARITIES
- ✓ Construction Management & Inspection
- ✓ Bridge Construction
- ✓ Retaining Walls
- ✓ Traffic Control
- ✓ Field Materials Testing
- ✓ Utility Relocation



BERRY STREET BRIDGE REPLACEMENT

CALISTOGA

Mark Thomas provided design, construction management, and inspection for the Berry Street Bridge Replacement over the Napa River project. The new structure is an 80-foot-long single span bridge. The new structure is a precast prestressed voided slab structure to have the shallowest deck profile possible. This replacement also included relocation of underground and overhead utilities, construction of a temporary pedestrian bridge, roadway construction, and a pocket park. The project required construction within the environmentally sensitive Napa River, which required seasonal restrictions. Additionally, a cultural resources monitor was also on-site to evaluate any Native American artifacts that should be discovered.

The project was federally funded and required compliance with the Caltrans LAPM. In addition to the bridge and roadway construction, the project had extensive utility coordination and relocation services. A 12-inch diameter waterline, a 6-inch diameter recycled water line, a 2-inch diameter gas line, and cable and telephone cables were located on the existing bridge. These utilities were temporarily relocated, then upon completion of the bridge, these utilities were attached to the structure.

AGENCY
City of Calistoga

PROJECT SIMILARITIES
- ✓ Construction Management & Inspection
- ✓ Bridge Repair
- ✓ Utility Relocation
- ✓ Field Materials Testing
- ✓ Traffic Control



PROFESSIONAL LICENSE NUMBERS

Please see the table below for license numbers for our proposed Project Manager and Resident Engineer/Structure Representative for this project.

NAME/ROLE	LICENSE NUMBER
Mazen Mneimneh, Project Manager	CA PE C65560 CA QSD 06556
Mo Rousta, Resident Engineer/Structure Representative	CA PE C57600

APPROACH AND METHODOLOGY

PROJECT UNDERSTANDING

The City is proposing to replace a section of the Artesia Boulevard Bridge approximately 600 feet west of Santa Fe Avenue in the City of Compton. The project would replace the existing, fire-damaged Span 10 portion of the bridge due to the severity of fire damage to the steel girder members and their connections. A replacement in-kind concept with steel girders will consist of replacing the existing damaged structure with similar components involving the use of a steel superstructure with rolled steel girders. The bridge would be installed by a crane staged adjacent to the bridge and railroad tracks. No permanent or temporary impacts to Compton Creek are proposed. The project work will not extend into the existing railroad right of way.

SCOPE OF SERVICES

The Mark Thomas Construction Management (CM) Team provides a hands-on approach to managing projects, from inception to completion for bridge projects throughout California. We have developed a management strategy uniquely tailored to accommodate various project requirements and allocated customizable resources from Atlas and Endemic that are supported by strong technical engineering and construction management acumen. ***Our scope of work on page 23 & Inspection Services is as defined in the RFP.*** It highlights the broad structure and management strategy of our CM services needed for the scope statement in order to accommodate various projects that differ in the level of complexity. The scope of services has been separated into four segments being:

- Pre-Construction Phase Services
- Construction Management Services
- Construction Inspection Services
- Construction Close-Out Activities

CONSTRUCTION APPROACH

Structures Construction (Bridge Demolition, Substructure Construction, Steel Girder Paint, Steel Girder Erection, Bridge Deck)

The bridge replacement consists of a 49-foot long, 1-span steel girder bridge supported on seat abutments and bent columns.

Bridge Demolition and Lead/Asbestos Removal
Before the bridge demolition operation starts, a "Notice to Remove Asbestos" and any required approval from the railroad, including but not limited to falsework and crane operation will have to be in place. The removal of the Asbestos Containing Material (ACM) shall be performed by a State certified asbestos containment contractor in accordance with the South Coast Air Quality Management District Rule 1403.



It is anticipated the contractor will remove the railing first (to be salvaged) and saw cut the existing structure at span 10 bridge deck longitudinally and transversely to remove the deck. Once the entire deck is removed, the contractor will either un-bolt the connections (if feasible) or torch cut the steel girders into pieces according to the lead compliance plan. The steel connection at Bent 10 including nuts and bolts will be removed afterwards.

Prior to the start of Lead Base Paint (LBP) and asbestos removal activities the contractor will block off entry to the work area, along with any access to the bridge road. Once all the clearances are in place and prior to torch cutting the girder sections identified containing LBP, the work area shall be demarcated with delineators, caution tape, and warning signs to prevent unauthorized entry of personnel. The regulated area constructed as a temporary containment will contain and prevent the spread of resulting debris, lead paint debris, or existing debris. Identified surfaces shall be removed utilizing demotion torch cutting methods. All visible debris will be captured by poly sheeting and High-Efficiency Particulate Air (HEPA) vacuum. Once identified sections have been removed, and all visible LBP debris has been HEPA-vacuumed and/or wet-wiped, captured in poly and cleaned up the regulated area will be moved to the next section of the work area. Work shall progress from section to section until all bridge cut point bands with LBP have been removed and prepared for demolition.

The recent Higuera Bridge Replacement that we delivered for the City of Culver City, contained a similar removal of a steel girder with LBP. Our proposed structural inspector Bruce Fock-Yat is very familiar with the contractor means and methods and will efficiently mitigate any safety and environmental concern that may arise.

We will review the lead compliance plan and the contractor's means and methods of demolition, share our most recent Higuera Bridge Replacement experience with the removal of steel girder containing LBP, and discuss early submittals and approvals to avoid any delays.

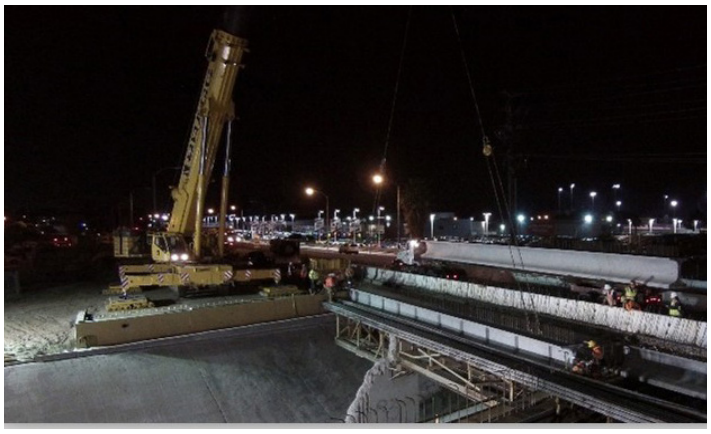
Substructure Construction (Abut 11 and Bent 10)

Once the bridge demolition is completed, it is anticipated to start the removal of the unsound concrete pockets that are identified at Abutment 11 and Bent 10. Mo Rousta, our Structure Representative is an expert in identifying unsound concrete pockets, his experience in bridge repairs is unique due to his years of experience with Caltrans.

The contractor will then drill and bond dowel into the existing abutment and bent and will start forming and pouring the additional concrete section as per the plans. Upon completion of the form work, concrete will be placed at Abutment 11 followed by Bent 10. There is a period of curing for concrete to reach the required strength to support the girder and deck dead loads. Mark Thomas' subconsultant, Atlas, will sample and test the concrete for compression tests on 7, 14, 21 and 28 days to verify strength before erecting the steel girders.

Girder Paint

Painting the girders is anticipated to be at the shop prior to delivery to the site. While the concrete of the new bent seats achieves the adequate strength, it is anticipated that the contractor will drill the helical piles and excavate the embedded section of the side panels



Steel Girder Erection

The baseline CPM schedule will be reviewed carefully for monitoring the dates of installation of the girder. Once the adequate concrete strength is achieved, the contractor will install the new elastomeric bearing pads and erect and place the steel girders into position.

The Mark Thomas Team will calculate the camber prior to installation and adjust the deck grades for deck and rail dead load deflection to account for the camber so deck construction is within the allowable tolerance of one eighth of an inch.

Bridge Deck Pour: The deck pour is a challenge due to its large width of 111 feet. The Bidwell used to place bridge deck concrete will be adjusted to ensure the deck is constructed in compliance with the skew and the grades shown on the 4-Scale. Bridge 4-Scale will be checked and used to prepare construction grades for seat abutments and superstructure components. Also, 4-scale will be used to develop the grades for the concrete bid-well and other components of the bridge. The Mark Thomas team will also review the contractor deck concrete placement plan prior to the deck pour. It is anticipated to use a large bid-well such as the TEREX Bid-Well 4800 (which can cover up to 160 feet in width) to pour the deck in one day or to have multiple pours by introducing longitudinal or transverse joints. The Mark Thomas inspectors will check the bid-well rebar clearance and the required deck elevation (plus anticipated deflections) prior to deck placement. The attachments of the wall panels will be embedded in the overhang forms and the concrete for the deck shall reach strength after 10 days to remove the deck falsework if stay-in-forms are not utilized.



Terex Bid-well 4800

CONSTRUCTIBILITY REVIEW AND SUGGESTIONS

We are committed in assisting the City in meeting its overall objectives in this construction contract. In our review of the plans and specifications, the Mark Thomas CM team has identified several potential opportunities that will need to be addressed in a timely manner to ensure the success and completion of the project. Some are listed in the table below for your review and consideration

KEY ISSUES	CHALLENGES	MARK THOMAS CM TEAM SOLUTIONS
Unsheltered Encampments	Existing homeless sheltered under the existing bridge.	» If corporative and the homeless individuals are opting to be relocated, we recommend working with the City and CHP to raise awareness on the upcoming construction activities.
Coordination with the Railroad	Flagger is required when the contractor is working within the Railroad ROW	» Mark Thomas' RE/SR, Mo Rousta, has worked on projects within the railroad right of way. The Mark Thomas Team will coordinate the operation with the flagger to reduce time lost due to operation around the railroad.
Bent 10 Damage	Removal of Bent 10 unsound concrete may be extensive	» Depending on the extent of the removal of the unsound concrete at Bent 10, the Mark Thomas CM team will coordinate with Biggs Cardosa (the designer) to verify the structural integrity of the bent during the removal process and whether additional measures (supports) should be taken into consideration
As per Sheet S-03 of the plans, the bridge is to be removed, refurbished and re-installed	Damaged railing while performing the removal	» While the contractor will have to remove, refurbish and re-install the bridge railing, the risk of damaging the railing during the removal is inevitable. The Mark Thomas Team will ensure the contractor uses adequate means and method to cause the least amount of damage during the removal process. » In case the railing is damaged, the Mark Thomas Team recommends the City to have a provisional amount for a railing replacement embedded into their contingency.

KEY ISSUES	CHALLENGES	MARK THOMAS CM TEAM SOLUTIONS
Bridge Deck Placement Width	Contractor's options to place the deck with and without a construction joint and potential delays due to a multiple concrete deck pour.	» If a construction joint is introduced during the deck placement, the Mark Thomas Team will work with the contractor to ensure the bid-well rail is supported on the actual steel girder instead of the newly poured deck. This will minimize time impact and would allow the contractor to pour the 2nd deck pour without having to wait for the deck to achieve strength. Please note that the contractor can always utilize a large bid-well (such as the TEREX Bid-Well 4800) to avoid multiple deck pours.
Existing Utility Underneath the Bridge	Utility to be protected in place in-place and protected during demolition	» The Mark Thomas team will review the contractor's demolition plan to make sure the utility underneath the bridge are adequately protected during the bridge removal operation
Existing Traffic Control	Bridge is closed down and not operational, which put additional strain on the community	» We realize that time is of an essence to repair and open the bridge. The proposed CM team members are specialized in bridge construction and will ensure timely resolution to issues that may arise during construction to enable the bridge to be operational without any delays.
Environmental Compliance and Biological Survey	Potential bat roosting habitat and, nesting birds beneath the bridge. Season begins February 1st and ends September 15th.	» Due to recent disturbance in the area, the endangered species and plants may not have repopulated the area. However, avoidance measures should be implemented to ensure that potential impacts to bats are avoided and/or minimized. Mark Thomas will start investigating the site during the submittal period and implement the required measures prior to starting operation. » Mark Thomas included Endemic Environmental on our team to perform Pre-construction Bird Nesting and Bat Survey according to BIO-1 and 2. They can also perform pre-construction Night Emergent Bat Survey (Per Mitigation Measure BIO-1) and Bird and Bat Mitigation and Monitoring Plan (Per Mitigation Measure BIO-1).
Scheduling	CPM schedule approval prior to start work	» Mark Thomas will review and keep the CPM up to date by requiring the contractor to submit their CPM updates and monitoring the field condition and progress. Mark Thomas RE/SR will conduct weekly meeting and invite all key stakeholders, City Engineers, contractor, subcontractors, and project personnel to document the progress and keep the city notified of the upcoming operations.

Schedule

The Mark Thomas Team has developed a project construction schedule in Primavera P6 to best illustrate the broader approach we foresee the sequence and duration of the work, highlighting important project time frames, shown later in this proposal. Key assumptions we have considered is a Notice to Proceed (NTP) to the Contractor on the November 6, 2023, and a 180 Working Day construction schedule as stated in the RFP. ***Based on our approach, we anticipate the work to be completed on July 26, 2024, 10 days ahead of schedule.***

Construction Observation/Structures Representative/Inspection Services

The Contractor is responsible for its own Quality Control. The Mark Thomas CM Team will be responsible for Quality Assurance to verify that the Contractor's QC Plan is being adhered to and to verify independently the Contractor's QC findings and activities. Our Quality Assurance policy on this project will ensure the processes and procedures employed by the Contractor will result in full compliance with the contract documents. Below is an overview of the QA procedure that will be provided for this project by the Resident Engineer/Structures Representative/Inspector:

Structure Construction Work

Ensure that the Contractor submits all working drawings required by the contract for review and approval. Submittals of these drawings include but are not limited to;

- » Structural Steel
- » Demolition Plans
- » Falsework
- » Bearing Assemblies
- » Reinforcement
- » Asbestos Removal Plan
- » Lead removal Plan
- » Paint Structural Steel QCP
- » Welding Quality Control Plan
- » CPM
- » SWPPP Plan
- » Drill And Bond Dowel

Other Submittals include;

- » Safety Plan
- » Organization Chart
- » Equipment List
- » Labor Compliance
- » Insurance
- » Crane operations
- » Concrete mix designs
- » Joint Seal
- » Curing Compound

- Ensure that the Contractor complies with the contract specifications, Cal OSHA, public safety, worker safety requirements for excavations.
- Ensure that the Contractor does not allow materials and equipment (i.e. concrete mixer, flatbed truck, hydraulic jack, cranes for bridge construction activities and excavators for bridge demolition) exceed the weight limitations set forth in the contract to be on the structure or to be stockpiled.
- Ensure that construction staking for bridge and retaining wall elements is sufficient to control the line and grade of each structure element and the finished structure and verify lines and grades for such structure elements, soffit grades, and bridge deck grades.
- Ensure that the Contractor's QC plan is developed and implemented, and that materials to be incorporated in structures comply with contract requirements.
- Review and approve concrete mix designs for structures.
- Verify that concrete batch plants and all material testers are certified by Caltrans
- Collect, review and file certificate of compliance for material not required to be tested before use
- Perform concrete materials tests at the frequencies required.
- Perform rebar tensile and bend tests as required by the project specifications and verify that all bar-reinforcing steel is accepted and placed in accordance with the contract.
- Review and approve the bridge demolition plan for compliance with contract specifications and ensure that the Contractor performs demolition activities in accordance with an approved plan and other contract requirements.
- Ensure that construction of structural steel conforms to contract requirements.
- Develop bridge deck grades, determined from the bridge deck contours, dead load deflections, and other necessary allowances. Ensures that the bridge deck is constructed to the lines and grades shown in the plans and that it conforms to all other contract requirements.
- Verify that abutments, and shear keys are accurately established and constructed to the required lines and grades and in accordance with the contract requirements.
- Review and approve the metal deck form submittal in accordance with the contract specifications and Caltrans policies and practices for falsework design, materials, erection, and removal.

Reports

- Provide recommendations to the city to correct Contractor's non-conformance items.
- Provide interpretations of test results.
- Prepare final report prior to project close-out. All non-conformance items shall be resolved prior to issuance of this final report.

Below is an overview of the QA Procedures that will be provided for this project by our field inspectors:

Reinforced Concrete

- Review rebar shop drawings as it pertains to special inspections
- Tagging and sampling rebar
- Rebar placement inspection
- Inspection during the preparation of trial batches
- Provide continuous batch plant inspections
- Provide continuous inspection during the placement of all concrete where required by the project specifications
- Test slump, air content, temperature and/or density as required by the project specifications
- Prepare test specimens as required by the project specifications
- Pickup and deliver all samples to the testing facility

Helical Piles

- Shop Drawing Review
- Verify steel pile material mill certifications delivered to the site are in compliance with the project specifications.
- Verify that the lengths of the piles delivered to the site are consistent with the project plans.
- Observe pile layout onsite prior to pile operations.

Other Bridge-Related Inspections

- Observe deck Bidwell setting
- Deck crack intensity inspection
- Bridge railing inspection
- Joint seal installation
- Profilograph testing according to CA Test 547
- Other bridge inspections conforming to the Caltrans construction management procedures and guidelines outlined in the Caltrans Local Assistance Procedures Manual and Caltrans Construction Records and Procedures Manual

SCOPE OF WORK

Included in the table below is our proposed scope of work.

PRE-CONSTRUCTION PHASE SERVICES	
Constructability Review	✓ Reviewing of contract plans, specifications, permits, agreements, easements, environmental documents, and pertinent report and studies. ✓ Ensuring a systematic process to ensure the project plans delineate clear and feasible construction techniques. ✓ Recognize and advocate cost saving strategy. ✓ Identify probable construction challenges or potential change orders. ✓ Development of Quantity Take-Off & Submittal List.
Pre-Construction Coordination	✓ Pre-Construction coordination with agencies, companies, local residents and the Contractor.
Construction Management Plan	✓ Development and regulatory compliance of Procedures Manual in accordance with Caltrans Construction Management & Local Assistance Manuals. ✓ Develop a Construction Management Plan identifying key project deliverables, milestones, functions, features and risks.
Contract Bidding Support	✓ Assisting with bidding pre-qualification, and responses to queries. ✓ Responsive Bid Analysis. ✓ Conducting Pre-Construction 'kick-off meeting'.
Pre-Construction Walk Through	✓ Conducting and preparing log, photograph and videotape of existing site conditions prior to construction.
Permit/Environmental Compliance & Biological Monitoring (Endemic Environmental)	✓ Review and implement the requirements in the permits issued by regulatory and environmental agencies. ✓ Bird Nesting and Bad Preconstruction Survey.
Pre-Construction Conferences	✓ Preparing of agenda and meeting minutes. ✓ Reviewing and comment on Contractor's Baseline Schedule. ✓ RFIs and Submittals coordination and communication with the Contractor's and Designer's.
Utility and outside Agency Coordination	✓ Communicating and coordinating with all the applicable agencies and stakeholders. ✓ Notifying utility owners before their utilities are exposed to allow them to bring their inspectors on site, if required.
Communications & Correspondence	✓ Record, coordinate and communicate with all key personnel and stakeholders.
Dispute resolution	✓ Investigate and make recommendations for any upcoming disputes and resolve at the lowest level. ✓ Partner with the contractor to reduce exposure.
CONSTRUCTION MANAGEMENT SERVICES	
Project Change and CCO Management	✓ Independently quantifying, cost analysis and negotiation of CCO. ✓ Coordinating and monitoring of claim responses, logging, and status.

Progress Meeting	✓ Conduct weekly progress meeting to discuss background, scope, objective, and schedule. ✓ Prepare an Agenda, List of ongoing RFIs, Change Orders, current and past issues.
Monthly Construction Progress Reports	✓ Scheduling and coordination of monthly progress meeting. ✓ Reporting and recording in meeting minutes of discussion of progress, issues, concerns, resolution, look-ahead, schedule, safety, CCO, RFI, RFQ and third-party coordination.
Schedule Monitoring	✓ Reviewing and commenting on Contractor's Schedule, relating to updates, status and impact on completion date.
Cost Monitoring/Control	✓ Preparing monthly cost reports, describing key issues, cost vs. budget and schedule status. ✓ Provide recommendation of claims avoidance strategies and review all Notice of Potential Claim (NOPC). ✓ Document, verify and approve Daily Extra Work Report in the case of a Time & Materials Contract Change Order.
Payment Recommendations	✓ Reviewing, verifying Contractor request for payment and approve EV. ✓ Undertake independent field measurements to verify claimed quantities.
Safety Management	✓ Regularly inspecting and reporting site safety and varying compliance per Contractor Safety Program, and CalOSHA. ✓ Undertaking bi-weekly safety meetings.
Neighborhood Communication/Public Information	✓ Assist in providing informative updates to residents and stakeholders, including but not limited to Local Sheriff, Fire, Utility Companies, ACTA/UPRR, tenants, and property owners. ✓ Attending Public Neighborhood/ Business Meetings.
Traffic Control & Signal Timing	✓ Review contractor's plans for traffic control, detours, shutdowns, and access for emergency vehicles. ✓ Evaluate, recommend and modify permanent and temporary traffic control plans including signal timing charts.
Drone Services	✓ Provide before and after pictures and videos of the construction.
Audits	✓ Attend and assist the City with audits as needed and will provide proper and effective support.
Submittal & RFI Management/Review	✓ Maintaining Submittal & RFIs logs and their status. ✓ Reviewing, verifying and responding to all Submittals and RFIs.
Document/Issues Management	✓ Tracking and recording of all documents exchanged between project participants. ✓ Preparing, logging and maintaining project records according to the LAPM: Weekly, Daily Inspection Reports, Correspondence, Submittals, Change Orders, Notice of Potential Claims, Progress Payments, Certified Payrolls etc. ✓ Adapting an interactive document delivery strategy and ensure the most update correspondence/files is communicated amongst all participants. ✓ Analyze, seek advice, and provide recommendations, to ensure compliance with plans and specifications.

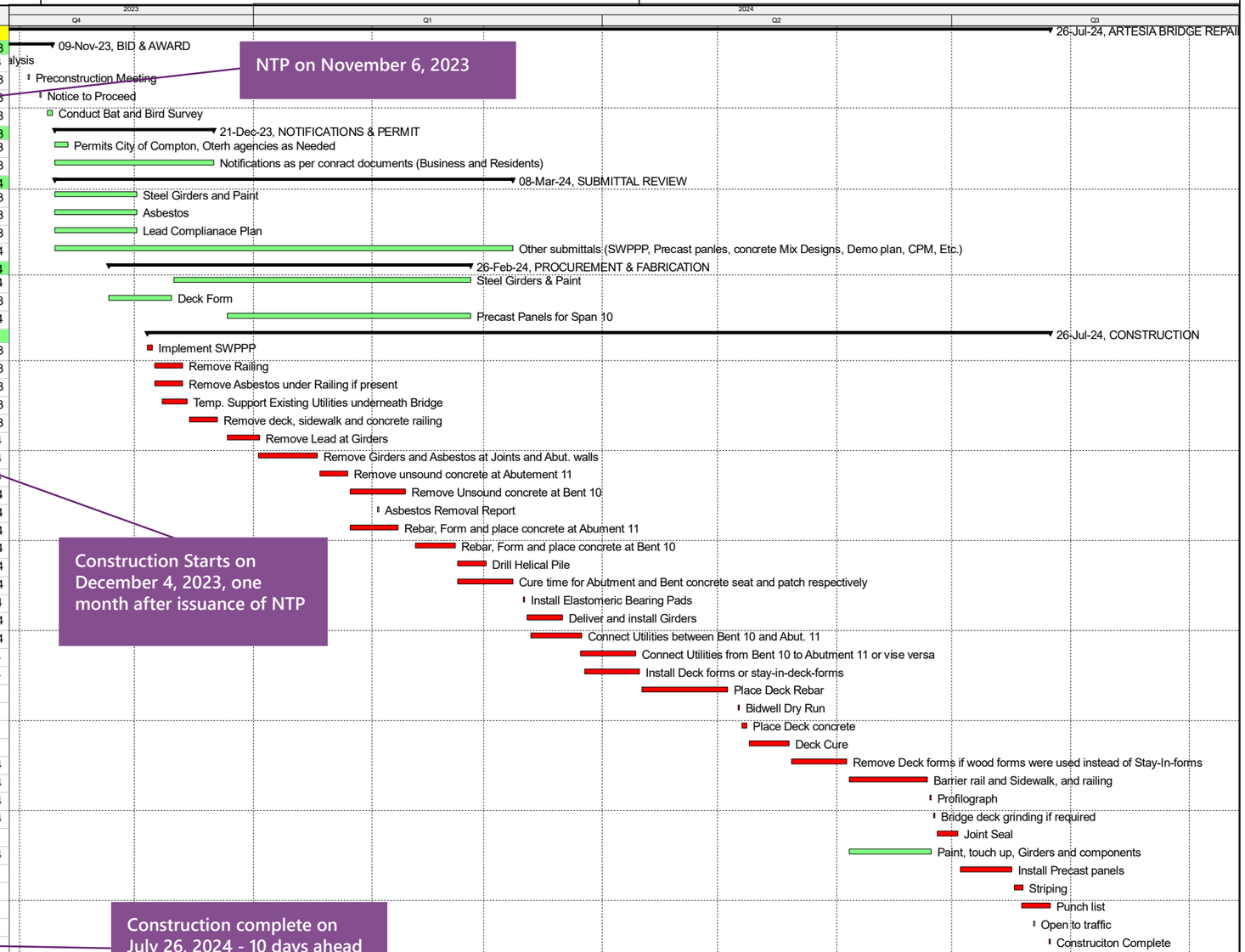
Storm Water Pollution Prevention Plan (SWPPP)	✓ Regularly Inspecting and verifying compliance with SWPPP. ✓ Monitor the control of all pollutants, and their sources, including sources of sediment associated with construction, and all activity associated with the construction site erosion. ✓ Ensure the Contractor comply with all regulations and local standards for the implementation of the SWPPP and BMPs.
Project Control System	✓ Implementation of Project Control System and development of Project Master Schedule. ✓ Preparing initial project cost.
Sub-Consultant Management	✓ Coordination and management of sub- consultant. ✓ Reviewing, approving of sub-consultant invoices.
Weekly Statement of Working Days	✓ Daily monitoring of work and document in daily report: all work items; quantities; directives; location of work; date and time and weather condition. ✓ Record last compensable day, weather days, holiday days, CCO days and controlling activities.
Labor Compliance	✓ Verify compliance with all applicable laws and regulations. ✓ Ensuring and enforcing all labor standards on the contractors and subcontractors for compliance with the California Labor Law Requirements, State and Federal Prevailing Wages per the DIR determinations. ✓ Assure contractors and its subcontractors are compliant with the Davis-Bacon Act by: conducting employee interviews, verifying and approving CP's, review of daily inspection diaries; ensuring Equal Employment Opportunity (EEO) are performed.
CONSTRUCTION INSPECTION SERVICES	
Inspection & Documentation, and Quality Assurance	✓ Inspecting and documenting construction activities. ✓ Preparing: Daily Diaries, Monthly Progress Payments, RFI, job progress daily photos, Survey Requests, Test Request, etc.
Materials and Construction Testing (ATLAS)	✓ Material Sampling and Testing, ensuring compliance with City's QAP. ✓ Perform material testing per frequencies specified in Caltrans' Construction Manual. ✓ Coordinate and monitor all field and laboratory testing required by law.
Source Inspection (ATLAS)	✓ Inspecting materials and components at the manufacturing facility for: Concrete Batch Plants; Shop Welding, Field and Shop Paint etc.
Surveying	✓ Management and review of Contractor's survey staking for completeness and adherence to the contract documents.
Reviewing and Maintain of 'As-Constructed Schedule' & 'As-built'	✓ Development of 'As-Constructed Schedule' to monitor actual progress.
CONSTRUCTION CLOSE-OUT ACTIVITIES	
Contract Close-Out	✓ Providing final close-out documentation: hardcopy and electronic sets of submittals; RFIs; and CCOs; associated logs and conformance; 'As-Built Records'; material certification; inspection reports; copy of all correspondence; completed punch-list; etc. ✓ Compile all project records per the LAPM guidelines and handover in an electronic submission to the City. ✓ Preparation of Notice of Completion. ✓ Finalize, review and approve the Final Pay Applications.

Final Inspection & Punch-List	✓ Assisting the City with preparing the final punch-list. ✓ Conducting final walk-trough, signed- off punch list and submission of closeout documents.
Project As-Built Drawings	✓ Reviewing and final review of the As-Built record drawings.
Final Project Report	✓ Preparing and providing Final Project Report.
Final Payment, Report of Expenditures	✓ Review of final contract cost and final balance due: bid items, claims, change orders, etc. ✓ Preparation of Expenditure Checklist Report & Final Report ✓ Participate in audit process as needed.

PROPOSED SCHEDULE OF WORK

ARTESIA BRIDGE REPAIR PROJECT | Classic Schedule Layout | 11-Aug-23 09:27

Activity ID	Activity Name	Original Duration	Start	Finish
ARTESIA BRIDGE REPAIR PROJECT		217	01-Oct-23	26-Jul-24
BID & AWARD		31	01-Oct-23	09-Nov-23
PC-100	Bid Analysis	15	01-Oct-23	18-Oct-23
PC-110	Preconstruction Meeting	1	03-Nov-23	03-Nov-23
PC-120	Notice to Proceed	1	06-Nov-23	06-Nov-23
PC-130	Conduct Bat and Bird Survey	2	08-Nov-23	09-Nov-23
NOTIFICATIONS & PERMIT		30	10-Nov-23	21-Dec-23
NP-100	Permits City of Compton, Oterh agencies as Needed	2	10-Nov-23	13-Nov-23
NP-110	Notifications as per conract documents (Business and Resi	30	10-Nov-23	21-Dec-23
SUBMITTAL REVIEW		120	10-Nov-23	08-Mar-24
SR-100	Steel Girders and Paint	22	10-Nov-23	01-Dec-23
SR-110	Asbestos	22	10-Nov-23	01-Dec-23
SR-120	Lead Complianace Plan	22	10-Nov-23	01-Dec-23
SR-130	Other submittals (SWPPP, Precast panles, concrete Mix De	120	10-Nov-23	08-Mar-24
PROCUREMENT & FABRICATION		95	24-Nov-23	26-Feb-24
PF-100	Steel Girders & Paint	78	11-Dec-23	26-Feb-24
PF-110	Deck Form	17	24-Nov-23	10-Dec-23
PF-120	Precast Panels for Span 10	64	25-Dec-23	26-Feb-24
CONSTRUCTION		170	04-Dec-23	26-Jul-24
SC-100	Implement SWPPP	2	04-Dec-23	05-Dec-23
SC-110	Remove Railing	6	06-Dec-23	13-Dec-23
SC-120	Remove Asbestos under Railing if present	6	06-Dec-23	13-Dec-23
SC-130	Temp. Support Existing Utilities underneath Bridge	5	08-Dec-23	14-Dec-23
SC-140	Remove deck, sidewalk and concrete railing	6	15-Dec-23	22-Dec-23
SC-150	Remove Lead at Girders	7	25-Dec-23	02-Jan-24
SC-160	Remove Girders and Asbestos at Joints and Abut. walls	12	02-Jan-24	17-Jan-24
SC-170	Remove unsound concrete at Abutement 11	6	18-Jan-24	25-Jan-24
SC-180	Remove Unsound concrete at Bent 10	11	26-Jan-24	09-Feb-24
SC-190	Asbestos Removal Report	1	02-Feb-24	02-Feb-24
SC-200	Rebar, Form and place concrete at Abument 11	9	26-Jan-24	07-Feb-24
SC-210	Rebar, Form and place concrete at Bent 10	9	12-Feb-24	22-Feb-24
SC-220	Drill Helical Pile	6	23-Feb-24	01-Mar-24
SC-230	Cure time for Abutment and Bent concrete seat and patch r	11	23-Feb-24	08-Mar-24
SC-240	Install Elastomeric Bearing Pads	1	11-Mar-24	11-Mar-24
SC-250	Deliver and install Girders	8	12-Mar-24	21-Mar-24
SC-260	Connect Utilities between Bent 10 and Abut. 11	10	13-Mar-24	26-Mar-24
SC-270	Connect Utilities from Bent 10 to Abutment 11 or vise versa	11	26-Mar-24	09-Apr-24
SC-280	Install Deck forms or stay-in-deck-forms	11	27-Mar-24	10-Apr-24
SC-290	Place Deck Rebar	17	11-Apr-24	03-May-2
SC-300	Bidwell Dry Run	1	06-May-24	06-May-2
SC-310	Place Deck concrete	2	07-May-24	08-May-2
SC-320	Deck Cure	11	09-May-24	19-May-2
SC-330	Remove Deck forms if wood forms were used instead of St	11	20-May-24	03-Jun-24
SC-340	Barrier rail and Sidewalk, and railing	15	04-Jun-24	24-Jun-24
SC-350	Profilograph	1	25-Jun-24	25-Jun-24
SC-360	Bridge deck grinding if required	1	26-Jun-24	26-Jun-24
SC-370	Joint Seal	4	27-Jun-24	02-Jul-24
SC-380	Paint, touch up, Girders and components	16	04-Jun-24	25-Jun-24
SC-390	Install Precast panels	10	03-Jul-24	16-Jul-24
SC-400	Striping	3	17-Jul-24	19-Jul-24
SC-410	Punch list	6	19-Jul-24	26-Jul-24
SC-420	Open to traffic	1	22-Jul-24	22-Jul-24
SC-430	Construciton Complete	1	26-Jul-24	26-Jul-24



NTP on November 6, 2023

Construction Starts on December 4, 2023, one month after issuance of NTP

Construction complete on July 26, 2024 - 10 days ahead of schedule

Actual Work | Critical Remaining Work | Summary
Remaining Work | Milestone

Page 1 of 1

TASK filter: All Activities

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Move Forward

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September 26, 2023

TO: **MAYOR AND CITY COUNCIL**

FROM: **CITY MANAGER**

SUBJECT: **A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY AND THE CITY OF COMPTON AND ISSUE A PURCHASE ORDER ($25,875).**

SUMMARY

Adoption of this resolution will amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to enter into an Agreement between the Alameda Corridor Transportation Authority (ACTA) and the City of Compton and issue a purchase order in the amount of Twenty-Five Thousand Eight Hundred Seventy Five Dollars ($25,875) pursuant to the Alameda Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP# 23-01).

BACKGROUND

The Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street, and Compton Creek. The bridge was constructed in 1956, is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'. The bridge superstructure is comprised of steel girders with a cast-in-place concrete deck. As of the June 2019 Bridge Inspection Report, the bridge was flagged as Structurally Deficient with a Sufficiency Rating of 38.0 out of 100.

On December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge. Subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works and the City of Compton Public Works staff. Steel girders exhibited significant distortion as a result of fire, and an April 2021 load analysis concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight. Additional live loads (vehicular and pedestrian traffic) were prohibited on the bridge. Because most of the steel girder members were severely deformed and connections have been compromised, repairing the girders was not deemed feasible. The preferred repair solution was to replace Span 10.

To re-open the bridge to traffic, the load rating report recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10, along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11.

On October 11, 2022, pursuant to Resolution No. 25,737, City Council authorized the City Manager to enter into a professional services agreement with Biggs Cardosa Associates, Inc. to provide professional Design Engineering Services for the Artesia Bridge. The design portion of the project was completed on July 27, 2023.

The proposed work will be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; and traffic control.

STATEMENT OF ISSUE

The project location is on Artesia Boulevard over Alameda Street and Union Pacific Railroad and Alameda Corridor Transportation Authority. The City intends to perform maintenance and repair on the Artesia Boulevard Bridge spanning over the Alameda Corridor Right-of-Way. The City requires ACTA's assistance for project oversight, engineering review of design plans and erection plans of temporary structures needed to complete the project. In order to ensure that the Project is constructed safely and to limit impacts on corridor rail operations, ACTA agrees to perform certain services.

ACTA and the City of Compton desire to execute this Agreement providing the terms and conditions pursuant to which ACTA will complete the ACTA work and the City will reimburse ACTA for the costs and expenses associated with such work. ACTA and its contractors shall complete ACTA's work on the project as set forth in Exhibit A. A detail Schedule, Budget Estimate and Rates for ACTA's work is set forth in Exhibit B.

ACTA shall perform ACTA's work by its own forces and its contractors including ACET and RailWorks Track Services, LLC and its authorized subcontractors. The Parties agree that no notice to proceed from the City is required before ACTA may begin pre-construction design review. The City shall provide written notice to ACTA prior to City starting its construction work of the Project so that ACTA may proceed

with final design review and approval. The City shall provide written notice to ACTA whenever City or its contractors require access to corridor property so that ACTA may provide flagging services.

The City shall reimburse ACTA one hundred percent (100%) of the actual costs and expenses incurred by ACTA with respect to ACTA's work. The total estimated budget for ACTA's work is Seventeen Thousand Two Hundred Fifty Dollars ($17,250). Any increase in the estimated budget for ACTA's work shall be evidenced by a revised budget estimate.

The effective date of the Agreement shall be the date of its execution by ACTA's CEO upon authorization of the ACTA Governing Board. The Agreement shall be in full force and effect commencing from the date of ACTA's CEO execution and shall continue until one (1) year has lapsed from the effective date of the Agreement.

During the term of the Agreement, ACTA shall provide the City with periodic updates with respect to any anticipated or proposed changes to the budget. Any revised cost estimate exceeding the 10% of the then current budget shall be agreed upon by ACTA's Chief Executive Officer and the City of Compton and added as an exhibit to the Agreement.

Therefore, in order to amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to enter into an Agreement between the Alameda Corridor Transportation Authority (ACTA) and the City of Compton and issue a purchase order in the amount of Twenty-Five Thousand Eight Hundred Seventy Five Dollars ($25,875) pursuant to the Alameda Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project (CIP# 23-01), City Council's authorization is necessary.

ALTERNATIVE

There are no other alternatives being recommended at this time. The closure of the Artesia Bridge has not only caused major disruptions to the transportation network, but has resulted in negative impacts to residents, local businesses, the economy, and the environment.

FISCAL IMPACT

The Public Works Engineering Department's 2023-2024 Fiscal Year budget will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$25,875

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants Capital Outlay	$25,875

Funds in the amount of $25,875 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year budget in Account No. 2789-710-041-4300.

The maximum payable under this Agreement shall be Twenty-Five Thousand Eight Hundred Seventy-Five Dollars ($25,875). On a monthly basis, ACTA shall submit invoices and supporting documentation of ACTA's work completed during the prior month, along with subcontractor invoices received during that prior month, to the City for reimbursement. The invoices and supporting documentation shall contain sufficient detail and clarity to indicate the portions of ACTA's work that was completed during the invoicing period.

ACTA shall submit a final reconciled invoice to the City of Compton within 180 days after the completion of ACTA's work. The final billing shall be in the form of an itemized statement of the total costs for ACTA's work. Within 45 days after receipt of the final reconciled invoice, The City shall pay ACTA all amounts evidenced by such invoice in full.

RECOMMENDATION

Staff recommends the City Council adopt the attached Resolution.

JOHN D. STRICKLAND, JR.,
DIRECTOR OF PUBLIC WORKS

APPROVED FOR FORWARDING:

JERRY GROOMES
CITY MANAGER

RESOLUTION NO. _____

A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF COMPTON AMENDING THE PUBLIC WORKS ENGINEERING DEPARTMENT'S 2023-2024 FISCAL YEAR BUDGET AND AUTHORIZING THE CITY MANAGER TO ENTER INTO AN AGREEMENT WITH THE ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY AND THE CITY OF COMPTON AND ISSUE A PURCHASE ORDER ($25,875).

WHEREAS, adoption of this resolution will amend the Public Works Engineering Department's fiscal year budget and authorize the City Manager to enter into an Agreement with the Alameda Corridor Transportation Authority (ACTA) and the City of Compton and issue a purchase order in the amount of Twenty Five Thousand Eight Hundred Seventy Five Dollars ($25,875); and

WHEREAS, the Artesia Boulevard Overhead (State Bridge No. 53C1744, LA County Bridge No. 2446) carries Artesia Boulevard over the Alameda Railroad Corridor, Alameda Street, and Compton Creek; and

WHEREAS, the bridge was constructed in 1956 and is approximately 100 feet wide, and includes 10 spans of varying length for a total bridge length of 718'; and

WHEREAS, the bridge superstructure is comprised of steel girders with a cast-in-place concrete deck and as of the June 2019 Bridge Inspection Report, the bridge was flagged as Structurally Deficient with a Sufficiency Rating of 38.0 out of 100; and

WHEREAS, on December 18, 2020, fire damage was reported at Span 10, the easternmost span of the bridge and subsequently, the bridge was closed to traffic and inspected by the Los Angeles County Public Works and the City of Compton Public Works staff; and

WHEREAS, steel girders exhibited significant distortion as a result of fire, and an April 2021 load analysis concluded that the structure's remaining strength is sufficient to carry only the structure's self-weight; and

WHEREAS, additional live loads (vehicular and pedestrian traffic) were prohibited on the bridge and because most of the steel girder members are severely deformed and connections have been compromised, repairing the girders was not deemed feasible and the preferred repair solution is to replace Span 10; and

WHEREAS, to re-open the bridge to traffic, the load rating report recommended replacement of the entire superstructure in-kind (concrete deck on steel girders) at Span 10, along with replacement of bearings at the supports, concrete spall repairs of substructures at Bent 10 and Abutment 11, and repair and backfill of the eroded embankment at Abutment 11; and

WHEREAS, on October 11, 2022, pursuant to Resolution No. 25,737, City Council authorized the City Manager to enter into a professional services agreement with Biggs Cardosa Associates, Inc. to provide professional Design Engineering Services for the Artesia Bridge and the design portion of the project was completed on July 27, 2023; and

WHEREAS, the proposed work will be performed in accordance with the plans, specifications and other contract documents as specified herein and shall consist of the following general work descriptions: survey of existing bridge; protection of utilities, coordination with utility companies and railroads; demolition of existing eastern span of existing bridge including possible lead and asbestos; surface repair of existing substructures; new bearings and steel girders; concrete bridge deck, median, sidewalk, curb; salvage and reset existing steel rail; deck joints; and traffic control; and

WHEREAS, the project location is on Artesia Boulevard over Alameda Street and the Union Pacific Railroad and Alameda Corridor Transportation Authority right-of-ways; and

WHEREAS, the City intends to perform maintenance and repair on the Artesia Boulevard Bridge spanning over the Alameda Corridor Right-of-Way; and

WHEREAS, the City requires ACTA's assistance for project oversight, engineering review of design plans and erection plans of temporary structures needed to complete the project and in order to ensure that the Project is constructed safely and to limit impacts on corridor rail operations, ACTA agrees to perform certain services; and

WHEREAS, ACTA and the City of Compton desire to execute this Agreement providing the terms and conditions pursuant to which ACTA will complete the ACTA work and the City will reimburse ACTA for the costs and expenses associated with such work; and

WHEREAS, ACTA and its contractors shall complete ACTA's work on the project as set forth in Exhibit A and a detail Schedule, Budget Estimate and Rates for ACTA's work is set forth in Exhibit B; and

WHEREAS, ACTA shall perform ACTA's work by its own forces and its contractors including ACET and RailWorks Track Services, LLC and its authorized subcontractors; and

WHEREAS, the Parties agreement that no notice to proceed from the City is required before ACTA may begin pre-construction design review and the City shall provide written notice to ACTA prior to City starting its construction work of the Project so that ACTA may proceed with final design review and approval; and

WHEREAS, the City shall provide written notice to ACTA whenever City or its contractors require access to corridor property so that ACTA may provide flagging services; and

WHEREAS, the City shall reimburse ACTA one hundred percent (100%) of the actual costs and expenses incurred by ACTA with respect to ACTA's work and the total estimated budget for ACTA's work is Seventeen Thousand Two Hundred Fifty Dollars ($17,250); and

WHEREAS, any increase in the estimated budget for ACTA's work shall be evidenced by a revised budget estimate; and

WHEREAS, the effective date of the Agreement shall be the date of its execution by ACTA's CEO upon authorization of the ACTA Governing Board and the Agreement shall be in full force and effect commencing from the date of ACTA's CEO execution and shall continue until one (1) year has lapsed from the effective date of the Agreement; and

WHEREAS, during the term of the Agreement, ACTA shall provide the City with periodic updates with respect to any anticipated or proposed changes to the budget and any revised cost estimate exceeding the 10% of the then current budget shall be agreed upon by ACTA's Chief Executive Officer and the City of Compton and added as an exhibit to the Agreement; and

WHEREAS, the maximum payable under this Agreement shall be Twenty-Five Thousand Eight Hundred Seventy-Five Dollars ($25,875) and on a monthly basis, ACTA shall submit invoices and supporting documentation of ACTA's work completed during the prior month, along with subcontractor invoices received during that prior month, to the City for reimbursement; and

WHEREAS, the invoices and supporting documentation shall contain sufficient detail and clarity to indicate the portions of ACTA's work that was completed during the invoicing period and ACTA shall submit a final reconciled invoice to the City of Compton within 180 days after the completion of ACTA's work; and

WHEREAS, the final billing shall be in the form of an itemized statement of the total costs for ACTA's work and within 45 days after receipt of the final reconciled invoice, the City shall pay ACTA all amounts evidenced by such invoice in full; and

WHEREAS, the Public Works Engineering Department's 2023-2024 Fiscal Year budget will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$25,875

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants Capital Outlay	$25,875; and

WHEREAS, funds in the amount of $25,875 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year budget in Account No. 2789-710-041-4300; and

WHEREAS, in order to amend the Public Works Engineering Department's 2023-2024 fiscal year budget and authorize the City Manager to enter into an Agreement with the Alameda Corridor Transportation Authority (ACTA) and the City of Compton and issue a purchase order in the amount of Twenty Five Thousand Eight Hundred Seventy Five Dollars ($25,875) pursuant to the Alameda Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, City Council's authorization is necessary.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF COMPTON DOES HEREBY RESOLVE AS FOLLOWS:

Section 1. That the City Manager, upon the advice of the City Attorney, is hereby authorized to enter into an Agreement between the Alameda Corridor Transportation Authority and the City of Compton pursuant to the Alameda Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project.

Section 2. That the City of Compton designates the City Manager as the person authorized to execute all agreements and any amendments thereto with the Alameda Corridor Transportation Authority.

Section 3. That the Public Works Engineering Department's 2023-2024 Fiscal Year will be amended as follows:

Increase Revenue

Account No.	**Description**	**Amount**
2789-710-041-3569	State Grants	$25,875

Increase Expenditures

Account No.	**Description**	**Amount**
2789-710-041-4300	State Grants Capital Outlay	$25,875

Section 4. That funds in the amount of $25,875 will be available in the Public Works Engineering Department's 2023-2024 Fiscal Year in Account No. 2789-710-041-4300.

Section 5. That a purchase order in the amount of $25,875 is authorized to be established for the Alameda Corridor Transportation Authority for services to be rendered on the Artesia Boulevard Over Alameda Street and ACTA/UPRR Bridge Repair Project, CIP# 23-01, from Account No. 2789-710-041-4300.

Section 6. That a copy of this Resolution shall be filed in the offices of the City Manager, City Controller, City Clerk, City Attorney, and Public Works Engineering Department.

Section 7. That the Mayor shall sign and the City Clerk shall attest to the adoption of this Resolution.

ADOPTED this _____day of _____, 2023.

_____
MAYOR OF THE CITY OF COMPTON

ATTEST:

_____
CITY CLERK OF THE CITY OF COMPTON

STATE OF CALIFORNIA)
COUNTY OF LOS ANGELES) ss
CITY OF COMPTON)

I, Vernell McDaniel, City Clerk of the City of Compton, hereby certify that the foregoing Resolution was adopted by the City Council, signed by the Mayor and attested by the City Clerk at a regular meeting thereof held this _____ day of _____, 2023.

That said Resolution was adopted by the following vote, to wit:

AYES: COUNCIL MEMBERS –
NOES: COUNCIL MEMBERS –
ABSTAIN: COUNCIL MEMBERS –
ABSENT: COUNCIL MEMBERS –

_____
CITY CLERK OF THE CITY OF COMPTON

AGREEMENT NO. _____

BETWEEN THE ALAMEDA CORRIDOR
TRANSPORTATION AUTHORITY
AND
CITY OF COMPTON

This AGREEMENT ("Agreement") is made and entered into by and between the ALAMEDA CORRIDOR TRANSPORTATION AUTHORITY, a joint powers authority acting by and through its Governing Board ("ACTA"), and the CITY OF COMPTON, a California municipal corporation, 205 South Willowbrook Avenue, Compton, California 90220 (hereinafter "City").

WHEREAS, City intends to perform maintenance and repair on an Artesia Boulevard bridge spanning over the Alameda Corridor Right-of-Way (“Project); and

WHEREAS, City requires ACTA’s assistance for project oversight, engineering review of design plans and erection plans of temporary structures needed to complete the Project; and

WHEREAS, in order to ensure that the Project is constructed safely and to limit impacts on corridor rail operations, ACTA agrees to perform certain services as set forth herein (“ACTA Work”); and

WHEREAS, ACTA and City desire to execute this Agreement providing the terms and conditions pursuant to which ACTA will complete the ACTA Work and City will reimburse ACTA for the costs and expenses associated with such work;

NOW, THEREFORE, THE PARTIES AGREE AS FOLLOWS:

I. Work to be Completed by ACTA

1. ACTA and its contractors shall complete ACTA’s Work on the Project as set forth in Exhibit A, attached hereto.

2. A detailed Schedule, Budget Estimate and Rates for ACTA’s Work is set forth in Exhibit B, attached hereto.

3. As set forth below ACTA shall perform ACTA’s Work by its own forces and its contractors (including ACET and RailWorks Track Services, LLC and its authorized subcontractors).

a) The Parties agree that no notice to proceed from City shall be required before ACTA may begin pre-construction design review.

b) City shall provide written notice to ACTA prior to City starting its

construction work on the Project so that ACTA may proceed with final design review and approval.

c) City shall provide written notice to ACTA whenever City or its contractors require access to corridor property so that ACTA may provide flagging services.

II. City Reimbursement of ACTA Costs

1. As detailed in Exhibit B, City shall reimburse ACTA one hundred percent (100%) of the actual costs and expenses incurred by ACTA with respect to ACTA's Work.

2. The total estimated budget for ACTA's Work as set forth in Exhibit B is Seventeen Thousand Two Hundred Fifty Dollars ($17,250). Any increase in the estimated budget for ACTA's Work shall be evidenced by a revised exhibit in the manner set forth in Paragraph 3 of this Section.

3. During the term of this Agreement, ACTA shall provide City with periodic updates (but no less than monthly) with respect to any anticipated or proposed changes to the budget. Any revised cost estimates exceeding 10% of the then current budget shall be agreed upon by ACTA's Chief Executive Officer and City and added as an exhibit to this Agreement. Such exhibits shall be labeled as "Exhibit B-1" (and so on numerically), dated, and added to Exhibit B of this Agreement. Such revised exhibit(s) shall not otherwise require a written amendment to this Agreement, except however, a written amendment will be required if and when the total budget increase exceeds 50% of the original budget set forth in Paragraph 2 of this Section (i.e., total budget increase exceeding $8,625).

4. The maximum payable under this Agreement shall be Twenty-Five Thousand Eight Hundred Seventy-Five Dollars ($25,875).

5. On a monthly basis, ACTA shall submit invoice(s) and supporting documentation of ACTA's Work completed in the prior month, along with subcontractor invoices received during that prior month, to City for reimbursement. The invoices and supporting documentation shall contain sufficient detail and clarity to indicate the portions of ACTA's Work that were completed during the invoicing period.

6. Within forty-five (45) days of receipt of any invoice from ACTA, City shall tender payment in full to ACTA, following payment instructions provided by ACTA.

7. ACTA shall submit a final reconciled invoice to City within 180 days after the completion of ACTA's Work. The final billing shall be in the form of an itemized statement of the total costs for ACTA's Work. Within 45 days after receipt of the final reconciled invoice, City shall pay ACTA all amounts evidenced by such invoice in full.

III. Indemnification and Insurance

A. Indemnification

City shall indemnify, defend (using counsel approved by ACTA) and hold harmless: (a) ACTA; (b) the City of Los Angeles Harbor Department; (c) the City of Long Beach Harbor Department; (d) the Railroads; and (e) each of their respective commissions or boards, employees and agents (collectively, "Indemnified Parties") from and against any and all actions, suits, proceedings, claims, demands, damages, loss, liens, costs (including court costs and attorneys' fees including the allocated cost of in-house counsel), expenses or liabilities, of any kind or nature whatsoever, for injury to or death of persons or damage to property, including property owned by or under the care and custody of ACTA, which may be brought, made, filed against, imposed upon or sustained by the Indemnified Parties, or any of them, and arising from or attributable to or caused by any acts or omissions of City or any of the Indemnified Parties relating to or arising out of City's work under the Agreement, or by reason of any actual or asserted failure of City to keep, observe or perform any provision of this Agreement, except to the extent that such injury, death or damage is caused by the active negligence or willful misconduct of the Indemnified Parties or any of them. The indemnity required herein shall survive the revocation, termination or expiration of this Agreement.

B. Insurance

1. General Provisions

The required insurance and the documents provided as evidence thereof shall be in the name of the City and shall be provided as a condition precedent to the effectiveness of this Agreementt. If policies are written with aggregate limits, the aggregate limit shall be at least twice the occurrence limits or as specified below. The exact structure and layering of the coverage shall be left to the discretion of the City. However, any excess or umbrella policies used to meet limits shall be at least as broad as the underlying coverages and shall otherwise "follow form". Package policies which contain more than a single coverage type and share primary per occurrence and/or aggregate limits are not permitted. Insurance coverage that requires ACTA to tender any claim or suit to its own insurer(s) or make its own insurance coverage available for any reason is not permitted. The full policy limits and scope of protection shall apply to the additional insureds as required below even if they exceed the minimum insurance requirements specified herein.

2. Commercial General Liability

Commercial General Liability insurance shall be provided on Insurance Services Office (ISO) CGL Form No. CG 00 01 or the equivalent, including provisions for defense of additional insureds and defense costs in addition to limits. Policy limits shall be no less than two million dollars ($2,000,000) per occurrence for all coverage provided and four million dollars ($4,000,000) general aggregate. The policy shall not limit coverage for the additional insured to "ongoing operations" or in any way exclude coverage for completed

operations. Coverage shall be included on behalf of the insured for claims arising out of the actions of independent contractors. The policy shall contain no provisions or endorsements limiting coverage for contractual liability or third party over action claims, and defense costs shall be excess of limits. If City is using Subcontractors the policy must include work performed "by or on behalf" of City. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to ACTA or any employee or agent of ACTA. Coverage shall not be limited to the vicarious liability or supervisory role of any additional insured. Coverage shall not exclude contractual liability, restrict coverage to the sole liability of the City, require ACTA to tender defense or indemnity to its insurer(s) or make its own insurance available, or contain any other exclusion contrary to the Agreement.

If this coverage is written on a claims-made basis, the retroactive date shall precede the effective date of the Agreement with ACTA and continuous coverage will be maintained or an extended reporting period will be exercised for a period of at least three (3) years from termination or expiration of this Agreement.

Coverage shall contain no contractors' limitation or other endorsement limiting the scope of coverage for liability arising from explosion, collapse, or underground property damage.

Coverage shall be provided for property damage or bodily injury that occurs on or within fifty feet of railroad property using ISO CG 24 17 (10 01) or its equivalent.

The policy of insurance required above shall be endorsed as follows:

Additional Insured: ACTA, the City of Los Angeles Harbor Department, the City of Long Beach Harbor Department, Burlington Northern Santa Fe Railroad, and Union Pacific Railroad Company, and their commissions or boards, employees and agents shall be added as additional insured with regard to liability and defense of suits or claims arising from the operations and activities performed by or on behalf of the Named Insured. Additional Insured endorsements shall not: 1) be limited to "on-going operations", 2) exclude "Contractual Liability", 3) restrict coverage to the sole liability of the City, or 4) contain any other exclusion contrary to the Agreement.

Cancellation: Policies shall be endorsed to reflect that no cancellation or material modification of the coverage provided shall be effective until written notice has been given to ACTA at least thirty (30) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice shall be given at least thirty (30) days prior to the effective date of non-renewal.

3. Business Automobile Insurance

Automobile Liability Insurance shall be written on ISO Business Auto Coverage Form CA 00 01 or the equivalent, including symbol (1) (any Auto). Limit shall be no less than one million dollars ($1,000,000) combined single limit per accident. Coverage shall

apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to ACTA or any employee or agent of ACTA. If City does not own any vehicles, this requirement may be satisfied by a non-owned vehicle endorsement to the general and umbrella liability policies provided that a separate policy limit is provided for this coverage as required by this Agreement.

The policy of insurance required above shall be endorsed as follows:

Additional Insured: ACTA, the City of Los Angeles Harbor Department, the City of Long Beach Harbor Department, Burlington Northern Santa Fe Railroad, and Union Pacific Railroad Company, and their commissions or boards, employees and agents shall be added as additional insured with regard to liability and defense of suits or claims arising from the operations and activities performed by or on behalf of the Named Insured. Additional Insured endorsements shall not: 1) be limited to "on-going operations", 2) exclude "Contractual Liability", 3) restrict coverage to the sole liability of the City, or 4) contain any other exclusion contrary to the Agreement.

Cancellation: Policies shall be endorsed to reflect that no cancellation or material modification of the coverage provided shall be effective until written notice has been given to ACTA at least thirty (30) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice shall be given at least thirty (30) days prior to the effective date of non-renewal.

4. Contractors' Pollution Liability Insurance

Contractors' Pollution Liability insurance shall be provided on a Contractors Pollution Liability policy form or other policy form acceptable to ACTA providing coverage for liability caused by pollution conditions arising out of the operations of the City. Coverage shall apply to bodily injury; property damage, including loss of use of damaged property or of property that has not been physically injured; cleanup costs; and defense, including costs and expenses incurred in the investigation, defense, or settlement of claims. The policy limit shall be no less than one million dollars ($1,000,000) per claim and two million dollars ($2,000,000) annual aggregate. All activities contemplated in the Agreement shall be specifically scheduled on the policy as "covered operations." The policy shall provide coverage for the hauling of waste from the Project site to the final disposal location, including non-owned disposal sites. Coverage shall be included on behalf of the insured for covered claims arising out of the actions of independent contractors. If the insured is using Subcontractors, the policy must include work performed "by or on behalf" of the insured. Coverage shall apply on a primary non-contributing basis in relation to any other insurance or self-insurance, primary or excess, available to ACTA or any employee or agent of ACTA.

If this coverage is written on a claims-made basis, the retroactive date shall precede the effective date of the Agreement with ACTA and continuous coverage will be maintained or an extended reporting period will be exercised for a period of at least three (3) years from termination or expiration of this Agreement.

The policy of insurance required above shall be endorsed as follows:

Additional Insured: ACTA, the City of Los Angeles Harbor Department, the City of Long Beach Harbor Department, Burlington Northern Santa Fe Railroad, and Union Pacific Railroad Company, and their commissions or boards, employees and agents shall be added as additional insured with regard to liability and defense of suits or claims arising from the operations and activities performed by or on behalf of the Named Insured. Additional Insured endorsements shall not: 1) be limited to "on-going operations", 2) exclude "Contractual Liability", 3) restrict coverage to the sole liability of the contractor, or 4) contain any other exclusion contrary to the Agreement.

Cancellation: Policies shall be endorsed to reflect that no cancellation or material modification of the coverage provided shall be effective until written notice has been given to ACTA at least thirty (30) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice shall be given at least thirty (30) days prior to the effective date of non-renewal.

5. Workers' Compensation

Workers' Compensation Insurance, as required by the State of California, and Employer's Liability Insurance with a limit of not less than one million dollars ($1,000,000) per accident for bodily injury and disease.

The policy of insurance required above shall be endorsed, as follows:

Waiver of Subrogation: A waiver of subrogation stating that the insurer waives all rights of subrogation against ACTA, the City of Los Angeles Harbor Department, the City of Long Beach Harbor Department, Burlington Northern Santa Fe Railroad, and Union Pacific Railroad Company, and their commissions or boards, employees and agents.

Cancellation: Policies shall be endorsed to reflect that no cancellation or material modification of the coverage provided shall be effective until written notice has been given to ACTA at least thirty (30) days prior to the effective date of such modification or cancellation. In the event of non-renewal, written notice shall be given at least thirty (30) days prior to the effective date of non-renewal.

6. Waiver of Right of Recovery

City hereby waives any right of recovery against the Indemnitees and agrees to obtain from its insurers a waiver of any right of recovery against the Indemnitees.

7. Deductible/Self-Insured Retention

Any deductible or self-insured retention must be approved in writing by ACTA's Chief Executive Officer and shall protect ACTA, the City of Los Angeles Harbor

Department, the City of Long Beach Harbor Department, Burlington Northern Santa Fe Railroad, and Union Pacific Railroad Company, and their commissions or boards, employees and agents in the same manner and to the same extent as they would have been protected had the policy or policies not contained a deductible or self-insured retention. Any deductible or self-insured retention must be approved in writing in accordance with ACTA insurance guidelines.

8. Changes to Coverage Requirements

ACTA reserves the right at any time during the term of this Agreement to change and types of insurance required by giving the City sixty (60) days advance written notice of such change. Any type of insurance or any increase of policy limits not described in this Agreement that City requires for its own protection or is required by statute shall be at its own expense.

9. Evidence of Insurance

The City, concurrently with the execution of the Agreement, and as a condition precedent to the effectiveness thereof, shall deliver certified copies of the required policies containing the terms and conditions required by this contract to ACTA for approval as to sufficiency and form.

Insurance evidence as required herein shall be maintained until the date of Final Completion of the Project, unless otherwise set forth in the Agreement.

At least thirty (30) days prior to the expiration of any such policy, evidence of insurance showing that such insurance has been renewed or extended shall be filed with ACTA. If such coverage is cancelled or reduced, City shall, within ten (10) days after receipt of written notice of such cancellation or reduction of coverage, file with ACTA evidence of insurance showing that the required insurance has been reinstated or has been provided through another insurance company or companies.

10. Failure to Maintain Coverage

City agrees to maintain the insurance coverage as required by this Agreement at all times. In the event that the City's Work is suspended for failure to maintain required insurance coverage, the City shall not be entitled to an extension of time for completion of the Work or delay damages resulting from the suspension.

11. Acceptability of Insurers

Each such policy shall be from a company or companies with a current A.M. Best's rating of no less than A-:VII, and authorized to do business in the State of California or otherwise allowed to place insurance through surplus line brokers under applicable provisions of the California Insurance Code or any federal law. Any other rating must be approved in writing in accordance with ACTA insurance guidelines.

12. Contractual Liability

The coverage provided shall apply to the obligations assumed by the City under the indemnity provisions of this Agreement but this insurance provision in no way limits the indemnity provisions and the indemnity provisions in no way limit this insurance provision.

IV. Effective Date, Term and Termination

1. The effective date of this Agreement shall be the date of its execution by ACTA's CEO upon authorization of the ACTA Governing Board.

2. This Agreement shall be in full force and effect commencing from the date of ACTA's CEO execution and shall continue until one (1) year has lapsed from the effective date of this Agreement.

3. Either Party may terminate this Agreement for any reason upon giving to the other Party ten (10) days' notice in writing of its election to cancel and terminate this Agreement. ACTA shall be entitled to reimbursement for expenses incurred for services provided in accordance with this Agreement as of the date the ten days' notice period ends ("Date of Termination"). ACTA shall determine the amount of reimbursement due from City for services provided up to the Date of Termination. In the event that City terminates this Agreement, City and its subcontractors shall not access corridor property after the Date of Termination and all work on the Project shall cease.

IV. Miscellaneous Provisions

1. Notices: Any Notice to be given by each Party to the other shall be in writing and delivered in person or by United States Mail, registered or certified, postage prepaid, return receipt requested, addressed to the Party for whom intended, as follows:

To ACTA:

Alameda Corridor Transportation Authority
ATTN: Michael C. Leue, P.E. CEO
3760 Kilroy Airport Way, Suite 200
Long Beach, CA 90806

To City:

City of Compton
ATTN: John D. Strickland, Project Manager
205 South Willowbrook Avenue
Compton, CA 90220

2. Force Majeure: The performance of the obligations of the Parties under this Agreement except for the payment of monies owed, shall be excused while, and to the extent that, a Party is prevented from complying therewith, in whole or in part, by a strike, fire, war, civil disturbance, act of God; by federal, state or municipal law; by any rule, regulation or order of a governmental agency, by inability to secure equipment and materials; or any other cause or causes beyond the reasonable control of that Party. Neither Party shall be required, against their respective wills to adjust or settle any labor dispute in order to meet any obligation imposed hereunder.

3. Interpretation: Neither this Agreement nor any provision hereof shall be interpreted for or against either Party on the basis that said party drafted the provision in question, nor on the basis of a previous draft or drafts of the provision in question.

4. Successors and Assigns: This Agreement and all of its terms, provisions, covenants and conditions, except as otherwise expressly provided in this Agreement, shall inure to the benefit of and be binding upon the personal representatives, successors and assignees of the Parties hereto.

5. Governing Law: This Agreement shall be governed by and construed in accordance with the laws of the State of California, without reference to the conflicts of law, rules, and principles of such State. The Parties agree that all actions or proceedings arising in connection with this Agreement shall be tried and litigated exclusively in the State or Federal courts located in the County of Los Angeles, State of California, in the judicial district required by court rules.

6. Amendments and Modifications: Other than as set forth in Section II, Paragraph 3, the terms of this Agreement may be modified only by written amendment approved by the Parties, subject to all applicable approval processes required by either Party.

7. Counterparts: This Agreement may be executed electronically and in any number of counterparts, each of which shall be deemed an original and all of which shall constitute together one and the same instrument.

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IN WITNESS WHEREOF, the parties hereto have executed this Agreement on the date to the left of their signatures.

ALAMEDA CORRIDOR
TRANSPORTATION AUTHORITY

Date:_____ By:_____
Michael C. Leue, P.E.
Chief Executive Officer

APPROVED AS TO FORM
_____, 2023
HYDEE FELDSTEIN SOTO, Los Angeles City Attorney

By _____
Heather M. McCloskey, Deputy
ACTA Co-General Counsel

CITY OF COMPTON

Date: _____ By:_____

Name: _____

Title: _____

Exhibit A

Scope of Work

The Project consists of the City of Compton replacing the damaged easternmost span on the Artesia Blvd. Bridge that was damaged by fire in December 2020 ("Project"). The existing damaged span will be demolished and replaced with a new span. See Attachment 1 for a map of the Project Location.

As part of the City of Compton's Project, ACTA will provide project design review for work located on the Alameda Corridor Right-of-Way. ACTA's services will include reviewing design plans and calculations of temporary and permanent structures for the Project.

The engineering design review services will be provided pursuant to ACTA's Alameda Corridor Engineering Team (ACET) Agreement, applying the rates in effect when services are provided. The City of Compton agrees that ACTA shall have sole authority to select the ACET engineers who will provide the design review services for the Project.

EXHIBIT A - ATTACHMENT 1

PROJECT LOCATION



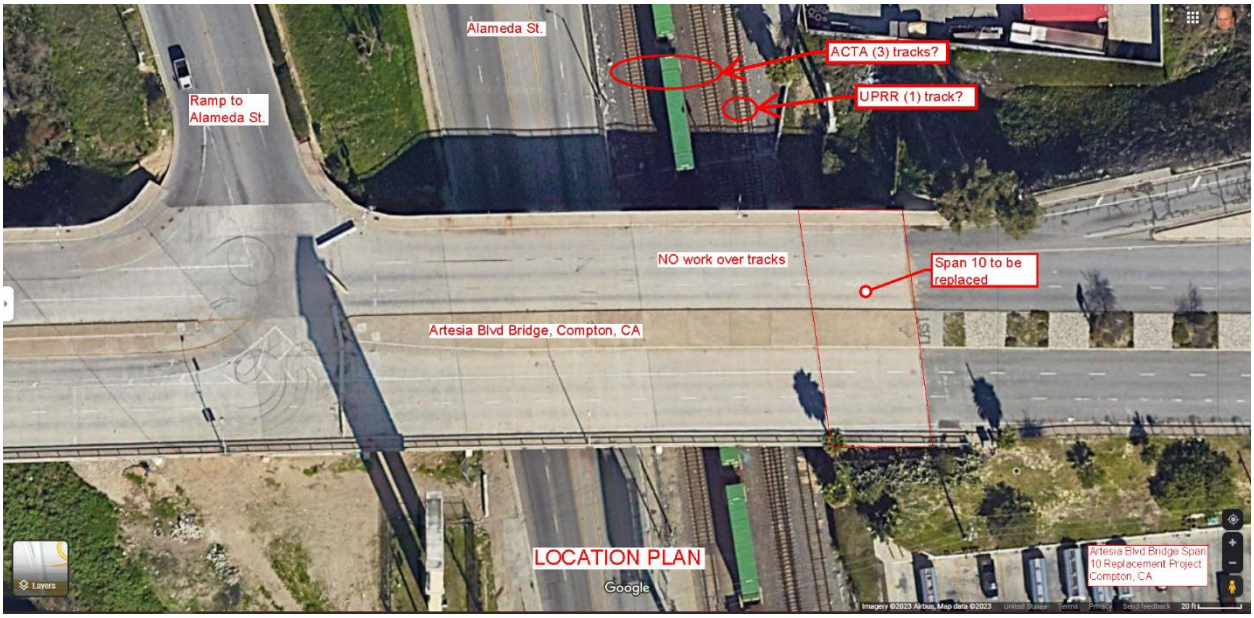


EXHIBIT B

SCHEDULE, BUDGET ESTIMATE AND RATES

City of Compton Artesia Boulevard Bridge Repair Project
Support Services Provided by ACTA
September 2023 through September 2024

Scope of Work	**Estimated Budget**
Design Review	$15,000
Administrative Overhead (15%)	$ 2,250
Total Estimated Budget	$17,250

Design review services will be provided by ACTA through its agreement with the Alameda Corridor Engineering team (ACET), at the following job position and rates:

Position	Fully Burdened Rate
Engineer	$ 207.25 - $ 347.97

Note: ACET's fully burdened rates include Direct Salaries & Wages, Indirect Expenses, and a 10% Labor Fixed Fee.

ACET's rates are subject to change upon ACTA providing written notice to the City of Compton of such changes.

City of Compton shall request ACTA's support services in writing with a brief description of the proposed work to Jorge Pantoja at pantoja@trenchteam.com not less than fourteen (14) calendar days prior to work beginning and specify the type of services required and a need by date. Along with the service request, a schedule of the proposed work duration, a contact name, email and phone number shall be provided.