

Proposal to provide Design and Environmental Services related to:



POPLAR COMPLETE STREET PROJECT

(HMB-PW-2019-01)

CSW | ST2

CSW/Stuber-Stroeh Engineering Group, Inc.

Robert Stevens, PE | LEED AP
260 Main Street, Suite 207
Redwood City, CA 94063
(415) 533-1864
rstevens@cswst2.com

February 28, 2019

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February 28, 2019

Maz Bozorginia, PE, City Engineer
City of Half Moon Bay
501 Main Street
Half Moon Bay, CA 94019

RE: PROPOSAL TO PROVIDE DESIGN AND ENVIRONMENTAL SERVICES FOR POPLAR COMPLETE STREET

Dear Mr. Bozorginia:

A sunny warm day on the Coast can bring thousands of visitors to Half Moon Bay. Poplar Beach is a popular destination due to the expansive beach, availability of parking, and proximity to Highway 92. However, the main entrance to the beach, Poplar Street can become congested creating an unfriendly environment for bicyclists and pedestrians using the route. The CSW|ST2 team is pleased to present our proposal to support the City in transforming Poplar into a Complete Street.

As a long-term resident of Half Moon Bay, I often ride my bike along the Coastal Trail to Poplar Beach, up Poplar Street, and then Highway 1 back to my home in Miramar. On a beautiful day, it can be difficult to ride along Poplar Street due to high vehicle demand in conjunction with the lack of bicycle lanes and gaps in the sidewalk. The addition of sidewalks and bicycle lanes, including safety improvements for crossing Highway 1, will greatly improve multimodal access to the community.

Developing improvements to Poplar will need to balance the competing interests of project costs, environmental impact, parking, and bicycle/ pedestrian safety. Our team has collaborated on numerous projects throughout the Bay Area to solve these challenges. Our team includes LSA Associates to support the environmental assessment, Pavement Engineers to provide pavement rehabilitation, and Wallace Roberts and Todd (WRT) to support landscape architecture.

- As required by the request for proposal, I am the City's contact and authorized to negotiate a contract. Please contact Robert at 415.533.1864 or rstevens@cswst2.com if we can provide any additional information.
- We have reviewed **Addendum #1** dated February 4, 2019 and **Addendum #2** dated February 8, 2019.
- We certify there is no conflict of interest to work for the City
- We certify that there are currently no suspensions, debarments, or exclusions per the Federal Code of Regulations, and CSW|ST2 has no litigation that would affect our ability to perform.
- CSW|ST2 takes no exception to the contract agreement as proposed.

The CSW|ST2 team appreciates the opportunity to support transforming Poplar Street into a Complete Street.

Sincerely,

CSW/Stuber-Stroeh Engineering Group, Inc.



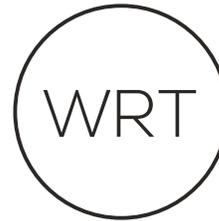
Robert Stevens, PE | LEED AP
President and Project Manager

2. FIRM INFORMATION

CSW/Stuber-Stroeh Engineering Group, WRT, LSA Associates, and Pavement Engineering Inc. are joining forces to support the transformation of Poplar Street into a Complete Street. Our team blends a strong understanding of the civil engineers, landscape architects, and environmental planners who bring experience cultivated over more than a decade of collaboration across the Bay Area.

CSW | ST 2 CSW/Stuber-Stroeh Engineering Group, Inc. is a full-service design firm consisting of over 30 designers and surveyors established in 1954. Our philosophy centers on providing complete and sustainable infrastructure that supports the need to deliver mobility, surface, and underground improvements to the areas in which we work, live and play. CSW|ST2 is recognized for planning and designing successful Complete and Green Street projects that integrate innovative transportation solutions both on schedule and within budget. Recent team member successes include planning, designing and implementing major public infrastructure projects on Castro Valley Boulevard, Geary Boulevard, Hesperian Boulevard, Miller Avenue, San Pablo Avenue, and El Portal in San Pablo. The team supporting the County for this engagement is based in Redwood City.

LSA LSA Associates, Inc. (LSA), has provided environmental consulting services since 1976 and will be the lead for providing background documentation related to natural and cultural resources and environmental documentation for Poplar Complete Street. LSA is exceptionally strong in natural resources, land use planning and review, California Environmental Quality Act and National Environmental Policy Act (CEQA/NEPA), and cultural resources, with 40 full-time professionals with expertise in these disciplines: Environmental analysis (including CEQA and NEPA compliance), land planning and resource management, biological resource inventories, assessment and permitting, transportation planning and engineering, noise and air quality assessments, and geographic Information Systems (GIS) mapping and data analysis.



Founded in 1963, WRT has over 50 years of practice working to improve places across the nation through our community-driven approach to design and planning. The firm has worked successfully with communities from those that are small and rural to large and urban. The firm's practice is based upon understanding the opportunities and responsibilities that come with specific sites. We blend design that is context-responsive and protective of community assets with a commitment to community engagement as a vehicle to creating more socially-relevant places that respond to the local culture. The firm's projects are designed to address the unique concerns and needs of each community, resulting in a process and a product that gains widespread acceptance, reflects citizens' aspirations, and serves as a guide for action by decision-makers.



Pavement Engineering Inc. (PEI) specializes in pavement management and rehabilitation, combining nearly three decades of pavement maintenance and rehabilitation projects with over two decades of Pavement Management Systems (PMS) experience. As a result, PEI provides the most accurate pavement distress data, timely recommendations and precise budgets that ensure the longest lasting pavement product. PEI focuses specifically on designing, managing, inspecting, testing, maintaining and rehabilitating pavements and roadways, including concrete and soils, having evaluated, tested and designed tens of millions of square feet of asphalt concrete roadways.

3. PROPOSED STAFF AND QUALIFICATIONS

Robert Stevens, PE, LEED AP Principal-in-Charge and Project Manager



Robert is a registered Civil Engineer with over 20 years of experience in the planning, design and construction management of public infrastructure including Complete Streets, Green Streets, multi-use pathways, and major utility infrastructure. Over the last 10 years, Robert has supported communities throughout the Bay Area transforming auto-dominated roadways into corridors that balance transportation modes and has administered federal funding projects from the initial planning stage through construction providing a strong understanding of the requirements of Local Assistance. Robert is a resident of Half Moon Bay.

Rich Souza, PE, QSD/QSP Project Engineer



Rich has 19 years of experience development roadway improvements, multi-use trails design, grading and drainage design, erosion control, sewer design, and joint trench design. He has delivered major complete streets projects including Sir Francis Drake Boulevards, Tamal Vista, and Freitas Parkway. Rich will lead our team's approach to preparing the construction documents including verifying accessibility.

Julia Harberson, PE, LEED AP, QSD/QSP Green Infrastructure and Hydraulics



Julia is a civil engineer who specializes complete and green street solutions. Her expertise is developing infrastructure solutions that balance environmental protection, cost, and functionality. Julia is especially experienced in the review of storm water hydrology and hydraulics. She recently completed a class IV cycle track in San Pablo along El Portal Boulevard improving safety for bicyclists.

John Gibbs, ASLA, LEED AP Planning and Landscape Architecture



John is a landscape architect and urban designer with 20 years of experience. His work reflects his belief that open space infrastructure, whether at the scale of streets, landscaped plazas, or parks is a crucial and integral part of creating quality urban environments. John is committed to expanding mobility options through complete streets, trails, and district pedestrian networks. Community engagement is fundamental to all facets of his work and his outreach skills are valued by clients who seek outcomes rooted in productive public dialogue.

Laura Lafler, Environmental Planning



Laura is an environmental planner with 39 years of professional experience in environmental and land use planning and has served as the LSA principal in charge of CEQA/NEPA documentation on numerous transportation and linear infrastructure projects in Northern California. For these projects, she coordinates with project engineers, meets and interfaces with agency staff, oversees work from technical staff, manages overall work scope, schedule and budget, reviews all technical studies and coordinates permits required from regulatory agencies.

Joseph Ririe, PE Pavement Management Systems and Rehabilitation, Pavement Engineering, Inc.



As President and Senior Principal Engineer of Pavement Engineering, Inc., Joe brings 23 years of professional experience developing practical and cost-effective pavement solutions throughout the Bay Area. He specializes in pavement management systems (PMS), pavement rehabilitation design, and providing construction administration services for public agencies.

CSW | ST 2 ROBERT STEVENS, PE | LEED AP

Principal and Project Manager



Robert specializes in developing private and public infrastructure projects delivering more than \$200 million in construction valuation over the last 10 years. Engaged throughout the life of the project, his experience ranges from conceptual design to detailed engineering culminating in final construction. Robert coordinates the design effort of the team, public agencies, community organizations, and private parties resulting in consensus based solutions delivered on schedule and budget. His relevant experience includes:

ON-CALL SUPPORT

- City of Richmond On Call Support 2008 to Present Provided planning, pavement improvement, sidewalk, and general infrastructure support to the City on an on call basis.
- Port of Richmond On Call Support 2011 to Present Provided general infrastructure, building improvements, and construction management services.
- Alameda County On Call Support 2007 to 2017 Provided planning and design for street improvement projects.
- City of Hercules 2014 to 2017 Provided planning, design, and construction management services for various street and infrastructure projects.
- City of El Cerrito 2011 to 2018 Provided planning, design, and construction management for paving and sidewalk projects including emergency support for landslides and sinkholes.

PUBLIC INFRASTRUCTURE

- Hampton Road, Grove Way, San Miguel, Santa Maria, and Boston Road, Alameda County: Responsible for the planning and detailed design

to transform residential corridors into complete streets supporting pedestrian, bicycle, and transit use.

- Plaza and Del Norte BART Stations: Pedestrian and bicycle improvements as well as placemaking at two BART station in El Cerrito.
- Marin Avenue Bicycle Lanes, Albany: Planning and final engineering to construction Class II bicycle lanes with buffers and widened sidewalks.

PROFESSIONAL HIGHLIGHTS

- 20+ years of design experience
- 10+ years of construction management
- Specialized experience with:
 - Design of traffic signal and street lighting systems
 - CA MUTCD
 - Fiber optic network deployment
 - C.3 and Green Design
 - Full Depth and Cold in Place Pavement Reclamation

EDUCATION

- B.S. Civil Engineering, San Jose State University

REGISTRATION

- Professional Civil Engineer
 - California - No 58660
 - Arizona – No 64581
 - Oregon – No 92558PE
 - Nevada – No 24882

PRESENTATIONS

- "Undergrounding overhead cables using the Rule 20A Program" APWA 2017
- "Designing Complete and Green Streets" Stanford University 2016
- "Developing Municipal Fiber Optic Networks" APWA 2015
- "Removing Pollutants from Storm Water" San Jose State University 2013

CSW | ST 2 RICH SOUZA, PE, QSD/QSP

Project Engineer



Richard Souza has over 19 years professional engineering experience including ten years of managing projects for public agencies and for private developers. Rich has managed many projects that involved coordination with multiple stakeholders, gaining approvals

from multiple agencies and forming consensus from multiple groups of interest. His experience includes roadway design, multi-use trails design, grading and drainage design, erosion control design, sewer and septic design, joint trench design, construction management and design team coordination.

STREET & PATHWAY DESIGN/IMPROVEMENTS PROJECTS

- Manuel T. Freitas Parkway and Las Gallinas Intersection, San Rafael
- TAM Junction Pedestrian and Bicyclist Pathway Improvements, Marin County
- TAM East Sir Francis Drake Boulevard Widening, Larkspur
- Tennessee Valley/Manzanita Pathway & Pedestrian Bridge, Marin County
- Doherty Drive Reconstruction & Multi-use Pathway, Larkspur
- Wade Thomas Safe Routes to School Project, San Anselmo
- Saunders Avenue Improvements, San Anselmo
- Ignacio Boulevard/Highway 101 Interchange Improvements, Novato
- Ignacio Blvd. Rehabilitation and Pavement Overlay, Novato
- Nave Drive Improvements, Novato
- DeLong Avenue Improvements, New Whole Foods Store, Novato
- Stafford Lake Bike Park Master Plan & Trail Design, Novato
- City of Sausalito Downtown Parking Improvements, Sausalito
- City of Sausalito Capital Improvement Projects - Multiple Street Improvements, Sausalito

TRANSPORTATION/PUBLIC WORKS

- Transportation Authority of Marin Civil Engineering On-Call Services, Marin County
- State of CA Department of General Services On-Call Various Locations, Northern CA
- Stinson Beach County Water District Engineer, Stinson Beach
- Black Point Community Street Improvements, Novato

PROFESSIONAL HIGHLIGHTS

- 19+ years of design experience
- Specialized experience with Sustainable Design

EDUCATION

- B. S. - Civil & Environmental Engineering, University of California, Davis

REGISTRATION

- Professional Civil Engineer - California - No 67892
- QSD/QSP Certificate #01207

CSW | ST 2

JULIA HARBERSON, PE | LEED AP, QSD/QSP

Green Infrastructure and Hydraulics



Julia is a registered civil engineer and project manager with over 12 years of experience in civil design and construction. She works on a wide variety of projects and her duties include hydrology and hydraulic analysis, stormwater quality and quantity control, erosion

and sediment control, water systems design, sewer systems design, grading and drainage design and sustainable design. She is proficient in AutoCAD, Hydraflow Storm Sewer, XPSWMM, HEC-RAS, HEC-HMS and several other design software programs. Julia is a registered Civil Engineer, a Qualified Storm Water Pollution Prevention Plan (SWPPP) Developer (QSD/QSP), and a LEED® Accredited Professional currently working on several LEED® projects. Julia has diverse experience managing both small and large projects for public and private clients

SELECTED PROJECT EXPERIENCE

- El Portal Complete Street, San Pablo
- Hotel Trio and Citrine Apartments (Dry Creek) - Healdsburg
- Northgate Walk Project – San Rafael
- Doherty Drive Reconstruction & Multi-use Pathway - Larkspur
- Main Street Alley Drainage Improvements – Tiburon
- Petaluma Quarry Improvement Plans & Final Map – Petaluma
- Water Street North Street Design – Petaluma
- Grady Ranch Precise Development Plan - Marin County,
- Vallejo Fairgrounds Drive Improvement Plans, Vallejo
- UCSF 5th Street Improvements - San Francisco
- UCSF Mission Bay Phase 2 Civil Master Plan – San Francisco

- UCSF 16th Street Temporary Drainage, San Francisco
- St. Helena General Plan - St. Helena
- Stafford Lake Bike Park & Staging Area - Novato
- Deer Creek Village - Petaluma
- 680 Trail Project - Marin County
- Ukiah Valley Medical Center - Ukiah
- Petaluma Junior High School Ball Fields - Petaluma
- El Cerrito Recycling Center - El Cerrito
- BioMarin New Lab Building - Novato
- BioMarin Parking Garage - San Rafael
- Big Rock Ranch - San Rafael
- Cypress Lawn Cemetery - San Bruno
- Buck Institute for Research on Aging - Novato

PROFESSIONAL HIGHLIGHTS

- 12+ years of design experience
- Specialized experience with: Hydrology/hydraulics Green Design

EDUCATION

- B.S. – Civil Engineering, University of Portland, Portland, Oregon

REGISTRATION

- Professional Civil Engineer - California - No 76626
- QSD/QSP Certificate #00352
- LEED® Accredited Professional



JOHN GIBBS, ASLA | LEED AP

Principal Landscape Architect



As Principal of WRT, John will guide the overall direction of WRT's tasks and provide final review of all designs. He shares WRT's deep commitment to environmentally rooted planning and design excellence. His work reflects his belief that open space infrastructure,

whether at the scale of parks, landscaped plazas, or streets, is a crucial and integral part of creating quality urban environments. He is a practice leader in WRT's Parks and Open Space and Community Design practices where he is committed to enhancing community open space - from park system planning to detailed design - and expanding mobility options through complete streets, trails, and district pedestrian networks. Community engagement is fundamental to all facets of his work and his outreach skills are valued by clients who seek outcomes rooted in productive public dialogue.

EDUCATION

- M.L.A. Master of Landscape Architecture, UC Berkeley
- B.A. Landscape Architecture, UC Davis

REGISTRATION

California Landscape Architect #4417

AFFILIATIONS

- American Society of Landscape Architects (ASLA)
- U.S. Green Building Council LEED Accredited Professional

ENGAGEMENT

- Frequent Design Critic to UC Berkeley and Academy of Art University
- "Landscape Urbanism: A New Environmental-ism for Design" Lecture at UC Berkeley
- LARE (CA License) Preparatory Course Instructor
- Teaching Assistant to UC Berkeley Landscape Architecture and Urban Design Professors Committee

RELEVANT PROJECT EXPERIENCE

* Project Award

- Resilient by Design Advisor, San Francisco Bay Area
- Eastshore State Park General Plan and EIR* Oakland, Emeryville, Berkeley, Albany, Richmond
- Albany Beach and Bulb Transition Study, Albany
- Point Molate Vision, Richmond
- Richardson Bay Anchorage Management Community Engagement Facilitation, Marin County
- Oakland Estuary Waterfront Trails, Oakland
- Lake Merritt Park Master Plan and Implementation Projects, Oakland
- Hercules Waterfront Promenade/Bay Trail, Hercules
- Citywide Park Conceptual Design and Prioritization, Oakland
- Glen Canyon Park Improvement Plan, San Francisco
- Mariposa Park at UCSF Mission Bay, San Francisco
- Nevin Park, Richmond
- Hayway Area Recreation and Park District Parks Master Plan, Hayward
- Ellwood-Devereux Coast Open Space and Habitate Management Plan*, Santa Barbara

PROJECT AWARDS

- Mariposa Park (San Francisco), ASLA-NCC Merit Award, 2018
- Adobe Systems Campus Landscape, ASLA-Utah Merit Award, 2015
- Lake Merritt Park: Downtown and Neighborhood Edges, ASLA-NCC Merit Award, 2014
- Richmond Memorial Civic Center, CPFS Preservation Design Award, 2010



LAURA LAFLER

Environmental Planning



Laura is an environmental planner with 40 years of professional experience in environmental and land use planning. Her range of projects includes site feasibility studies, state park general plans, resource management plans, trail master plans, and related environmental documentation.

RELEVANT PROJECT EXPERIENCE

- **Niles Canyon Trail Feasibility Study: Mission Boulevard to Sunol Fremot to Sunol, California** Provided oversight and coordination to assess known biological and cultural resources that could constrain trail planning for a proposed Class I, paved, non-motorized trail through Niles Canyon from Mission Boulevard in Fremont to the Town of Sunol.
- **San Francisco Bay Trail: Lone Tree Point to Rodeo Feasibility Study and Design, Contra Costa County** Prepared environmental constraints analysis for a feasibility study for construction of a 0.5 mile segment of the San Francisco Bay Trail, extending from Hercules to Rodeo. Provided CEQA documentation, prepared an IS/MND, and consulted regarding regulatory permitting.
- **San Francisco Bay Trail: George Miller Regional Trail, Martinez** Provided CEQA/NEPA documentation for a multi-use bicycle/pedestrian trail to connect the City of Martinez Intermodal Transit Center to the Town of Crockett along a section of Carquinez Scenic Drive.
- **Aliso and Wood Canyons Wilderness Park Resource Management Plan, Orange County** Intensive public involvement included a public open house for interested stakeholders, a day-long site visit and a series of public meetings. Ms. Lafler directed preparation of the individual technical sections for the resource inventory including biological and cultural resources, land use, circulation, existing facilities, water quality and hydrology and existing trails. Information from the existing conditions combined with public input helped to identify opportunities and constraints for resource management alternatives, including recommendations to decommission a series of existing trails in order to preserve native habitat and protect wildlife.
- **San Pablo Peninsula Open Space Feasibility, Contra Costa County** Coordinated with the County to determine a "Preferred Alternative" that would develop Point San Pablo for public recreation use, establish a park along the Point Molate shoreline, preserve the western slopes of the Peninsula as protected open space, provide interpretive facilities and establish the Bay Trail along the shoreline. Ms. Lafler facilitated meetings with: the California State Coastal Conservancy, Chevron Texaco, City of Richmond, East Bay Regional Park District, Muir Heritage Land Trust and the Trails for Richmond Action Committee.

EXPERTISE

- Site Assessment and Use Feasibility
- Environmental Planning and Analysis
- Open Space, Resource Management, and Recreation Planning
- Local Planning and Entitlements

EDUCATION

- M.L.A. Landscape Architecture/Environmental Planning, UC Berkeley
- B.A. Geography/Environmental Studies, UCLA

AFFILIATIONS

- American Planning Association
- Land Trust Alliance
- Association of Environmental Professionals



Pavement Engineering Inc.

JOSEPH RIRIE, PE

Pavement Management Systems and Rehabilitation Design

Summary



Joe has 27+ years of wide-ranging experience in engineering and project management and in developing practical, cost-effective and quality pavement solutions for clients throughout California, including 20 specifically focused on pavement design. Joe has worked on pavement projects for dozens public agencies throughout California and specializes in pavement management systems (PMS), pavement rehabilitation design and construction administration.

As PEI's President, Joe is responsible for PEI's reputation as California's premier pavement engineering specialists and has set the standard for delivering quality projects on time, on budget and with unparalleled customer service that builds trust and loyalty.

Joe has enhanced his pavement expertise by serving as a chairman on the Soil and Rock Sub-committee for the American Society for Testing and Materials (ASTM) and was industry co-chair for Caltrans' Pavement Preservation Task Group (PPTG).

Joe's responsibilities include: Responsibility for overall planning and development of PS&E's, overseeing contractor performance and quality control standards, overseeing associate and assistant engineers, as well as engineering technicians and inspectors.

Education

Bachelor of Science in Civil Engineering
California Polytechnic State University - San Luis Obispo, CA

Professional Registration

California Civil Engineering 52735

Professional Experience

1998 - present

President and Sr. Principal Engineer, Pavement Engineering Inc.

Joe was promoted to PEI's president in 2013. In that role, he is responsible for overall planning and project generation for Pavement Engineering Inc. He develops pavement rehabilitation PS&Es, oversees contractor performance and quality control standards, trains and mentors associate and assistant engineers in project management and design, trains inspectors and technicians and manages a diverse client base.

4. RELEVANT EXPERIENCE

MILLER AVENUE COMPLETE STREET PROJECT, MILL VALLEY



Since the 1800's, Miller Avenue has served as the key arterial roadway serving the community of Mill Valley. Commencing in the early 2000's, city leaders began the planning process to transform the corridor into a Complete Street that balanced the multi-modal transportation needs of vehicles, pedestrians, bicycles, and public transit. Members of our team provided the design and assisted with public outreach from the initial planning stage through construction.

To re-grade the roadway to meet cross slope standards, provide a smooth ride for vehicles and bicyclists, as well as meet a 20-year design life while remaining within the City's \$20 million construction budget, the team used full depth reclamation and cold in place recycling to re-surface Miller Avenue.

This award-winning project includes several other unique features, including reverse angle parking, buffered bicycle lanes, rain gardens, pervious pavers, custom public transit shelters, and a pedestrian bridge linking the Sausalito-Mill Valley trail to Miller Avenue.

DATE

Completed 2017

KEY PERSONNEL

Robert Stevens

CONSTRUCTION COST

\$18 million

FUNDING SOURCE

Local, County, State, Federal

REFERENCE

Andrew Poster, PE, TE

City of Mill Valley

415.388.4033

aposter@cityofmillvalley.org



At left, a portion of Miller Avenue before Full Depth Reclamation. At right, the finished product prior to final striping



**2018 OUTSTANDING LOCAL STREETS
AND ROADS PROJECT**

**CTF TRANSPORTATION AWARD FOR LOCAL STREET
PROJECT OF THE YEAR**

4. RELEVANT EXPERIENCE

CASTRO VALLEY BOULEVARD COMPLETE STREET, ALAMEDA COUNTY



DATES

Completed 2014

KEY PERSONNEL

Robert Stevens

FUNDING SOURCE

Local funding

REFERENCE

Jaimie Orfanos

Alameda County

Community Development Agency

510.670.6107

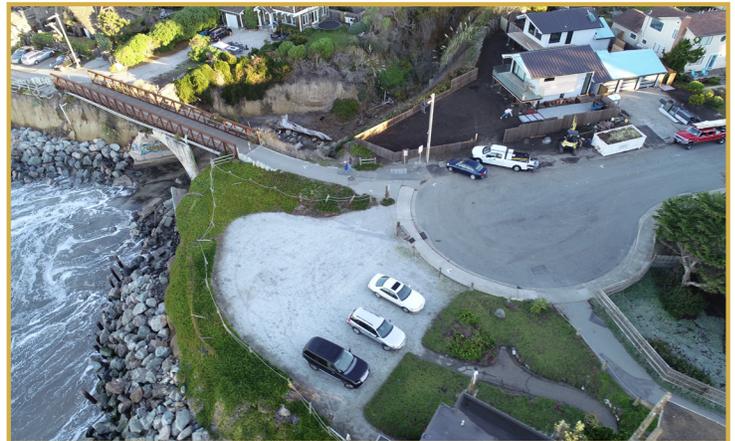
jaimie.orfanos@acgov.org

Serving over 25,000 vehicles per day, Castro Valley Boulevard was not as accessible to pedestrians. This hurt the economic potential of the corridor's retail businesses. Community leaders sought to transform the boulevard into a Complete Street to increase multi-modal accessibility. Members of our team completed planning, design, and supported the project through construction. The project involved narrowing travel lanes, adding medians, widening sidewalks, custom light fixtures, art elements, and gateways into the streetscape. Additionally, the team integrated rain gardens and pervious pavers to capture nearly one million gallons of storm water released into the San Lorenzo Creek watershed.

MIRADA ROAD PEDESTRIAN BRIDGE, HALF MOON BAY

CSW|ST2 is currently collaborating with San Mateo County to study options to replace the Mirada Road pedestrian bridge that spans the Arroyo de en Medio linking the Half Moon Bay Class 1 trail. The study includes evaluating relocation of the bridge to accommodate future sea level rise while providing improved pedestrian and bicycle accommodations along the coastline. The current plan includes replacing the bridge in its current location with a pre-fabricated aluminum structure.

Our team is also working to address bluff erosion that resulted from the February 2017 storms. We have presented several alternatives including rip-rap, soil nail, and secant pile wall, which are currently under review. We will be supporting the County in securing permits and environmental document as well as preparing final construction drawings to construct the improvements by the end of 2019.



DATE

Ongoing

KEY FEATURES

Utility Coordination

Coastal Commission

Permit

REFERENCE

Eric Chen, PE

County of San Mateo

650.599.1472

echen@smcgov.org

4. RELEVANT EXPERIENCE

NEVIN AVENUE COMPLETE AND GREEN STREET, RICHMOND


DATE

Completed 2016

KEY PERSONNEL

Robert Stevens
Marcia Vallier

FUNDING SOURCE

Federal funding

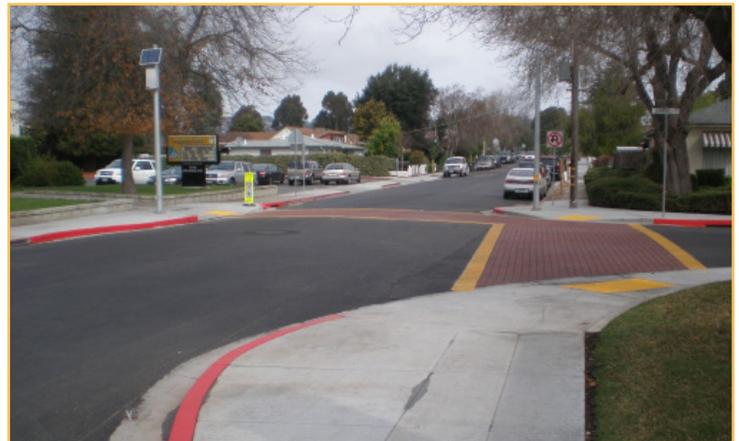
REFERENCE

Michael Williams
City of Richmond
450 Civic Center Plaza
510.215.4606
michael_williams
@ci.richmond.us

West Nevin Avenue linking Richmond's Civic Center with the BART station is a key pedestrian and bicycle corridor. However, damaged pavement and sidewalks, as well as conflicts with vehicles, made biking and walking difficult. Members of our team completed preliminary engineering studies, NEPA/CEQA evaluation, final design, and E76 authorization through Local Assistance to completely reconstruct the corridor with wide sidewalks, new street lighting, and introduction of traffic calming elements to create a bicycle boulevard. A key feature of the project includes the integration of green street features to improve the quality of storm water runoff. Elements integrated into the project included rain gardens as well as pervious pavers and pavement.

GROVE WAY IMPROVEMENTS, HAYWARD

Members of our team provided planning, design, and public utility coordination to improve pedestrian and bicycle facilities along Grove Way in unincorporated Alameda County. This section of Grove Way, within the Cherryland District, featured single-family homes constructed during the post-World War II building boom. The roadway was narrow, had no sidewalks, with numerous private property encroachments into the right of way. Scope of work included topographic and boundary surveys as well as coordinated utility potholing along Grove Way to define the existing conditions. We finalized design of roadway and sidewalk improvements, including detailed grading necessary to conform at over forty private properties along the corridor. This project required extensive coordination with Pacific Gas and Electric and East Bay Municipal Utility District, as the improvements required major changes to electrical, gas, and water infrastructure.


DATE

Completed 2016

KEY PERSONNEL

Robert Stevens

FUNDING SOURCE

Federal funding

REFERENCE

James Chu, PE
Supervising Civil Engineer
Alameda County Public
Works Department
510.670.5566
james@acpwa.org

5. PROJECT UNDERSTANDING AND APPROACH

While Poplar Street serves a community of single-family residences, it is also the gateway to the very popular Poplar Beach. On sunny warm days the shoreline is packed, with hundreds of visitors coming to enjoy the stunning vistas, resulting in vehicle congestion along Poplar Street. The lack of continuous sidewalks and bicycle facilities cause pedestrians, bikers, and vehicles to compete for space. The lack of multimodal features discourages non-motorized access, which exacerbates congestion. Furthermore, Highway 1 acts as a barrier to accessing Poplar Beach from the SamTrans Route 294 stop at Main Street.

Fortunately, the City of Half Moon Bay secured federal funding to develop pedestrian and bicycle improvements along Poplar Street between Railroad to Main Streets. Currently proposed are continuous sidewalks with class II bicycle lanes. Based upon our field walk of the corridor and experience developing similar projects throughout the Bay Area, we have presented the attached exhibit illustrating key constraints that must be addressed, as well as several potential design alternatives.

Our team will integrate the following key concepts into our approach to ensure the design meets the requirements of the grantors and is constructed within the available budget:

REFINING THE DESIGN We believe that Poplar Street would benefit from sidewalks that are wider than 5 feet to allow two people to walk side by side. Additionally, we believe buffered Class II bicycle lanes are important. Thus, we have provided several alternative cross sections, which include an optional class 1 facility. Each has its own benefits and we recognize the cost to construct will be a critical factor in selecting the option. Poplar Street's pavement has a steep cross slope and retrofitting a curb and sidewalk to the existing roadway and matching the differing site conditions will be complex. To address this issue, our team plans to evaluate several alternative pavement rehabilitation methods.

CONFIRMING COST Using the preliminary design, we will update the cost to complete construction. We will rely on bid data recently received and our relationships with general contractors to establish a budget. We will immediately begin developing a series of alternative bid items to establish a base bid that is less than the grant value.

LOCAL ASSISTANCE As the project receives federal funds, we will need to comply with the requirements of the CalTrans Office of Local Assistance. This applies to both the right of way and environmental certification, requiring NEPA/CSQA support we will provide, as well as right of way certification. We recommend developing improvements that avoid temporary or permanent encroachments given the cost and time to acquire. We will immediately review the conditions associated with relocation of the utility poles as pole guys and overhead lines create complexity.

STAKEHOLDERS Completing the modifications to Poplar Street will require outreach to residents due to potential reduction in on-street parking, removal of trees, and elimination of private encroachments into the right of way. We recognize residents are often passionate about their streets and we work diligently to understand their concerns and modify the design if possible. Beyond standard community meetings, we are prepared to meet each operate owner individually to discuss the project as well as use electronic methods to "get the word out." We also offer Spanish language translation services if necessary.



PROJECT UNDERSTANDING AND APPROACH

OVERALL APPROACH TO QUALITY CONTROL

As a professional services firm, we seek to support our client's initiatives with the highest quality of services. To ensure we consistently provide outstanding services, we integrate the following four key management principles to develop Poplar Street.

1. Our team **manages the process** to meet the City's schedule and budget using the following tools:

- **Work Program:** We have developed a detailed work program that identifies the tasks and deliverables necessary to deliver the project. If changes to the work program are necessary, we will discuss with you.
- **Defined Schedule:** We have prepared a schedule coordinated with the work plan, Robert will update the schedule with the completion of each phase and discuss proposed modifications with City Staff.
- **Design Fee:** Our team will develop a fee for our services based on the work plan and schedule. We manage internal and external labor expenses in the Deltek computer application which allows us to track budgets daily, weekly, and monthly.
- **Managing Issues:** We will prepare a formal report weekly to the City regarding schedule and status updates. We will highlight items requiring feedback from project partners.

2. Our team **defines opportunities and constraints** to ensure our designs meet the project's goals while minimizing risk using the following methodology:

- **Documenting Existing Conditions:** Defining existing utilities in the earliest phase of design is critical to planning projects in order to avoid costly changes and reduces conflicts during construction.
- **Field Review and Basis of Design:** Our team will review the site to understand constraints that may affect the design. We will perform a

topographic survey to understand site conditions.

- **Stakeholders:** We will actively work with the City's departments, residents, public utilities, and SamTrans to understand concerns at the earliest stages of the design process.
3. We **develop coordinated design documents** to ensure a smooth bid and construction process using the following tools:
- **Plan Design and Reports:** Our team will develop plans at intermediate submittals appropriate to the task. For each submittal, we will provide an engineer's estimate, specifications, plans, and reports for the City's review.
 - **Coordination:** The communication conduit with the City will be Robert Stevens. This single point of contact eliminates possible misunderstandings and duplication of effort.
4. We **validate our designs** as both constructible and sustainable over the long term using the following methods:
- **Internal QA/QC:** An independent member of our team will complete an internal review of all project documents checking for errors, perform a constructability review, and validate coordination between disciplines.
 - **Probable Construction Cost:** Evaluating the potential construction cost throughout the project's life is essential to create a feasible project. With each submittal, we will prepare an opinion of probable cost to assist in developing a project budget, based on recent bid data. Our firm bids many projects each month, we understand the trends of the Bay Area's construction economy.



PROJECT UNDERSTANDING AND APPROACH

PROPOSED SCOPE OF WORK

The CSW|ST2 team has developed a scope of work to advance the design of the Poplar Complete Street project consistent with our previously successful street improvement projects. The following summarizes our proposed tasks.

TASK 1: PRELIMINARY ENGINEERING

1.1 Project Kick-Off Meeting Our team will meet with City staff to review the project goals and near-term objectives.

1.2 Data Collection and Field Review Our team will collect information and perform a field review to understand basic conditions along Poplar Street including:

A. Data Collection The team will collect and review OBAG 2-TLC Program Grant Obligations, Half Moon Bay Bicycle and Pedestrian Masterplan, and record utility data

B. Site Reconnaissance The team will visit the site to assess community features, condition of asphalt pavement, drainage patterns, health of existing trees and landscaping.

1.3 Technical Studies Our team will complete the following technical studies to support the preliminary design.

A. Traffic and Parking Our team will complete a two-day count of the volume, type, and speed of traffic using Poplar Street. In addition, we will complete a 24-hour count of parking on a Wednesday as well as a Saturday.

B. Hydrology Assessment The team will assess the hydrology of the corridor to determine drainage patterns including sizing of green street features consistent with San Mateo City's Provision C.3.

C. Pavement Assessment Pavement Engineering will perform deflection testing and analysis consistent with California Test Method 356 and the California Highway Design Manual Chapter 630, topic 635. At select intervals, we will core the pavement to determine the existing

thickness. In addition to deflection testing, we will quantify and qualify the engineering properties of the subgrade.

D. Biological Resources LSA will prepare a Biological Resources Evaluation (BRE) that will be consistent with the City's Local Coastal Program. The BRE will identify any special-status plant and/or animal species, special-status natural communities, sensitive habitats, and/or jurisdictional features that may be affected by the project.

E. Tree Survey LSA's certified arborist will conduct a field survey of the trees situated along the proposed corridor. The field survey will: 1) identify each tree to species; 2) determine which trees are subject to the City of Half Moon Bay's tree preservation ordinance, and 3) evaluate the general condition of each tree.

F. Cultural Resources Assessment (Section 106) LSA will conduct the tasks necessary to address the project's CEQA and Section 106 requirements. This will include preparing an APE map and a Section 106 technical report, both prepared for U.S. Army Corps of Engineer's (Corps) review. LSA cultural resource staff will conduct background research at the Northwest Information Center at Sonoma State University, and LSA's in-house library and online sources will be reviewed for archaeological, ethnographic, and historical information relevant to the Area of Potential Effects (APE).

1.4 Existing Conditions Mapping Our team will acquire topographic data along the corridor including the following:

A. Field Survey We will establish control based on NAVD 88 and NAD 83. Our team will collect topography including elevations and surface features using aerial drone methods. For areas under trees, we will use traditional survey methods. We will research City and City records and perform field measurement to establish the

PROJECT UNDERSTANDING AND APPROACH

PROPOSED SCOPE OF WORK

public right of way based upon record information. We will also identify all record survey points and monuments along the corridor.

B. Utility Survey We will plot the locations of underground utilities based on record information. To determine the depth, we will pothole in four locations.

C. Prepare Base Map CSW|ST2 will develop a detailed base map illustrating right of way, topography, and utilities.

1.5 Alternative Developments Our team will develop at least three alternatives to provide sidewalks and bicycle facilities along Poplar Street. For each alternative, we will assess the benefit or liability associated with community character, safety, permitting complexity, vehicle access, parking, and cost. For each alternative, we will provide the following:

- A.** Layout plan illustrating the sidewalk, striping, raingardens, and other features.
- B.** Illustrative rendering of the corridor.
- C.** Cross section depicting existing and proposed conditions at key locaitons.
- D.** Cost to implement
- E.** Memorandum summarizing the alternatives key features as well as potential impacts to parking and environmental resources.

1.6 Initial Outreach "Project Introduction" Our team will conduct a preliminary meeting with stakeholders to review the concepts defined in the preliminary design, which will include:

- A. Community Workshop** Our team will coordinate a community meeting at a public space near Poplar Street to review the project and receive feedback.
- B. Planning Commission/City Council** Based upon the feedback received from the outreach process, we will present the alternatives as well as the preferred alternative to Planning Commission.

Based upon their feedback, we will present the final version to the City Council for final approval.

1.7 35% Documents With approval of the City Council of the preferred alternative, our team will prepare the following documents:

- A.** We will prepare layout, striping, signal, and landscaping plans.
- B.** Cost Analysis in 2020 dollars.

1.8 Public Utilities As the project may require the relocation, upgrade, or repair of existing public utilities, CSW|ST2 will begin working with the various parties to coordinate modification.

1.9 Contract Management CSW|ST2 will be responsible for overall management of our design team including the following:

- A. Project Management** We will manage the design team as well as track progress, schedule, and budget.
- B. Quality Control/Assurance** An independent member of our team will perform an independent quality control review of the team's documents prior to submittal.
- C. Meetings** In addition to the outreach meetings, the team will attend up to two (2) coordination meetings during this phase of work.

Deliverables

- Technical Studies
- Meeting presentations comments summary
- Concept Plans for up to 3 alternatives
- 35% submittal

TASK 2: ENVIRONMENTAL ASSESSMENT AND PERMITTING

2.1 PES and Field Review Our team will prepare a PES consistent with Local Assistance's requirements based upon the preferred project. We will attend the field review meeting to discuss the required technical studies.

2.2 CEQA Categorical Exemption Section

PROJECT UNDERSTANDING AND APPROACH

PROPOSED SCOPE OF WORK

21084 of the Public Resources Code (PRC) provides guidelines for projects that have been determined to not have a significant effect on the environment and are therefore determined to be exempt from the provisions of CEQA. The proposed project would likely fall into the first category (Class I) of categorically exempt projects as described in Section 15301, Existing Facilities. LSA will document the determination for the exempt status in a Notice of Exemption (NOE) accompanied by a supporting memorandum.

2.3 NEPA Categorical Exclusion Our team will coordinate with Local Assistance to provide a Categorical Exclusion as an activity listed in 23 CFR 771.117(c), item 22; projects that would take place entirely within the existing operational right-of-way, including features associated with the physical footprint of the transportation facility.

2.4 Permit Applications for Jurisdictional Waters The project may affect potentially jurisdictional roadside ditches regulated by the Corps and RWQCB. If needed, LSA will prepare permit applications as described below:

A. Wetland Delineation Because potentially jurisdictional roadside ditches appear to be present along proposed trail alignment, LSA will delineate the extent of Clean Water Act jurisdiction (401/404) within the project area and prepare a preliminary jurisdictional determination request.

B. Corps LSA will prepare the necessary information to request Corps authorization for use of a Nationwide Permit (NWP) 14 Linear Transportation Projects and/or NWP 42 Recreational Facilities for the proposed project.

C. RWQCB LSA will prepare an application for a RWQCB 401 water quality certification permit. LSA will calculate the application fee for payment by the City.

D. Wetland Mitigation Plan If needed, a wetland mitigation and monitoring plan for the impacts to the potentially jurisdictional ditches.

Deliverables

- PES and Field Review forms
- NEPA Categorical Exclusion
- CEQA Categorical Exemption
- Permit Applications

TASK 3: FINAL DESIGN

3.1 Project Plans, Specifications, & Estimates

The team will prepare the following documents at the 65% and 95% level of completeness.

3.2 Private Property Plat Maps Our team will prepare plat maps for the frontage improvements along Poplar Street.

3.3 Encroachment Permit Our team will complete an application and coordinate an encroachment permit for improvements at the intersection of Highway 1 and Poplar Street.

3.4 Outreach "Final Design" If needed, our team will conduct an outreach process with our team similar to as described in Task 1.6.

3.5 Local Assistance Coordination Our team will support the City is securing the E76 for construction. This will include providing costs associated with the finance letter and right of way certification.

3.6 Final Plans The team will integrate all comments and prepare a final set for bidding upon receipt of an E76 acquired during Task 3.6.

3.7 Contract Management CSW|ST2 will complete contract management services as defined in Task 1.9. In this task, we anticipate up to four (4) meetings with the City.

Deliverables

- 65%, 95%, and 100% submittal in PDF and paper format
- Private property plat maps
- 100% submittal in PDF, AutoCAD (.dwg) and Word (.doc) formats
- Outreach meeting comments summary

POPLAR STREET CONTINUOUS & POTENTIAL OPTIONS



POTENTIAL WETLANDS



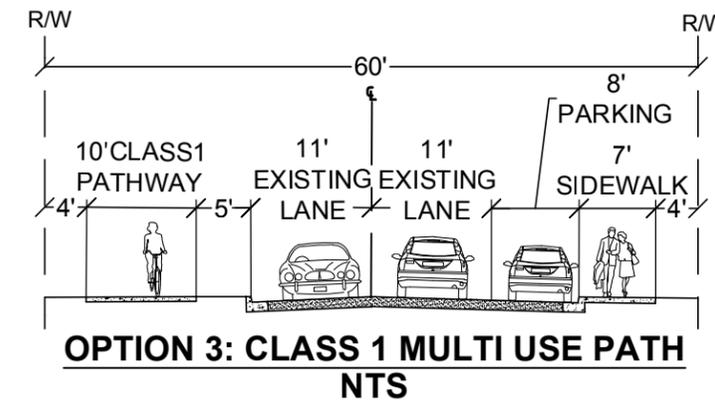
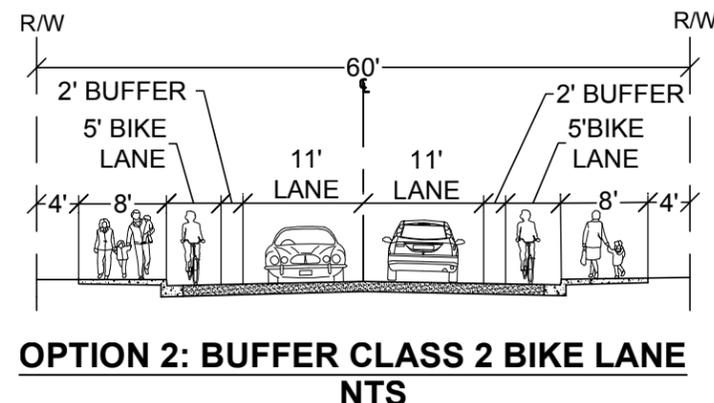
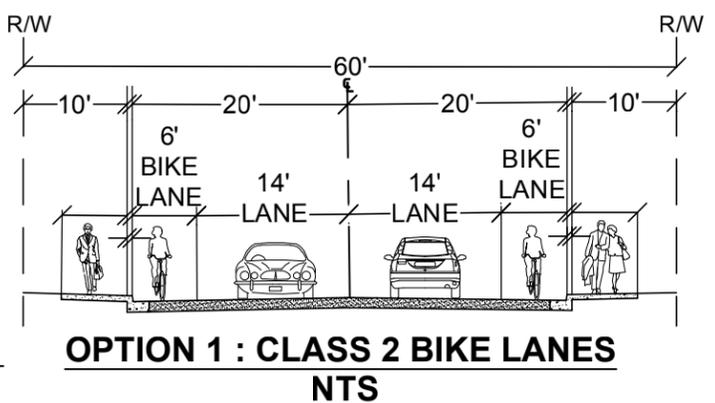
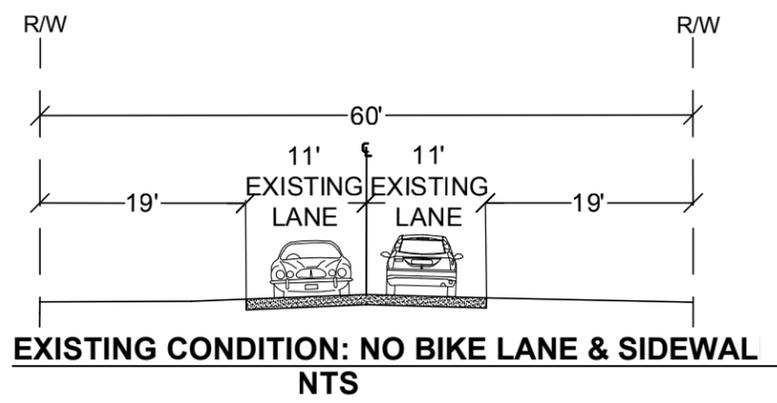
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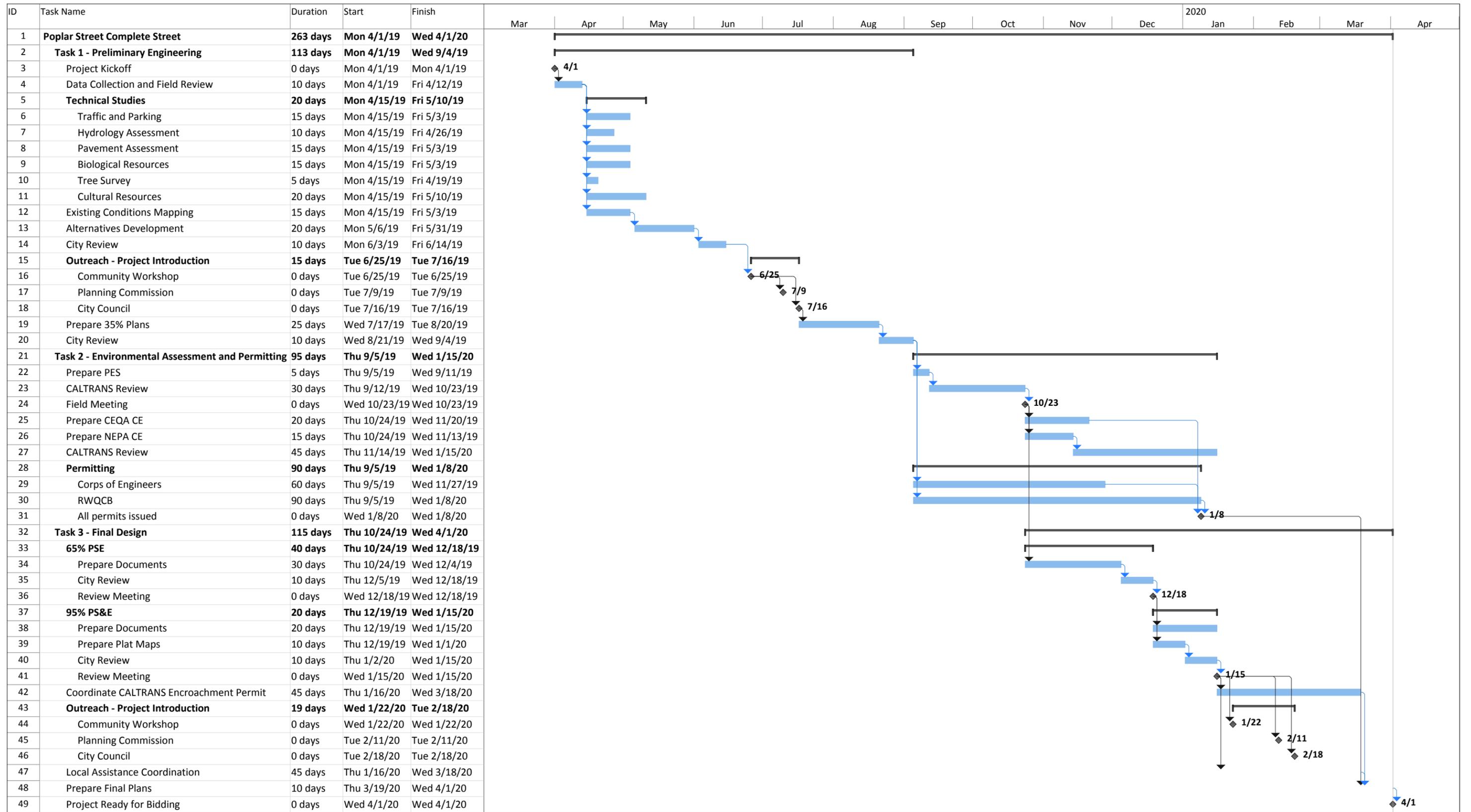


CALTRANS RIGHT OF WAY



SAMTRANS - ROUTE 294





Project: msproj11 Date: Wed 2/27/19	Task	Project Summary	Inactive Milestone	Manual Summary Rollup	Deadline
	Split	External Tasks	Inactive Summary	Manual Summary	Progress
	Milestone	External Milestone	Manual Task	Start-only	Manual Progress
	Summary	Inactive Task	Duration-only	Finish-only	

CSW | ST 2