



Proposal to Provide Professional Engineering Services, Preparation of Plans,
Specifications, and Engineer's Estimates for the

CONNECT COACHELLA CITY PROJECT NO. ST-138

August 13, 2026



webbassociates.com

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Riverside, CA 92506
951.686.1070



**Prepared for:
City of Coachella**



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LETTER OF TRANSMITTAL

August 13, 2026

Andrew Simmons, PE, City Engineer
City of Coachella
53462 Enterprise Way
Coachella, CA 92236



RE: PROPOSAL FOR PROFESSIONAL ENGINEERING SERVICES – CONNECT COACHELLA CITY PROJECT NO. ST-138

Mr. Simmons,

Grapefruit Boulevard and Avenue 54 carry traffic at posted speeds of 50 mph through the heart of Coachella with virtually no continuous walking or biking facilities. Connect Coachella is the opportunity to transform these corridors into a safe, recognizable active-transportation spine, linking CV Link, the Arts and Music Line, schools, transit, parks, Tribal communities, and downtown Coachella into a connected network that serves residents every day.

Enclosed is Albert A. Webb Associates' (WEBB) proposal to deliver final Plans, Specifications, and Engineer's Estimates (PS&E) for City Project No. ST-138. WEBB will inherit the 50% design files, reconcile them against current field conditions, and carry the project through 60%, 100%, final Mylar submittals, bidding support, construction support, and record drawings, all within the City's 18-month schedule from Notice of Award. We offer three core strengths that make us the right partner for this effort:

1. Field-Verified Design, Not Inherited Assumptions

WEBB will reconcile the 50% CAD files, the RFP, any issued addenda, ATP application commitments, current topographic survey, right-of-way records, and utility records into a single City-confirmed basis of design before advancing any plan sheets. Field reconnaissance has already identified conditions that must be resolved during design rather than during construction: 92kV IID transmission lines, an active Kinder Morgan oil line, Williams Communications fiber, and 24-inch culverts near the proposed Grapefruit Boulevard/Avenue 54 signal; power poles measured roughly 13 feet from the edge of pavement on Avenue 54 against the Caltrans Highway Design Manual 20-foot clear recovery zone; and a finding that the 12-foot Class I trail shown between Grapefruit Boulevard and Polk Street is not feasible as drawn, with practical alternatives already developed for City review. Resolving these issues at the design table protects the City's budget, schedule, and ATP-funded delivery commitments.

2. Direct Experience with the Grapefruit Boulevard/Avenue 54 Signal

WEBB designed a nearly identical configuration at Case Road and Ellis Road in the City of Perris, including a new traffic signal, upgraded railroad crossing, pedestrian and bicycle crossing, signal preemption timing, and utility relocations, coordinating with CPUC, SCRRA, the City, and utility owners. Those improvements are in construction and expected to complete by the end of 2026. WEBB also coordinated with UPRR on the Arts and Music Line. No other team brings this level of directly applicable railroad-adjacent signal experience to this specific intersection.

3. Deep Coachella Valley Fluency and a Single In-House Multidisciplinary Team

WEBB has served public agency clients in the region for decades. For CVAG, WEBB delivered the Arts and Music Line: approximately 15 miles of enhanced bikeways across La Quinta, Indio, Coachella, unincorporated Riverside County, and tribal lands, including 9 miles of protected Class I and Class IV facilities and connections to CV Link, with WEBB helping secure \$36 million in ATP grant funds. WEBB also authored the Active Transportation Design Guidelines for Coachella Valley cities and holds working relationships with IID, Coachella Water Authority, and CVAG's CV Sync signal coordination program. Civil, traffic and signal, survey and right-of-way, landscape architecture, lighting, and construction support all sit under one roof, shortening decision cycles and eliminating the coordination gaps that put schedules at risk.

The enclosed proposal includes our technical qualifications, proposed project team, and detailed work plan. The proposed project team includes the following subconsultants:

- Geocon West, Inc., 24711 Redlands Blvd Unit A, Loma Linda, CA 92354, P: 951.304.2300, F: 909.283.7160, Lisa Battiato, CEG, LEED AP, Senior Geologist and Regional Manager, will provide geotechnical services. Geocon is not a DBE.
- STC Traffic, Inc., 5973 Avenida Encinas, Suite 218, Carlsbad, CA 92008, P: 760.602.4290, F: 760.670.3445, Jason Stack, TE, PTOE, President and Founder, will provide railroad crossing, signal preemption, and CPUC coordination services. STC Traffic is not a DBE.
- Visual Concepts Lighting, Inc., 4858 Mercury Street, Suite 210, San Diego, CA 92111, P: 858.278.4503, fax not applicable, Kenny Perez Jr., Senior Project Manager/C.O.O., will provide lighting design and electrical engineering. Visual Concepts Lighting is not a DBE.
- Underground Solutions, Inc., 120 N Andreasen Dr., Escondido, CA 92029, P: 760.294.9449, F: 760.294.9494, Thomas Mueller, V.P. Field Operations, will provide potholing/GPR services. Underground Solutions is not a DBE.

These firms will serve as subconsultants to WEBB. Memoranda from principals of Geocon, Inc., STC Traffic Inc., Visual Concepts Lighting, Inc., and Underground Solutions, Inc., confirming their assigned services are included in the appendix, as required.

WEBB is a California corporation with its corporate office located at 3788 McCray Street, Riverside, CA 92506. The firm's telephone number is 951.686.1070, and its fax number is 951.788.1256. During the proposal evaluation period, the City's primary contact will be Dilesh Sheth, PE, TE, who can be contacted at 951.248.4237 or dilesh.sheth@webbassociates.com.

WEBB acknowledges receipt of Addendum No. 1 received on July 16 and Addendum No. 2 received on July 21. Copies of all issued addenda are included with this proposal. This proposal shall remain valid for 180 days from the submittal date.

By signing below, I certify that I am authorized to bind Albert A. Webb Associates to the terms of this proposal. I further attest that all information submitted in this proposal is true and correct. We look forward to the opportunity to bring the Connect Coachella vision to life for the residents of Coachella.

Sincerely,



Dilesh Sheth, PE, TE
Senior Vice President
dilesh.sheth@webbassociates.com
951.248.4237

A. QUALIFICATIONS, RELATED EXPERIENCE AND REFERENCES OF OFFEROR

WEBB Overview

Albert A. Webb Associates (WEBB) has been a trusted provider of civil engineering services to public sector clients across California since 1945. Our longevity reflects a foundation of financial stability and adaptability through decades of evolving economic landscapes. As a mid-sized consulting firm with offices in Riverside and Murrieta, WEBB is strategically positioned to serve the diverse needs of our clients effectively.

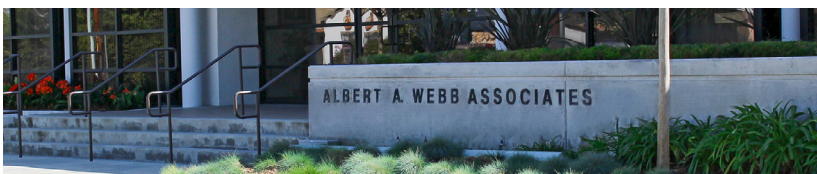
We offer comprehensive in-house professional services, bringing decades of experience to public and private sector clients throughout Inland Southern California. Our team specializes in addressing the unique challenges faced by cities, water and special districts, counties, regional agencies, and industry partners. From project development and planning to design, entitlement, funding assistance, permitting, construction management, and inspection, our services span the entire project lifecycle.

WEBB's enduring legacy, financial strength, and dedicated team of experts make us the preferred partner for public sector entities in California. We are committed to delivering excellence, ensuring the success of every project, and fostering lasting professional partnerships.

WEBB's Financial Condition

WEBB is a financially secure California corporation that demonstrates long-term stability and a strong foundation for growth. Our sound financial management practices ensure we have the resources to execute projects of all sizes and complexities confidently. We maintain healthy liquidity reserves, providing security and the ability to navigate unforeseen challenges without disrupting project timelines or deliverables.

As a privately held company, WEBB is not owned or controlled by any other organization and has no financial interest in other entities. We typically do not provide detailed financial statements. Still, we are willing to offer relevant information upon request to assure our clients of our financial strength and capability to complete the required services successfully.



Engineering and Planning Excellence Since 1945

WEBB offers the following services:



Traffic and Transportation Engineering



Land Survey and Mapping



Landscape Architecture



Water Resources and Stormwater Engineering



Environmental Services



Land Development Engineering



Construction Management and Inspection



Land Development Planning and Entitlement

Learn more by visiting
webbassociates.com/services



Corporate Headquarters:

3788 McCray Street
Riverside, CA 92506
951.686.1070

Legal Form of Company: Corporation



160+

Associates



40+

Licensed Professionals

WEBB's Experience Performing Similar Work

WEBB brings direct relevant experience designing complex transportation, active-transportation, utility, and public-realm improvements throughout the Coachella Valley and Southern California. At the **Case Road and Ellis Road Intersection**, WEBB integrated a new traffic signal, railroad-crossing improvements, roadway widening, pedestrian and bicycle rail crossings, utility relocations, and signal-to-railroad preemption through coordination with CPUC, SCRRA, the City of Perris, property owners, and utility agencies, closely paralleling the challenges at Grapefruit Boulevard and Avenue 54. The **Arts and Music Line** demonstrates WEBB's experience designing Class I, Class II, and Class IV facilities while coordinating school access, CV Link connections, drainage, utilities, right-of-way, environmental requirements, and PS&E across multiple jurisdictions. Through the **Avenue 50 and Avenue 52 Widening Improvements**, WEBB prepared engineered plans that integrated roadway widening, multimodal facilities, drainage, driveways, striping, and extensive utility coordination within active Coachella Valley corridors. The **Madison Street Improvements** provide applicable experience with alignment alternatives, roundabout feasibility, right-of-way coordination, and early investigation of utility rights that helped avoid costly relocations. The **Civic Center Storm Drain and Oasis Street Beautification** demonstrate WEBB's ability to coordinate transportation, drainage, landscaping, pedestrian improvements, and streetscape features as one constructable system. WEBB's ongoing work on the **Rancho Las Flores Park Expansion** also provides current familiarity with City Staff, standards, review expectations, and community priorities. Taken together, these experiences enable WEBB to anticipate field conflicts, coordinate effectively with agencies and utility providers, and prepare complete plans that reduce construction uncertainty.

Experience with Government Agencies and Private Entities

WEBB has an established working relationship with the full range of public agencies and private entities that typically hold jurisdiction over projects of this type in the Coachella Valley, and we routinely navigate their approval, permitting, and funding requirements.

Local and regional agency experience includes:

- City of Coachella — currently delivering the Rancho Las Flores Park Expansion and Urban Greening projects
- Coachella Valley Association of Governments (CVAG) — the Arts and Music Line and La Quinta Evacuation Channel
- Coachella Valley Water District (CVWD) — an extensive portfolio of water, sewer, stormwater, and drainage projects (e.g., the Eastern Coachella Valley Stormwater Master Plan and EIR and North Indio Channel)
- Neighboring Cities — Indio, Palm Springs, Rancho Mirage, Cathedral City, and others, on street, drainage, traffic-signal, and pedestrian/bicycle safety improvements

This work has required close coordination with Caltrans (state highway and encroachment approvals), state and regional transportation and funding bodies such as Riverside County Transportation Commission (RCTC) and CVAG, and utility purveyors, including CVWD and dry utilities, for utility coordination and relocation. Our environmental team regularly leads projects through the CEQA process, preparing EIRs, Mitigated Negative Declarations, and supporting documentation, and coordinating with resource and regulatory agencies as needed.

Our specialized competence spans the disciplines directly relevant to this RFP: civil and roadway design engineering, active transportation and complete-streets design, traffic engineering and traffic studies, drainage and storm drain design, water quality management planning, land survey and mapping, landscape architecture, and construction management. We also have specific experience preparing and delivering grant-funded improvements (e.g., Highway Safety Improvement Program and Measure J projects), positioning us to help the City meet the documentation and compliance requirements associated with external funding.

Past Joint Work

SUBCONSULTANT	PROJECTS	SUBCONSULTANT'S RESPONSIBILITY	WEBB'S RESPONSIBILITY
Geocon West, Inc.	Avenue 50 Widening Street Improvements, City of Indio HSIP Cycle 12 Improvements, City of Lake Elsinore CVWD Parking Lot Rehab, City of Palm Desert Walnut Street Rehab, City of Carson	Soil boring and pavement coring Soil and pavement analysis Pavement recommendations Soil strength and slope recommendations Inspection during construction	Civil design Traffic signing and striping design Traffic signal design
STC Traffic, Inc.	PLC North Offsite Improvements, City of Perris Speedway Commerce Center, San Bernardino County Palm Canyon/Indian Canyon Improvements, City of Palm Springs	Railroad crossing interconnect design Railroad crossing preemption design Coordination with SCRRA and CPUC Traffic signal turn-on support Fiber optic interconnect design Traffic signal coordination design and implementation	Civil design Traffic signing and striping design Traffic signal design
Visual Concepts Lighting, Inc.	Avenue 50 Widening Street Improvements, City of Indio Washington Street Connector, City of La Quinta East Palm Canyon Safety Improvements, City of Palm Springs	Lighting analysis Street light design Electrical design Sidewalk-level lighting design	Civil design Traffic signing and striping design Traffic signal design Landscape design
Underground Solutions, Inc.	Palm Canyon/Indian Canyon Improvements, City of Palm Springs Landau/McCallum Signal Improvements, City of Cathedral City	Utility potholing Potholing report	Civil design Traffic signing and striping design Traffic signal design

References



ARTS AND MUSIC LINE

Coachella Valley Association of Governments

WEBB is currently collaborating with CVAG on the Arts and Music Line Project, a project aimed at delivering approximately 15 miles of enhanced bikeways across La Quinta, Indio, Coachella, a portion of unincorporated Riverside County, and tribal lands. This endeavor encompasses creating nine miles of protected Class I and Class IV bicycle facilities, effectively separating bicycles and golf carts from motor vehicle traffic. It incorporates over six miles of traditional Class II bike lanes and Class III shared bikeways. A key aspect of the project is establishing bikeway connections to 11 disadvantaged schools, along with connecting to CV Link via the La Quinta Evacuation Channel from Avenue 48 to the Whitewater Channel, located north of Highway 111 and east of Jefferson Street. WEBB played a crucial role in securing \$36 million in ATP Grant funds for CVAG. Our team was responsible for preparing preliminary designs, environmental documentation for CEQA, and the development of the PS&E package at 65% and 90–100% plan stages on schedule. WEBB worked on NEPA compliance, and has been doing utility coordination, drainage studies, right-of-way management, and final design. WEBB's innovative proposal introduces cutting-edge elements, such as bicycle signals with comprehensive protection for bicycle movements, raised or recessed bike/pedestrian crossings, bicycle signal indicators to notify cyclists of traffic signal status, as well as artistic lighting and colored concrete. It also features bridge undercrossing bike paths and connections to CV Link and the Coachella Festival grounds. This project is set to be a remarkable effort, not only within the local community, but also on a state and national scale. CVAG challenged our design team to make the project appealing, creative, and innovative to attract riders. Our response to this challenge involved incorporating visually pleasing elements like patterned pavement coatings, programmable lighting, and sound features throughout the project corridor. Throughout the process, WEBB remains committed to the project schedule and accommodates any additional project requirements and needs. Furthermore, WEBB has developed the Active Transportation Design Guidelines for the Coachella Valley Cities, ensuring a consistent approach to design and facility standards across various jurisdictions.

Project Highlights

Reference:

Randy Bowman
Assistant Director of
Transportation
73710 Fred Waring Drive, Suite
200, Palm Desert, CA 92260
rbowman@cvag.org
760.346.1127 Ext. 125

Duration:

2020 - 2025

Project Team:

Dilesh Sheth, PE, TE
Nicholas Lowe, PE, TE
Myung Choo, PE, TE
Joy Schwiebert, EIT
Jessie Corea, PLA
Eric Lewis, PE, TE
Stephanie Standerfer
Eliza Laws
Sara Sadeghi, PTP, MSCRP
Joseph Caldwell, PE, QSD, QSP,
CFM
Allison Edgerley, EIT
Jason Ardery, PE, TE, LLS,
CPESC, QSD, QSP
Michael Johnson, LLS
Jon Ros, LLS
Carlos Silva, LLS
Jordan Moretti
Andres Lopez
Riley Skvarca



CIVIC CENTER STORM DRAIN PROJECT AND OASIS STREET BEAUTIFICATION PROJECT

City of Indio

WEBB supported the City of Indio with the Civic Center Storm Drain and Oasis Street Beautification Project, a downtown infrastructure improvement that combined drainage, complete streets, bicycle and pedestrian mobility, ADA accessibility, and streetscape beautification into one coordinated public works investment. The project addressed long-standing flooding issues in the Civic Center/Downtown area while improving the safety, function, and appearance of key corridors serving residents, businesses, civic facilities, and visitors. The project began as a storm drain solution for a flood-prone area with flat grades, limited conveyance, and recurring ponding during storm events. WEBB prepared storm drain and street improvement plans that incorporated new storm drain pipes, catch basins, laterals, pretreatment systems, underground retention, rain gardens, and drainage swales. These improvements were designed to capture, treat, store, and infiltrate stormwater within a constrained urban setting, improving drainage performance, supporting groundwater recharge, enhancing water quality, and reducing nuisance flooding. As the project advanced, the City used the underground drainage work as the foundation for a broader complete street improvement. Rather than restoring the roadway surface to its previous condition, the project expanded to include improvements along Oasis Street and nearby downtown corridors, including curb extensions, curb ramps, enhanced pedestrian crossings, signing and striping, bicycle improvements, traffic calming features, street lighting, landscape and irrigation, rain gardens, and urban greening. These complete street elements improved multimodal access and created a safer, more comfortable corridor for pedestrians, bicyclists, motorists, transit users, and people accessing downtown businesses and civic destinations. Curb extensions and pedestrian enhancements shortened crossing distances and helped calm traffic, while bicycle improvements and updated striping supported safer circulation through the downtown area. ADA upgrades improved accessibility at intersections and along pedestrian routes, and lighting, trees, landscaping, and hardscape enhancements strengthened visibility, comfort, and corridor identity. The Civic Center Storm Drain and Oasis Street Beautification Project demonstrates how drainage and complete street improvements can be delivered together to create lasting public benefit. By pairing stormwater infrastructure with bicycle, pedestrian, accessibility, and beautification improvements, the project transformed a recurring flooding and maintenance challenge into a safer, more functional, and more attractive downtown corridor.



Project Highlights

Reference:

Donn Uyeno, PE
Principal Civil Engineer
100 Civic Center Mall, Indio,
California 92201
duyeno@indio.org
760.391.4028

Duration:

2022 - 2025

Project Team:

Dilesh, Sheth, PE, TE
Nicholas Lowe, PE, TE
Son Le
Nicole Volpe, PLA, ASLA
Daniel Gonzalez, PLA
Joe Axtell
Jessie Corea, PLA
Guillermo Gonzalez, PLA, ASIC



PLC NORTH – OFFSITE INFRASTRUCTURE IMPROVEMENTS

IDI Logistics

Coordinating complex infrastructure improvements along one of Perris's most active industrial corridors required extensive planning, permitting, and agency collaboration. The PLC North project transformed approximately four miles of roadway and drainage facilities, including a new bridge, three railroad crossings, interchange upgrades, six traffic signals, and multimodal enhancements that support growing logistics activity in the region.

WEBB led the planning, design, environmental documentation, and construction management efforts to help the client meet a critical occupancy deadline. By anticipating challenges related to right-of-way acquisition, environmental clearances, and coordination with Caltrans, Metrolink, and the California Public Utilities Commission, WEBB successfully delivered the required improvements ahead of schedule. The team addressed evolving design constraints stemming from concurrent rail projects, bridge constructability issues, and funding adjustments while maintaining compliance with federal and state requirements. The final project items are expected to complete construction by the end of 2026.

The resulting infrastructure provides safer and more efficient travel for trucks, commuters, and pedestrians, improves drainage performance, and enhances connectivity to regional transportation networks. Through close coordination with the City of Perris and multiple reviewing agencies, WEBB helped advance a transformative project that supports both economic development and long-term mobility within the community.



Project Highlights

Reference:

John Pourkazemi
City Engineer
1015 S G. St, Perris, CA 92570
jpourkazemi@cityofperris.org
951.943.6100 Ext. 116

Duration:

2019 - 2025

Project Team:

Dilesh Sheth, PE, TE
Nicholas Lowe, PE, TE
Son Le
Eliza Laws
Andrew Vollrath, EIT
Ryan Daniel, PE
STC Traffic



CITY OF INDIO **AVENUE 50 WIDENING AND AVENUE 52 STREET IMPROVEMENTS**

DURATION

2019 - Ongoing

Avenue 50 is a vital east–west corridor in the Coachella Valley, and increasing traffic demands created an urgent need for safer access, added capacity, and reliable multimodal connections within the City of Indio and its neighboring communities. WEBB delivered roadway and active transportation improvements that widened approximately 2 miles of Avenue 50 from two to four lanes while adding multi-use paths, sidewalks, decomposed granite trails, underground drainage basins, driveway adjustments, and updated striping. These enhancements support long-term mobility in Indio and improve everyday travel for residents and visitors.

The project required extensive coordination with the City of Indio, adjacent agencies, and multiple utility providers to relocate and underground existing overhead infrastructure, including more than 40 wood power poles. This effort reduced future utility conflicts and improved corridor reliability. With the project located next to the Coachella Festival fairgrounds, the upgraded roadway will ease congestion during major events and strengthen regional access year-round. The resulting design enhances safety, expands multimodal options, and supports the City of Indio's vision for a modern and resilient transportation network.

CLIENT CONTACT

Tim Wassil, PE, PMP, CCM
Public Works Director
twassil@indio.org
760.391.4018



CITY OF PERRIS **PERRIS VALLEY STORM DRAIN TRAIL, PHASE 2**

DURATION

2021 - 2023

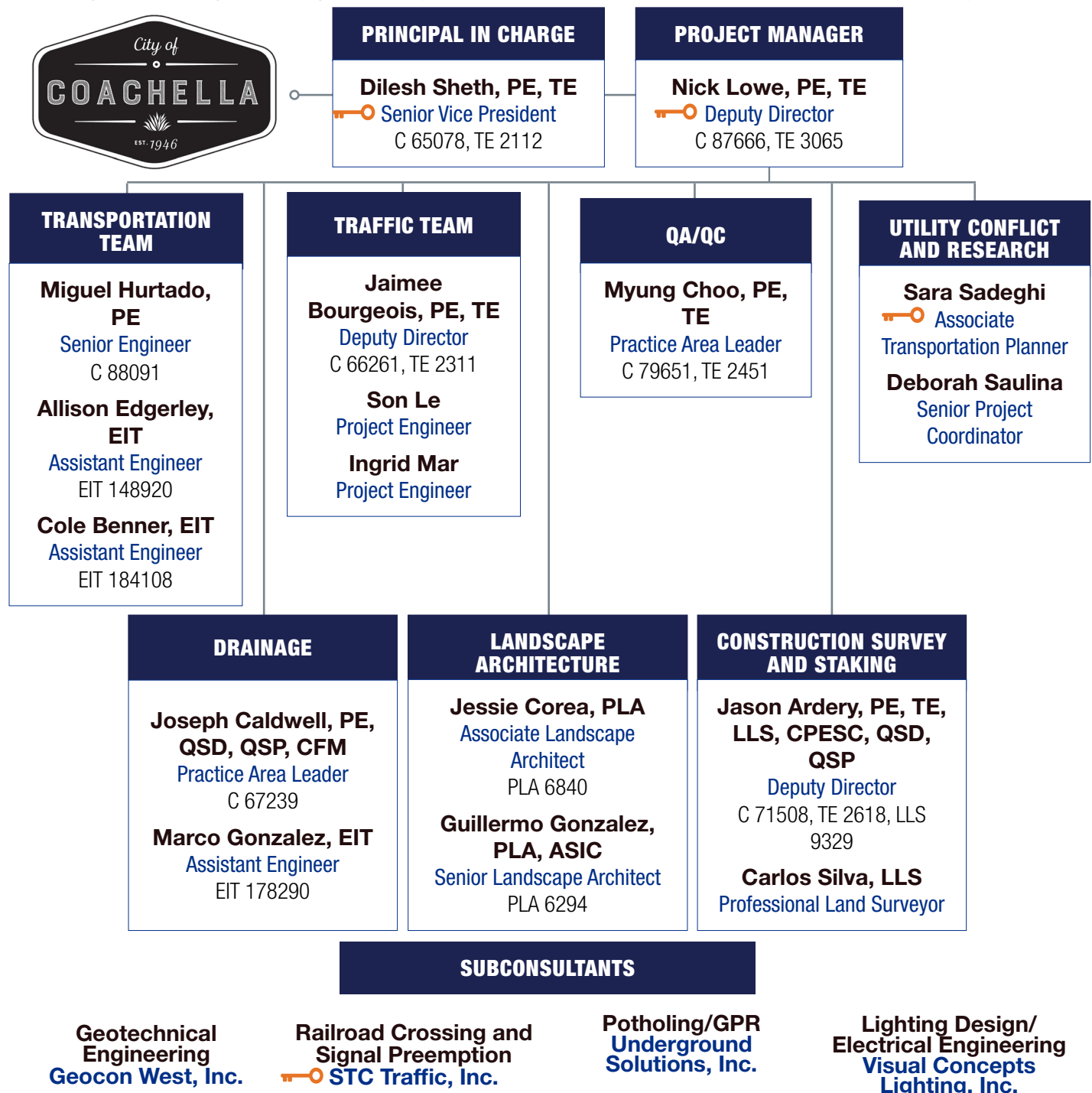
The Perris Valley Storm Drain Channel Trail, Phase 2, advances regional connectivity while addressing complex engineering and environmental challenges. The project, divided into two segments, extends from Nuevo Road to the Caltrans I-215 property line and continues across the San Jacinto River to the Metrolink station. In 2023, WEBB prepared final plans, specifications, and estimates for Segment 2, providing solutions that balanced functional trail design with ecological protection. A key challenge involved addressing concerns from the Regional Conservation Authority and wildlife agencies regarding a proposed truss bridge's impact on wildlife movement. WEBB evaluated three alternative designs and selected the Arizona Crossing as the preferred solution, integrating engineering functionality with environmental sensitivity. WEBB revised the trail alignment to accommodate the Arizona Crossing, conducted detailed field surveys along critical sections, and completed a hydrology study to assess pre- and post-project conditions. The team facilitated inter-agency coordination, securing preliminary approvals from Flood Control, Caltrans, RCA, and wildlife agencies, and obtained a new Caltrans Encroachment Permit. Through innovative design strategies and careful project management, WEBB successfully advanced the PVSD Channel Trail, creating a safe, multi-modal route that strengthens regional connectivity while respecting environmental constraints.

CLIENT CONTACT

Jessica Galloway
Project Manager
jgalloway@cityofperris.org
951.956.2120 Ext 241

B. PROPOSED STAFFING AND PROJECT ORGANIZATION

We have assembled a project team of highly experienced engineering and technical personnel with extensive experience with active transportation and bikeway infrastructure projects. Our Principal in Charge, Dilesh Sheth, PE, TE, and Project Manager, Nick Lowe, PE, TE, have worked on multiple Class I bike path and Class II bike lane PS&E projects together and are committed to providing the hands-on leadership the City needs for this project. We assure you that our key personnel will be available as proposed throughout the project's duration. We understand and acknowledge the importance of continuity and commit to not removing or replacing any designated 'key' personnel without prior written approval from the City.



Key Personnel Availability and Commitment

KEY PERSONNEL	CURRENT ASSIGNMENTS	AVAILABILITY
Dilesh Sheth, PE, TE	Arts and Music Line, Coachella Valley Association of Governments - 20% CV Link Community Connectors, Coachella Valley Association of Governments - 10% Avenue 50 Between Jefferson and Madison, City of Indio - 5% Prologis Moorpark Battery Storage Site Planning, City of Moorpark - 5% PLC North Offsite Infrastructure Improvements, IDI Logistics - 5% Perris Valley Storm Drain Trail, Phase 2, City of Perris - 5% Jackson Avenue 50, City of Indio - 10% Coachella Avenue 50 Improvements, City of Coachella - 10% Traffic and Transportation Department - 15%	15%
Nick Lowe, PE, TE	Coachella Active Transportation and Urban Greening, City of Coachella - 15% Avenue 50 and 52 Widening, City of Indio - 20% Indio Boulevard Pedestrian and Bicycle Improvements, City of Indio - 10% HSIP Cycle 12 Railroad Canyon Road Safety Improvements, City of Lake Elsinore - 10% Cactus/San Bernardino Improvements, City of Rialto - 10%	35%
Sara Sadeghi	Arts and Music Line, Coachella Valley Association of Governments - 40% Indio Boulevard Pedestrian and Bicycle Improvements, City of Indio - 10% Washington Street Connector to Arts and Music Line Project, City of La Quinta - 10% HSIP Cycle 12 Railroad Canyon Road Safety Improvements, City of Lake Elsinore - 10%	30%
Jason Stack, TE, PTOE (STC Traffic)	8th Street Bike and Pedestrian Rail Crossing Improvements, National City - 20% Southeast Gateway Line, Metro - 10%	70%
Christian Lambarth, PE, TE, PTOE (STC Traffic)	Southeast Gateway Line, Metro - 15% North Hollywood to Pasadena BRT Project, Metro - 20%	65%
Adam Lemberg, IMSA III (STC Traffic)	Case Road Improvements Project, City of Perris - 10% America Plaza Pedestrian Enhancements, MTS - 10%	80%

Subconsultants

Geocon West, Inc.

Geotechnical Engineering

24711 Redlands Blvd Unit A, Loma Linda, CA 92354

Geocon has provided geologic services in California for over 48 years, including seismic hazard analyses, subsurface fault, landslide, liquefaction, geotechnical investigations and assessments, geologic mapping, and geotechnical evaluation of levee stability. Geocon has determined methods and designs necessary for slope stabilization, seepage, mitigation of collapsible soils, induced soil settlement, expansive soils, subsurface dewatering, and drainage. WEBB has worked with Geocon for over 30 years.



STC Traffic, Inc.

Railroad Crossing, Signal Preemption, and CPUC Coordination

5973 Avenida Encinas, Suite 218, Carlsbad, CA 92008

STC Traffic was founded in 2007 to provide specialized traffic engineering and Intelligent Transportation Systems expertise throughout Southern California. Since then, the firm has become a trusted municipal partner, delivering practical solutions to complex transportation challenges. STC operates as an extension of City staff, providing traffic engineering, transportation planning, and ITS expertise. STC's multidisciplinary team includes licensed traffic and civil engineers, certified planners, IMSA-certified signal technicians, ITS and network engineers, and former public works inspectors, supporting a full-service approach from design through implementation. STC remains focused on emerging technology and data-driven solutions that improve mobility, enhance safety, and strengthen communities.



Underground Solutions, Inc.

Potholing/GPR

120 N Andreasen Dr., Escondido, CA 92029

USI is a Southern California underground utility locating company established by experienced utility contracting professionals. Its operators provide safe, accurate utility locating using high-velocity air-driven excavation technology that creates precise access holes without damaging existing utilities.



Visual Concepts Lighting, Inc.

Lighting Design and Electrical Engineering

4858 Mercury Street #210, San Diego, CA 92111

Visual Concepts Lighting, Inc. is a full-service electrical engineering firm specializing in sustainable outdoor lighting design. Its experience spans streetscapes, residential landscapes, and municipal facilities. The firm guides clients from lighting concepts through construction-ready plans. With more than 30 years of electrical field experience and 45 years of design experience, Visual Concepts Lighting develops practical electrical and lighting systems that reflect client goals while helping reduce costly change orders during construction.



C. WORK PLAN

Project Understanding

Connect Coachella is the City's priority investment for transforming a high-speed, incomplete corridor into a safe and recognizable active-transportation spine. The project will extend the existing downtown multimodal path along Grapefruit Boulevard, connect to CV Link at Avenues 48 and 54 and the Arts and Music Line, and improve access to schools, transit, employment, parks, public services, Tribal communities, and surrounding neighborhoods.

The ATP application establishes significant commitments, including approximately 3.6 miles of Class I multimodal path, 5.2 lane miles of Class II bicycle lanes, 1.4 miles of sidewalk, 14 enhanced crosswalks, 30 curb ramps, and approximately 64,000 square feet of landscaping. Lighting, shade, trailheads, seating, drinking fountains, wayfinding, bicycle amenities, public art, and other placemaking features are also expected to function as part of one connected and accessible system.

The project must address challenging existing conditions. Grapefruit Boulevard and Avenue 54 are posted at 50 mph and currently lack continuous, comfortable facilities for walking and bicycling. The corridor also includes drainage constraints, railroad interfaces, major utilities, limited right-of-way, high-voltage IID facilities, traffic signals, and active roadway operations. These conditions affect the trail alignment, Avenue 54 cross sections, the Grapefruit Boulevard/Avenue 54 signal and railroad crossing, the Tyler Street roundabout, the Park Lane reconfiguration, and connections to other regional facilities.

Although the project has advanced to approximately 50 percent design, completing it will require more than continuing the existing plans. The inherited design must be verified against the latest field conditions, survey and right-of-way information, ATP commitments, utility records, agency requirements, and the City's operational and maintenance needs. Decisions affecting utilities, property rights, drainage, roadway geometry, railroad facilities, and constructability must be resolved early so they do not become costly changes during final design or construction.

WEBB will establish a single, City-confirmed basis of design by reconciling the latest CAD files, RFP, and addenda, ATP application, current survey, right-of-way information, utility records, agency correspondence, and documented field observations. This process will identify missing improvements, utility conflicts, property impacts, infeasible cross sections, and unresolved design decisions before they affect the 60 percent plans, quantities, cost estimate, or schedule.

Project Approach

WEBB's approach is based on a straightforward principle: the best way to minimize construction problems is to identify and resolve them while the project is still being designed. Our engineered plans will be developed from verified field conditions, not solely from record drawings, utility maps, or inherited design files. The work will begin with a disciplined validation of the existing design, followed by early resolution of utility, right-of-way, drainage, railroad, accessibility, and constructability issues.

Field-verified design: WEBB's discipline leads will review the corridor in the field with the current plans, survey, utility information, and known project constraints. We will compare what is shown in the design files with observable conditions such as pavement edges, drainage paths, driveways, structures, utility poles, cabinets, valves, railroad equipment, landscaping, guardrail, access points, and adjacent development. Field findings will be documented through photographs and an issue log and incorporated into the project base files. This designer-led review allows potential conflicts to be addressed before plan details, quantities, and construction costs are finalized.



Field verification is essential

Early utility investigation and conflict resolution: WEBB will request updated utility information, prepare a composite utility base map, and maintain

a utility conflict matrix identifying the owner, facility, potential conflict, verification needed, responsible party, and required resolution date. High-risk conflicts, particularly near signal foundations, railroad equipment, drainage improvements, IID poles, and constrained cross sections, will be verified through targeted potholing before the affected design is finalized. Our established working relationships with local utility providers help us identify the appropriate contacts, prepare complete requests, clarify requirements, and reduce avoidable processing delays. Utility coordination will begin early enough to incorporate relocations, protection measures, service requirements, and owner comments into the PS&E rather than leaving them for the contractor to resolve.



Kinder Morgan Petroleum Pipeline

Early railroad coordination: Coordination with CPUC, Union Pacific Railroad, Amtrak, and other affected agencies will be treated as a critical-path activity. WEBB will initiate coordination at the beginning of design, establish agency contacts and review procedures, and request an early diagnostic meeting to confirm requirements for the crossing improvements. The roadway signal, railroad warning system, signal interconnection and preemption, pedestrian and bicycle gates, utilities, drainage, right-of-way, and construction sequencing will be developed concurrently. WEBB will prepare progressive design submittals and maintain a railroad coordination log documenting comments, responsibilities, decisions, and outstanding actions. Our approach is informed by the Arts and Music Line, where WEBB successfully coordinated with UPRR regarding improvements along the railroad corridor, and the Case Road and Ellis Road Railroad Crossing, where WEBB coordinated with CPUC and the railroad owner/operator on crossing upgrades, signal preemption, pedestrian and bicycle accommodations, and utility conflicts. This experience helps WEBB anticipate

railroad requirements, prepare complete submittals, and reduce avoidable review cycles and schedule delays.



UPRR Railroad Crossing

Right-of-way and easement verification: WEBB will compare the proposed improvements with current survey, parcel, right-of-way, and easement information at the beginning of design. Potential needs for permanent right-of-way, utility easements, temporary construction easements, maintenance access, or railroad permissions will be identified and mapped before the 60 percent design is completed. Where feasible, the design will be refined to reduce property impacts. When additional rights are unavoidable, the City will receive early exhibits and supporting information so acquisition and coordination can proceed without delaying final design or construction.

Integrated constructability reviews: Civil, traffic, signal, railroad, drainage, utility, landscape, electrical, accessibility, and right-of-way elements will be reviewed together. WEBB will check whether the improvements can be built in the sequence shown, whether access can be maintained, whether utility relocations precede construction, and whether proposed grading and drainage work with actual site conditions. Particular attention will be given to signal-foundation conflicts, railroad interfaces, trail drainage, fixed-object clearances, guardrail, driveway transitions, irrigation, lighting, ADA improvements, traffic control, and contractor access.

Coordinated, construction-ready PS&E: At each milestone, WEBB will reconcile the plans, specifications, quantities, bid items, measurement and payment provisions, and the engineer's estimate. Formal interdisciplinary and constructability reviews will be conducted before the 60 percent, 100 percent, and final submittals, with comments documented through closure. This process is intended to reduce bid ambiguity, field redesign, utility conflicts, requests for information, change orders, and schedule disruptions during construction.

Key Issues

1. Trail Alignment and Design

There are minimal to no existing pedestrian or bicycle facilities in the Project area, and the Project's foremost goal is to provide a safe and functional facility for those vulnerable users. Proper placement and design of the proposed Class I trail is imperative to the long-term success of the Project. Grapefruit Boulevard is classified as a Major Arterial with Bike Facilities in the City's 2035 General Plan. While the proposed Class I trail is not incorporated into that roadway classification, adequate cross-sectional width should be provided to ensure Grapefruit Boulevard can be eventually widened to its ultimate 6-lane configuration. The Class I trail should also be designed to seamlessly integrate with future widening plans, including trail elevation and slope. However, there are challenges with simply placing the Class I trail at the proposed ultimate location. Existing topography and drainage patterns may have the trail placed in a low-lying area where it could be difficult to maintain due to erosion and soil transport. Proposed ultimate trail elevations may require steepened slopes and a potential need for erosion control measures. Sheet flows may also gradually erode the soil adjacent to the Class I trail and cause undermining and damage to the trail. For this Project, the Class I trail should be placed at the ultimate location only if there are no significant issues with low-lying areas or grading. Where necessary, the trail should be designed with erosion control measures in mind to prevent undermining and reduce maintenance. WEBB has the in-house expertise to collect field topography, analyze drainage patterns, identify ultimate alignments, and design a safe and sustainable trail.



Existing swale and utilities in trail alignment

2. Grapefruit Boulevard/Avenue 54 Traffic Signal and Railroad Crossing

The intersection of Grapefruit Boulevard and Avenue 54 will be the most complex design task of this Project. The intersection is to be outfitted with a new six- or eight-phase traffic signal that includes channelized right-turn lanes for the Grapefruit Boulevard approaches. The existing Union Pacific railroad tracks lie approximately 190' to the east of the intersection and have frequent freight and passenger rail traffic. This close proximity requires close coordination with the California Public Utilities Commission (CPUC), Union Pacific, and Amtrak. CPUC handles railroad crossing construction and maintenance throughout the state, while Union Pacific is the track and right-of-way owner. Amtrak's Sunset Limited rail service line also operates on the tracks. Coordination with these stakeholders will need to occur early and often to keep all parties notified of Project status, plan submittals, and design conflicts.

The traffic signal will need to be designed concurrently with railroad crossing improvements. It is expected that the CPUC will require the existing railroad crossing equipment to be upgraded to the latest standards with the Project. The traffic signal will need to be interconnected with the railroad crossing cabinet and be programmed to meet the latest Federal Railroad Administration (FRA) and CPUC requirements for crossing safety and operations.

A field review conducted in July 2026 identified several existing overhead and underground utilities in the vicinity of the proposed traffic signal and existing railroad crossing. These utilities include overhead 92kV Imperial Irrigation District (IID) transmission lines, IID distribution lines, 24-inch culverts, an active Kinder Morgan oil line, a Williams Communications fiber-optic line, a high pressure gas line, sewer, water, and telecom. The significant number of traffic signal poles and railroad crossing appurtenances required for the Project improvements will require thorough utility research and utility potholing during design. While some utilities may be relocated, it is preferable to identify clear, acceptable locations for pole foundations.



Utilities near UPRR crossing

Fortunately, WEBB has completed the design of a nearly identical intersection at the intersection of Case Road and Ellis Road in the City of Perris. The intersection work included a new traffic signal, an upgraded railroad crossing, roadway widening improvements, pedestrian and bicycle railroad crossings, and utility relocations. The intersection has a similar skew and geometry, including a nearby railroad crossing. Work on this intersection included coordination with CPUC, Southern California Regional Rail Authority (SCRRA), the City of Perris, nearby property owners, and utility agencies. The signal also includes direct coordination with the adjacent railroad crossing controller and the preparation of railroad preemption timing calculations. The improvements in Perris are under construction and are expected to be completed by the end of 2026. WEBB's direct experience with this type of intersection improvement will greatly benefit the Project's timeline, budget, and impact. Please see Appendix D for a comparison between the two projects.

3. Utility Conflicts along Avenue 54

Avenue 54 between Frederick Street and Harrison Street is proposed to be widened to accommodate new Class II buffered bike lanes. However, the nearby wood power poles and accompanying guardrail installations may conflict with the proposed improvements. The Caltrans Highway Design Manual (HDM) specifies a minimum of 20' of clear recovery zone for conventional highways with posted speeds greater than 35 mph. This means that there should be at least a 20' distance between the edge of the traveled way and the face of a fixed object for safety purposes. Measurements during a recent field review determined that the existing poles are approximately 13' from the edge of the pavement on Avenue 54. The poles are within the clear recovery zone, but are currently shielded by small sections of diagonally-aligned guardrail. The Project's proposed roadway width is 40,' which brings the edge of pavement nearly adjacent to the

power poles and provides only 8' of clear distance between the edge of vehicular travel way and the poles. This leaves no room for any type of guardrail installation, as guardrail generally requires at least 18" from the back of the guardrail post to the face of the fixed object.



Existing power pole and guardrail

WEBB's solution for these utility pole conflicts is to reduce the width of the proposed roadway to make room for a safety-enhancing guardrail at each affected power pole location. It appears that only a few feet of space will be needed. Reducing the travel lanes to 11' instead of 12' and reducing one or both of the bike lane buffers should be adequate. This revision would allow the power poles to be property shielded with guardrail while maintaining buffered bicycle lanes. Other alternatives such as relocating the power poles or widening the south side of Avenue 54 would add significant cost and right-of-way impacts to the Project and are not currently recommended.

The proposed 12' Class I trail on Avenue 54 from Grapefruit Boulevard to Polk Street also appears to have conflicts with the existing wood power poles. In addition, these poles support 92kV transmission lines which can be prohibitively expensive to relocate. A recent field measurement revealed that the existing poles are approximately 9' to 10' from the existing back of curb. The proposed Class I trail is shown to be curb adjacent which brings the trail in direct conflict with the power poles. The HDM has a minimum width of 8' for Class I trails with 10' of width being preferred. The HDM also requires a 2' shoulder and a 2' minimum clearance to obstructions. Furthermore, the minimum separation between the Class I trail and the edge of vehicular travel way is 5'. As currently shown in the RFP, the 12' Class I trail between Grapefruit Boulevard and Polk Street is not feasible.



10' measurement from pole to curb

Potential solutions that do not involve the relocation of the existing power poles would significantly change the proposed cross section of the street. One alternative is to replace the Class I trail in this area with a sidewalk and install Class II bike lanes in the street. This would require the removal of a westbound travel lane. Bicycles traveling westbound could utilize a ramp located near the railroad crossing to access the proposed pedestrian and bicycle railroad crossing gates. This solution would preserve the existing curb and median locations while providing both pedestrian and bicycle facilities. However, vehicular capacity would be reduced.

A second alternative requires the removal and reconstruction of existing curb improvements. Reconstructing the curb approximately 10' to the south would provide enough clearance for the 12' Class I trail and its required shoulders and roadway spacing. Landscaping can be installed between the road and the trail to provide physical separation. Similar to the previously discussed alternative, a westbound vehicle lane would be removed and roadway capacity will be reduced.

Finally, the eastern-most segment of the Avenue 54 improvements proposes a 12' Class I trail adjacent to the westbound travel lane. Fortunately, there is a substantial amount of landscaped area in this segment that can be relocated between the street and the Class I trail. This reconfiguration may also provide improved Class I trail alignment with the ramp from the CV Link mainline. Please see **Appendix E** for potential project layout revisions.

Scope of Work

WEBB provides this scope of work for the City of Coachella in support of the Connect Coachella City Project No. ST-138. Our team brings a depth of experience in civil engineering, active transportation

design, and bikeway infrastructure planning and PS&E development, ensuring a comprehensive and efficient approach tailored to the project's unique requirements.

TASK 1. PROJECT MANAGEMENT

► 1.1 Kickoff and PDT Meetings

We will schedule and attend meetings in the planning phase as follows:

- a. Kick-off Meeting including Subconsultants and Agencies
- b. Monthly Project Development Team (PDT) Meetings

We will schedule, chair, and prepare meeting agendas and minutes for all meetings. The agendas will be submitted to the City for review at least one working day before the meeting. The minutes will be distributed within five working days after the meeting to all attendees, all invited individuals, and the City's Project Manager. The minutes shall include, but not be limited to, a list of attendees, a summary of discussion items, a decision log, any pertinent information, action items, and follow-up to action items.

We will prepare project schedules for the major phases (PS&E, Utility Coordination, and Right-of-Way/Construction Support) utilizing Microsoft Project. The project schedules will be divided into tasks and subtasks in full detail, including, but not limited to, City review timelines, critical path activities, and outside dependencies such as permits, utilities, and third-party agencies.

► 1.2 Project Management and Coordination

We will plan, organize, direct, and monitor project work activities and resources in accordance with the contract scope, schedule, and budget for the Connect Coachella project. This task involves ongoing general project management with the City, subconsultants, and stakeholders, including preparing contract documents, memos, letters, emails, and making phone calls, as well as maintaining project files. This activity commences after receipt of the Notice-to-Proceed, continues through the submittal of key final project deliverables, and concludes upon completion of construction and closeout. For this scope of work, we assume a project duration of 18 months.

☐ Task 1 Deliverables

- ☑ Project Management
- ☑ PDT Meetings (assumption of 18 meetings)
- ☑ Meeting Agendas and Minutes (electronic)
- ☑ Monthly Status Reports (electronic)
- ☑ Project Schedules (three)
- ☑ Monthly Invoices
- ☑ Quality Control Documentation

TASK 2. FIELD TOPOGRAPHIC SURVEY AND BASEMAP

► 2.1 Field Topographic Survey

WEBB's in-house field survey and base mapping team will conduct a thorough survey of the project extents to aid the City in meeting the project's goals.

- Field locate and recover an existing benchmark and establish a survey datum for the project. Vertical datum shall be based on the North American Vertical Datum of 1988 (NAVD88), and Horizontal control will be North American Datum of 1983 (NAD83) State Plane Coordinates, Zone VI, unless otherwise requested.
- Conduct a field topographic survey of project limits to obtain existing ground surface elevations along Grapefruit Boulevard, extending approximately 40 feet beyond the edge of pavement on the east side of the street. In addition, the survey will include Avenue 54, where roadway widening and curb return improvements are proposed, extending approximately 20 feet beyond the edge of pavement on the north side of the street. Survey to include existing curb, gutter flowline, crown line, edge of pavement, ADA ramps, driveways, median, meters, catch basins, utilities boxes/vaults, overhead utility lines (near potential conflicting improvements), walls, fence, landscaped areas, streetlights, and utility poles. Intersections that require curb ramp improvements, roundabout improvements, lane reconfigurations, trail amenities, and median construction will undergo a thorough topographic survey to obtain all features and elevations needed for design.
- Provide a minimum 1" = 40' scale digital topographic survey of the project areas with one-foot contours.
- Process and draft field survey data and prepare electronic CAD files for the existing ground features (FT) file, Civil 3D existing

ground surface (TO) file, and existing plan (XP) file for design teams' use.

In areas where only signing and striping improvements are proposed, field topography is not needed. These areas will be added to the CAD existing plan (XP) file using the latest scaled and geolocated Nearmap aerial images.

► 2.2 R/W Research and Basemap

- Utilizing available public records research tools, research and compile reference materials pertaining to the alignment, including reference Record Maps, Corner Records, Tie Sheets, Right-of-Way, and Easement Documents.
- Perform a field survey to locate and recover existing survey monuments and establish survey control for the project. Horizontal control and basis of bearings shall be based on the California State Plane Coordinate System, North American Datum of 1983 (NAD83), Zone VI.
- Utilizing available record data obtained from public records research, together with copies of deeds/right-of-way dedications provided by the City of Coachella and County of Riverside, analyze and map the right-of-way lines for the project alignment and compare the measured right-of-way distances to record distances to ensure reasonable horizontal control (if record distances are not available, measured distances to the adjacent record monuments will be shown).
- Prepare a base map delineating existing right-of-way lines obtained from our records research, field survey data, and documents provided. Documents used to establish property/right-of-way lines will be noted.

Right-of-Way will be mapped based on available record data. Existing right-of-way dedicated by separate document(s) shall be provided by the City of Coachella. Cost to obtain and provide Title Reports to identify and obtain right-of-way documents is not included in this scope of work.

This scope of work does not include a record of survey. If it becomes necessary to file a record of survey and/or set survey monuments, separate authorization will be needed.

► 2.3 Field Review

The WEBB design team will conduct field review(s) as necessary to acquire additional design information regarding the proposed improvement

locations, existing conditions, traffic and user patterns, and unforeseen conditions. The team will take photos, record video, take measurements, and take notes as needed for reference during design. Any obvious maintenance or unsafe conditions identified in the field during the review will be communicated to the City.

TASK 3. GEOTECHNICAL SURVEY

Our geotechnical subconsultant will perform the following tasks as part of their geotechnical analysis for the Connect Coachella Project:

- Prepare and submit a boring location plan for City review and approval.
- Mark the boring locations and notify Underground Surface Alert of Southern California to mark any subsurface utility locations near our proposed excavation locations. Additionally, the civil engineer should provide plans depicting the locations of all utilities in the project area.
- Prepare and submit a no-fee encroachment permit for the work.
- Hire a traffic control subcontractor to provide manned traffic control during drilling.
- Excavate six (6) borings with percolation tests along the Grapefruit Boulevard trail and amenity areas, three (3) borings at the Tyler Street roundabout area, and four (4) borings along Avenue 54 in the street widening areas. In addition, five (5) soil samples will be collected in the proposed landscaped areas to aid in landscape planting determination. Measure the thickness of the asphaltic concrete and aggregate base and photograph pavement conditions. Borings will be logged in accordance with USCS criteria. Excavations will be backfilled with native soil upon completion and capped with asphalt cold patch within the roadway.
- Perform laboratory testing, which is anticipated to simulate conditions encountered during the investigation with respect to the proposed improvements.
- Prepare a geotechnical report for the project, providing the core and boring logs, a plan depicting the geologic conditions encountered and boring locations, laboratory test results, recommendations for pavement sections, subgrade preparation, earthwork and embankment recommendations, settlement and slope stability, and use of onsite soils as fill.

Task 3 Deliverables

- ☑ Geotechnical Report with Test Results
- ☑ Recommendations for Pavement Sections
- ☑ Earthwork Recommendations

TASK 4. UTILITY RESEARCH AND COORDINATION

► 4.1 Utility Research and Mapping

Record request forms will be sent to all utility owners requesting as-built facilities and available record drawings. Additional research will be performed with the City, IID, SoCalGas, Kinder Morgan, and telecom providers to identify the locations and potential existence of public and private utility facilities within the project limits. This will include water and sewer facilities, electrical distribution lines and poles, gas lines, and communication infrastructure.

Upon compiling as-built information from utility owners, we will conduct a site visit to identify all existing improvements shown on the as-builts to verify their accuracy and note facilities such as manholes and valves identified in the as-built plans but not visible in the field. These conditions will be flagged and sent to our project survey team.

We will utilize as-built data and maps obtained from the utility companies to prepare existing utility base mapping and identify all utilities on the plans within the project limits. The utility mapping developed for the PS&E will be verified through topographic surveys.

► 4.2 Utility Service Coordination

We will coordinate with IID and Coachella Water Authority to provide new electrical service locations for the two new traffic signals and to provide irrigation and water service points for the Project's landscaping and trail amenity improvements, as needed. This includes coordination with these agencies to notify them of improvements, preparation of agency forms and electronic files, and finalizing work orders and service locations.

► 4.3 Utility Conflict Coordination

We will perform the typical "ABC" process of utility letters, which includes:

- Utility "A" Letter: Record request forms will be sent to each utility to request as-built mapping of their facilities as discussed in Task 4.1 above.
- Utility "B" Letter: Maps showing the utility mapping and the proposed improvements

will be sent to the utility companies for verification.

- Utility “C” Letter: Final plans, along with a letter, will be sent to the utility companies showing the existing utilities and the final design.

We will call the utility companies as needed until we receive a written response from each potentially conflicting utility. We will identify all known utilities that potentially conflict with the planned project improvements and determine special requirements for facilities, including protection, relocation, right-of-way easements, and construction constraints. We will coordinate with utility companies to schedule utility relocations before the start of construction, where feasible, and to sequence relocations with the City’s construction phasing.

► 4.4 Utility Potholing

Potholing will be performed to locate utilities that may pose conflicts in high-risk areas, including where traffic signal pole foundations and multi-use paths are proposed. We have retained an underground investigation subconsultant to determine the depths, material types, and sizes of known critical facilities. Upon completion of all pothole services, the project survey team will be notified to field-survey each potholed location. It is assumed that a maximum of approximately 30 potholes, distributed at critical conflict locations along Grapefruit Boulevard and Avenue 54, will be performed for this project and are included in the scope of work; this assumption can be refined in coordination with the City during design.

□ Task 4 Deliverables

- ☑ Records obtained from the City and outside agencies
- ☑ Utility locations shown on the base mapping
- ☑ IID work orders for new traffic signals
- ☑ CWA points of service for irrigation
- ☑ Certified List of Utilities per Dig-Alert
- ☑ Utility Conflict Mapping Procedure (“ABC” Letters)
- ☑ Utility Pothole Field Surveys and Summary

TASK 5. PRELIMINARY ENGINEERING AND CONCEPTUAL DESIGN

► 5.1 Alignment and Feasibility Analysis

WEBB will review the field topo, right-of-way locations, existing utility information, trail and improvement sizing and separation requirements, and City input to determine a preferred alignment for the Class I trail along Grapefruit Boulevard and Avenue 54. WEBB will also use that information to

confirm the intersection improvements, including the Tyler Street roundabout sizing and location.

A conceptual layout will be prepared showing the field topo information, existing right-of-way, existing utilities, and proposed trail lighting and landscaping improvements. Cross sections will be provided for key areas. The layout will include roadway widening areas, intersection improvements, the Class I trail alignment, and railroad crossing geometrics.

► 5.2 Architectural Renderings

Renderings of the proposed improvements will be prepared based on the conceptual layout and will be included in the conceptual layout package. Renderings shall be in color and include trail improvements, landscaping, and trail amenities.

► 5.3 Stakeholder Coordination

WEBB will present the findings and improvement recommendations to the City. It is expected that the layout will be modified up to two times based on City input.

□ Task 5 Deliverables

- ☑ Conceptual Layouts and Design
- ☑ Architectural Renderings

TASK 6. FINAL DESIGN PLANS, SPECIFICATIONS, AND ESTIMATE (PS&E) (60%, 100%, MYLAR)

► 6.1 Roadway Plans

Roadway improvement plans will be prepared at 1”=40’ scale with details at 1”=10’ or 1”=5’ scale as needed. Existing features and utilities will be shown in gray while proposed improvements will be shown in black. Callouts for items to be protected in place, relocated, salvaged, or removed will be provided. Dimensions will be provided throughout the extents of improvements and at key locations. The planset will include a title sheet, general notes, construction notes, cross-section details at key locations, demolition plans, improvement plans, and detail sheets. Trail plans may include a profile along the length of the improvements if deemed necessary. Design details for all ADA curb ramps, driveways, and key locations will be provided and include elevations, grades, and tie-in points. Grading areas will be shown with slope elevations and grades. Roadway centerline and top-of-curb profiles will be provided for all roadway improvement areas.

The roadway improvement plans will include four primary locations. The Grapefruit Boulevard Class I trail will include trail design, grading details, lighting locations, amenity and hardscape locations, ramps,

and other features necessary for a safe, continuous corridor. The Park Lane reconfiguration will include demolition of existing pavement and hardscape along with expansion of hardscape and inclusion of trail improvements.

The Tyler Street roundabout will include careful design of drainage and ADA paths of travel along with considerations for vehicular traffic. It is assumed that the provided geometric layout for the Tyler Street roundabout have been analyzed with a fastest path analysis to determine proper deflection, radii, and other design alignments. If it is determined that the roundabout has not been analyzed appropriately or has geometric errors, a separate scope and budget will be prepared to conduct a full and proper analysis to finalize the geometric layout.

Avenue 54 roadway widening areas will include match pavement designs to extend the edge of pavement to the necessary width. More importantly, design and material recommendations for power pole shielding will be provided using the latest HDM requirements and Caltrans Standard Plans. Shielding length, type, and sizing will be calculated based on Caltrans methodologies. Curb ramp construction details and sidewalk designs will be provided where needed.

► **6.2 Traffic Signal Modification Plans (6 Locations)**

There are six (6) identified locations for traffic signal modifications: Grapefruit/Avenue 48, Grapefruit/Avenue 49, Grapefruit/Gateway Center, Grapefruit/Park Lane, Grapefruit/Sunset Drive, and Avenue 54/Harrison. These locations appear to need minor traffic signal modifications, including new crosswalks, pedestrian signal heads, pedestrian audible push buttons, push-button posts, and minor signal timing revisions. Changes are not expected for existing signal phasing, signal poles, signal controller equipment, signal timing, or other non-trail-related improvements.

Traffic signal modification plans are to be at 1"=20' scale and show the entire intersection, pole locations, conduit runs, equipment locations, pole schedule, conductor schedule, and applicable construction notes. It is expected that the modifications to the traffic signals will be related only to the adjacent trail improvements. The design of other unrelated items such as CCTV cameras, V2X controllers, interconnect, and signal head backplates are not included in this scope. Plans to

be prepared in accordance with the latest Caltrans Standard Plans and Specifications, CAMUTCD standards, and City requirements. Signal timing sheet modifications will utilize the existing signal timing sheets. Signal timing changes will be coordinated with CVAG to ensure compatibility with the existing CV Sync traffic signal coordination project.

► **6.3 Signing and Striping Plans**

Signing and striping plans shall be prepared in a 1" = 40' scale format and will show existing and proposed striping, pavement legends, sign types and locations, and all other ancillary details. Bicycle improvements will be incorporated to provide smooth transitions between differing bicycle facility types. The corridor improvements will also be analyzed to determine if additional warning signage is needed for driveways. The signing & striping plans will conform with Caltrans Standard Plans and Specifications, CAMUTCD standards, and the City's requirements.

► **6.4 Avenue 54/Polk Street New Traffic Signal**

A new traffic signal is expected to be required at the intersection of Avenue 54/Polk Street. Traffic signal plans are to be at 1"=20' scale and show the entire intersection, pole locations, conduit runs, equipment locations, pole schedule, conductor schedule, and applicable construction notes. Bicycle phasing may be included in the plans. Plans to be prepared in accordance with the latest Caltrans Standard Plans and Specifications, CAMUTCD standards, and City requirements. Signal timing sheets will be prepared and will assume free, uncoordinated operation.

► **6.5 Grapefruit/Ave 54 New Traffic Signal and RR Crossing**

A new traffic signal is expected to be required at the intersection of Grapefruit/Avenue 54 adjacent to the UPRR crossing. Traffic signal plans are to be at 1"=20' scale and show the entire intersection, pole locations, conduit runs, equipment locations, pole schedule, conductor schedule, and applicable construction notes. Railroad crossing improvement plans will be at 1"=20' scale and show the proposed medians, track crossings, gate arms, crossing equipment and signage, and tracks. Interconnect with the adjacent railroad crossing will be included. Railroad crossing preemption, phasing, and timing calculations will be prepared to ensure safe crossings. Plans to be prepared in accordance with the latest Caltrans Standard Plans and Specifications, CAMUTCD standards, and City requirements. Signal timing sheets will

be prepared and will be coordinated with CVAG to ensure compatibility with the existing CV Sync traffic signal coordination project. It is anticipated that the intersection lane layout and crosswalk locations will change from the RFP exhibit due to track operations and safety considerations.

► **6.6 Landscape Construction Documents**

Preparation of landscape construction documents will utilize feedback from the conceptual design provided by the city and specify precise materials, model numbers, dimensions, irrigation components, planting, associated details, and specifications for all elements proposed. A separate Title Sheet, including the project title, overall landscape scope of work, sheet index, vicinity map, and overall site plan/key plan, will be included. The scope shall encompass all landscape components as described in the RFP and shall be submitted at the 60%, 100%, and mylar stages. The scope and specific components of the Landscape Construction Documents shall be as follows:

a. Landscape Construction Plans shall consist of construction layout plans with dimensions, material callouts, and schedules, and details necessary to document the installation of hardscape improvements and site amenities identified within the path user amenity zones, roundabouts, and related hardscape interfaces per the approved Conceptual Landscape Plan. The drawings shall include paving materials, suggested spaces for artwork (artwork not included), trailhead monuments/signs, shade structures, site furnishings, signage designs, applicable construction details, and technical specifications required to support permitting and construction. This scope also assumes coordination with the lighting and electrical engineering consultant.

b. Landscape Irrigation Plans for the project area shall be prepared in accordance with the latest applicable Model Water Efficient Landscape Ordinance (MWELO), local water agency requirements, and governing codes. The irrigation documentation shall include irrigation legends, notes, schedules, technical specifications, and construction details necessary for a complete and coordinated irrigation system. The irrigation design shall either coordinate use of an existing water and power connection as determined during the “Research” phase or coordinate with the civil engineering team to propose new electrical and

water meter service locations. This task will also include supporting hydraulic calculations and irrigation run time scheduling recommendations for establishment and pre-establishment periods.

c. Landscape Planting Plans for the project area shall be prepared for the areas as suggested by the RFP. The approved Conceptual Landscape Plan and selected plant palette shall set the basis for design. The planting plans shall include plant layout, plant legends, schedules, notes, details, and technical specifications necessary for construction and permitting. Plant schedules shall identify botanical and common plant names, container sizes, quantities, water use classifications, spacing, and other pertinent planting information.

► **6.7 Trail Lighting Plans**

Trail lighting plans will include electrical site plans, fixture details, conduit and conductor routing, electrical panel schedules, load and voltage drop calculations, and photometric analysis. Lighted areas are to include trail and amenity areas.

► **6.8 Project Specifications**

The City of Coachella will provide its boilerplate Specifications and Technical Provisions in Microsoft Word format. We will compile the project specifications, including the project-specific scope of work in the Technical Specifications, and provide Special Technical Provisions beyond the City’s standard Technical Provisions, as needed. WEBB will provide a bid schedule, special provisions, and technical specifications at the 100% and Final submittals. The specifications shall be signed by a civil engineer registered in the State of California, certifying that the specifications are complete and ready for bidding. The latest edition of the Caltrans Standard Specifications will be used on the project.

► **6.9 Cost Estimate**

We will provide a construction quantity and cost estimate with each set of plans submitted. The unit costs shall be based on the most recent cost information for similar projects in the area, compiled by us and approved by the City. The estimated items of work with quantities shall include, but not be limited to, itemizing all removals, clearing and grubbing, relocations, sidewalk and trail, curb and gutter, driveway approaches, asphalt concrete (AC), application/painting of pavement legends and striping, signs, traffic signals, traffic control, lighting, and drainage improvements.

❑ Task 6 Deliverables

- ☑ 60%, 100%, and Mylar Street Improvement Plans
- ☑ 60%, 100%, and Mylar Traffic Signal Plans
- ☑ 60%, 100%, and Mylar Signing & Striping Plans
- ☑ 60%, 100%, and Mylar Lighting Plans
- ☑ 60%, 100%, and Mylar Landscape Construction Plans
- ☑ 100% and Final Technical Specifications and Special Provisions
- ☑ 60%, 100% and Final Construction Cost Estimates

TASK 7. BID SUPPORT SERVICES

WEBB will attend up to 1 pre-bid meeting with the City, prospective bidders, and other stakeholders to provide background on the project and answer any questions. The pre-bid meeting is expected to be held at Coachella City Hall or the project site.

WEBB will provide official electronic responses to bidder inquiries during the bidding period. It is expected that the City will facilitate the receipt and distribution of questions and responses. WEBB aims to provide responses to inquiries within 48 hours of receipt. Addenda to the PS&E documents will be prepared during the advertisement period, if required.

TASK 8. CONSTRUCTION SUPPORT SERVICES

WEBB will support the project throughout construction to ensure the project is completed smoothly and successfully. It is assumed the City will pay for Tribal Monitoring, if required.

WEBB will attend up to 1 pre-construction meeting with the City, contractors, and other stakeholders to provide technical support and information and to answer any questions. It is expected that the pre-construction meeting will be held at Coachella City Hall or at the project site.

WEBB will review equipment and material submittals (up to 10) throughout the course of project construction. Reviews will verify submittal compliance with plans, specifications, and the intent of the project. It is expected that the City will facilitate the receipt and distribution of the submittals. WEBB aims to provide submittal review responses within 72 hours of receipt.

WEBB will respond to contractor RFIs and change orders (up to 10) throughout the course of roadway

construction. It is expected that the City will facilitate the receipt and distribution of RFIs, change order requests, and responses. WEBB aims to provide RFI responses within 72 hours of receipt and change order responses within 96 hours of receipt.

TASK 9. CONSTRUCTION STAKING

WEBB will provide construction staking services through the course of construction. Construction staking services include coordination with the City and contractor, office support, establishing survey control, staking of all improvements and project limits. It is expected that this project will require 16 staking mobilizations with a minimum 48-hour advance notice. Services also include survey monument preservation which includes preparation of pre-construction and post-construction corner records. Corner records to be signed and stamped by a licensed land surveyor and submitted to Riverside County for recordation. It is expected that 12 survey monuments may be disturbed due to construction.

TASK 10. RECORD DRAWINGS

WEBB will review contractor markups and RFIs upon receipt at the end of construction. WEBB will conduct field reviews of the completed project to verify conditions and deviations from the plans. We assume no responsibility for the accuracy of the information provided by the contractor. WEBB will prepare as-built record drawings of the plans and submit them to the City within 45 days of receipt of markups.

TASK 11. OPTIONAL TASKS

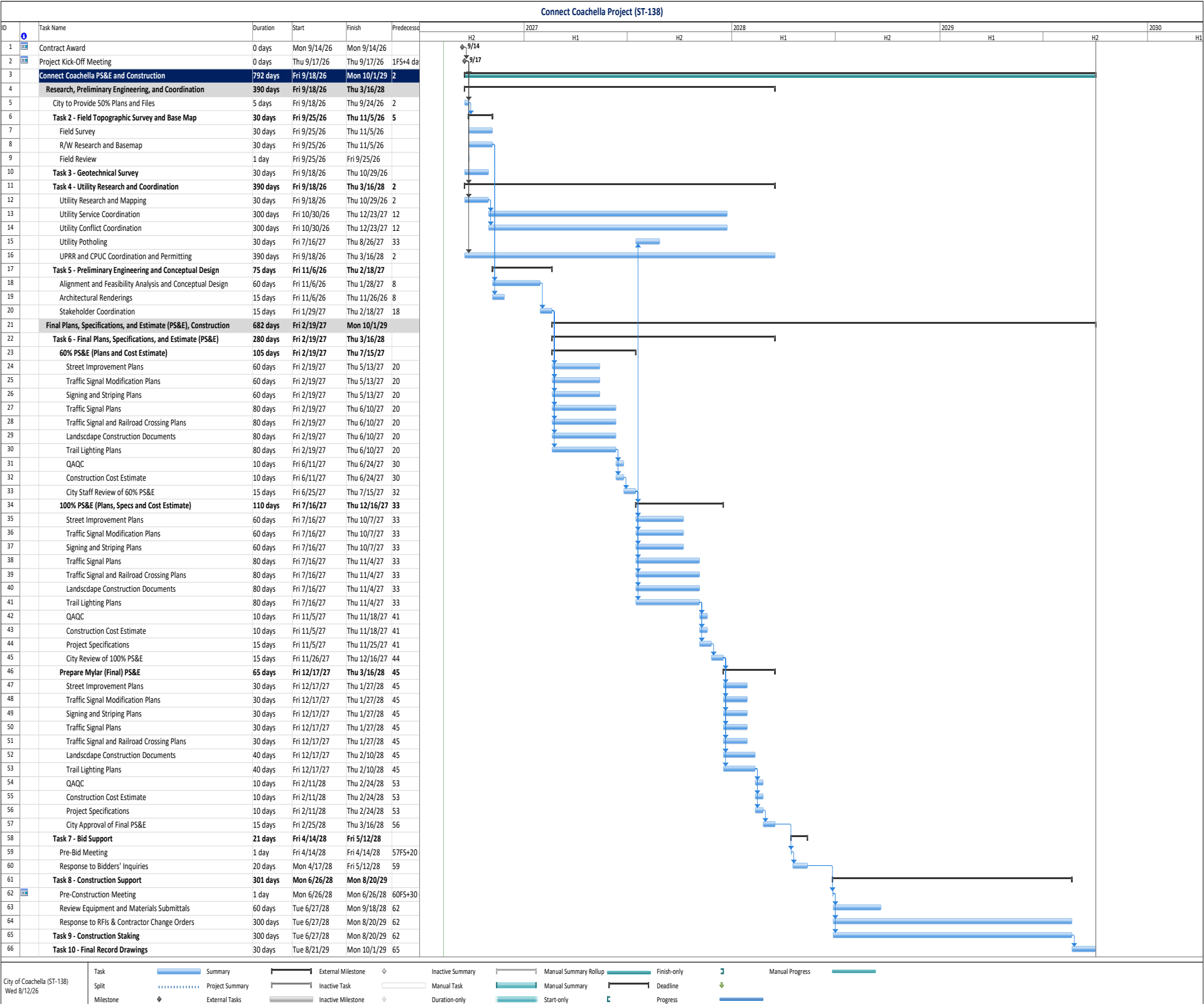
► 11.1 Utility Certification

WEBB will finalize and confirm utility clearances with the proposed improvements and document the findings per Caltrans LAPM requirements. WEBB Will coordinate with Caltrans for final and approved utility certification.

► 11.2 Right of Way Certification

WEBB will finalize and confirm existing right of way with the proposed improvements and document the findings per Caltrans LAPM requirements. WEBB Will coordinate with Caltrans for final and approved right of way certification.

Project Schedule



EXCEPTIONS/DEVIATIONS

WEBB has no exceptions or deviations to the RFP.

A L B E R T A .

WEBB

A S S O C I A T E S

APPENDIX A: WEBB RESUMES

DILESH SHETH, PE, TE

SENIOR VICE PRESIDENT | TRAFFIC AND TRANSPORTATION

Dilesh Sheth, PE, TE, is the Senior Vice President and Director of WEBB's Traffic and Transportation Department, where he oversees a diverse portfolio of multimodal transportation, mobility, and infrastructure projects. With more than 31 years of professional experience, Dilesh provides strategic direction and technical oversight for the planning, design, and delivery of complex transportation systems that enhance safety, accessibility, and quality of life throughout Southern California. His leadership reflects a deep commitment to creating context-sensitive, community-oriented infrastructure that integrates engineering excellence with long-term sustainability.

Over the past three decades, Dilesh has guided multidisciplinary teams of engineers, planners, and designers in delivering transformative Complete Streets, Active Transportation, and Safety Improvement projects for cities, counties, and regional agencies. His experience spans the full spectrum of transportation design, roadways, bridges, roundabouts, drainage systems, traffic signals, utilities, lighting, signing and striping, bikeways, pedestrian corridors, and benefit district programs, ensuring projects are both technically sound and operationally efficient.

Beyond design, Dilesh is recognized for his strategic funding expertise, helping agencies navigate and secure competitive federal and state programs, including the Active Transportation Program (ATP), Highway Safety Improvement Program (HSIP), and Safe Streets and Roads for All (SS4A) initiatives. Under his direction, WEBB has successfully obtained over \$120 million in ATP funding and \$24 million in HSIP and CVAG grants, enabling partner agencies to advance their multimodal and safety priorities from planning through construction. Dilesh's leadership combines technical precision, funding strategy, and community collaboration, empowering agencies to deliver transportation networks that are safer, more inclusive, and better connected.



EXPERIENCE:

Industry: 32 Years
WEBB: 26 Years

REGISTRATIONS:

Civil Engineer C 65078 CA
Traffic Engineer TE 2112 CA

EDUCATION:

BS, Civil Engineering
University of Saurashtra Rajkot, India

AFFILIATIONS:

American Public Works Association,
Coachella Valley
Institute of Transportation
Engineering Riverside and San
Bernardino Counties

CURRENT LOCATION:

3788 McCray Street, Riverside, CA
92506

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Principal in Charge

Dilesh provides leadership for planning, environmental, and design of 15 miles of enhanced bikeways and pedestrian corridors linking multiple cities in the Coachella Valley. He directed design of 9 miles of Class IV protected facilities and oversaw integration of innovative safety features, including lighting, raised crossings, and bicycle signals. Dilesh also guided ATP grant applications that secured \$36 million in funding, positioning the project as a regional model for creative and sustainable mobility infrastructure.

Madison Street Improvements from Avenue 50 to 52

City of Indio | Principal in Charge/Project Manager

As Principal in Charge/Project Manager, Dilesh led the one-mile Madison Street Improvement Project, overseeing the coordination of roadway, drainage, environmental, utility, and right-of-way elements. He oversaw alignment studies, geometric refinements, and feasibility analyses to meet General Plan Circulation Element requirements for Indio and La Quinta. He resolved complex right-of-way and shared-

DILESH SHETH, PE, TE

SENIOR VICE PRESIDENT | TRAFFIC AND TRANSPORTATION

corridor conflicts, including negotiating with Imperial Irrigation District to avoid costly relocation of 92KV transmission lines. Dilesh delivered a multi-agency-approved, constructible design while maintaining access for major community events.

Perris Valley Storm Drain Trail, Phase 2

City of Perris | Principal in Charge

Dilesh led design and environmental documentation for a multi-segment Class I trail connecting Nuevo Road to the Metrolink Station. He directed alignment planning, drainage integration, and river crossing design, balancing technical, environmental, and community considerations. His leadership ensured cohesive coordination across multiple disciplines to deliver a regional trail that strengthens multimodal connectivity.

Highway Safety Improvement Program Application and Highway Safety Improvement Program Traffic Signal Improvements

City of Cathedral City | Project Manager

Dilesh managed design and environmental documentation for the HSIP-funded Traffic Signal Improvement Project, which included 20 signalized intersections citywide. He coordinated preparation of environmental documentation, secured Caltrans approvals, and directed design in accordance with Caltrans and City standards. His leadership facilitated expedited approvals and successful project delivery under federal-aid requirements.

Active Transportation Program Applications

Los Angeles Neighborhood Initiative | Principal in Charge

Dilesh directed preparation of two successful Active Transportation Program (ATP) Cycle 6 grant applications, the Skid Row Connectivity and Safety Project and the Boyle Heights Community Connectivity Project, totaling \$85 million in awarded funding. He led development of safety countermeasures, concept layouts, and cost estimates, and coordinated extensively with the City of Los Angeles and LANI to align design concepts with funding criteria and community objectives.

Indian Canyon Two-Way Conversion, Pedestrian, and Bicycle Safety Enhancements

City of Palm Springs - Public Works | Principal in Charge

Dilesh provided executive oversight and technical guidance for safety and multimodal enhancements along Indian Canyon Drive. He directed the implementation of pedestrian countdown heads, accessible signals, protected turn phasing, and ADA curb ramp improvements across nine intersections. Under his leadership, the project integrated safety, accessibility, and streetscape improvements to support downtown mobility goals.

North Palm Canyon Drive Curb Extension and LED Crosswalk

City of Palm Springs | Principal in Charge

Dilesh oversaw intersection improvement design and funding coordination for downtown Palm Springs. He led studies and CVAG grant applications, supervised design of traffic signal and street improvements, and managed utility coordination to enhance pedestrian visibility and safety along ten signalized intersections.

NICHOLAS LOWE, PE, TE

DEPUTY DIRECTOR | TRAFFIC AND TRANSPORTATION

Nick Lowe, MS, PE, TE, is a Deputy Director with WEBB's Traffic and Transportation Department. Nick assists clients with street improvements, traffic signal upgrades, and signing and striping modifications. He also develops temporary traffic control plans for construction while working closely with public agencies, contractors, and construction managers to safely expedite projects, thus minimizing impacts to traffic and businesses. Nick and his team also currently work with multiple public agencies as on-call engineers to help agencies keep projects moving forward.

In addition, Nick assists other engineers on street light installations, sewer and water plans, and expert witness testimony. He is also well-versed in the AutoTURN vehicle simulation program which assists in transportation improvements for constrained travel areas such as intersection curb returns and driveways. With increasing traffic pressure amid booming growth throughout Southern California, Nick's work on regional transportation solutions provides a tangible benefit to the public through improvements in safety, mobility, and quality of life. Nick is active in several industry associations.

Nick also provides grant funding assistance to cities including Carson, Los Angeles, Lake Elsinore, Palm Springs, and Cathedral City and has helped these cities secure nearly \$100 million in funding to install bicycle and pedestrian infrastructure, advanced dilemma zone detection, flashing beacons, and left turn phasing at over 50 signalized intersections.



EXPERIENCE:

Industry: 14 Years
WEBB: 13 Years

REGISTRATIONS:

Civil Engineer C 87666 CA
Traffic Engineer TE 3065 CA

EDUCATION:

MS, Civil Engineering
University of Southern California
BS, Civil Engineering
Stevens Institute of Technology

AFFILIATIONS:

Institute of Transportation Engineers
American Society of Civil Engineers
Intelligent Transportation Society of California

CURRENT LOCATION:

3788 McCray Street, Riverside, CA 92506

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Project Engineer

Nick served as Project Engineer for the CVAG Arts and Music Line, a transformative 15-mile bikeway corridor connecting multiple cities and regional destinations. His contributions included development of protected bicycle facilities, raised crossings, and bicycle signal design to improve user safety and comfort. He also supported grant coordination and innovative design features integrating lighting, sound, and accessibility enhancements. The project successfully secured \$36 million in ATP funding, advancing regional multimodal connectivity.

Avenue 50 Widening and Avenue 52 Street Improvements

City of Indio | Project Manager

Nick manages the design of roadway widening and bicycle trail improvements for Avenue 50 and Avenue 52 in the Cities of Indio and La Quinta. He oversees coordination among multiple agencies and utility companies to facilitate undergrounding, drainage, and multi-use path construction along this two-mile corridor adjacent to the Coachella Festival fairgrounds. The project will enhance event traffic flow, regional mobility, and multimodal connectivity for future travel demand.

Madison Street Improvements from Avenue 50 to 52

City of Indio | Project Engineer

Nick served as Project Engineer for the Madison Street Improvements project, preparing traffic signal and signing and striping plans to support corridor widening and intersection upgrades. His work included alignment studies, design documentation, and coordination with multiple agencies to deliver a comprehensive set of Plans, Specifications, and Estimates (PS&E). The project enhanced safety, capacity, and multimodal access along a key arterial connecting the Cities of Indio and La Quinta.

Landau Boulevard at McCallum Way Traffic Signal Intersection Improvements

City of Cathedral City | Project Manager

Nick managed the design of intersection improvements and a new traffic signal at Landau Boulevard and McCallum Way, enhancing safety near a local school. His leadership included oversight of geometric design, pavement reconstruction, ADA-compliant curb ramps, lighting simulations, and signing and striping plans. Nick's comprehensive approach ensured that the project addressed both operational efficiency and pedestrian safety in this high-traffic area.

Indian Canyon Bicycle and Pedestrian Improvements

City of Palm Springs | Project Engineer

As lead Project Engineer, Nick managed design efforts for a major bicycle and pedestrian improvement project in downtown Palm Springs. The work included modifications to more than 20 traffic signals, a one-way to two-way conversion, and design of the City's first signalized scramble crosswalk. Nick directed field reviews, custom curb ramp design for constrained intersections, and stakeholder coordination with City Staff and local businesses to ensure safe, context-sensitive mobility improvements.

Calhoun Street Improvement Project

City of Indio | Project Engineer

Nick prepared signing and striping plans and assisted with street improvement design for Calhoun Street between Dr. Carreon Boulevard and Highway 111. His work improved pedestrian safety and accessibility through new ADA-compliant curb ramps and driveway adjustments, enhancing the connectivity and comfort of this important urban corridor.

Palm Canyon Pedestrian Safety Improvements

City of Palm Springs - Public Works | Project Engineer

Nick led the design for this complex downtown mobility project, which included over 20 signal modifications, pedestrian and bicycle enhancements, and conversion of one-way streets to two-way operation. His work focused on signal coordination, ADA ramp design for constrained conditions, and implementation of the City's first scramble crosswalk. Through extensive collaboration with City Staff and stakeholders, Nick helped deliver a safer and more accessible transportation network in the heart of Palm Springs.

Washington Street Connector to Arts and Music Line

City of La Quinta | Civil Plans Lead Engineer

Nick leads the civil design for this multi-use trail project along Washington Street from Eisenhower Drive to Avenue 48, integrating pedestrian, bicycle, and streetscape improvements. The work includes a 14-foot-wide concrete trail, retaining walls, trail-level lighting, and signal modifications with dedicated bicycle phasing. Nick coordinates closely with City Staff and local HOAs to balance design aesthetics, safety, and long-term maintenance needs while enhancing connectivity to CVAG's Art and Music Line.

MYUNG CHOO, PE, TE

PRACTICE AREA LEADER | TRAFFIC AND TRANSPORTATION

Myung Choo, PE, TE, is the Practice Area Leader in WEBB's Traffic and Transportation Department. In his role, he develops the technical abilities of the WEBB Team to better assist clients in achieving their traffic and transportation goals. With experience in a wide range of transportation and traffic engineering projects, including street improvements, roundabouts, traffic signals, signing and striping, temporary traffic control, traffic impact analysis, travel demand modeling, and safety analysis, clients will benefit from his extensive knowledge of best practices, design standards, and agency procedures.

Among his duties, he presents findings and recommendations on traffic matters to elected officials, municipal commissions, community groups, and the general public. He has experience working throughout Southern California, designing and implementing transportation improvements and cost-effective safety measures.



EXPERIENCE:

Industry: 26 Years
WEBB: 22 Years

REGISTRATIONS:

Civil Engineer C 79651 California
Traffic Engineer TE 2451 California

EDUCATION:

BS, Civil Engineering
University of California, Berkeley

AFFILIATIONS:

Institute of Transportation
Engineers

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Design Engineer

As Design Engineer for the Art and Music Line project, Myung led traffic and transportation design efforts for 15 miles of enhanced bikeways across multiple jurisdictions. He prepared design plans for 9 miles of protected bicycle facilities and more than 6 miles of standard bike lanes, focusing on safety, accessibility, and consistent user experience. His work included developing concepts for bicycle signals, raised crossings, corridor lighting, and other features that improve separation from vehicle traffic and support access to major destinations such as the Empire Polo Grounds. Myung provided technical analyses, coordinated with agencies on standards and approvals, and supported the ATP grant by contributing engineering data and design strategies that helped secure \$36 million in funding.

Nohl Ranch Bike and Pedestrian Trail Project Approval and Environmental Documentation Phase

City of Anaheim | Project Manager

Myung served as Project Manager for the preliminary design and environmental documentation phase of a 1-mile long Class I bike path and adjacent pedestrian trail that will begin at the intersection of North Avenida Bernardo and Imperial Highway and end at the intersection of Nohl Ranch Road and Anaheim Hills Road. The objective of this project is to develop a precise alignment and obtain an approved environmental document. The trail design was challenging due to the existing infrastructure, multiple schools and other buildings, existing utilities within the proposed alignment, and the steep topography of the area.

East Broadway Complete Streets

City of Long Beach | Lead Roadway Design

Myung was in charge of preparing street improvement plans, traffic signal modification plans, and signing and striping plans for a two-mile roadway rehabilitation and complete streets project. The proposed design reduces the number of through lanes from four to two, while adding cycle tracks. This project required significant coordination between the City, transit agency (Long Beach Transit), and residents/business owners along the corridor. The roadway design was challenging due to several factors, including a very flat vertical profile (less than 0.25%), abandoned/buried railroad tracks, steep existing cross-slopes (more than 8%), and no additional right-of-way available.

SARA SADEGHI, PTP, MSCRP

ASSOCIATE TRANSPORTATION PLANNER | TRAFFIC AND TRANSPORTATION

Sara Sadeghi, PTP, MSCRP, is an Associate Transportation Planner with WEBB's Traffic and Transportation department. She plays a key role in managing complex multimodal planning and design efforts across Southern California, including serving as a core team member for the 15-mile Arts and Music Line active transportation project in the Coachella Valley. She has successfully managed and prepared transportation grant applications including ATP, SB 821, and HSIP for various agencies, and develops safety plans and multimodal design projects that enhance pedestrian and bicyclist safety. Her experience includes complete streets planning, Safe Routes to School programs, traffic calming, transportation impact and operations analyses, speed survey preparation, and development of PS&E documentation for signing and striping projects.

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Assistant Project Manager

As Assistant Project Manager, Sara supported CVAG in advancing the 15-mile Art and Music Line, which includes 9 miles of protected bikeways and more than 6 miles of conventional bicycle lanes across multiple jurisdictions. She coordinated extensively with CVAG, local agencies, tribal governments, and subconsultants to integrate safety and design elements such as bicycle signals, raised crossings, and festival-oriented lighting and sound features that enhance corridor visibility and accessibility. Sara also contributed to securing \$36 million in ATP funding and ensuring technical consistency throughout this multi-jurisdictional project.

Washington Street Connector to Arts and Music Line

City of La Quinta | Project Manager

Sara is the Project Manager for the design of a quarter-mile multi-use trail along Washington Street from Eisenhower Drive to Avenue 48, providing a new 14-foot-wide concrete path that enhances connectivity to the Art and Music Line. She oversees design components including removal of the existing sidewalk, slope grading, installation of a retaining wall, trail-level lighting, and landscape enhancements, as well as traffic signal modifications incorporating dedicated bicycle phasing and right-turn lane striping. Sara also coordinates closely with the adjacent HOA to address long-term maintenance needs and aesthetic considerations within the final design.

Safe Route to Schools

City of Palm Springs | Transportation Planner

Sara served as Transportation Planner for the Palm Springs Safe Routes to School initiative, leading collision analysis to identify critical safety concerns around schools and developing targeted countermeasures for predominant crash patterns. She helped create a prioritized list of improvements addressing network gaps, school access, first and last mile connections to transit, and segments identified through the High Injury Network. Her work included preparing planning-level cost estimates, project fact sheets, and conceptual cross-sections, segment layouts, and intersection concepts to support future funding and implementation.



EXPERIENCE:

Industry: 9 Years
WEBB: 5 Years

REGISTRATIONS:

Professional Transportation Planner

EDUCATION:

BA, Architecture
Art University of Isfahan, Iran
MA, Urban Design
Art University of Isfahan, Iran
MS, Transportation Planning
University of Texas, Austin

AFFILIATIONS:

American Planning Association
Institute of Transportation
Engineering
Women's Transportation Seminar

CURRENT LOCATION:

3788 McCray Street, Riverside, CA
92506

SARA SADEGHI, PTP, MSCRP

ASSOCIATE TRANSPORTATION PLANNER | TRAFFIC AND TRANSPORTATION

Active Transportation Program Applications

Los Angeles Neighborhood Initiative | Project Manager

Sara served as Project Manager for two successful ATP Cycle 6 applications for the Skid Row Connectivity and Safety Project for 47 million and the Boyle Heights Community Connectivity Project for 38 million, prepared in partnership with the City of Los Angeles and LANI. She led development of safety countermeasures, conceptual multimodal alignments, corridor layouts, and planning-level cost estimates while coordinating closely with client and agency partners. The Skid Row project delivers 2.5 miles of Class IV bikeways, pedestrian improvements, and traffic calming, while the Boyle Heights project provides 5 miles of bicycle and pedestrian enhancements that strengthen multimodal access to schools, transit, and key community destinations.

On-Call Traffic Engineering Services

City of Carson | Associate Transportation Planner

As Associate Transportation Planner, Sara supported traffic operations and safety evaluations by reviewing roadway conditions, identifying mobility and collision risks, and assisting in developing data-driven recommendations to improve traffic flow and neighborhood safety. She contributed to the City's SBCCOG funding application by compiling project information, documenting benefits, and preparing supporting justification materials to strengthen the regional funding submittal. Sara also developed the Neighborhood Traffic Management Plan (TMP) toolbox, creating tailored traffic calming strategies and implementation tools to help the City address speeding, cut-through traffic, and residential safety concerns.

JAIMEE BOURGEOIS, PE, TE

DEPUTY DIRECTOR | TRAFFIC AND TRANSPORTATION

Jaimee Bourgeois, PE, TE, is a Deputy Director with WEBB's Traffic and Transportation Department. She has extensive experience in traffic engineering, transportation planning, and public works, having leadership roles for public agencies and private firms.

Jaimee is experienced in the design of traffic signals, signing and striping, temporary traffic control, pedestrian hybrid beacons, street lighting, and bicycle infrastructure, ranging from Class I to Class IV bikeways. She prioritizes the safety of vulnerable road users while also considering liability risk for the client. Her technical expertise also includes signal operations, and the operations of a traffic management center. She has prepared numerous engineering and traffic surveys (E&TS) supporting posted speed limits and is well-versed in Assembly Bill 43 and 382.

Jaimee's expertise is rounded off with her experience in transportation planning. She has led major transportation projects and initiatives, including but not limited to traffic impact studies, active transportation plans, local roadway safety plans, transit need assessments, vehicle miles traveled (VMT) analysis, traffic impact fee nexus studies, grant applications, and parking studies; as well as feasibility and preliminary engineering studies for infrastructure improvements.

As it relates to all aspects of her technical expertise, Jaimee's strongest attribute is her ability to effectively engage with members of the community, local and regional agency staff, and elected officials. She can simplify very technical topics, actively listen with a sympathetic ear, and develop practical solutions.

Jaimee's leadership extends beyond engineering. She has served as Director of Public Works and Transportation for a major municipality, overseeing over 150 employees and a multimillion-dollar operating budget. She is committed to fostering innovation, collaboration, and sustainable transportation solutions. Jaimee's ability to integrate technical expertise with strategic planning ensures that projects enhance community safety, mobility, and overall quality of life.



EXPERIENCE:

Industry: 27 Years
WEBB: 1 Year

REGISTRATIONS:

Civil Engineer C 66261 CA
Traffic Engineer TE 2311 CA

EDUCATION:

MS, Civil Engineering
University of California, Davis
BS, Civil Engineering
University of California, Davis

AFFILIATIONS:

WTS
Orange County and Inland Empire
Chapters
Orange County Traffic Engineering
Council
Institute of Transportation
Engineers

PROJECT EXPERIENCE:

Washington Street Connector to Arts and Music Line City of La Quinta | Traffic Plans Lead Engineer

Jaimee led the traffic engineering design for this multi-use trail project along Washington Street from Eisenhower Drive to Avenue 48, integrating pedestrian, bicycle, and streetscape improvements. The work includes a 14-foot-wide concrete trail, retaining walls, trail-level lighting, and signal modifications with dedicated bicycle phasing. Jaimee coordinates closely with the WEBB team and City Staff for the signing and striping and traffic signal modification plans.

Avenue 50 Widening and Avenue 52 Street Improvements

City of Indio | Lead Engineer

Jaimee led the design of the signing and striping and traffic signal modifications for roadway widening and bicycle trail improvements for Avenue 50 in the Cities of Indio and La Quinta. The project involves roadway widening, utility undergrounding, drainage improvements, and multi-use path construction along a two-mile corridor adjacent to the Coachella Festival fairgrounds. The project will enhance event traffic flow, regional mobility, and multimodal connectivity for future travel demand.

On-Call Traffic Engineering Services

City of Lake Elsinore | Project Engineer

Jaimee is assisting the City of Lake Elsinore with various traffic engineering services, including Engineering and Traffic surveys, signing and striping design for Summerhill Road, Caltrans encroachment permit processing and design of a new traffic signal, plan checking, and various operational and safety assessments.

On-Call Traffic Engineering Services

City of Carson | Project Manager

Jaimee is assisting the City of Carson with various traffic engineering services, including the Lincoln Village Neighborhood Traffic Management Plan, the traffic analysis and conceptual traffic design for the proposed Carson Mobility Hub, multi-way stop warrant analysis, sight triangle exhibits, plan checking and various operational and safety assessments.

SON LE

PROJECT ENGINEER | TRAFFIC AND TRANSPORTATION

Son Le is a Project Engineer with WEBB's Traffic and Transportation Department. He specializes in designing temporary traffic control, new and modified traffic signals, street lighting, and roadway signing and striping. He is highly knowledgeable about industry design standards, and he is often asked to support projects that are on a tight deadline or require creative solutions. Son is a dedicated engineer with a superb work ethic and customer satisfaction record. His roles have included working on projects independently to completion or as a member of a team. Son's background, knowledge, and experience is weighted toward relevant safety standards pertaining to civil engineering, particularly with respect to transportation safety.



EXPERIENCE:

Industry: 16 Years
WEBB: 8 Years

EDUCATION:

BS, Civil Engineering
California State University, Long Beach

PROJECT EXPERIENCE:

Landau Boulevard at McCallum Way Traffic Signal Intersection Improvements

City of Cathedral City | Project Engineer

Son supported the design of intersection improvements and a new traffic signal at Landau Boulevard and McCallum Way, enhancing safety near a local school. He assisted with geometric design, signal components, lighting, and signing and striping plans in accordance with City standards. His technical accuracy and responsiveness contributed to a smooth and efficient design process.

Antonio Parkway Recycled Water Traffic Control Plans

Santa Margarita Water District | Designer

Son was responsible for designing the traffic control and detour plans for the Antonio Parkway Recycled Waterline project. He collaborated with the client to revise plans as needed during construction and developed solutions to protect work zones on a high-speed roadway. Son's designs maintained safe traffic flow and ensured continuous access to surrounding residential areas and schools during the limited summer construction window.

Highway Safety Improvement Program Application and Highway Safety Improvement Program Traffic Signal Improvements

City of Cathedral City | Project Engineer

As Project Engineer, Son contributed to the HSIP-funded Traffic Signal Improvement Project by preparing key signal design elements and ensuring they met Caltrans and City requirements. He assisted with environmental documentation and coordinated technical inputs for federal-aid submittals. His attention to detail and ability to work efficiently under tight timelines supported the project's successful progression.

On-Call Traffic Engineering Services

City of Palm Springs | Project Engineer

As Project Engineer, Son supported the City of Palm Springs' traffic engineering services by reviewing signing and striping, traffic signal, and traffic control plans to ensure compliance with applicable standards and safe roadway operations. He prepared temporary traffic control plans for special events and city improvement projects, coordinating with City Staff to maintain efficient traffic flow and minimize disruptions to the public. His technical reviews and planning support helped facilitate timely approvals and safe implementation of traffic management strategies across multiple projects.

On-Call Traffic Engineering Services

City of Lake Elsinore | Project Engineer

As Project Engineer, Son supported the City of Lake Elsinore's traffic engineering services by reviewing signing and striping, traffic signal, and traffic control plans for compliance with applicable standards and City requirements. He prepared engineered signing and striping, traffic signal, and traffic control plans for various municipal improvement projects, applying established traffic engineering practices to enhance roadway safety and operational efficiency. His technical coordination and plan development contributed to streamlined project approvals and effective implementation of traffic management improvements throughout the City.

On-Call Traffic Engineering Services

City of Carson | Project Engineer

As Project Engineer, Son supported the City of Carson's traffic engineering services by reviewing signing and striping, traffic signal, and traffic control plans to ensure compliance with applicable standards and safe roadway operations. He conducted various traffic engineering studies and analyses to evaluate roadway performance and inform operational improvements. Son also responded to public inquiries regarding traffic safety, parking, and roadway conditions, providing technical insight that helped the City address community concerns and implement effective traffic management solutions.

On-Call Engineering Services

City of Indio | Project Engineer

As Project Engineer, Son supported engineering services for the City of Indio by reviewing signing and striping, traffic signal, and traffic control plans to ensure compliance with applicable standards and safe roadway operations. He also assisted City Staff in addressing public concerns and complaints related to traffic safety and roadway conditions, providing technical insight to inform responsive solutions. His reviews and coordination efforts supported efficient project implementation and helped maintain effective communication between the City and the community.

INGRID MAR

PROJECT ENGINEER | TRAFFIC AND TRANSPORTATION

Ingrid Mar is a Project Engineer with WEBB's Traffic and Transportation Department. Her expertise includes designing temporary traffic control plans, signing and striping plans, and signal plans. Ingrid excels at coordinating with public agencies and interfacing with clients to foster strong relationships and ensure project success.

In addition, Ingrid has provided staff augmentation services and has a proven track record of maintaining city infrastructure, ensuring that streets are safe and traffic devices operate effectively. She has collaborated with law enforcement to address traffic congestion, managed radar speed sign installations, and evaluated historical traffic collision data to develop strategies for reducing future incidents. Her technical experience also includes preparing speed surveys, issuing encroachment permits, reviewing traffic plans, analyzing sight distances, and determining the need for stop signs or traffic signals.

Additionally, Ingrid plays an integral role in grant writing for various cities. Her efforts have helped secure significant funding, including over \$4 million for the City of Cathedral City and more than \$3.2 million for the City of Lake Elsinore. Ingrid's contributions have been instrumental in advancing transportation projects and enhancing community infrastructure.



EXPERIENCE:

Industry: 22 Years
WEBB: 9 Years

EDUCATION:

BS, Electrical Engineering/Control Systems
California State University, Long Beach

PROJECT EXPERIENCE:

Perris Valley Storm Drain Trail, Phase 2

City of Perris | Design Engineer

As a Design Engineer, Ingrid contributed to the development of traffic and pedestrian safety improvements to support the trail corridor. She prepared signing and striping plans and pedestrian signal plans, coordinating designs to enhance visibility, wayfinding, and safe crossings for trail users and motorists. Her work incorporated applicable traffic engineering standards and design practices to support multimodal connectivity along the corridor. Ingrid's contributions helped advance a safer and more accessible trail environment for the surrounding community.

4th Street Gravity Sewer Pipeline

Eastern Municipal Water District | Designer

As project designer, Ingrid prepared detailed traffic control and construction support plans for a gravity sewer pipeline located within active travel lanes. She developed solutions that shifted traffic into striped median areas and incorporated temporary traffic signal phasing modifications, maintaining safe and efficient traffic operations throughout construction.

Recycled Water Program – Segment 3

Jurupa Community Services District | Designer

Ingrid led the design of comprehensive traffic control and detour plans for this complex, multi-phase recycled water project. She developed 47 distinct traffic control stages to maintain continuous access to adjacent properties and ensure safe traffic flow along the corridor. Her designs accounted for school proximity and community sensitivity, balancing construction efficiency with public safety and mobility.

INGRID MAR

PROJECT ENGINEER | TRAFFIC AND TRANSPORTATION

City of Carson | Project Engineer

As Project Engineer, Ingrid Mar supports the review and preparation of critical traffic control and roadway safety documents. Her responsibilities include plan checking traffic control plans, signing and striping plans, and traffic signal plans. As well as preparing traffic control and signing and striping designs to ensure compliance with applicable standards. She also performs speed survey analysis to inform regulatory speed determinations and roadway safety improvements. Through her technical expertise and thorough plan reviews, Ingrid helps the City maintain safe, efficient, and compliant traffic operations across its transportation network.

On-Call Traffic Engineering Services

City of Cathedral City | Project Engineer

As Project Engineer, Ingrid Mar supports traffic engineering initiatives that enhance roadway safety and operational efficiency. She prepares traffic signal modification plans and conducts speed-survey analysis to evaluate roadway conditions and support regulatory speed determinations. Ingrid applies safe engineering judgement and adherence to applicable traffic engineering standards to develop practical, compliant solutions. Her work helps the City implement targeted traffic improvements to promote safer, more efficient circulation.

On-Call Traffic Engineering Services

City of Palm Springs | Project Engineer

As Project Engineer, Ingrid designs traffic signal modification and striping plans and conducts field reviews for these projects. These projects aim to secure grant funding and address traffic and transportation issues throughout the City. Key projects include:

- Indian Canyon Two-Way Conversion, Pedestrian, & Bicycle Safety Enhancements - Ingrid supported engineering services for this comprehensive corridor improvement project spanning nine intersections. Her contributions included traffic signal and striping design incorporating pedestrian countdown heads, pedestrian detection, accessible pedestrian signals (APS), leading pedestrian intervals (LPI), protected left-turn phasing, high-visibility crosswalks, advanced stop lines, street lighting, and curb bulb-outs with ADA-compliant ramps. These improvements enhanced pedestrian and bicyclist safety while improving overall traffic operations.
- North Palm Canyon Drive Pedestrian Safety Enhancement Project - This project improved safety at 10 signalized intersections along North Palm Canyon Drive from Tachevah Drive to Ramon Road. Ingrid supported corridor safety studies, preparation of Coachella Valley Association of Governments (CVAG) funding applications, and the design of traffic signal and street improvements. Her work included integration of ADA-compliant ramps and coordination with utility providers to facilitate constructability and minimize disruptions.
- Vista Chino (SR-111) and Via Miraleste and North Palm Canyon Drive (SR-111) and Via Escuela Intersection Improvement Project - Ingrid assisted with intersection safety studies, CVAG grant application support, and preparation of traffic signal and street improvement plans. She coordinated ADA ramp design, utility adjustments, and Caltrans Encroachment Permit applications, ensuring compliance with state requirements and streamlined agency approvals.

MIGUEL HURTADO, PE

SENIOR ENGINEER | TRAFFIC AND TRANSPORTATION

Miguel Hurtado is a Senior Project Engineer with WEBB's Traffic and Transportation Department. He has over 15 years of experience delivering roadway, streetscape, and multimodal transportation improvements for public agency clients throughout Southern and Northern California, with project construction values exceeding \$35 million.

Miguel's experience includes urban and rural roadway design, arterial widening, pedestrian and active transportation improvements, intersection and safety enhancements, storm drain infrastructure, ADA compliance, and bridge replacement support. He has prepared PS&E packages, performed geometric roadway and hydrology design, coordinated with utilities and multidisciplinary design teams, managed budgets and schedules, performed QA/QC reviews, and worked directly with clients and stakeholders.

Miguel works closely with WEBB's in-house planning, surveying, traffic, drainage, and construction management teams to deliver coordinated, high-quality transportation solutions that meet agency standards, schedules, and budgets.



EXPERIENCE:

Industry: 17 Years
WEBB: 1 Year

REGISTRATIONS:

Civil Engineer 88091 CA

EDUCATION:

BS, Civil Engineering
California State Polytechnic
University, Pomona
MA, Public Administration
California State University, Fullerton

PROJECT EXPERIENCE:

Market Street Pedestrian and Streetscape Enhancements

City of Long Beach | Project Engineer

As Project Engineer, Miguel was responsible for a corridor-wide street narrowing and pedestrian enhancement project that included storm drain upgrades and ADA improvements. His role included coordinating with the City and subconsultants and managing design hours and budget tracking in support of the Project Manager.

Roadway Rehabilitation and Streetscape Improvements (Multiple Projects)

City of Long Beach | Project Engineer

Miguel provided design engineering support for more than \$25 million in roadway, storm drain, parking lot, traffic, lighting, and landscape improvements on major City corridors. His work included preparation of PS&E documents and coordination with multidisciplinary design teams.

Regional Sports Park and Ballpark Improvements

City of Ontario | Project Engineer

For this fast-tracked project, Miguel supported arterial widening, reconstruction of major roadways, and the design of new interior roads serving a regional sports complex and adjacent commercial development. He coordinated closely with City Staff, utility designers, grading teams, and storm drain engineers throughout design.

Pedestrian Safety Corridor Improvements

City of Long Beach | Project Manager

In his role as Project Manager, Miguel led a three-mile corridor improvement project incorporating raised crosswalks, lane reconfigurations, and multimodal safety enhancements. His responsibilities included schedule and budget management, invoice review, and QA/QC oversight.

ALLISON EDGERLEY, EIT

ASSISTANT ENGINEER | TRAFFIC AND TRANSPORTATION



Allison Edgerley, EIT, is an Assistant Engineer with WEBB's Traffic and Transportation Department, specializing in roadway design and multimodal transportation improvements. She has supported key projects such as the Old Avenue 48 spur of the Arts and Music Line and the Avenue 50 Street Widening from Jefferson Street to Botella Place, assisting with alignment development, design plans, and drainage and right-of-way coordination. Allison also has experience in water, wastewater, and storm drain facility design, hydrology and hydraulics studies, water quality design, erosion control plans, SWPPP reports, and grading plans, bringing broad civil engineering expertise to her transportation work.

EXPERIENCE:

Industry: 13 Years
WEBB: 13 Years

REGISTRATIONS:

EIT 148920 CA

EDUCATION:

BS, Civil Engineering
California State Polytechnic
University, Pomona

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Assistant Engineer

Assisted in the design of a multi-jurisdictional bikeway project, providing input on trail alignment, grading, and drainage to integrate infrastructure and recreational components.

District 4 Regional Park Feasibility Study

Riverside County Regional Park and Open-Space District | Assistant Engineer

Supported the feasibility study through the evaluation and documentation of existing infrastructure systems, contributing to the technical assessment and preparation of the final report for park development considerations.

Engineering Services Mountain Gate TR 36430-1F

D.R. Horton, Inc. | Assistant Engineer

Prepared detailed water quality and drainage designs and assisted in storm drain plan preparation for this residential subdivision.

Engineering Services Mountain Gate TR 36430-1F

D.R. Horton, Inc. | Assistant Engineer

Prepared residential precise grading and house plotting plans to support infrastructure construction and home-building activities.

Perris Valley Storm Drain Trail, Phase 2

City of Perris | Assistant Engineer

Supported the design of bike and pedestrian trail improvements, including coordination of storm drain, grading, and utility considerations along the corridor.

Final Eng TR 29997 Mill Creek

Assistant Engineer

Supported final design efforts through house plotting and residential precise grading plan preparation for single-family development.

Ethanac and Byers Entitlement

Capstone Advisors | Assistant Engineer

Prepared conceptual grading, water quality management, and drainage designs to support entitlement applications for a mixed-use industrial development within the City of Menifee.

ALLISON EDGERLEY, EIT

ASSISTANT ENGINEER | TRAFFIC AND TRANSPORTATION

Perris Airport Entitlement

MC Blackacre LLC | Assistant Engineer

Provided entitlement-level grading, water quality, and drainage design services for the proposed industrial warehouse development on 77+ acres at the southeast corner of Goetz Road and Ellis Avenue in the City of Perris, supporting preliminary planning and approval efforts.

Calimesa Blvd and Singleton Road Entitlement

Birtcher Development | Assistant Engineer

Prepared conceptual grading, water quality, and drainage plans to support entitlement processing for a proposed industrial development.

River's Edge Ranch Entitlement

The River's Edge | Assistant Engineer

Provided conceptual grading, water quality, and drainage design support for the entitlement package of a small, 20-acre residential and mixed-use community.

Ackerstone Final Design

Acker-Stone | Assistant Engineer

Performed precise grading and water quality design revisions to support the final engineering phase of site development improvements.

Engineering Services for Romoland Sultanas

Lennar Homes, Inc. | Assistant Engineer

Developed plans for on-site sewer, domestic water, recycled water, and storm drain systems to support residential infrastructure improvements.

Capstone Advisors Consulting Services

Capstone Advisors | Assistant Engineer

Prepared engineering plans for off-site and on-site improvements including street, domestic water, and storm drain systems, as well as supporting drainage reports for entitlement and design coordination.

COLE BENNER, EIT

ASSISTANT ENGINEER | TRAFFIC AND TRANSPORTATION

Cole Benner, EIT, is an Assistant Engineer with WEBB's Traffic and Transportation Department, where he supports the design and development of civil engineering projects. Cole assists project managers and teams produce detailed plans, specifications, and estimates, ensuring all deliverables align with agency standards and project goals.

His work includes analyzing design alternatives, developing cost-effective solutions, and reviewing design details to enhance constructability and project quality. Cole brings strong problem-solving and communication skills to each assignment and is committed to continuous learning and collaboration within interdisciplinary teams.



EXPERIENCE:

Industry: 5 Years
WEBB: 1 Year

REGISTRATIONS:

Engineer in Training EIT 184108 CA

EDUCATION:

MS, Civil and Environmental Engineering
University of California, Berkeley
BS, Civil Engineering
University of California, Berkeley

PROJECT EXPERIENCE:

Avenue 50 Street Improvement Project - Phase 2

City of Indio | Associate Engineer

WEBB is currently partnering with the City of Indio on Phase 2 of the Avenue 50 Street Improvement Project between Madison Avenue and Botella Way. The project will enhance multimodal transportation along the corridor while improving safety and accessibility for pedestrians, cyclists, and the large number of attendees traveling through the area during the Coachella and Stagecoach festivals. Cole supports project delivery by preparing roadway improvement plans, construction cost estimates, and Plans, Specifications, and Estimates (PS&E).

Avenue 50 Street Improvement Project - Phase 1

City of Indio and City of La Quinta | Assistant Engineer

In partnership with the Cities of Indio and La Quinta, WEBB designed improvements to the Avenue 50 corridor between Jefferson Street and Madison Street, including sidewalks, separated bike lanes, and multi-use trails that improve connectivity, promote active transportation, and enhance safety for pedestrians and cyclists. Cole contributed to the design by developing horizontal and vertical roadway geometry and coordinating extensively with the local electric utility to identify underground utility alignments that minimized the number and extent of required easements while accommodating project constraints.

Barberry Avenue Starbucks Left-Turn Pocket

Town of Yucca Valley | Assistant Engineer

Cole supported the Town of Yucca Valley in preparing PS&E for the addition of a left-turn pocket serving a recently completed Starbucks development. He assisted in revising the original raised median design to a painted median, reflecting the Town's preferred roadway configuration.

CV Link Community Connectors Alternative Corridor Analysis

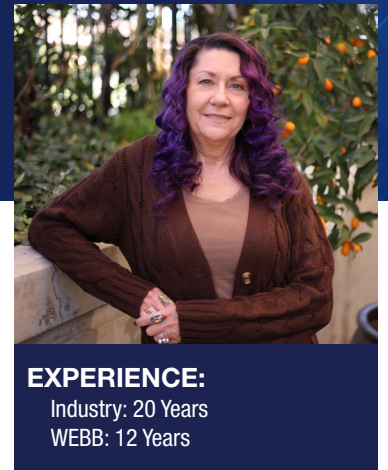
Coachella Valley Association of Governments (CVAG) | Assistant Engineer

WEBB is supporting CVAG in planning and developing the CV Link Community Connectors Project. Cole prepared construction cost estimates for bicycle and pedestrian improvements across 104 roadway segments, organized into 29 alternative projects, to support future Active Transportation Program (ATP) grant applications. Working closely with partner consultants, he helped develop standardized estimating templates that improved consistency, streamlined estimate preparation, and provided flexibility to accommodate future scope and cost revisions.

DEBORAH SAULINA

SENIOR PROJECT COORDINATOR | TRAFFIC AND TRANSPORTATION

Deborah is a Senior Project Coordinator with extensive experience supporting transportation, traffic, utility, infrastructure, and land development projects for public agency clients throughout Southern California. She specializes in utility research and coordination, agency liaison services, project administration, proposal development, invoicing support, stakeholder communication, document management, and project delivery support. Deborah excels at tracking project deliverables, schedules, and interdepartmental tasks to help keep projects on time and within scope while maintaining clear communication among project teams, public agencies, utility providers, and stakeholders. She has extensive experience coordinating with agencies and utility owners including IID, CVWD, Southern California Gas, Frontier, Spectrum, Verizon, and Caltrans to identify and resolve utility conflicts and support successful project delivery. Known for her strong organizational skills, attention to detail, proactive follow-up, problem-solving abilities, and commitment to quality, Deborah is a key resource in facilitating collaboration and maintaining momentum on complex multidisciplinary projects.



EXPERIENCE:

Industry: 20 Years

WEBB: 12 Years

PROJECT EXPERIENCE:

Jackson Street Improvements – Avenue 49 to Avenue 52 (TS1901)

City of Indio | Project Coordinator/Utility Coordinator

Deborah coordinated utility research, conflict identification, and agency communication for a major roadway widening and infrastructure improvement project. She served as the liaison among utility providers, public agencies, right-of-way specialists, and the project team while managing utility tracking, potholing coordination, project documentation, and stakeholder communication. Her efforts helped resolve utility conflicts and support project progression through design and right-of-way acquisition phases.

Indio Sports Park

City of Indio | Project Coordinator/Utility Coordinator

Deborah coordinated utility and agency communications for development of the Indio Sports Park, including site improvements, roadway enhancements, utility infrastructure, and public amenities. She collaborated with IID, project consultants, survey teams, and City staff to obtain utility information, process easements, and support utility relocation efforts. Her coordination helped secure critical easements and maintain effective communication among stakeholders throughout design and construction.

The Civic Center Storm Drain (SD2201) and Oasis Street Beautification (ST2303) Projects

City of Indio | Project Coordinator/Utility Coordinator

Deborah supported utility investigations, conflict analysis, and coordination activities for a storm drain improvement and streetscape enhancement project. She coordinated with utility owners, consultants, and City staff to facilitate communication, project tracking, plan development support, and bid-phase activities. Her work helped identify utility conflicts and advance the project through design, bidding, and construction support.

JESSIE COREA, PLA

ASSOCIATE LANDSCAPE ARCHITECT | LANDSCAPE ARCHITECTURE

Jessie Corea is a landscape architect with over ten years of experience delivering commercial, industrial, land development, and public park projects. His expertise spans all phases of project delivery, from schematic design and design development through construction documentation, ensuring cohesive, well-managed, and site-responsive outcomes.

Jessie's approach is rooted in collaboration. He works closely with clients, multidisciplinary teams, and community stakeholders to create landscapes that are functional, resilient, and reflective of the communities they serve. His designs are informed by a strong understanding of site-sensitive planning, construction methodologies, and budget-conscious strategies, allowing him to craft thoughtful solutions that balance aesthetics with technical feasibility.

Jessie's project management style emphasizes clear communication and teamwork throughout the entire project lifecycle, ensuring that all aspects such as programming, budget, environmental compliance, and schedule are aligned and executed efficiently. His ability to manage complex stakeholder input and deliver high-quality outcomes makes him a valuable asset to any public space or conservation-focused project.



EXPERIENCE:

Industry: 13 Years
WEBB: 8 Years

REGISTRATIONS:

Landscape Architect 6840 CA

EDUCATION:

BS, Landscape Architecture
California State Polytechnic
University, Pomona
AA, Liberal Arts
Chaffey Community College
AA, Math/Sciences
Chaffey Community College

AFFILIATIONS:

International Council of Shopping
Centers
American Society of Landscape
Architects

PROJECT EXPERIENCE:

Western Gage Median Park

Los Angeles Neighborhood Initiative | Lead Project Designer

As Lead Project Designer, Jessie helped manage and guide the landscape architecture team through the design of the Western and Gage Pocket Park in South Los Angeles. The project addressed long-standing issues of pedestrian disconnection, safety, and lack of accessible green space at the intersection of Western and Gage Avenues.

Grounded in extensive community engagement, Jessie helped capture residents' concerns about traffic safety, inadequate public amenities, and the need for welcoming and equitable spaces. LADOT and LAPD traffic studies confirmed the intersection's hazards caused by traffic congestion, freeway spillover, and poor pedestrian infrastructure, which were strongly echoed by local stakeholders.

Jessie's project management approach ensured effective coordination among community members, city departments, and technical consultants. The final design reflects both the functional requirements and the lived experiences and aspirations of the South LA community it serves.

Rancho Las Flores Park Expansion

City of Coachella | Project Manager

As Project Manager, Jessie led WEBB's Landscape Architecture team in the design and delivery of a 15-acre expansion to Rancho Las Flores Park, creating a vibrant, inclusive, and culturally reflective public space for the City of Coachella.

Jessie directed a robust community outreach process to engage residents and stakeholders, resulting in a concept grounded in three guiding principles: inclusion, connectivity, and expansion. The design integrates

Coachella's local history, regional identity, and artistic character while addressing the community's diverse recreational needs.

Throughout all project phases, from schematic design through construction documentation, Jessie ensured seamless coordination among interdisciplinary teams, including civil, structural, and MEP consultants and city representatives. His leadership kept the project on schedule and aligned with city objectives and community expectations.

Green Valley Park

RainTree Investment Corporation | Project Designer

Jessie served as Project Designer for Green Valley Park, helping transform an underutilized stormwater detention basin into a multifunctional community park. He helped integrate active and passive recreation while preserving the site's stormwater management function, organizing flood-tolerant amenities in lower areas and locating playgrounds, picnic shelters, and gathering spaces on higher ground. During bidding and construction, Jessie supported value engineering efforts by refining details, evaluating material substitutions, and helping maintain the design vision while addressing budget challenges.

Skid Row Connectivity and Safety Project, Active Transportation Program Grant Applications

Los Angeles Neighborhood Initiative | Project Manager

Jessie served as Project Manager for the Skid Row Connectivity and Safety Project, a transformative active transportation effort in Downtown Los Angeles that addressed long-standing issues of disconnection, blight, and underinvestment. The project improves mobility, safety, and equity for pedestrians, cyclists, residents, and businesses throughout the neighborhood.

The proposed improvements included over 23,000 linear feet of Class IV bike lanes, new bike infrastructure such as racks, lockers, bike share and e-bike stations, significant sidewalk reconstruction and widening, 76 upgraded ADA ramps, 57 enhanced crosswalks with safety features, hydration stations, urban street furniture, and the planting of 500 street trees along nearly 10,000 linear feet of road diet implementation.

Jessie collaborated closely with WEBB's Traffic and Transportation team to develop a comprehensive Active Transportation Program grant application booklet for the City of Los Angeles 14th District and the Los Angeles Neighborhood Initiative. His project management responsibilities included coordinating cross-discipline input, organizing stakeholder meetings, leading site planning efforts, and producing high-quality graphics and visual communication materials. The final deliverable presented a compelling vision for a safer and more connected Skid Row corridor.

GUILLERMO GONZALEZ, PLA, ASIC

**SENIOR LANDSCAPE ARCHITECT | IRRIGATION DESIGN SPECIALIST |
RECYCLED WATER EXPERT | LANDSCAPE ARCHITECTURE**

Guillermo Gonzalez is a licensed Senior Landscape Architect with WEBB's Landscape Architecture Department. He has over a decade of experience designing and managing diverse projects across parks and open spaces, streetscapes, and commercial, industrial, institutional, and residential developments. His streetscape design experience emphasizes creating cohesive, pedestrian-oriented environments that enhance mobility, safety, and visual character while integrating infrastructure seamlessly into the public realm. Guillermo thrives in multidisciplinary environments and brings a unique blend of engineering precision and landscape architecture principles, balancing stability, efficiency, and functionality with sustainability, aesthetics, and community impact.

A recognized expert in irrigation planning and design, Guillermo specializes in recycled water systems, guiding projects from conceptual design through construction. He holds a Recycled Water Site Supervisor Certification and serves as a consulting plan checker for Eastern Municipal Water District, where he provides technical guidance across all phases of recycled water planning and contributes to developing district standards and guidelines.

With in-depth knowledge of Southern California flora and a strong command of local and state irrigation regulations, Guillermo ensures regulatory compliance, design integrity, and ecological sensitivity throughout every project phase. He remains actively involved in professional development through the American Society of Irrigation Consultants, where he has served as a panelist speaker and received an honor award for Innovative Irrigation Design Methods with Recycled Water in 2025. He is also involved with the Irrigation Association, contributing to advocacy committees and staying at the forefront of emerging technologies and best practices in sustainable irrigation.



EXPERIENCE:

Industry: 13 Years
WEBB: 12 Years

REGISTRATIONS:

Landscape Architect PLA 6294 CA

EDUCATION:

BS, Landscape Architecture
California Polytechnic University,
Pomona
AS, Architecture
Riverside Community College

AFFILIATIONS:

American Society of Irrigation
Consultants
Irrigation Association

PROJECT EXPERIENCE:

Green Valley Park

RainTree Investment Corporation | Architect of Record/Lead Irrigation Designer

Guillermo served as Co-Landscape Architect of Record and Lead Irrigation Designer for Green Valley Park, leading the conceptual design in coordination with Raintree and the City of Perris. He contributed to all phases of final design, including preparation of construction documents, planting and irrigation plans, and development of custom landscape details and specifications to supplement limited city standards. Guillermo also supported construction administration by handling material submittals and responding to RFIs, ensuring design intent was maintained in the field. His contributions enabled a cohesive, constructible design and supported efficient project delivery from concept through construction.

Mecca Neighborhood Park and Greening Project - Triangle Park

County of Riverside | Project Designer/Irrigation and Site Design

Guillermo supported the project as the lead designer for the conceptual plan used to pursue grant funding. His role included site design, irrigation design, and development of design concepts that responded to community needs and project goals. He also participated in the project interview, helping communicate the value of the park improvements to the community and the design considerations that shaped the proposed improvements.

JOSEPH CALDWELL, PE, QSD, QSP, CFM

PRACTICE AREA LEADER | WATER RESOURCES

Joseph Caldwell, PE, QSD, QSP, CFM, is the Practice Area Leader with WEBB's Water Resources Department. He leads staff development and oversees the department's quality assurance/quality control program, ensuring all projects meet technical standards from concept through final design.

Joseph specializes in master drainage planning, backbone drainage infrastructure, and water quality systems for regional flood control projects. A Certified Professional in Erosion and Sediment Control and Storm Water Quality, he brings expertise in hydrology, hydraulics, and environmental compliance.

His experience includes designing regional flood control basins, levees, and miles of backbone drainage infrastructure, as well as hydrologic and hydraulic modeling of the San Jacinto River from Railroad Canyon to the existing Army Corps levee in the City of San Jacinto. Joseph's extensive knowledge of local agency design standards and strong professional relationships enable efficient project delivery and approval.

PROJECT EXPERIENCE:

Heacock Channel March Joint Powers Authority

Riverside County Flood Control and Water Conservation District | Project Manager

Joseph managed Phase 3 of the Heacock Channel Design Project, leading the preparation of final improvement plans, traffic control plans, and hydrology/hydraulic analyses for approximately 3,600 LF of channel. He coordinated all project activities, including design team meetings, quality control, and permitting, ensuring regulatory compliance and approval readiness. His leadership facilitated efficient project delivery and alignment with regional flood control objectives.

San Jacinto River Stage 3 Master Plan

Riverside Flood Control and Water Conservation District | Project Manager

As Project Manager, Joseph led the evaluation of hydrologic models and conceptual designs for floodplain management, infrastructure impacts, and environmental compliance. He coordinated stakeholder engagement, developed planning studies, and presented recommendations to the Advisory Board, including MSHCP compliance, CEQA strategy, and development constraints.

Hemet MDP Line C, Stage 4

Riverside County Flood Control and Water Conservation District | Project Manager

Joseph managed the Stage 4 extension of Hemet MDP Line C, delivering surface flood relief and protection for a heavily developed urban area. He oversaw preliminary design reports, utility coordination, and preparation of final design plans and specifications for a backbone drainage facility, ensuring constructability and compliance with master plan requirements. His leadership facilitated critical flood mitigation for the City of Hemet.



EXPERIENCE:

Industry: 24 Years
WEBB: 24 Years

REGISTRATIONS:

Civil Engineer C 67239 CA
Civil Engineer 030017 NV
Civil Engineer C 76114 AZ
Civil Engineer 14217483 UT
Civil Engineer 0066347 CO

CERTIFICATIONS:

Qualified SWPPP Developer QSD
00076
Qualified SWPPP Practitioner QSP
00076
Certified Floodplain Manager CFM

EDUCATION:

BS, Civil Engineering
Brigham Young University
MS, Civil Engineering
Brigham Young University

AFFILIATIONS:

American Society of Civil Engineers
American Public Works Association
Floodplain Management
Association

Perris Valley Commerce Center Specific Plan and EIR

City of Perris | Project Engineer

Joseph completed hydrologic and hydraulic analyses for the Perris Valley Commerce Center Specific Plan, developing planning-level cost estimates and conceptual drainage infrastructure plans. He prepared GIS-based mapping and exhibits to support the City's planning, entitlement, and environmental review processes, ensuring consistency with regional flood control standards and Specific Plan objectives.

Eastern Coachella Valley Stormwater Master Plan and EIR

Coachella Valley Water District | Project Manager

Joseph managed the development of the Eastern Coachella Valley Stormwater Master Plan, coordinating subconsultant activities and providing technical oversight of hydrologic and hydraulic analyses. He led the preparation of the Master Plan reports, developed planning-level cost estimates, and ensured the study aligned with regional flood control objectives and CVWD design standards.

Bedford Wash Channel

Riverside County Flood Control and Water Conservation District | Project Manager

Joseph led preliminary planning and engineering for the Bedford Wash Channel extension, transitioning the design from a fully concrete channel to a soft-bottom system while meeting flood control criteria. He coordinated environmental permitting, sediment transport analysis, and structural integrity evaluations, ensuring minimal habitat impact. His oversight delivered a technically sound and environmentally sensitive flood control solution.

Homeland/Romoland Master Drainage Plan and EIR

Riverside County Flood Control District and Water Conservation District | Project Engineer

Joseph performed hydrologic and hydraulic calculations in support of the Homeland/Romoland Master Drainage Plan and EIR, preparing planning-level cost estimates and conceptual layouts for proposed facilities. He developed GIS-based exhibits to support environmental documentation and stakeholder coordination, ensuring consistency with District criteria and long-range flood control planning needs.

University Wash Storm Drain Project

Riverside County Flood Control and Water Conservation District | Technical Advisor

Joseph provided technical guidance for the design of a 2,450-LF, 90-inch storm drain through a developed industrial corridor. He coordinated planning, analysis, and construction logistics with local businesses to minimize operational disruptions while ensuring hydraulic efficiency and regulatory compliance. His oversight enabled the storm drain to be successfully integrated into existing infrastructure with minimal impact.

North Indio Regional Flood Control Channel

Coachella Valley Water District | Technical Advisor

Joseph served as Technical Advisor for over three miles of concrete-lined flood control channels, overseeing hydraulic analysis, preliminary design, and environmental documentation. He guided the preparation of final design plans, specifications, CLOMR, and LOMR submissions while coordinating public outreach and right-of-way acquisition. His contributions enhanced regional flood protection and ensured project readiness for construction.

San Jacinto Valley MDP Line E Preliminary Design Report

San Jacinto Master Developer, LLC | QA/QC

Joseph prepared updated MDP hydrology based on the original master drainage plan and provided technical oversight during preliminary design evaluations. He served as the liaison with the Riverside County Flood Control and Water Conservation District, coordinating design assumptions, review processes, and approval pathways to support project advancement.

MARCO GONZALEZ

ASSISTANT ENGINEER | WATER RESOURCES

Marco Gonzalez, EIT, is an Assistant Engineer with WEBB's Water Resources Department. In his role, Marco contributes to project designs across all phases, from initial planning through construction. He has supported various public works projects, including stormwater, water reclamation, and water and wastewater treatment systems.

Marco's technical expertise includes developing plans, hydraulics and hydrology reports, and project specifications for storm drainage projects. He has also actively supported projects involving water distribution and sewer collection systems for tract developments and other water resources initiatives, providing essential technical analysis and design support to ensure projects are delivered efficiently and in compliance with regulatory standards.



EXPERIENCE:

Industry: 7 Years
WEBB: 5 Years

REGISTRATIONS:

Engineer in Training EIT 178290 CA

EDUCATION:

BS, Civil Engineering
California State Polytechnic
University, Pomona
AA, Physics, Math, Liberal Studies
Los Angeles City College

PROJECT EXPERIENCE:

The Civic Center Storm Drain (SD2201) and Oasis Street Beautification (ST2303) Projects **City of Indio | Design Engineer**

Marco served as the design engineer for the Civic Center Storm Drain Project, supporting improvements to downtown Indio's drainage system. He prepared final improvement plans, hydrology and hydraulic reports, cost estimates, and project specifications for approximately 10,000 LF of reinforced concrete pipe. Marco's work included integrating the new storm drain mainline along Requa Avenue with the MaxWell Plus drainage system and connecting to an underground retention system within the greenbelt between Jackson Street and Marshall Street, ensuring efficient stormwater conveyance and long-term system performance.

JASON ARDERY, PE, TE, LLS, CPESC, QSD, QSP

DEPUTY DIRECTOR | LAND SURVEY AND MAPPING

Jason Arderly is a licensed Civil Engineer, Traffic Engineer, and Land Surveyor with over 20 years of experience delivering public and private infrastructure projects across Southern California. As Deputy Director of Land Survey and Mapping at WEBB, Jason brings a unique blend of technical precision and leadership, with a strong emphasis on land surveying and its critical role in planning, entitlement, and construction.

Throughout his career, Jason has led multidisciplinary teams of engineers, surveyors, and planners in successfully executing municipal infrastructure, residential subdivisions, commercial centers, and industrial developments. His deep understanding of boundary and topographic surveys, ALTA/NSPS Land Title Surveys, construction staking, and legal mapping has been instrumental in ensuring project accuracy, regulatory compliance, and timely delivery.

Jason's surveying expertise is complemented by his leadership in entitlement processes, including General Plan Amendments, Specific Plans, Tentative Maps, and Williamson Act cancellations. He played a pivotal role on the City of Eastvale's General Plan Advisory Committee, helping shape the city's first General Plan—a testament to his commitment to public service and community development.

In addition to his technical credentials, Jason holds CPESC, QSD, and QSP certifications and is a certified sUAS Remote Pilot, enabling him to integrate drone-based surveying into modern workflows. He is a graduate of Cal Poly Pomona with a BS in Civil Engineering and remains active in professional organizations such as ASCE and CLSA. Jason also serves as President of his homeowners' association, further demonstrating his dedication to civic engagement.



EXPERIENCE:

Industry: 24 Years
WEBB: 22 Years

REGISTRATIONS:

Civil Engineer C 71508 CA
Traffic Engineer 2618 CA
Licensed Land Surveyor 9329 CA

CERTIFICATIONS:

Certified Professional in Erosion
and Sediment Control 6561
Qualified SWPPP Developer/
Practitioner 20935
FAA Part 107 Certified Drone
Operator

EDUCATION:

BS, Civil Engineering
California State Polytechnic
University, Pomona

AFFILIATIONS:

American Society of Civil Engineers
California Land Surveyors
Association

PROJECT EXPERIENCE:

Arts and Music Line

Coachella Valley Association of Governments | Technical Advisor

Jason served as Technical Advisor, providing quality review of utility information incorporated into design drawings and advising on right-of-way and easement requirements. He led the research and evaluation of existing land rights, coordinated the preparation and review of legal descriptions and plats, and worked closely with Land Survey and Mapping and design team staff to align survey data with project needs. His coordination supported accurate right-of-way acquisition, reduced risk during final design, and ensured legally defensible mapping for project delivery.

Riverside Transmission Reliability Project

Vernola Trust | Principal in Charge

As Principal in Charge, Jason provided leadership and oversight on this complex project involving Southern California Edison (SCE) and the City of Riverside. The project required evaluating the impacts of a proposed overhead powerline alignment across multiple private properties. Jason oversaw the engineering support provided to property owners, ensuring thorough analysis of SCE easement restrictions, existing and

proposed easements, and access conditions. Under his direction, the team assessed developable land, prepared net and gross acreage calculations, and developed a range of technical exhibits to support property owner interests throughout the alignment process.

City of Santa Ana vs Rim Portofino

Murphy & Evertz | Technical Expert

As Technical Expert, Jason supported this litigation-related effort through the preparation and review of a boundary survey for the subject property. His responsibilities included the detailed analysis of the Litigation Guarantee, review of deeds and easement documents, and extensive research of existing maps, survey records, and supporting documentation. Jason also oversaw plotting existing property lines and easements based on record data to support the legal evaluation of property boundaries.

Caltrans 42B4956 vs Aim High

California Department of Transportation | Technical Expert

As Technical Expert, Jason provided specialized support for this Caltrans-led project focused on the construction of a new bypass connection between State Highways 138 and 18. Jason comprehensively reviewed development potential and property impacts in pre- and post-construction conditions. His analysis addressed key factors including property boundaries and areas, land use and zoning regulations, setbacks, access modifications, grading constraints, drainage patterns, floodplain considerations, and existing utility infrastructure. His technical insight ensured informed decision-making and minimized adverse impacts to surrounding properties.

Eastvale Civic Center

City of Eastvale | Project Manager

Jason served as Project Manager, leading the WEBB team in delivering civil engineering and surveying services for the Eastvale Civic Center. The team identified underground utilities, easements, and property boundaries using entitlement-phase data and field surveys to support design efforts. WEBB prepared street, storm drain, waterline, signing and striping, and street lighting plans for the extension of Schleisman Road, including a roundabout and intersection improvements at Hamner Avenue. Jason also coordinated with the adjacent Hamner Place development and managed a team of subconsultants to provide a complete and coordinated design package. WEBB continues to support the City through construction.

Goodman Commerce Center

City of Eastvale | Project Manager and Principal Engineer

Jason served as Project Manager for the Goodman Commerce Center, a major commercial and industrial business park in northern Eastvale. The project featured extensive site enhancements, including water quality basins, a pedestrian walking trail, benches, LED light bollards, low-water-use landscaping, buffer planting zones, and decorative rock features. Jason oversaw WEBB's delivery of landscape architecture, entitlement processing, final engineering, and mapping services for Business Park Parcels 3 and 4. The project also involved a General Plan Amendment to change the land use designation from High Density Residential to Light Industrial, Business Park, and Commercial Retail, supporting the City's long-term vision for economic growth and development.

Vernola Marketplace Apartment Community

Bridge Investment Group | Project Manager and Principal Engineer

Jason served as Project Manager for the Vernola Marketplace Apartment Community, a 17-acre multi-phase residential development in the City of Jurupa Valley. He led WEBB's civil engineering scope, managing entitlement approvals and all site engineering tasks. Jason oversaw the preparation of phased Rough Grading Plans to accommodate a Riverside County Flood Control easement, and a Precise Grading Plan in compliance with City standards. He directed the design of On-Site Water and Sewer Plans and coordinated separate Off-Site Utility Plans to connect with Jurupa Community Services District infrastructure, ensuring the project met all requirements for domestic water, sanitary sewer, and fire protection.

CARLOS SILVA, LLS

PROFESSIONAL LAND SURVEYOR | LAND SURVEY AND MAPPING

Carlos Silva, LLS, is a Professional Land Surveyor in WEBB's Land Survey and Mapping Department. He brings 20 years of experience in all aspects of surveying, both in the field and office. As a project surveyor, his responsibilities include right-of-way mapping, survey records, legal descriptions and exhibits, and ALTA surveys.

PROJECT EXPERIENCE:

Highway 86 Water Transmission Pipeline Phase 3 and 4

Coachella Valley Water District | Land Surveyor

Carlos served as a Land Surveyor responsible for right-of-way mapping along a six-mile stretch of Highway 86, extending south from the Riverside County line. His efforts supported the alignment and design of major water transmission infrastructure.

Chino Wells 4 and 6 Treatment Project

Hazen and Sawyer | Land Surveyor

Carlos provided boundary mapping for the project site and surrounding parcels, ensuring accurate documentation for the planning and development of new well treatment facilities.

Indio Sports Park

City of Indio | Land Surveyor

As a Land Surveyor, Carlos performed boundary and topographic mapping for the proposed sports park, supporting land use planning and design for the recreational facility.

Hillwood-New Perris Commerce Center

City of Perris | Land Surveyor

Carlos was responsible for preparing ALTA surveys and boundary mapping for this large-scale industrial development, enabling entitlement and permitting processes.



EXPERIENCE:

Industry: 28 Years

WEBB: 4 Years

REGISTRATIONS:

Licensed Land Surveyor 9552 CA

CERTIFICATIONS:

Certified LS Survey Party Chief,

Operating Engineers Local 12

EDUCATION:

San Bernardino Community College

AFFILIATIONS:

California Land Surveyors

Association, Riverside/San

Bernardino Local Chapter



PREEMPTION DESIGN LEAD

Jason Stack^{TE, PTOE}

Jason is the founder of STC Traffic and has over 27 years of experience managing traffic engineering and ITS projects. He is a recognized expert in grade crossing preemption and traffic operations and systems projects. He has led planning, design, and implementation efforts for the most complex grade crossing systems in California, including every type of system service and improvement. He has authored systemwide design criteria, standards, and safety studies for Metrolink, NCTD, Caltrain, and CPUC.

Years of Experience: 27

Years with STC: 19

Location: Carlsbad, CA

Education

B.S. Civil Engineering,
University of Massachusetts
at Lowell, 1999

Professional Registrations

Professional Engineer
(Traffic) CA, #2790

Professional Traffic
Operations Engineer, USA,
#4174

Relevant Experience

City of Perris, Case Road Improvements Project, 2020-Present

Preemption Design Lead. STC is providing traffic engineering services to support construction of roadway improvements on Case Road adjacent to the Metrolink Perris Valley Line. Project improvements include modified traffic signals at three intersections. The Ellis Avenue and Mapes Road intersections include grade crossings and the traffic signals require interconnection with rail signaling for preemption. Jason is responsible for document review, development of preemption phasing and timing, and coordination with Metrolink and CPUC.

City of National City, 8th Street Bike & Pedestrian Enhancements, 2025-Present

Project Manager. Jason is overseeing the delivery of a fully integrated bike path, roadway, and rail system at the intersection of a BNSF at-grade railroad crossing. Project stakeholders include MTS, NBSD, BNSF, SANDAG, CPUC, the Port of San Diego, and Caltrans. Jason was responsible for studying the operating condition of the intersection with project improvements, outlining the impacts and performance characteristics of various improvements, and determining optimal roadway geometrics and control features.

City of Vista, Inland Rail Trail Bikeway Project, 2019-2020

Principal Lead. The intersection at Mar Vista and Philips Street was critical to the safe operation of the railroad crossing signals and new street traffic signal. STC completed the project under a critical path turnaround. Jason reviewed the grade crossing traffic signal design, designed the preemption operation, and implemented the new preemption operation with advanced preemption circuitry, gaining approval from the City of Vista, NCTD, CPUC, and SANDAG within a constrained timeframe.

City of Encinitas, Chesterfield Grade Crossing Improvements, 2015-2019

Principal Lead. As part of the San Elijo Lagoon Double Track Project, modifications were required to the at-grade rail crossing at Chesterfield Drive between two closely spaced, signalized intersections. STC was tasked with implementation and integration of an advanced 16-phase traffic operations plan to ensure safe, efficient preemption of the crossing and clearance of vehicles. Jason supervised: traffic signal timing and operations; equipment upgrades; systems integration, testing and verification; and coordination with project stakeholders, including SANDAG, NCTD, CPUC, and City of Encinitas.

STC Traffic, Inc.





SYSTEMS AND OPERATIONS LEAD

Adam Lemberg ^{IMSA III}

Adam has over 29 years of experience installing, troubleshooting, and maintaining traffic signals and communication networks. Prior to joining STC, Adam worked for McCain, Inc. for 14 years, where he installed many of the advanced traffic management systems in Southern California and the infrastructure necessary for network communications. Adam is a regional expert in traffic signal and ITS systems and technologies, experienced in managing sophisticated intersections and highly recognized for his ability to build communications networks and solve complex electrical and communications problems.

Years of Experience: 29

Years with STC: 13

Location: Carlsbad, CA

Certifications

IMSA Level 3 - Traffic Signal
Senior Field Technician

Relevant Experience

City of Perris, Case Road Improvements Project, 2020-Present

Principal Systems Engineer. STC is providing traffic engineering services to support construction of roadway improvements on Case Road adjacent to the Metrolink Perris Valley Line. Project improvements include modified traffic signals at three intersections. The Ellis Avenue and Mapes Road intersections include grade crossings and the traffic signals require interconnection with rail signaling for preemption. Adam is responsible for traffic signal operations and activation support, including signal timing development, bench testing, implementation, and fine-tuning.

City of San Diego, Sassafras Street Widening, 2022-2023

Principal Systems Engineer. STC provided traffic engineering and construction support for traffic signal improvements associated with the street widening. Adam was responsible for development of signal timing and signal programming for new, modified, and preempted signals, design and configuration of the railroad peer-to-peer interconnect circuit and traffic signal communications, and signal turn-on support, testing, and commissioning.

City of Vista, Inland Rail Trail Bikeway Project 2019-2020

Principal Systems Engineer. STC provided construction support services for a newly designed traffic signal in the City of Vista at a SPRINTER at-grade crossing, which required highly specialized signal timing and traffic signal operations. Adam was responsible for providing direction to the contractor before and during construction for proper wiring and installation; coordinating with the rail side to perform field tests and observe and verify the intended operation and adjust as necessary; providing activation day support for the turn-on and verifying and adjusting as necessary; and providing post-activation observations and adjustments.

SBCTA, Redlands Passenger Rail Project, 2016-2022

Principal Systems Engineer. STC was responsible for coordinating and executing traffic engineering design at 26 grade crossings, fiber optic communications design, and Customer Information Systems (CIS) design for five station platforms. The fiber optic system was designed to connect hundreds of network devices. Adam was responsible for configuration/integration support for the traffic signals, communications, and surveillance systems, and signal timing development, bench testing, implementation, and fine-tuning.

STC Traffic, Inc.





TRAFFIC ENGINEERING DESIGN LEAD

Christian Lambarth ^{PE, TE, PTOE}

Christian has over 17 years of experience managing traffic engineering projects throughout Southern California, specializing in traffic operation analysis and design of traffic signals, signing and striping, traffic control, street lighting, and traffic signal interconnect. Christian leads traffic engineering design projects for STC's on-call contracts and has provided design and construction support for regionally significant rail projects.

Years of Experience: 17

Years with STC: 10

Location: Carlsbad, CA

Education

B.S. Civil Engineering,
Michigan State University,
East Lansing, 2009

Professional Registrations

Professional Engineer
(Civil) CA, #86675

Professional Engineer
(Traffic) CA, #2927

Professional Traffic
Operations Engineer, USA,
#5180

Relevant Experience

City of Perris, Case Road Improvements Project, 2020-2021

Traffic Design. STC provided traffic engineering services to support construction of roadway improvements on Case Road adjacent to the Metrolink Perris Valley Line. Project improvements included modified traffic signals at three intersections. The Ellis Avenue and Mapes Road intersections included grade crossings and required interconnection with rail signaling for preemption. Christian oversaw review of existing preemption interconnect, phasing and timing, proposed geometric layouts in consideration of Metrolink and CPUC standards and traffic operations, and traffic signal modification plans. The project required coordination with the City, Metrolink, and CPUC for permitting.

Metro, Southeast Gateway Line, 2024-Present

Traffic Design Lead. As part of the West Santa Ana Branch Transit Corridor project, the Southeast Gateway Line is a new light rail transit line that will connect southeast LA County to downtown Los Angeles. Christian is managing development of 30% preliminary design for traffic signal modifications, including new relocated signal, poles, and traffic controllers with interconnect and utility conflicts for nineteen intersections and development of traffic signal phasing and railroad/LRT preemption.

SBCTA, Redlands Passenger Rail Project, 2016-2022

Traffic Design Lead. STC supported construction of the new Arrow rail line in San Bernardino/Redlands, a \$300 million extension of the Metrolink line along nine miles of existing right-of-way. Christian led traffic engineering elements of the project, including coordination and oversight for design of traffic signals, signing and striping, and traffic control for 26 at-grade crossings, and development of the Traffic Signal Operations Plan, which included evaluation of all at-grade crossings along the corridor and adjacent traffic signals to determine need for preemption and queue management.

Metrolink, As-Needed Design Review Services, 2023-Present

Traffic Design Lead. Christian provides as-needed grade crossing design review services to support multiple projects through various stages of design. Efforts include review of the GO 88-B application for intersection modifications at the City of Irwindale Azusa Canyon Road grade crossing, review of design plans and traffic operations analysis for intersection and grade crossing improvements at 3 separate locations in the City of Lancaster, preemption design review for City of Palmdale Avenue P Crossing, and design review and traffic and pedestrian study review for City of Palmdale Avenue R Crossing.

STC Traffic, Inc.





Ms. Lisa Battiato has 30 years of experience providing geologic consulting services throughout California. Her expertise includes geotechnical investigations, seismic hazard evaluations, fault, landslide, and liquefaction assessments, geologic mapping, pavement distress mitigation, geotechnical services for roadway and utility projects, levee stability evaluation, and project management.

BIKE PATH ON HATCH ROAD & SULLIVAN ROAD, TWENTYNINE PALMS, CALIFORNIA

Geocon performed a limited geotechnical investigation for the City of Twentynine Palms Bike Path project to support the design of approximately 2.1 miles of Class II bike lane and pedestrian improvements. The investigation included subsurface exploration, laboratory testing, engineering analysis, and geotechnical recommendations for pavement design. Ms. Battiato served as the Certified Engineering Geologist, preparing and certifying the geotechnical report documenting subsurface conditions and engineering recommendations to support project design and PS&E development.

CV LINK MULTI-MODAL TRANSPORTATION CORRIDOR, COACHELLA VALLEY, CALIFORNIA

Geocon is currently providing geotechnical services during construction of seven segments of the CV Link Multi-Modal Transportation Corridor. Services include geotechnical observation during fill placement, retaining wall backfill, and subgrade preparation, as well as special inspections, laboratory testing, and reporting. Ms. Battiato serves as the Project Manager, overseeing project coordination and Geocon's geotechnical services.

JEFFERSON STREET AND VARNER ROAD IMPROVEMENTS, INDIO, CALIFORNIA

Ms. Battiato provided geotechnical services and project management services for the geotechnical investigation prepared for the widening and improvements on Jefferson Street and Varner Road. The proposed improvements included two dry wells along the west side of Jefferson and construction of a CMU wall along the west side of Jefferson north of Varner Road. Curbs, gutter and sidewalks were planned along the widening on both sides of Jefferson and along the north side of Varner. Ms. Battiato oversaw the field exploration program and prepared the geotechnical report.

MISSION TRAIL, WILDOMAR, CALIFORNIA

Geocon performed a preliminary geotechnical investigation for the proposed Mission Trail commercial and light industrial development in Wildomar, California. The investigation included subsurface exploration, laboratory testing, engineering analyses, and geotechnical recommendations to support project design, grading, foundations, and site improvements. Ms. Battiato managed the project and prepared the final geotechnical investigation report documenting subsurface conditions and engineering recommendations.

EXPERIENCE

- 30 years
- 19 years with Geocon

EDUCATION

- BS, Geology, University of California, Riverside

REGISTRATIONS

- CA: Certified Engineering Geologist, No. 2316
- CA: Professional Geologist, No. 7512

CERTIFICATIONS

- Accredited Pavement Manager
- LEED Accredited Professional
- Envision Sustainability Credential
- Geothermal Professional
- OSHA 40-Hour

PROFESSIONAL ORGANIZATIONS

- APWA
- AEG
- ASCE
- Cal APA

LOCATION

- 31855 Date Palm Drive, Suite 3, Cathedral City, CA 92234

PROJECT ROLE AND COMMITMENT

- Senior Engineering Geologist
- 70%



Ms. Adams has more than 20 years of experience performing and managing geotechnical investigations throughout the Orange County, Los Angeles, San Diego, and San Bernardino areas. Her experience encompasses a wide range of projects including public infrastructure, city and state facilities, commercial and residential developments, educational institutions, multi-story structures with subterranean parking levels, seismic upgrades and retrofits, and the installation and monitoring of geotechnical instrumentation.

MCBEAN PARKWAY BRIDGE WIDENING AND BICYCLE PATH, SANTA CLARITA, CALIFORNIA

Geocon performed a geotechnical investigation for the proposed widening of the existing McBean Parkway Bridge over the Santa Clara River. The proposed project would widen the west side of the bridge by approximately 30 feet to accommodate an additional southbound traffic lane and a separate bicycle path. Our scope of services included drilling six exploratory borings, performing laboratory tests on soil samples, engineering analyses, and the preparation of a foundation report. Ms. Adams served as senior engineer for the project and provided engineering calculations, and drilling and digging sampling.

NORTH INDIO PAVEMENT IMPROVEMENTS, INDIO, CALIFORNIA

Geocon performed the geotechnical investigation for the North Indio Pavement Improvements Project, which was initiated to reduce particulate air pollution by paving unpaved and deteriorated residential streets recently annexed by the City of Indio. Ms. Adams provided engineering oversight and technical review of the geotechnical investigation, including the review of technical reports and recommendation letters documenting Geocon's evaluation of existing pavement conditions, subgrade soil sampling, R-value testing, and preliminary percolation testing.

SUPERIOR AVENUE PEDESTRIAN/BIKE CROSSING, NEWPORT BEACH, CALIFORNIA

Geocon performed special inspection and materials testing services for the Superior Avenue Pedestrian/Bike Crossing project in Newport Beach, California. Services included concrete slump testing, concrete cylinder fabrication, and field density testing during bridge construction activities. As Project Manager, Ms. Adams coordinated project activities, client communication, project meetings, scheduling, and overall project management to support the timely delivery of Geocon's services.

CONCRETE ALLEY AND STREET REPLACEMENT, NEWPORT BEACH, CALIFORNIA

Geocon performed a geotechnical investigation, geotechnical observation, and testing services for various streets in Newport Beach in support of pavement improvements. As the Project Manager and Senior Project Engineer, Ms. Adams was responsible for quality control over geotechnical investigation, site activities, and project deliverables.

EXPERIENCE

- 20 years
- 20 years with Geocon

EDUCATION

- BS, Structural Engineering, University of California, San Diego, 2006

REGISTRATIONS

- CA: Geotechnical Engineer, No. 3092
- CA: Professional Engineer, Civil, No. 74946

CERTIFICATIONS

- GeoKon Certified Instrument Installer
- Nuclear Density Gauge
- OSHA 40-Hour
- OSHA 8-Hour Refresher
- Radiation Safety Officer

ORGANIZATIONS

- ASCE
- ASFE

LOCATION

- 2807 McGaw Ave., Irvine, CA 92614

PROJECT ROLE AND COMMITMENT

- Principal Geotechnical Engineer
- 30%

Company Cameo's



Ken Perez Sr-President

Ken has been in the electrical field for more than 40 years with experience in both construction as well as electrical engineering design. For the last 20 years, he has been working on the engineering side of the industry with an emphasis in lighting design. His actual field experience has given him a tremendous edge over his competition in that he knows firsthand HOW an electrical system is installed, which he is then able to more clearly translate this to the design documents. This approach has enabled him to keep costly change orders down to a minimum for his client's benefit. He has continued his knowledge in lighting fundamentals and electrical engineering by staying active with on-going classes in his field of expertise. These classes include Lighting Fundamentals through the IESNA and state sponsored classes for Energy Conservation Measures. Ken serves as Vice President of the IES in San Diego.

Ken's experience has caught the attention of many municipal agencies and has been called upon to offer expert advice on lighting ordinances as well as lighting design guide criteria. He also serves as a lighting judge for certain venues and teaches outdoor Lighting Fundamentals for the San Diego chapter of the IESNA.

EDUCATION

- 40 years of field experience as an electrician installing lighting and power systems.
- 29 years engineering design experience in the consulting electrical engineering field.
- Lighting applications certification (AGI-32) thru "Lighting Analyst Inc".
- Lighting fundamentals thru "Illumination Engineering Society of North America".
- UCSD-1998, HVAC, DDC Controls Certification
- Mesa College-1978, National Electrical Code
- On-going classes in lighting fundamental, applications, Title-24 and UBC, NEC, CEC etcetera.

ORGANIZATION

- IES-Illumination Engineering Society – Past Vice President for over 5 years

PROJECTS/REFERENCES

CVAG - Coachella Valley Association of Governments-

CVAG Arts and Music Line – A 10-mile path of travel through the City of La Quinta, Coachella and Indio, that interconnects with the CV Link and takes you into the Polo Fields for the Golden Voice concerts AKA "Coachella" festival. Provided electrical engineering for artistic lighting that brings intrigue, invokes powerful emotions with illumination, utilizing color changing custom light fixtures in collaboration with Circular Dimensions for lighted art treatments.

City of Vista- Paseo Santa Fe Streetscape. Provided lighting design and electrical engineering for a 4-block section of South Santa Fe Dr. providing enhanced public street lighting and electrical elements. Skip Hammann-City of Vista Development Services, Project Manager. (760) 802-5605

City of San Marcos- We have provided many street light design services and park lighting and electrical design services over the course of many years, such as Buelow Park, Hollandia Dairy park, Conner Park, Sunset Park and have also provided assistance with street light design standards and design criteria. Mike Rafael-City of San Marcos Engineering Division. Senior Civil Engineer-Transportation. (760) 744-1050 ext 3274



Kenneth M. Perez II-Senior Project Manager/COO

Kenny Jr, our senior team member, boasts 18 years of expertise in designing and managing diverse projects. His commitment to staying current with sustainable lighting technology is evident in authored ordinances for Rancho Sante Fe Association and Roripaugh Ranch in Temecula, CA. As our Title-24 expert, he remains at the forefront of the outdoor lighting measures, actively engaging with industry trends through the Illumination Engineering Society of North America. Beyond work, Kenny Jr. enjoys exploring San Diego's landscapes with his wife and two sons. In his leisure time, he finds pleasure in sports and showcases musical talent through guitar and piano.

EDUCATION

- Graduate with Honors at Center City High School 2002
- Lighting applications certification (AGI-32) thru "Lighting Analyst Inc".
- Lighting fundamentals thru "Illumination Engineering Society of North America"
- AutoCad Certification thru "Virtual Design & Construction Institute"
- Project Management thru "UC San Diego"
- On-going classes in lighting fundamental, applications, Title-24 and UBC, NEC, CEC etcetera.
- CALCTP Certified Employer
- 18 years engineering design experience in the consulting electrical engineering field.

ORGANIZATIONS

- IESNA-Illuminating Engineering Society of North America
- BIA – San Diego/Southern California

PROJECTS/REFERENCE

CVAG - Coachella Valley Association of Governments-

CVAG Arts and Music Line – A 10-mile path of travel through the City of La Quinta, Coachella and Indio, that interconnects with the CV Link and provides a safe path of travel into the Polo Fields for the Golden Voice concerts AKA "Coachella" festival. Provided lighting design for artistic lighting that brings intrigue, invokes powerful emotions with illumination, utilizing color changing custom light fixtures in collaboration with Circular Dimensions for lighted art treatments. Randy Bowman – CVAG Assistant Director – Transportation. rbowman@cvag.org

City of Indio-

Oasis Streetscape Enhancement – Provided lighting design and electrical engineering for 5 blocks on Oasis Street between Indio Blvd. and Highway 111, within the city of Indio's downtown corridor. Project included civil improvements, landscape improvements and lighting improvements. Lighting improvements included street lighting, pedestrian lighting and landscape lighting. Dilesh Sheth – Albert Webb & associates - Senior Vice President. 951-248-4237

City of Carlsbad –

Stagecoach & Calavera Park Pickleball Court upgrades. Providing lighting design and electrical engineering for the installation of pickleball courts for both parks. Utilizing sustainable lighting designs and existing power sources to provide light levels for competitive play. Oscar Johnson – MIG – Project Manager/Landscape Architect. 714-871-3638 x4090



Thomas C. Mueller

VP Field Operations

Thomas (T.C.) Mueller has over thirty (30) years of hands-on general engineering contracting experience in the counties of San Diego, Orange, LA, Riverside and San Bernardino area with emphasis on safety and production. Familiarity with various types of utility installation, soil conditions, excavation equipment, traffic control and safe practices. Experience installing utilities is found to be invaluable in determining locations and depths of existing utilities when potholing and locating.

Education

1989 Orange Glen High School – Escondido, CA

Licenses/Certifications

10-Hr OSHA, Competent Person/Confined Space, HAZCOM-MSDS, Jobsite Safety Inspection, Staking University Certificate of Locating Competency (Electro-magnetic instruments) Louisiana Tech University Certificate of Utility Investigation

Years of Experience

30+ years

Firms

Underground Solutions, 2003 – Current

Garver West
2000 - 2003

Southern Contracting, Inc
1989 - 2000

RELEVANT EXPERIENCE

Customer	Project Name	Year	City/County	Description
Albert Webb Associates	Line 6 Stage 3	2026	Palm Springs	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	Marshall Creek Stage 1	2026	Beaumont	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	CVWD – Talavera Phase 1	2024	Indio	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	Maintenance Yard	2024	Thermal	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	Landau Blvd & McCallum	2023	Cathedral City	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	Carver Tract Phase 2	2023	Indio	Utility Potholing via Air Excavation Potholing
Albert Webb Associates	Jackson Street Phase 2	2022	Indio	Utility Potholing via Air Excavation Potholing
Krieger Stewart, Inc	CVWD – Sun City Water Main	2025	Palm Desert	Utility Potholing via Air Excavation Potholing
Krieger Stewart, Inc	DWA/CVWD Interconnection Phase 2	2026	Cathedral City	Utility Potholing via Air Excavation Potholing
Krieger Stewart, Inc	CVWD NPW	2025	Palm Desert	Utility Potholing via Air Excavation Potholing
Krieger Stewart, Inc	CVWD – Johnson Street Drainage	2021	Mecca	Utility Potholing via Air Excavation Potholing



APPENDIX B: SUBCONSULTANT COMMITMENT LETTERS



LETTER OF COMMITMENT

Nick Lowe
Deputy Director, Traffic and Transportation
Albert A. Webb Associates
3788 McCray Street
Riverside, California 92506

Subject: Connect Coachella City Project ST-138

Geocon West, Inc. (Geocon) is pleased to support Albert A. Webb Associates on the Connect Coachella City Project ST-138.

Should Albert A. Webb Associates be selected for this project, Geocon is committed to providing the geotechnical engineering services required to support the preparation of the Plans, Specifications, and Engineer's Estimate (PS&E) for the proposed bicycle and roadway improvements.

Geocon understands the project objectives and is prepared to provide experienced personnel, technical expertise, and the resources necessary to successfully complete our scope of work. Our Cathedral City office will support this effort and work collaboratively with Albert A. Webb Associates and the City of Coachella to help deliver a successful project.

We appreciate the opportunity to participate in this important project and look forward to contributing to its successful completion.

Sincerely,

Geocon West, Inc.

Jelisa Adams, GE
Vice President & Principal Engineer

Lisa Battiato, CEG
Senior Geologist / Regional Manager



Memorandum

Date: 8/6/2026
To: Nick Lowe, PE, TE, Deputy Director – Albert A. Webb Associates
From: Jason Stack, TE, PTOE, President – STC Traffic, Inc.
Subject: Request for Proposals for Professional Engineering Services for the Connect Coachella City Project NO. ST-138

STC Traffic, Inc. (STC) is pleased to join the Albert A. Webb Associates team for Professional Engineering Services for the Connect Coachella City Project NO. ST-138. STC is committed to providing traffic signal and rail preemption design services.

Scope of services include:

- Preliminary Engineering/Basis of Design
- Operations Analysis
- Traffic Engineering Design (PS&E)
- Traffic Signal Operations/Programming Design
- UPRR and CPUC Coordination & Permitting Support

Sincerely,



Jason Stack, TE, PTOE



August 11, 2026

Ms. Kiera Braham, Asst. Business Development Coordinator
Albert Webb Associates
3788 McCray St.
Riverside, CA 82506

Reference: Connect Coachella ST-138 Project
Letter of Commitment

To whom it may concern:

Underground Solutions, Inc. is pleased to join the Albert Webb Associates team to pursue the above-referenced project with the City of Coachella. This letter confirms our commitment to perform GPR/Electromagnetic Utility Locating, and/or Air/Vacuum Excavation Potholing Services, as required by scope.

It is our understanding that our level of participation will be determined based on final negotiated scope of work and fee should Albert Webb be selected for this contract.

Thank you for the opportunity to work with you and Albert Webb Associates on this project.

Sincerely,

Underground Solutions, Inc.

A handwritten signature in black ink, appearing to read "MA".

Michael E. Arme
President

120 N. Andreasen Drive, Escondido, CA 92029
www.usipothole.com
ph# 760.294-9449 fx# 760.294.9494



TRANSMITTAL

To: Albert A. Webb Associates

FROM: Kenny Perez Sr. – Visual Concepts Lighting, Inc

DATE: 8/10/2026

SUBJECT: Connect Coachella RFP – City Project ST-138

To Whom it may concern,

Visual Concepts Lighting, Inc. (VCL) is pleased to provide this letter confirming our commitment to support Webb as a subconsultant for the Connect Coachella Project for the City of Coachella.

VCL understands that the project includes the development of more than three miles of Class I active transportation trails, trail user amenity areas, bridge under crossings, and associated public improvements. VCL is committed to providing the professional lighting design and electrical engineering services necessary to support the project through its anticipated design phases.

Our anticipated scope of services includes lighting design and photometric analysis for the proposed trail system, trail user amenity areas, and bridge under crossings, as well as development of the associated electrical construction documents. VCL will coordinate our work with Webb and the project design team to integrate the lighting improvements with the overall active transportation, civil, landscape, structural, and other project improvements.

VCL has the staff and resources necessary to perform the anticipated services and is committed to maintaining the personnel and availability necessary to meet the project schedule established by Webb and the City of Coachella.

4858 Mercury Street Suite 210, San Diego, CA 92111
Phone: 858-278-4503
kperezjr@vcl-inc.com



We appreciate the opportunity to participate as a member of Webb's consultant team and look forward to contributing our lighting and electrical expertise to the successful delivery of the Connect Coachella Project.

Thanks,

Visual Concepts Lighting INC

Kenny Perez Sr

President

858-278-4503

kperetz@vcl-inc.com

4858 Mercury Street Suite 210, San Diego, CA 92111

Phone: 858-278-4503

kperetzjr@vcl-inc.com



APPENDIX C: ADDENDUM



CITY OF COACHELLA

53-990 ENTERPRISE WAY, COACHELLA, CALIFORNIA 92236

PHONE (760) 398-3502 • WWW.COACHELLA.ORG

DATE: July 16, 2026
TO: All Prospective Bidders and Plan Holders
RE: Connect Coachella City Project No. ST-138

ADDENDUM NUMBER 1

The following shall be considered as incorporated into the Request for Proposals (RFP) for the above referenced project. Portions of RFP not specifically mentioned in this Addendum remain in force.

RFI Questions:

1. Can the City please confirm if the plans attached to the RFP should be treated as the latest plans?

Response: The plans attached are not the latest plans. The latest plans will be shared with the selected firm.

2. Has the City coordinated with Caltrans prior to this phase of the project?

Response: No, there has only been grant administration coordination at this phase of the project.

3. Are the firm(s) that prepared the concept layouts precluded from proposing on this RFP?

Response: No.

4. Are any temporary construction easements anticipated or required?

Response: There are no temporary construction easements required.

5. There does not appear to be enough room for the traffic signal poles at the intersection of Grapefruit and Sunset. Is an easement anticipated for signal equipment?

Response: There is an existing traffic signal at the intersection of Grapefruit Blvd and Sunset. There is no easement anticipated.

6. Are mylar plans required, or are digital plans acceptable?

Response: Mylar plans are required.

An Affirmative Action/Equal Opportunity Employer

7. Are landscaping and irrigation plans required for the proposed landscape buffer?

Response: Yes, landscaping and irrigation plans are required for new proposed landscaping.

8. What kinds of plants are desired for the landscape buffer?

Response: This is to be determined during the design phase, a plant palette has not been selected at this time. Landscaping shall be drought tolerant and complement existing landscaping.

9. Is a separate plan set for the park/rest area improvements expected in the scope of work?

Response: One plan set will be required for all the proposed improvements.

10. Do the 50% design files include accurate right-of-way information, or will the selected consultant need to conduct record map research?

Response: Selected consultant shall verify all right-of-way.

11. What is the content of the 50% design files that the consultant would receive?

Response: The files contain all the project improvements and boundary. The files are in CAD.

12. Are the roundabout and other roadway improvements at Tyler St included in this scope of work?

Response: Yes, the roundabout and other roadway improvements at Tyler St are included in this scope of work.

13. Is there any railroad crossing plan preparation anticipated at Avenue 54?

Response: Yes, there is one at grade pedestrian/bicyclists crossing anticipated for this project. Coordination with UPRR will be a part of this scope of work.

14. Are all the improvements shown in Appendix A included in this scope of work? Or are there other areas to be done by others?

Response: All the improvements shown in Appendix shall be included in this scope of work. There is no work to be done by others.

15. Can the font size within graphics, captions, sidebars etc. be smaller than 11 pt font if still reasonably legible?

Response: Yes, that is acceptable.

16. How many copies of Part 1 and Part 2 are required?

Response: Three copies of each part are required.

Addendum No. 1 Page 2

17. In Section 3.2.10.5 in the Insurance section (page 19) the Sample Agreement states that all policies must contain standard separation of insureds provisions – this coverage does not exist for Professional Liability and Workers Compensation policies. Can the City please revise this language so that this requirement does not apply to Professional Liability and Workers Compensation policies?

Response: This may be revised at the time of award with the selected firm.

18. Section 3.2.10.3 of Section IV – Proposed Professional Services Agreement requires that the Professional Liability insurance policy provide contractual liability coverage. However, there is a Contractual Liability Exclusion in all Professional Liability policies which specifically excludes from coverage any liability the insured assumes by way of a contract if the insured would not have that liability in the absence of the contract. Given the foregoing, please advise if the City can agree to remove the contractual liability requirement from section 3.2.10.3.

Response: This may be revised at the time of award with the selected firm.

The Consultant is hereby notified; Addendum No. 1 must be acknowledged as stipulated under section 2.2 Addenda/Clarifications and acknowledged as part of the Proposal. Failure to do so shall result in the City designating said bid as "Non-Responsive."

APPROVED:



Andrew Simmons, P.E.
City Engineer

7/16/2026

Date

END OF ADDENDUM NUMBER 1

The undersigned acknowledges receipt, understanding, and full consideration of the following addenda to the Contract Documents:

Addenda No. 1 _____

Bidder:

Albert A. Webb Associates

Company Name

July 16, 2026

Date



Signature

Addendum No. 1 Page 3



DATE: July 21, 2026

TO: All Prospective Bidders and Plan Holders

RE: Connect Coachella

City Project No. ST-138

ADDENDUM NUMBER 2

The following shall be considered as incorporated into the Request for Proposals (RFP) for the above referenced project. Portions of RFP not specifically mentioned in this Addendum remain in force.

The purpose of this addendum is to formally extend the deadline for submitting proposals to allow adequate time due to the complexity of the project. The proposal submission deadline is hereby extended from July 30, 2026 at 2:00 P.M. to August 13, 2026 at 2:00 P.M.

The Consultant is hereby notified; Addendum No. 2 must be acknowledged as stipulated under section 2.2 Addenda/Clarifications and acknowledged as part of the Proposal. Failure to do so shall result in the City designating said bid as "Non-Responsive."

APPROVED:



Andrew Simmons, P.E.
City Engineer

7/21/2026
Date

END OF ADDENDUM NUMBER 2

The undersigned acknowledges receipt, understanding, and full consideration of the following addenda to the Contract Documents:

Addenda No. 2

Bidder:

Albert A. Webb Associates
Company Name

July 21, 2026
Date

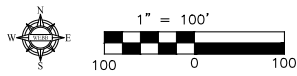


Signature

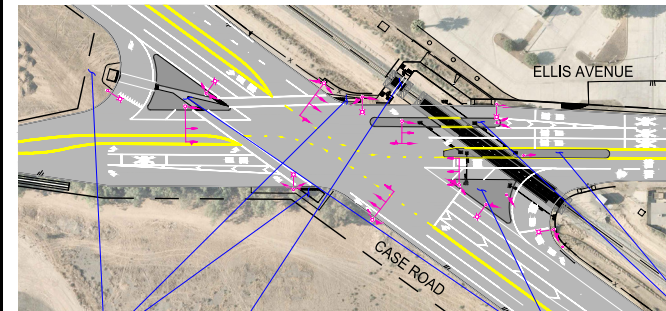
An Affirmative Action/Equal Opportunity Employer



APPENDIX D: EXHIBITS



CITY OF COACHELLA - CITY PROJECT ST-138 GRAPEFRUIT/AVE 54 INTERSECTION IMPROVEMENT EXHIBIT

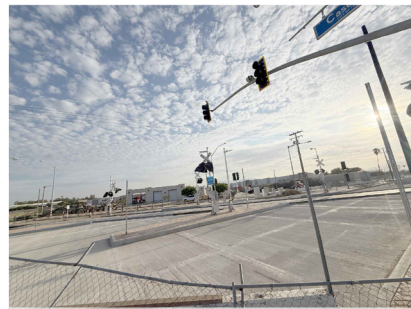


PROPOSE ADA
COMPLIANT
CURB RETURN

PROPOSE
PED RR XING

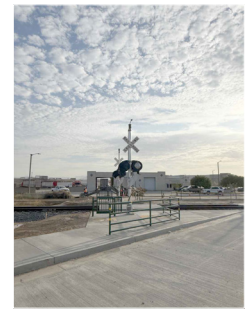
CASE ROAD & ELLIS AVENUE
CITY OF PERRIS

PROPOSE RAISED
PORKCHOP MEDIAN

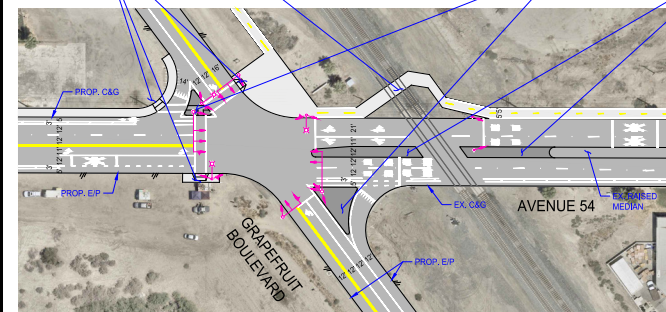


CASE RD & ELLIS AVE
NEW RAILROAD XING

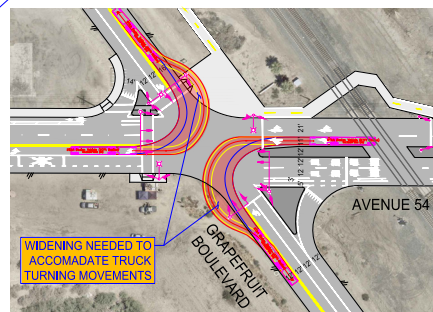
RAISED MEDIAN



CASE RD & ELLIS AVE
PED RAILROAD XING



GRAPEFRUIT BOULEVARD & AVENUE 54
CITY OF COACHELLA



GRAPEFRUIT BLVD & AVE 54
TRUCK TURN CONFLICT

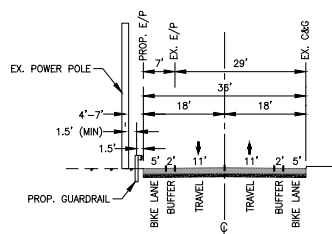
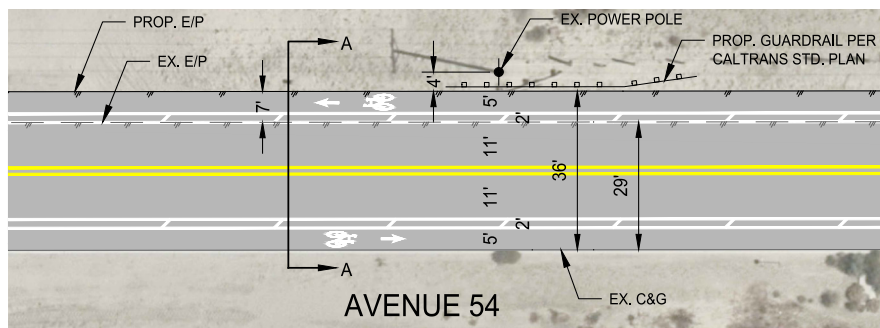
WIDENING NEEDED TO
ACCOMMODATE TRUCK
TURNING MOVEMENTS



GRAPEFRUIT BLVD & AVE 54
EXISTING RAILROAD XING

ALBERT A. WEBB ASSOCIATES
ENGINEERING CONSULTANTS
3788 McCRAY STREET
RIVERSIDE, CA. 92506
PH. (951) 686-1070
FAX (951) 788-1256

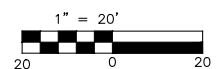
CITY OF COACHELLA - CITY PROJECT ST-138 AVENUE 54 WIDENING IMPROVEMENT EXHIBIT



AVENUE 54 TYPICAL SECTION A-A
NOT TO SCALE

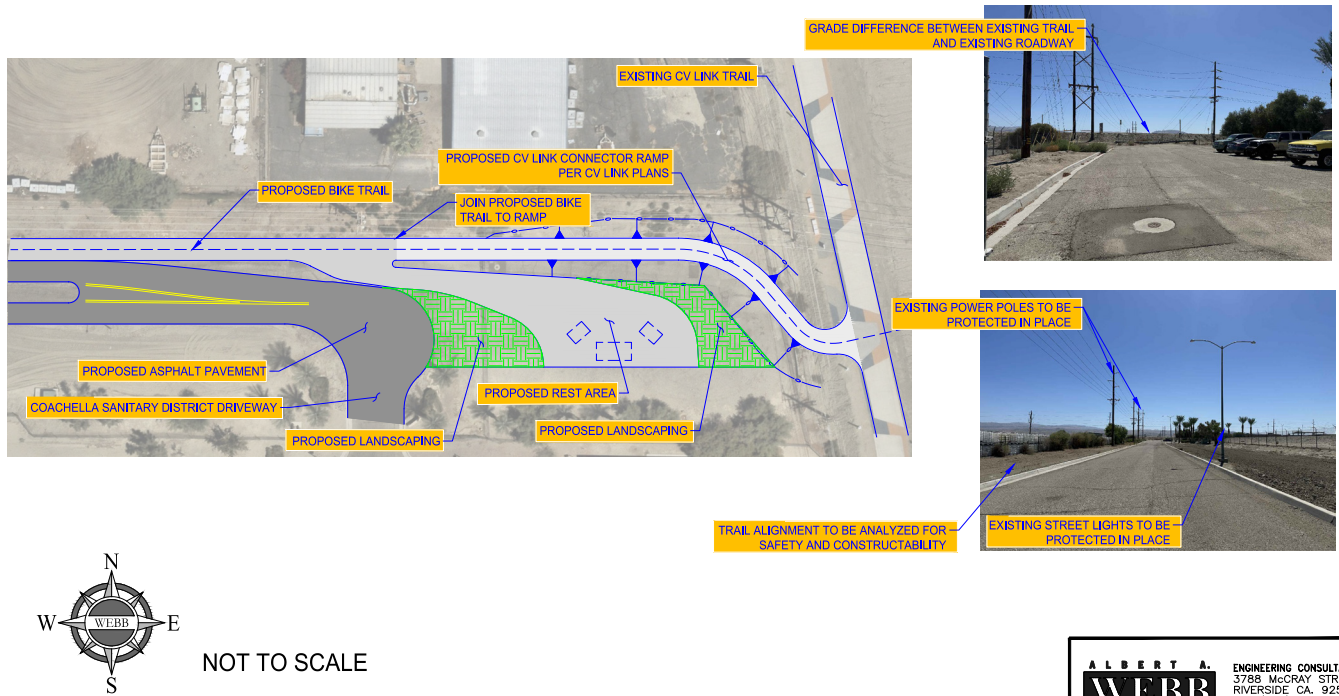


AVENUE 54
FACING EAST
BETWEEN FREDERICK ST & CESAR CHAVEZ ST

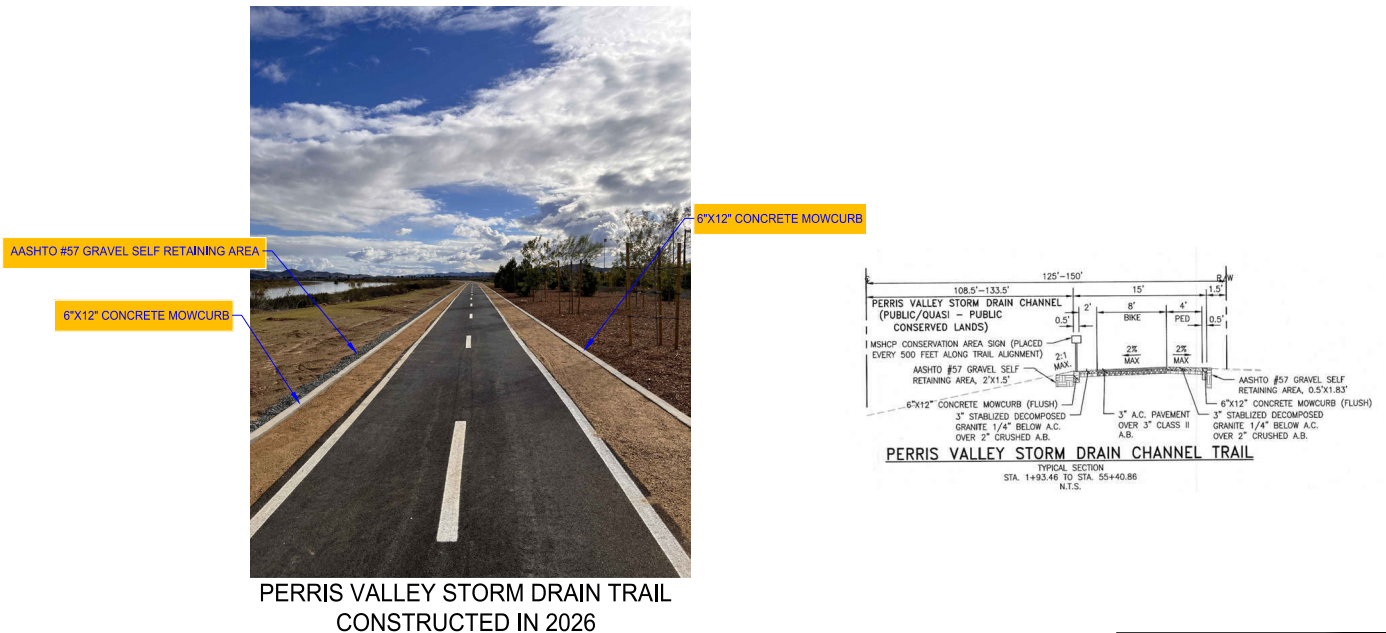


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**CITY OF COACHELLA - CITY PROJECT ST-138
AVENUE 54 / CV LINK CONNECTION IMPROVEMENT EXHIBIT**



**CITY OF COACHELLA - CITY PROJECT ST-138
CLASS I TRAIL SECTION EXHIBIT**





APPENDIX E: SCOPE OF WORK ASSUMPTIONS

List of Assumptions

Below is a list of assumptions WEBB is making for this project and its related scope of work. Deviations from these assumptions may require a contract amendment and could affect the project schedule.

General

1. The City will provide all existing plans, designs, and documentation related to the project for WEBB's use. Any questions related to the files will be coordinated through the City.
2. No environmental documentation, analysis, or survey is required.
3. Coordination or design of relocation or undergrounding of existing IID electrical facilities is not included.
4. The City will assist with acquiring utility maps from utility agencies in the event that a utility requires fees or is unresponsive.
5. All improvements will be within the existing right-of-way. No acquisitions or easements are expected.
6. Public outreach efforts and preparation of exhibits for public use are not included.
7. Public meetings such as workshops, city council, and planning commission are not included.

Civil Design

1. No drainage improvements are anticipated. Sheet flows will continue on their current drainage patterns to existing shoulders or existing facilities.
2. The Tyler Street roundabout layout provided in the RFP is assumed to have been designed using a fastest path analysis and a civil design with only minor geometric revisions is included.
3. Retaining wall design is not anticipated and not included.

Traffic Design

1. The City will provide the latest as-built drawings of the impacted traffic signals in the project area.
2. The City will provide physical access to the traffic signal cabinets for the impacted traffic signals in the project area for equipment inventory and verification.
3. WEBB will only include the design of traffic signal improvements related to the proposed bicycle and pedestrian improvements. Additional improvements

related to vehicle operations, communications, interconnect, and controller upgrades are not included.

4. It is assumed that signal warrants have already been met at the intersections of Avenue 54/Grapefruit and Avenue 54/Polk.

Landscaping Design

1. The WEBB team will be able to meet with the City maintenance staff for an irrigation investigation of all existing systems affecting the project areas.
2. Structural engineering and electrical engineering are not included for amenity features.
3. A maximum of 3 architectural renderings in the concept plan.

Lighting Design

1. Lighting improvements will be only for the trail and trail-related areas and not include any improvements for the street. Custom lighting fixtures are not included.
2. All lighting improvements will be hardwired. Solar-powered lights are not anticipated.
3. No lighting improvements are anticipated to be constructed on or within the existing overpass structures.

Survey and Staking

1. Traffic control and traffic control plans for survey or staking purposes are not included.
2. A record of survey is not included.
3. Dipping of manholes is not included.
4. Title reports and preparation of Legal and Plats are not included.