



City Council Staff Report

DATE: January 28, 2021

CONSENT CALENDAR

SUBJECT: AWARD A CONSTRUCTION CONTRACT TO SUPERIOR PAVEMENT MARKINGS, INC., A CALIFORNIA CORPORATION, IN THE AMOUNT OF \$208,804 FOR THE TRAFFIC CALMING PROJECT FY20-21, CITY PROJECT NO. 20-24.

FROM: David H. Ready, City Manager

BY: Development Services Department

SUMMARY:

Award of this contract will allow the City to proceed with construction of Traffic Calming Project FY20-21, City Project No. 20-24.

RECOMMENDATION:

1. Award a construction contract (Agreement No. _____) to Superior Pavement Markings, Inc., a California corporation, in the amount of \$208,804 for the Traffic Calming Project FY20-21, City Project No. 20-24; and,
2. Authorize the City Manager to execute all necessary documents.

BUSINESS PRINCIPAL DISCLOSURE:

The Public Integrity Disclosure Form from Superior Pavement Markings, Inc., is included as **Attachment 1**.

BACKGROUND:

On September 10, 2020, the City Council approved the following traffic calming requests for various neighborhoods:

- **Desert Highland Gateway Estates Neighborhood:** Installation of three sets of rubberized speed cushions ("speed humps"), associated signage, and striping on Tramview Road between Eastgate Road and El Dorado Boulevard;

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- **Desert Highland Gateway Estates Neighborhood:** Installation of three sets of rubberized speed cushions (“speed humps”), associated signage, and striping on Rosa Parks Road between Eastgate Road and El Dorado Boulevard;
- **Demuth Park Neighborhood:** Installation of one set of rubberized speed cushions (“speed humps”), associated signage, and striping on Mesquite Avenue between El Cielo Road and Mountain View Drive;
- **Demuth Park Neighborhood:** Installation of one set of rubberized speed cushions (“speed humps”), associated signage, and striping on Mesquite Avenue between Park Access Road and Nueva Vista Drive;
- **Demuth Park Neighborhood:** Installation of solar powered LED stop signs at Mesquite Avenue / Park Access Road and at Mesquite Avenue / Calle Santa Cruz;
- **Melody Ranch Neighborhood:** Installation of parking lane and traffic striping along both sides of Seven Lakes Drive from Cherokee Way to Gene Autry Trail, and authorization to install two speed feedback signs if recommended by the City Engineer after further evaluation of the effects of the parking lane and traffic striping;
- **Little Tuscany Neighborhood:** Modification of existing traffic calming devices on West Racquet Club Road to eliminate one temporary traffic circle previously installed between Leonard Road and Tuscan Road;
- **Tahquitz River Estates Neighborhood:** Installation of three sets of rubberized speed cushions (“speed humps”), associated signage, and striping on South Riverside Drive between Camino Real and Sunrise Way;

A copy of the staff report is included as **Attachment 2**.

STAFF ANALYSIS:

Staff assembled these traffic calming requests into one capital project identified as the Traffic Calming Project, City Project No. 20-24 (the “Project”).

On October 24 and 31, 2020, staff advertised the Project for bids in the *Desert Sun*, submitted the Notice Inviting Bids to plan rooms, and provided the contract documents to prospective bidders. On the bid deadline of 3:00 P.M. on December 1, 2020, the Procurement and Contracting Division did not receive any bids on this project.

In the event the City does not receive a formal bid, the City’s municipal code provides for direct negotiation. Specifically, Palm Spring Municipal Code section 7.03.030 (3)(d) states:

In the event that bids or proposals for any supplies or services are solicited and no bids are received at the time and place established by the applicable bid invitation, the City Manager shall have the authority to authorize the Director of Procurement and Contracting to negotiate directly with potential vendors and enter into a contract for the provision of such supplies or services.

As a result, staff reviewed similar projects completed by cities in the southern California region, and found that Superior Pavement Markings Inc. (Superior), provided similar services throughout Southern California, including the City of Palm Springs. This contractor has helped our Maintenance and Facilities Department on multiple street projects, including the most recent Arenas Drive asphalt speed tables, with associated striping and signage.

Staff contacted Superior to request a cost proposal to provide the required traffic calming device installations with associated striping and signage installations. A copy of their cost proposal in the amount of \$208,804 is included as **Attachment 3**. Staff recommends the City Council award a construction contract to Superior, in the amount of \$208,804 for this project; a copy of the contract is included as **Attachment 4**.

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources identified classes of projects that do not have a significant effect on the environment, and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public structures, facilities, mechanical equipment or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. Therefore, in accordance with Section 15301(c), Staff has determined that installation of traffic calming equipment on existing City streets is considered categorically exempt from CEQA.

FISCAL IMPACT:

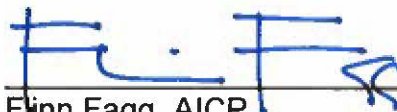
The estimated cost of the Project is identified in Table 1.

Available Funds	Amount
Special Gas Tax (133-4298-50190)	\$242,728
Unscheduled Capital Projects (133-4298-50000)	\$20,000
Total Funds Available	\$262,968
Project Costs	Amount
Design Services (City Staff)	(\$5,000)
Project Administration (Estimated)	(\$5,000)
Construction Inspection (Estimated)	(\$15,000)
Construction Cost	(\$208,804)
Construction Contingency	(\$20,900)
Total Cost	(\$254,704)
Remaining Funds:	\$8,264

Table 1

Sufficient funds are available in the Special Gas Tax Fund (133) to cover the cost of the project.

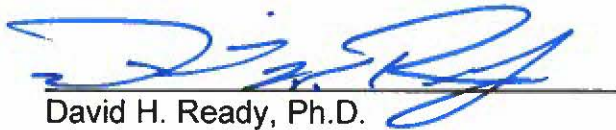
SUBMITTED:



Flinn Fagg, AICP
 Director of Development Services



Marcus L. Fuller, MPA, PLS, PE
 Assistant City Manager



David H. Ready, Ph.D.
 City Manager

Attachments:

1. Public Integrity Disclosure Form
2. Staff Report Dated 09/01/20
3. Cost Proposal
4. Construction Contract

Attachment 1



PUBLIC INTEGRITY DISCLOSURE APPLICANT DISCLOSURE FORM

1.	Name of Entity Superior Pavement Markings, Inc.
2.	Address of Entity (Principle Place of Business) 5312 Cypress St Cypress CA 90630
3.	Local or California Address (if different than #2)
4.	State where Entity is Registered with Secretary of State California <i>If other than California, is the Entity also registered in California?</i> <input type="checkbox"/> Yes <input checked="" type="checkbox"/> No
5.	Type of Entity <input checked="" type="checkbox"/> Corporation <input type="checkbox"/> Limited Liability Company <input type="checkbox"/> Partnership <input type="checkbox"/> Trust <input type="checkbox"/> Other (please specify)
6.	Officers, Directors, Members, Managers, Trustees, Other Fiduciaries (please specify) <i>Note: If any response is not a natural person, please identify all officers, directors, members, managers and other fiduciaries for the member, manager, trust or other entity</i> Darren Veltz <input checked="" type="checkbox"/> Officer <input type="checkbox"/> Director <input type="checkbox"/> Member <input type="checkbox"/> Manager [name] <input type="checkbox"/> General Partner <input type="checkbox"/> Limited Partner <input type="checkbox"/> Other _____ Robert Garcia <input checked="" type="checkbox"/> Officer <input type="checkbox"/> Director <input type="checkbox"/> Member <input type="checkbox"/> Manager [name] <input type="checkbox"/> General Partner <input type="checkbox"/> Limited Partner <input type="checkbox"/> Other _____ John Lucas <input checked="" type="checkbox"/> Officer <input type="checkbox"/> Director <input type="checkbox"/> Member <input type="checkbox"/> Manager [name] <input type="checkbox"/> General Partner <input type="checkbox"/> Limited Partner <input type="checkbox"/> Other _____

7. Owners/Investors with a 5% beneficial interest in the Applicant Entity or a related entity	
EXAMPLE	
<i>JANE DOE</i>	<i>50%, ABC COMPANY, Inc.</i>
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]
A.	
Darren Veltz	50% Superior Pavement Markings, Inc.
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]
B.	
John Lucas	50% Superior Pavement Markings, Inc.
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]
C.	
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]
D.	
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]
E.	
[name of owner/investor]	[percentage of beneficial interest in entity and name of entity]

I DECLARE UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING IS TRUE AND CORRECT.

Signature of Disclosing Party, Printed Name, Title Abby Cabrera Administrator	Date January 12, 2021
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PENALTIES
Falsification of information or failure to report information required to be reported may subject you to administrative action by the City.

Attachment 2



City Council Staff Report

DATE: September 10, 2020 CONSENT CALENDAR

SUBJECT: APPROVAL OF FIVE TRAFFIC CALMING REQUESTS IN THE AMOUNT OF \$150,000 WITHIN THE CITY, AND AUTHORIZATION TO PURCHASE AND IMPLEMENT THE TRAFFIC CALMING MEASURES

FROM: David H. Ready, City Manager

BY: Development Services Department

SUMMARY:

The City adopted a Neighborhood Traffic Calming Program in 2002, to facilitate a cooperative process with neighborhoods that have identified traffic concerns warranting review and resolution by the City.

The Engineering Services Division is currently coordinating with several neighborhood organizations on various traffic calming requests, primarily related to speeding traffic and/or "cut-through" traffic. The range of traffic calming solutions include radar speed feedback signage, traffic striping, speed cushions, or traffic circles.

This item presents five different traffic calming requests that have followed the procedures outlined in the City's Neighborhood Traffic Calming Program and are now recommended for approval by the City Council and implementation by the City. Funding for this action is budgeted and available in the Gas Tax Fund (Fund 133).

RECOMMENDATION:

1. Approve the following traffic calming requests:
 - a) **Desert Highland Gateway Estates Neighborhood:** Installation of three sets of rubberized speed cushions ("speed humps"), associated signage, and striping on Tramview Road between Eastgate Road and El Dorado Boulevard;
 - b) **Desert Highland Gateway Estates Neighborhood:** Installation of three sets of rubberized speed cushions ("speed humps"), associated signage, and striping on Rosa Parks Road between Eastgate Road and El Dorado Boulevard;

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- c) **Demuth Park Neighborhood:** Installation of one set of rubberized speed cushions ("speed humps"), associated signage, and striping on Mesquite Avenue between El Cielo Road and Mountain View Drive;
 - d) **Demuth Park Neighborhood:** Installation of one set of rubberized speed cushions ("speed humps"), associated signage, and striping on Mesquite Avenue between Park Access Road and Nueva Vista Drive;
 - e) **Demuth Park Neighborhood:** Installation of solar powered LED stop signs at Mesquite Avenue / Park Access Road and at Mesquite Avenue / Calle Santa Cruz;
 - f) **Melody Ranch Neighborhood:** Installation of parking lane and traffic striping along both sides of Seven Lakes Drive from Cherokee Way to Gene Autry Trail, and authorization to install two speed feedback signs if recommended by the City Engineer after further evaluation of the effects of the parking lane and traffic striping;
 - g) **Little Tuscany Neighborhood:** Modification of existing traffic calming devices on West Racquet Club Road to eliminate one temporary traffic circle previously installed between Leonard Road and Tuscan Road;
 - h) **Tahquitz River Estates Neighborhood:** Installation of three sets of rubberized speed cushions ("speed humps"), associated signage, and striping on South Riverside Drive between Camino Real and Sunrise Way;
2. Authorize Staff to purchase and implement the traffic calming measures at a cost not to exceed \$150,000; and
 3. Authorize the City Manager to execute all necessary documents.

BACKGROUND:

In 2002, the City Council approved a Neighborhood Traffic Calming Program to address neighborhood concerns over traffic safety, traffic speeds, traffic volumes, and cut-through traffic; a copy of the staff report and Neighborhood Traffic Calming Program is included as **Attachment 1**.

The primary purpose of the City's Neighborhood Traffic Calming Program is to provide a systematic approach to address these various requests, to implement a communication structure, to obtain objective data, and to demonstrate resident support to determine the recommended traffic calming measure for implementation. Traffic calming is intended to reduce the speed of traffic and thereby increase traffic safety and improve the quality of life for residents living on the street.

The Neighborhood Traffic Calming Program addresses many traffic related issues by working closely with residents to identify existing problems, define neighborhood goals, and develop neighborhood support. The Program relies heavily on community participation and action. After development of a neighborhood-driven traffic-calming plan, actions may be implemented using a staged approach.

STAFF ANALYSIS:

In accordance with the Neighborhood Traffic Calming Program, Staff has received a Community Action Request Form (CARF) from residents in various neighborhoods requesting the City to investigate speeding and other traffic issues on various streets. The CARF documents the traffic issues, a proposed traffic calming solution based on options identified in the Program, and demonstrates initial support for the proposed traffic calming measures with signatures from residents of the neighborhood.

A Working Group comprised of residents is established with each neighborhood that submits a CARF with whom Staff directly communicates and coordinates on each step of the traffic calming process. Through a deliberative process that includes obtaining objective traffic data (speed surveys, traffic volumes, pedestrian counts, etc.), recommended traffic calming measures are identified, and the Working Group coordinates direct outreach to residents within their neighborhood on the process and recommended traffic calming measures.

Following is a summary of the traffic calming requests submitted by residents in the following neighborhoods:

Desert Highland Gateway Estates Neighborhood

In May 2015 residents within the Desert Highland Gateway Estates Neighborhood submitted a CARF to evaluate traffic speeding on Eastgate Road. A Working Group of residents from the neighborhood was formed and a specified study zone was created with input from the working group. The initial request was installation of speed cushions on Eastgate Road, with an all-way stop at Rosa Parks Road / Eastgate Road. An initial meeting with the Working Group was held September 2, 2015.

In January 2016, a survey was conducted within the specified study area to see if the installation of speed cushions along Eastgate Road was supported by the neighborhood, however, the survey yielded few responses. Due to lack of response, the traffic calming request was deferred until the Working Group identified alternative locations for traffic calming measures.

In November 2018, the Working Group identified Tramview Road and Rosa Parks Road as streets to evaluate for traffic calming measures to address a pervasive issue with high traffic speeds for cut-through traffic. The Working Group requested that a speed survey to evaluate the traffic speeds and the feasibility of speed cushion installations. In April 2019 the City commissioned a formal speed survey and evaluation report for Tramview Road and Rosa Parks Road between Eastgate Road and Indian Canyon Drive by the City's on-call traffic engineering

firm, Albert A. Webb & Associates, ("Webb"). The study area is shown in Figure 1 on the next page.

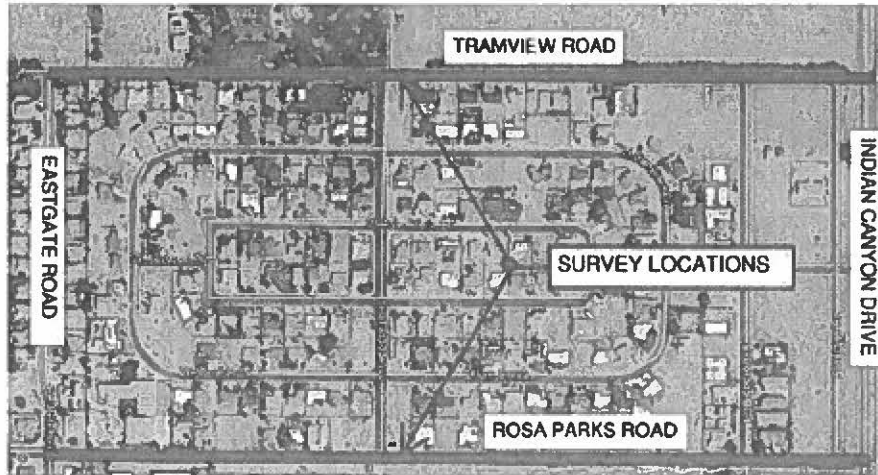


Figure 1

On March 19, 2019, Webb completed a traffic speed survey and vehicle count of these two streets. Based on this survey, Webb determined that the 85th percentile speed¹ on Tramview Road was 42 miles per hour (mph), and that the 85th percentile speed on Rosa Parks Road was 44 mph. Each of these streets are located in residential neighborhoods and are posted at 25 mph speed limit. The traffic speed survey confirmed a speeding problem on these streets that warranted further evaluation of traffic calming measures.

The Working Group requested Staff to pursue installation of speed cushions as a traffic calming measure to address the high speed of traffic on these streets. From December 2019 to February 2020, Staff met with the Working Group at the James O Jessie Desert Highland Unity Center to review the survey process and the Neighborhood Traffic Calming Program. Pursuant to the Program's procedures, a formal survey of residents along these streets is required to determine support or opposition to the traffic calming measure.

In lieu of formal mailing by the City, in this case the Working Group requested a hand delivery of the traffic calming ballots to each individual property owner. The traffic calming survey period closed on February 7, 2020. Despite hand delivery and an extended survey period, the Working Group was unable to obtain the Program's required 67% response rate. However, of those ballots received, 99% of the residents support the speed cushion installation.

Staff recognizes the Working Group's efforts in this process, and given the confirmation of a high speed problem on these streets, Staff recommends the City Council authorize installation of three sets of speed cushions on each street as shown in **Figure 2** on the next page.

¹ The "85th percentile speed" is a term used in the California Vehicle Code and is defined as the speed at or below which 85% of traffic is moving, and is the factor used to determine what speed the majority of drivers find safe and reasonable. Practice is to set speed limits at the 85th percentile speed; however, in residential neighborhoods a lower speed prima facie speed limit of 25 mph may be allowed.

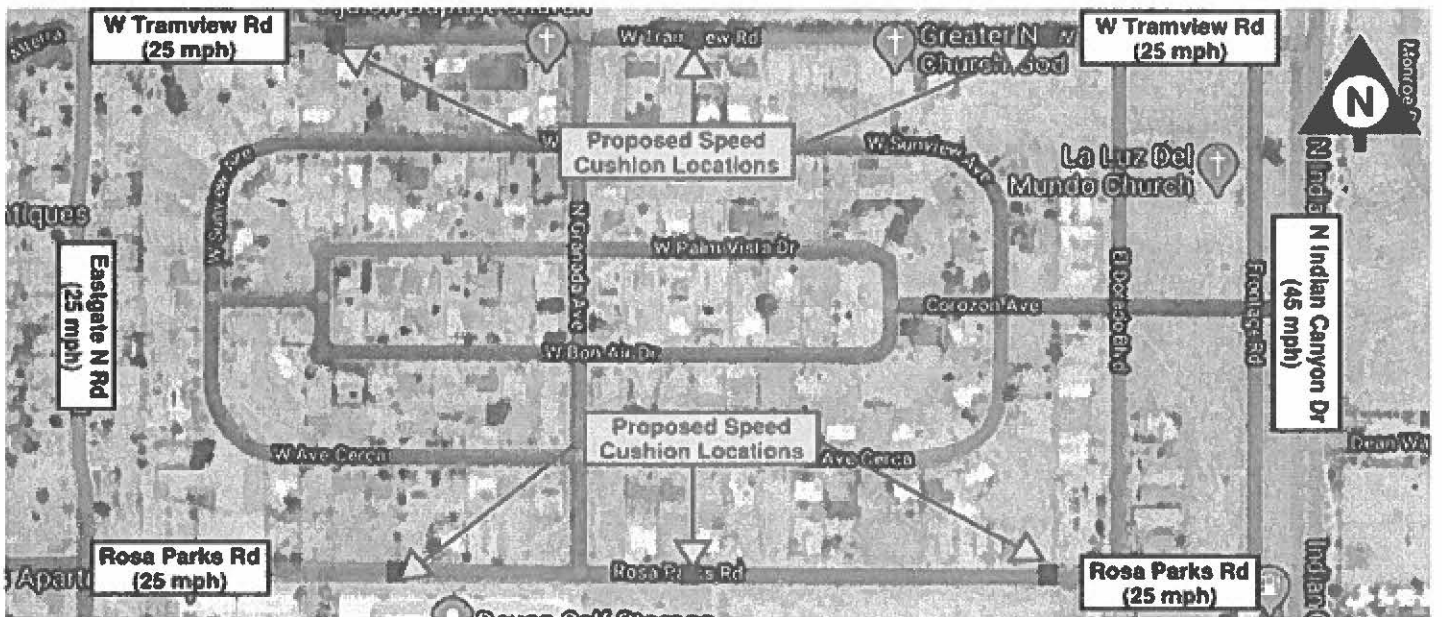


Figure 2

Demuth Park Neighborhood

In May 2016, residents living on Mesquite Avenue submitted a CARF to address speeding concerns and high volumes of cut-through traffic. In accordance with the Neighborhood Traffic Calming Program, a Working Group was formed, and a specified study zone was created with input from the Working Group. The initial request at that time was to evaluate traffic calming measures to implement in ways to reduce the prevailing speed of traffic along Mesquite Avenue.

At that time, Staff recommended installation of edge line striping to narrow the westbound 20 feet wide lane to designate a 12-foot wide travel lane and adjacent 8-foot wide parking lane. The striping was completed in late summer 2016.

After implementing this traffic calming measure, residents advised Staff that a speeding problem remained, and the Working Group was reactivated to further evaluate solutions.

In late 2017 Staff requested the City's on-call traffic engineering consultant, Webb, to complete a traffic engineering and speed survey. In February 2018 Webb prepared a formal survey that determined the 85th percentile speed was 35 mph in accordance with the posted speed limit of 35 mph. However, Webb also identified that the street satisfied the definition of a "Residence District" in the Vehicle Code, allowing for a prima facie speed limit of 25 mph to be set.

Accordingly, Staff recommended the City Council establish a 25 mph speed limit for Mesquite Avenue; on May 1, 2019, the City Council adopted Ordinance No. 1988 to reduce the speed limit from 35 mph to 25 mph on the basis of the traffic engineering and speed survey prepared by Webb. At that time, the City Council also approved Staff's recommendation to establish all-way stop controlled intersections on Mesquite Avenue / Park Access Road and Mesquite Avenue / Calle Santa Cruz.

On January 6, 2020, the Working Group contacted Staff to determine the effectiveness of the speed limit reduction and stop sign installations. The Working Group advised Staff that the new stop signs were effective, but excessive speeding remained an issue.

On January 23, 2020, a traffic speed survey was completed on Mesquite Avenue between El Placer Road and Nueva Vista Drive and found that the 85th percentile speed was 34 mph, with 55% of vehicles in excess of 31 mph, exceeding the posted 25 mph speed limit. As a result, Staff coordinated with the Working Group on possible locations for speed cushions and solar powered LED stop signs. There was consensus as to the location of the LED stop signs, but no consensus was reached on the locations of speed cushions.

Recommending the approval for the location for speed cushions requires consensus by both the Working Group as well as residents of properties located immediately adjacent to the proposed speed cushions. Certain members of the Working Group requested speed cushions to be installed near their homes while other residents also requested speed cushions installed near their homes, while other residents did not support speed cushion installation near their home. When a resident opposes the installation of a speed cushion near their home, Staff reevaluates the location and attempts to find a compromise.

Staff notes that in this case there was not consensus for installation of speed cushions on Mesquite Avenue between Calle Santa Cruz and Vella Road, as some residents supported while some residents opposed this measure. On this basis and given that this segment of Mesquite Avenue is only 600 feet long and is between all-way stop controlled intersections, installation of speed cushions is not recommended.

Staff also notes that recently Staff received a request from the resident living at 3532 E. Mesquite Avenue to consider installation of speed cushions on the most westerly segment of Mesquite Avenue between El Cielo Road and Mountain View Drive.² As shown in Figure 3 below, this address is the only property with direct access to Mesquite Avenue along this segment of Mesquite Avenue, and this segment lacks the other traffic calming measures (raised landscaped median improvements) extended along Demuth Park. A set of speed cushions is warranted along this segment to address the high speed of traffic.



Figure 3

Based on the data collected and recommendations from the Working Group and other residents, Staff recommends the installation of one set of speed cushions on Mesquite Avenue between El Cielo Road and Mountain View Drive, and new solar powered LED stop signs on Mesquite Avenue / Park Access Road and Mesquite Avenue / Calle Santa Cruz – to further highlight these new stop signs installed last year. A diagram showing the recommended traffic calming measures is provided as **Figure 4** on the next page.

² Staff further notes that the resident has offered to provide the City with a \$2,000 donation towards the cost of these speed cushions.

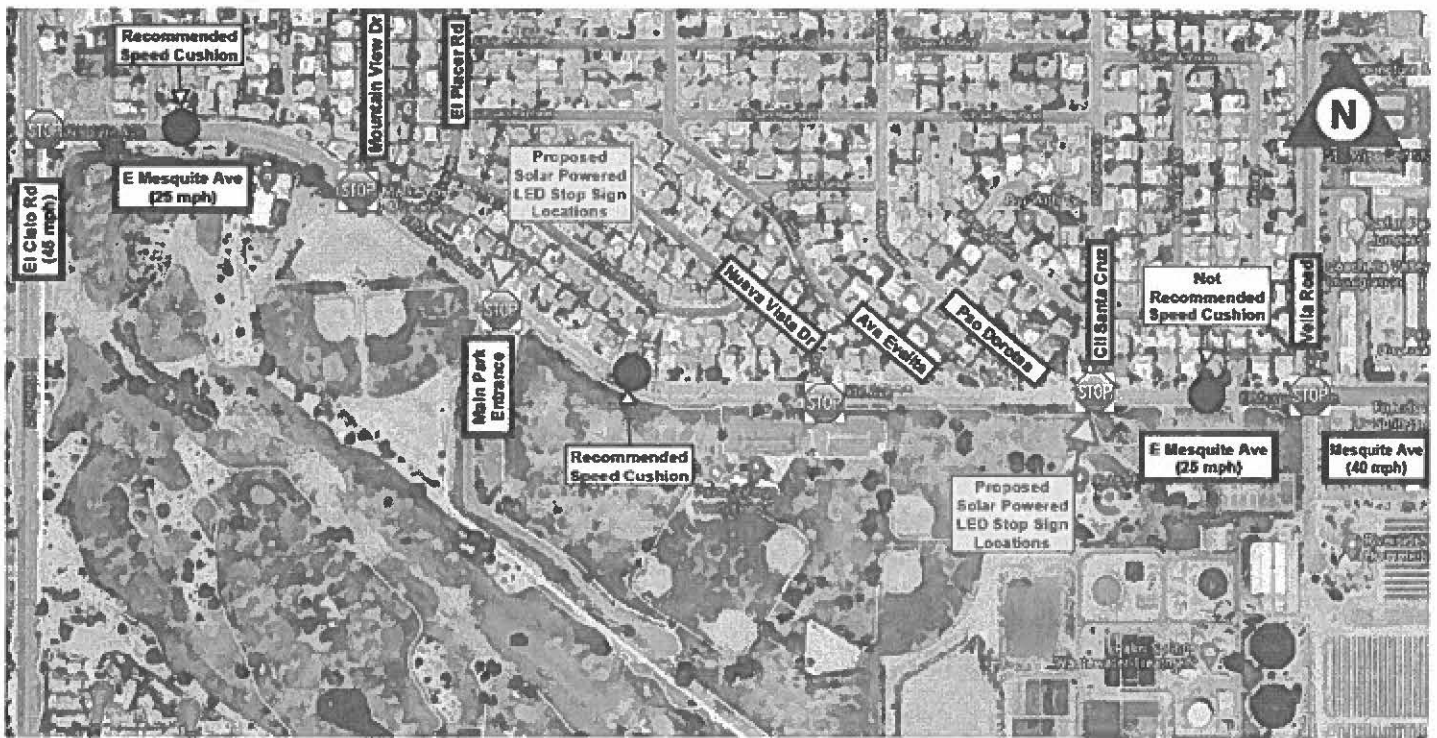


Figure 4

Melody Ranch Neighborhood

In December 2017 the Canyon Sands HOA Board of Directors submitted a request to the City to consider installation of all-way stop controls on Seven Lakes Drive / Linden Way and Seven Lakes Drive / Miramonte Circle.

In October 2018 a traffic counts were completed for the two intersections and based on the volumes present warrants for an all-way stop controlled intersection were not satisfied.

However, the traffic speed survey completed at that time did identify an 85th percentile speed of 39 mph on Seven Lakes Drive between Cherokee Way and Gene Autry Trail, in excess of the prima facie speed limit of 25 mph.

In December 2019, representatives of the Canyon Sands HOA met with Staff to discuss possible traffic calming measures to implement along Seven Lakes Drive. A CARF was submitted and a specified study zone was created with input from the Working Group. Based on the traffic data previously collected, installation of traffic calming measures is warranted.

In February 2020, the Working Group expanded to include a representative from the Seven Lakes HOA, and in April 2020, the study zone was expanded to include the Oasis Resort.

At that same time, separate from the traffic calming analysis that was coordinated by Staff with the Working Group, the owners of the Parker Hotel submitted to the City for review and approval an application to expand the Parker Hotel. As part of that application the City required review of certain traffic issues caused by the hotel expansion, and on April 2, 2020, the City Council approved Parker Hall expansion.

Included as part of the City's conditional approval of the Parker Hotel expansion is Engineering Condition 51 that addressed traffic calming issues raised by the Canyon Sands HOA. Installation of traffic striping and all-way stop controlled intersections immediately adjacent to the Parker Hotel were required of the owner of the Parker Hotel as part of their project.

However, implementation of traffic calming measures on Seven Lakes Drive that were previously analyzed by Staff in response to the Canyon Sands HOA were deferred for action separately by the City. City Council also directed staff to continue coordination on these traffic calming measures with all affected HOAs (Canyon Sands, Seven Lakes, Oasis Resort).

The traffic calming measures identified by Staff for implementation on Seven Lakes Drive include two measures:

1. Installation of two digital speed feedback signs (one in each direction) as shown in **Figure 5** on the next page; and
2. Installation of parking lane and traffic striping along both sides of the street to narrow the 20-foot wide lane to a 12-foot wide travel lane and 8-foot wide parking lane as shown in **Figure 6** on the next page;

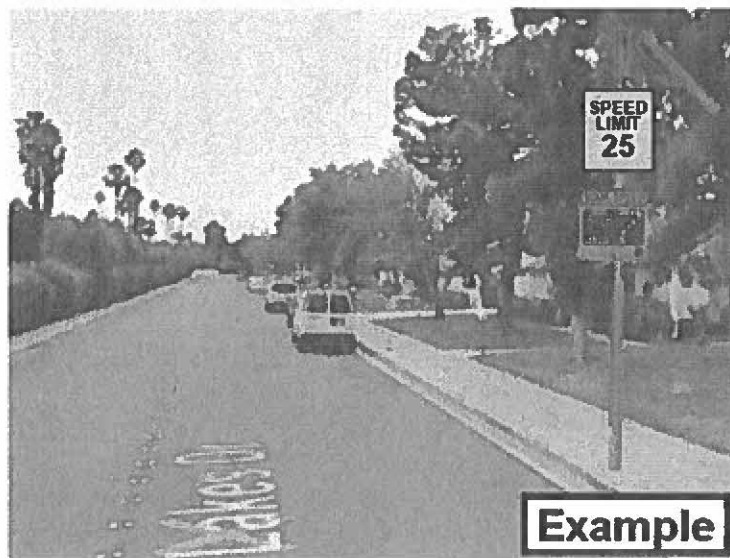


Figure 5

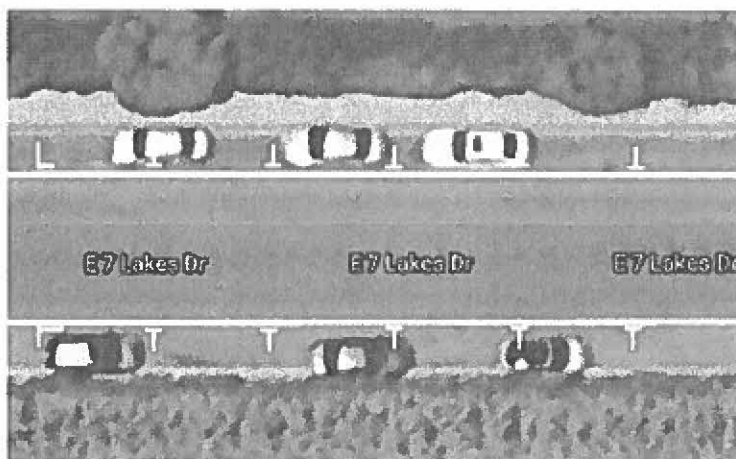


Figure 6

On May 12, 2020, Staff sent a letter to the Melody Ranch communities requesting comments regarding the installation of the two traffic calming measures. In response, all three communities support traffic calming measure #2 (parking lane and traffic striping); however, only the Canyon Sands HOA is supportive of traffic calming measure #1 (digital speed feedback signs). Correspondence on this item is included as **Attachment 2**.

In the objections to installation of digital speed feedback signs by Oasis Resort and Seven Lakes HOA, staff notes a request for the speed survey study (this data was provided to the Working Group and has since been provided to the HOA). Further, in response to the objections identified in the Seven Lakes HOA letter, Staff comments as follows:

1. *We never received a copy of the current speed study. We don't know when this study occurred, what time or times of day were analyzed, and what direction the cars were traveling (east/west/or both). Unlike Canyon Sands, we were not asked to provide input regarding this study until after your decision was determined. We question why calming*

measures are now required, when we heard previously studies indicated they were not necessary.

In this case, Staff used its traffic engineering consultant (Counts Unlimited) to perform traffic speed and vehicle counting to identify the prevailing speed of traffic (east and west directions) on Seven Lakes Drive between Cherokee Way and Gene Autry Trail, and to count the volume of cars entering the various intersections. The speed survey was completed on October 3, 2018 and determined an 85th percentile speed of 39 mph (eastbound) and 41 mph (westbound). The Working Group was not required to inform how the speed survey was conducted. Traffic calming measures deemed not necessary in 2018 were installation of an all-way stop control on Seven Lakes Drive at Miramonte Circle given lack of sufficient volume of side street traffic on Miramonte Circle.

- 2. The cost of the "feedback signs" is estimated to run tens of thousands of dollars and it is not clear that the Parker has to cover this cost as part of their Project. We assert that, at a time of fiscal austerity for the City of Palm Springs, this cost is premature, excessive, and unnecessary.*

A speed feedback sign can cost \$25,000; however, it can be installed where it may be relocated to other locations that warrant its installation. Funding for traffic calming measures is currently budgeted in the City's Special Gas Tax Fund, and not from General Fund or the Measure J Capital Fund. Speed feedback signs are preferred over speed cushions due to the ease with which they are relocated to alternative locations.

- 3. A less costly traffic calming alternative would be to put two additional stop signs halfway down Seven Lakes Drive between Linden Way and Gene Autry, for example at Miramonte. In addition, signs indicating the 25 mph speed limit should be posted advising drivers to slow down. Currently, drivers do not know what speed limit exists on Seven Lakes Drive.*

Staff notes and cautions that installation of all-way stop controls are not recommended unless warranted, and should not be used as a traffic calming measure to slow the speed of traffic. Unwarranted stop signs can lead to an increase in the number of traffic accidents and reduced traffic safety.

The comment regarding speed limit signs is acknowledged; Staff has scheduled installation of 25 mph speed limit signs as a further measure to educate the public regarding the speed limit on Seven Lakes Drive and will use this as another effective means of assessing the effectiveness of the parking lane and traffic striping recommended for installation.

- 4. After the conditions are imposed on the Parker project as indicated in your May 12th letter, new traffic control and speed studies should be done to determine if the proposed "feed back" signs are necessary and the additional cost warranted.*

Staff agrees. Staff's recommendation is to authorize installation of the digital speed feedback signs only after implementation of traffic calming measure #2 (parking lane and traffic striping) and a subsequent traffic speed survey to determine the effectiveness of the traffic calming measure. In this case, Staff recommends deferring any decision by the City Engineer to install digital speed feedback signs until: (1) the Parker Hotel expansion is completed, and its traffic measures are implemented (i.e. all-way stop controls at Cherokee Way and Linden Way); and (2) one-year after implementation of all other traffic calming measures. If a subsequent traffic speed survey determines the 85th percentile speed is at least 10 mph over the posted speed limit (i.e. 35 mph), Staff recommends implementation of traffic calming measure #1 (digital speed feedback signs) subject to available funding at that time.

5. *Until the Parker Project is completed, the traffic flows and speeds on Seven Lakes are unknown and completely speculative. Once the project is done and operational, new traffic and speed studies should be done.*

Staff agrees. See response above.

6. *We question the need for "feedback signs" on Seven Lakes Drive since no attempt has been made at speed enforcement, posted speed limit signs do not exist, and no sharing of automobile speed studies has occurred.*

Staff continues to coordinate with the Police Department on targeted speed enforcement, has scheduled installation of speed limit signs, and has provided the 2018 traffic speed survey data. Installation of digital speed feedback signs will only be installed if the other recommended traffic calming measures are not effective.

At this time, Staff recommends installation of traffic calming measure #2 (parking lane and traffic striping), and deferral of traffic calming measure #1 (digital speed feedback signs) with authorization to the City Engineer to install at a later date as noted in response #4 to the Seven Lakes HOA comments.

A diagram showing the recommended traffic calming measures is provided as **Figure 7** on the next page.

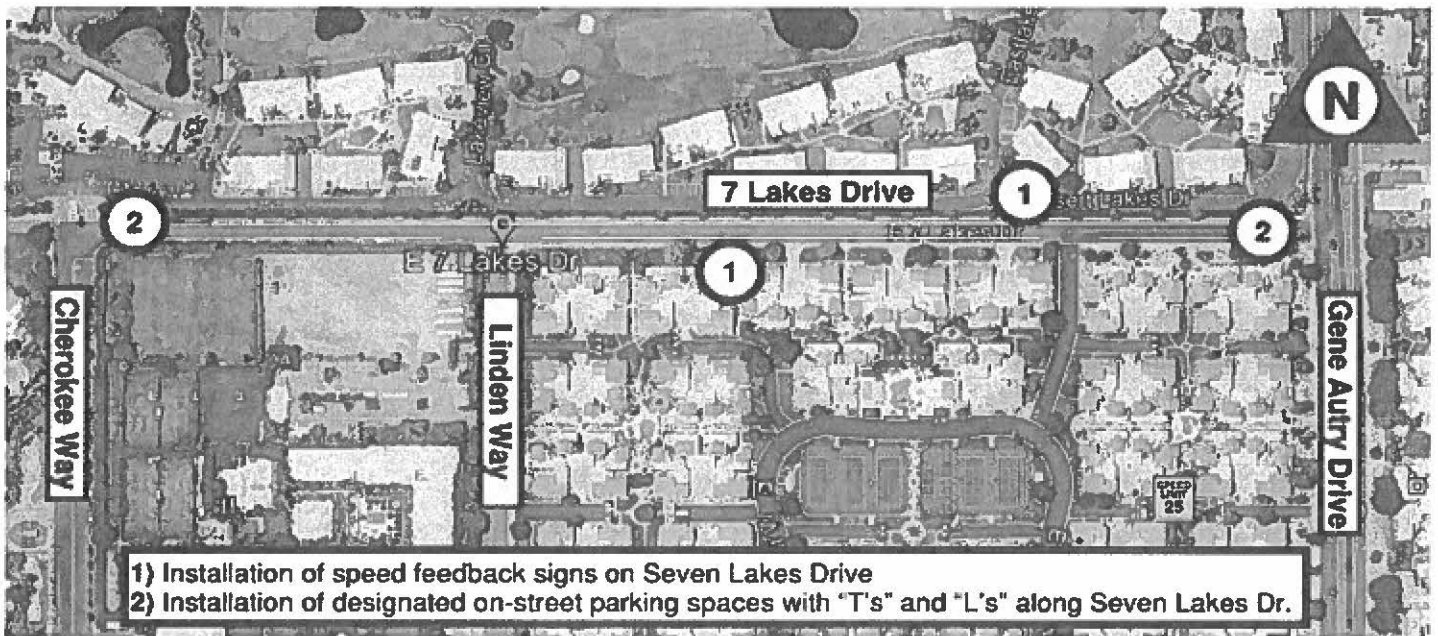


Figure 7

Little Tuscany Neighborhood

In June 2015, representatives of the Little Tuscany Neighborhood met with Staff to discuss possible traffic calming measures to implement along W. Racquet Club Road. A CARF in accordance with the Neighborhood Traffic Calming Program was submitted and a specified study zone was created with input from the Working Group.

In 2016, a survey was conducted of the study area and found the community to be in favor of the installation of speed cushions and, on September 7, 2016, the City Council authorized \$30,000 for the purchase and installation of speed cushions at two locations along W. Racquet Club Road between Leonard Road and Junipero Avenue. However, subsequent to the City Council's approval, the Little Tuscany Neighborhood formally requested Staff to defer installation of speed cushions in lieu of traffic circles.

Over the course of a year, Staff developed conceptual designs to install traffic circles at three locations along W. Racquet Club Road at Janis Drive, Palermo Drive, and Cardillo Avenue. These traffic circles were estimated to cost \$230,000 and were deferred.

On November 1, 2017, City Council reauthorized the installation of three sets of speed cushions on W. Racquet Club Road at a cost of \$30,000. However, resident opposition to speed cushions deferred their implementation, and Staff continued to coordinate with the Working Group on alternatives.

In August 2018, Staff met with residents to alternatives and confirmed that traffic "chicanes," horizontal deflections via striping and bollards, was a favorable and less expensive alternative to traffic circles. A traffic chicane is shown in Figure 8 below.

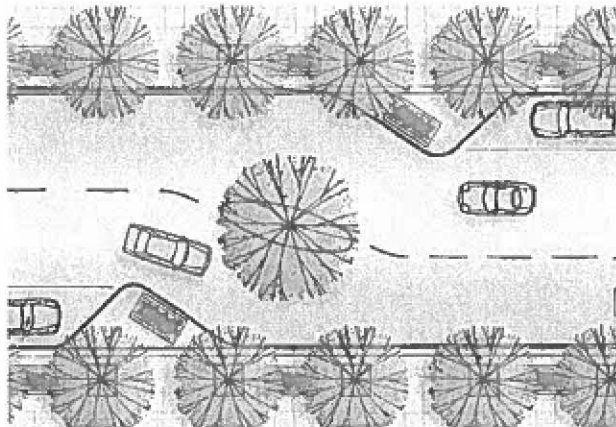


Figure 8

In June 2019 Staff finalized design details for installation of traffic chicanes on W. Racquet Club Road between Vista Dr. and Palermo Dr., Leonard Road and Tuscan Road, and Cardillo Ave. and Junipero Ave. The Working Group and residents of Little Tuscany approved installation of the traffic chicanes. Diagrams showing each traffic chicane are provided as **Figures 9, 10, and 11** on the following page.

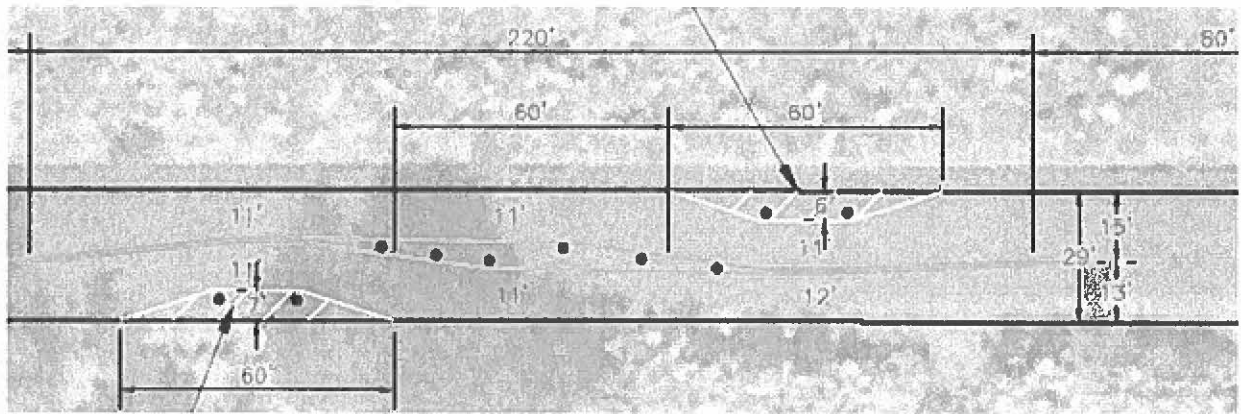


Figure 9 (Vista Dr. to Palermo Dr.)

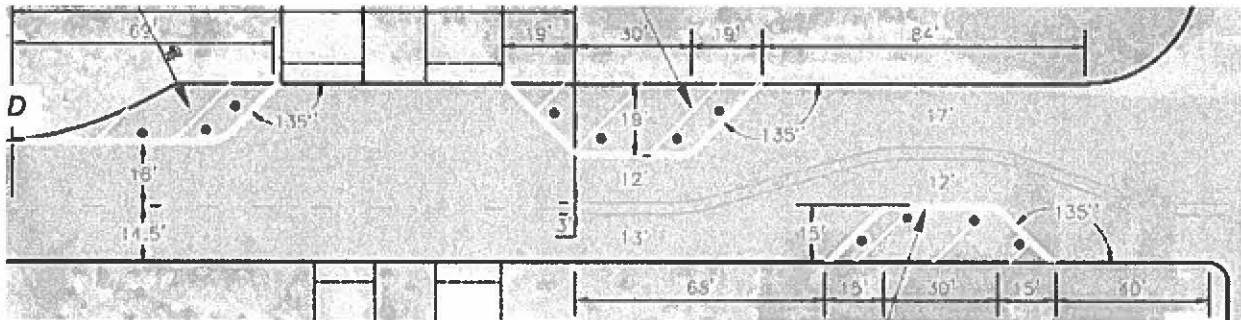


Figure 10 (Leonard Road to Tuscan Road)

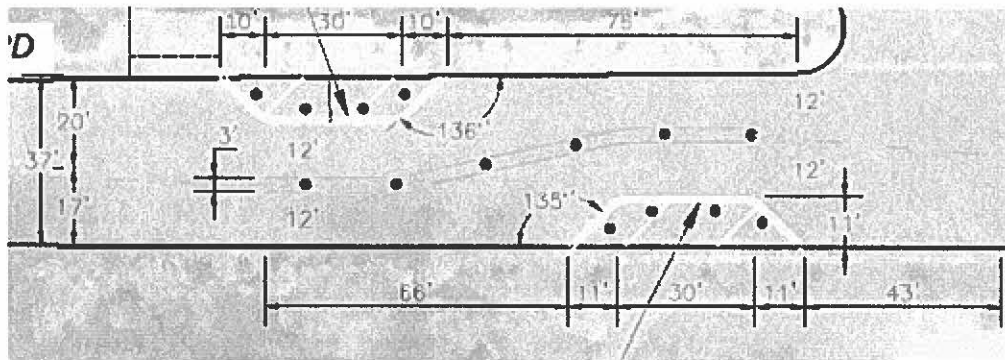


Figure 11 (Cardillo Ave. to Junipero Ave.)

In January 2020 Staff completed the installation of the traffic chicanes. Subsequently, Staff completed a traffic speed survey in February 2020 identifying a reduction in the 85th percentile speed from 40 mph (pre traffic calming) to 34 mph (post traffic calming).

After installation of the traffic chicanes, Staff received complaints regarding the aesthetics of the traffic delineators and striping, and elimination of on-street parking. Although the layout, materials, and design of the traffic chicanes were approved by the Working Group, a modification to the design has been requested. Staff has developed a modification to the traffic chicane design, and recommends City Council authorize the purchase and installation of additional delineators to modify the existing traffic calming devices to address the aesthetics and parking issues raised by residents. A diagram showing the recommended traffic calming measures is provided as **Figure 12** on the next page.

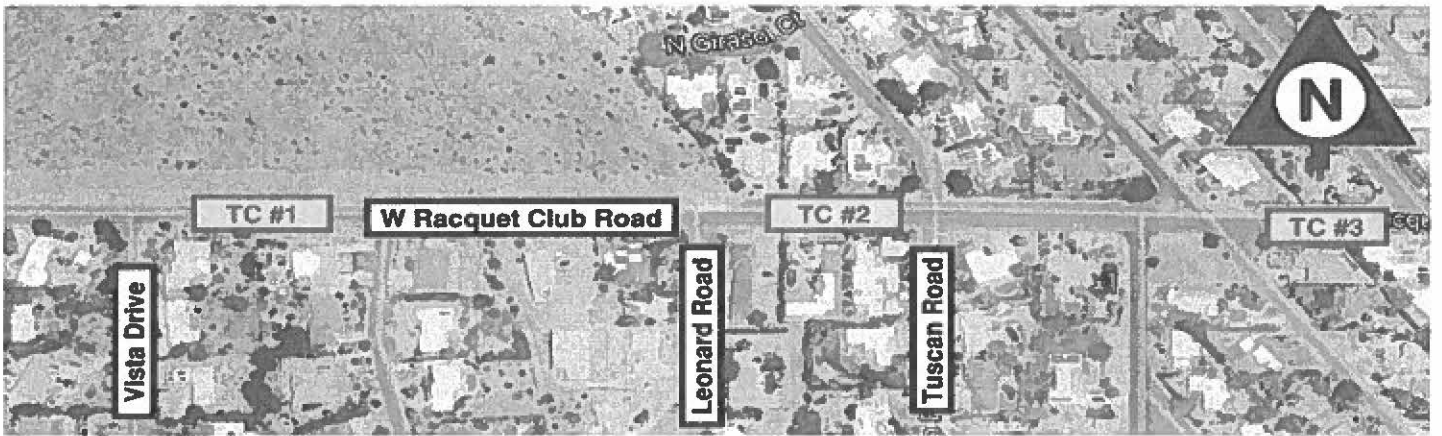


Figure 12

Tahquitz River Estates Neighborhood

In May 2019, the residents along South Riverside Drive submitted a CARF in accordance with the Neighborhood Traffic Calming Program. A specified study zone was created with input from the Working Group. In July 2019, speed data and vehicle volumes were collected along South Riverside Drive and speed cushion warrants were evaluated.

Although traffic volumes were low, the traffic speed survey identified an 85th percentile speed of 40 mph on the local residential street, with 81% of the vehicles driving above the posted speed limit of 25 mph, and 62% driving in excess of 31 mph.

In October 2019, a traffic calming survey was distributed within the specified study zone to determine if installation of four sets of speed cushions along S. Riverside Drive was supported. The results of the survey concluded that three out of the four sets of speed cushions were supported by the neighborhood, with the easterly set of speed cushions nearest Sunrise Way not supported. Staff recommends City Council authorize the purchase and installation of three sets of speed cushions on South Riverside Drive.

A diagram showing the recommended traffic calming measures is provided as **Figure 13** on the next page.



Figure 13

ENVIRONMENTAL IMPACT:

Section 21084 of the California Public Resources Code requires Guidelines for Implementation of the California Environmental Quality Act ("CEQA"). The Guidelines are required to include a list of classes of projects which have been determined not to have a significant effect on the environment and which are exempt from the provisions of CEQA. In response to that mandate, the Secretary for Resources identified classes of projects that do not have a significant effect on the environment, and are declared to be categorically exempt from the requirement for the preparation of environmental documents. In accordance with Section 15301 "Existing Facilities," Class 1 projects consist of the operation, repair, maintenance, permitting, leasing, licensing, or minor alteration of existing public structures, facilities, mechanical equipment or topographical features involving negligible or no expansion of use beyond that existing at the time of the lead agency's determination. Therefore, in accordance with Section 15301(c), Staff has determined that installation of traffic calming equipment on existing City streets is considered categorically exempt from CEQA.

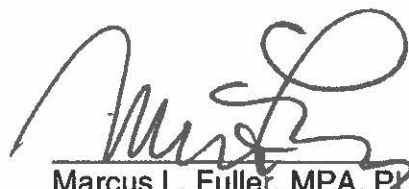
FISCAL IMPACT:

As part of the 2020/2020 fiscal year budget, a line item expenditure of \$150,000 was budgeted in the Special Gas Tax Fund (Fund 132) for traffic calming measures. Approval of the recommended traffic calming measures will utilize all of the budget appropriated for traffic calming for the year.

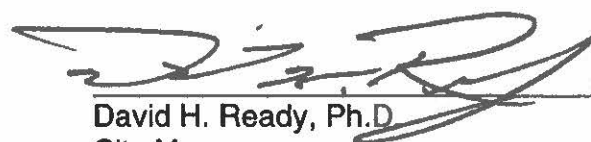
SUBMITTED:



Finn Fagg, AICP
Director of Development Services



Marcus L. Fuller, MPA, PLS, PE
Assistant City Manager



David H. Ready, Ph.D
City Manager

Attachments:

1. August 21, 2002 staff report, Neighborhood Traffic Calming Program
2. Melody Ranch Letters

Attachments 1 and 2 removed to reduce the size of the Staff Report. A complete Staff Report is on file with the City Clerk.

Attachment 3



Superior Pavement Markings, Inc.
 PO Box 278
 Beaumont, CA 92223
 Phone 951.845.2799
 Fax 951.845.6399

License# 776306
 Union Local 1184
 DIR# 1000001476

Proposal & Contract 35029

Submit To:		Contact:	Project
CITY OF PALM SPRINGS Procurement and Contracting Division 3200 E. Tahquitz Canyon Way PALM SPRINGS, CA 92262		Francisco Jaime•Office 760-323 -8253•Extension 8750•francisco. jaime@palmspringsca.gov	Traffic Calming FY20-21 City Project No. 20-24 Palm Springs
Date:	Estimator		
1/14/21	Dale Shults		

#	Description	Qty	um	Price	Ext Price
-	BASE LUMP SUM SCHEDULE OF VALUES				
1	Mobilization	1	LS	11,128.00	11,128.00
2	Traffic Control	1	LS	2,000.00	2,000.00
3	Dust Control	1	LS	750.00	750.00
A	Little Tuscany - Racquet Club Dr	1	LS	7,401.00	7,401.00
1A	Location 1: Removal of large diameter bollards	1	LS	160.00	
1b	Location 1: Installation of Delineators	1	LS	560.00	
2A	Location 2: Removal of all bollards	1	LS	160.00	
2b	Location 2: Removal of white striping	370	LF	3.00	
2c	Location 2: Removal of yellow striping	552	LF	3.00	
2d	Location 2: Install raised pavement markers	82	EA	5.00	
2e	Location 2: Install Double yellow thermoplastic lines, 6-inch wide	510	LF	3.50	
2f	Location 2: Install Single white thermoplastic line, 6-inch wide	560	LF	1.50	
3A	Location 3: Removal of large diameter bollards	1	LS	160.00	
3b	Location 3: Installation of Delineators	1	LS	560.00	
B	Melody Ranch - Seven Lakes Dr	1	LS	9,506.00	9,506.00
1	Install Parking Lines: 6-inch wide, white thermoplastic	3,120	LF	1.25	
2	Install Parking spots (T's & L's), 4-inch wide, white thermoplastic	130	EA	35.00	
3	Install Red Curb	352	EA	3.00	
C	Demuth Park - Mesquite Avenue	1	LS	31,850.00	31,850.00
1	Installation of "Speed Hump" W8-1 sign and post	4	EA	285.00	
2	Installation of "Traffic Calming" W84 sign and post	2	EA	285.00	
3	Installation of Location A Speed Cushions and striping	1	LS	9,182.00	
4	Installation of Location B Speed Cushions and striping	1	LS	4,730.00	
5	Installation of solar powered LED stop signs	4	EA	4,057.00	

Continued...

#	Description	Qty	um	Price	Ext Price
D	Desert Highland/Gateway - Rosa Parks Rd & Tramview Rd (Was \$118,663)	1	LS	111,093.00	111,093.00
1	Installation of "Speed Hump" W8-1 sign and post	12	EA	285.00	
2	Installation of "Traffic Calming" W84 sign and post	4	EA	285.00	
3	Installation of Speed Cushions and striping (per location)	6	EA	6,121.00	
4	Demo and Installation of Type A Ramp (Was \$9,455)	0	EA	9,455.00	
5	Demo and Installation of Type B Ramp (Was \$8,911)	7	EA	8,353.00	
6	Update existing Type A/B Ramp to current ADA standard (WAUSAU 12"x12") (Was \$4,761)	1	EA	4,361.00	
7	Install Stop Signs (R1-1 @ 30x30) with stop bar, stop legend, and All Way plaque (R1-3P @ 18x6)	6	EA	600.00	
8	Remove existing stop signs and replace with new Stop Signs (R1-1 @ 30x30) and All Way plaque (R1-3P @ 18x6) on existing posts. Refresh existing stop bar and stop legend.	5	EA	675.00	
E	Tahquitz River Estates - South Riverside Dr	1	LS	23,982.00	23,982.00
1	Installation of "Speed Hump" W8-1 sign and post	6	EA	285.00	
2	Installation of "Traffic Calming" W84 sign and post	2	EA	285.00	
3	Installation of Speed Cushions and striping	3	EA	7,234.00	
Alt	Gene Autry Neighborhood - Via Escuela (Additive Bid Schedule F, if Awarded)	1	LS	11,094.00	11,094.00
1	Remove and re-use existing speed cushion modules per new layout in Detail 6 (Per Location).	4	EA	2,442.00	
2	Purchase additional tapered left hand side speed cushion end pieces (top and bottom set). Install with new layout.	1	EA	663.00	
3	Purchase additional tapered right hand side speed cushion end pieces (top and bottom set). Install with new layout.	1	EA	663.00	

Addenda Considered = 1

Up to 20 week day mobilizations are included. Additional mobilizations at \$2,750.00 ea.

Traffic control for Superior work areas during Superior work hours only.

A Minimum Of **15 Working Days** Is Required Prior To Each Move In.

Quote Includes: Traffic Control Plans [NO] - Traffic Paint [NO] - Thermoplastic [YES] - Rpm's [YES] - Bollard Removal [YES] - Striping/Marking Removals [YES] - Sealing [NO] - Slurry Sealing [NO-Unspecified on Plans] - Signing [YES] - Furnish Mast Arm Signs [NO] - Furnish/Install Delineators [YES] - Furnish/Install Soloar Powered LED Stop Signs [YES] - Furnish/Install Speed Cushions [YES] - Temp Striping [NO] - Berm/Curb Painting [NO] - Electrical/Utility Adjustment/Movement [NO] - Utility Pole Movement [NO] - Paving [NO, With Exception to Areas Adjacent to Ramps] - Bonding [YES, Bond to Follow if Proposal is Accepted]

Continued...

#	Description	Qty	um	Price	Ext Price
Superior Pavement Markings, Inc.				Total	\$208,804.00
by: _____					
Estimator - Superior Pavement Markings, Inc. (Subject to office approval)				Proposal valid for 30 days from 1/14/2021.	

All areas to be free and clear off **ALL** debris prior to Superior Pavement Markings' crews arriving on-site. All moves and job requirement are mentioned in notes- nothing is implied unless specifically noted. Not responsible for scheduling other sub's work or scheduling conflicts with other subs. We DOT NOT provide shop drawings of any type unless prior arrangements are made. Not responsible for removing temporary striping or temporary "tabs", tape or chip seal markers unless specifically noted. Signs on signal poles, overhead or truss structures not included unless specifically mentioned in proposal. Superior Pavement Markings is a union company and all jobs are bid using current union or prevailing wage rates.

Acceptance of Proposal and Contract: I/we accept the within proposal. You are authorized to perform the work comprehended here under and I/we agree to pay the said amount in accordance with the terms set forth. By signing this Proposal/Contract below I/we agree to the attached Terms and Conditions.

Date: _____ Owner/Customer: _____ Print: _____

PLEASE SIGN AND REMIT THIS 3 PAGE DOCUMENT TO ABOVE ADDRESS.

Attachment 4

**AGREEMENT
(CONSTRUCTION CONTRACT)**

THIS AGREEMENT made this ____ day of _____, 20__, by and between the City of Palm Springs, a charter city, organized and existing in the County of Riverside, under and by virtue of the laws of the State of California, hereinafter designated as the City, and Superior Pavement Markings, Inc., a California Corporation, hereinafter designated as the Contractor.

The City and the Contractor, in consideration of the mutual covenants hereinafter set forth, agree as follows:

ARTICLE 1 -- THE WORK

For and in consideration of the payments and agreements to be made and performed by City, Contractor agrees to furnish all materials and perform all work required to complete the Work as specified in the Contract Documents, and as generally indicated under the Bid Schedule(s) for the Project entitled:

**TRAFFIC CALMING FY20-21
CITY PROJECT NO. 20-24**

The Work comprises the installation of traffic calming devices such as solar powered LED stop signs, rubberized speed cushions with associated striping and signage, removal of existing legends and striping, removal of glued down delineators, applying new striping, and adding new delineators. All traffic control devices, striping, and signage shall be per the latest edition of the Manual on Uniform Traffic Control Devices (MUTCD), Caltrans, and City project Specifications. The installation of these traffic control devices will be at various locations throughout the City.

ARTICLE 2 -- COMMENCEMENT AND COMPLETION

The Work to be performed under this Contract shall commence on the date specified in the Notice to Proceed by the City, and the Work shall be fully completed within the time specified in the Notice to Proceed.

The City and the Contractor recognize that time is of the essence of this Agreement, and that the City will suffer financial loss if the Work is not completed within the time specified in Article 2, herein, plus any extensions thereof allowed in accordance with applicable provisions of the Standard Specifications, as modified herein. They also recognize the delays, expense, and difficulties involved in proving in a legal proceeding the actual loss suffered by the City if the Work is not completed on time. Accordingly, instead of requiring any such proof, the City and the Contractor agree that as liquidated damages or delay (but not as a penalty), the Contractor shall pay the City the sum specified in Section 6-9 of the Special Provisions for each calendar day that expires after the time specified in Article 2, herein. In executing the Agreement, the Contractor acknowledges it has reviewed the provisions of the Standard Specifications, as modified herein, related to liquidated damages, and has made itself aware of the actual loss incurred by the City due to the inability to complete the Work within the time specified in the Notice to Proceed.

Termination Prior to Expiration of Term. City may terminate this Agreement for its convenience at any time, without cause, in whole or in part, upon giving Contractor written notice, pursuant to Section 6-8 of the Special Provisions. Where termination is due to the

fault of Contractor and constitutes an immediate danger to health, safety, and general welfare, the period of notice shall be such shorter time as may be determined by the City. Upon such notice, City shall pay Contractor for Services performed through the date of termination in accordance with the Contract Documents. Upon receipt of such notice, Contractor shall immediately cease all work under this Agreement, unless stated otherwise in the notice or by written authorization of the Contract Officer. After such notice, Contractor shall have no further claims against the City under this Agreement. Upon termination of the Agreement under this section, Contractor shall submit to the City an invoice for work and services performed prior to the date of termination.

ARTICLE 3 -- CONTRACT PRICE

The City shall pay the Contractor for the completion of the Work, in accordance with the Contract Documents, in current funds the Contract Price(s) named in the Contractor's Bid Proposal and Bid Schedule(s), and any duly authorized Construction Contract Change Orders approved by the City. The amount of the initial contract award in accordance with the Contractor's Bid Proposal is \$208,804.

Contractor agrees to receive and accept the prices set forth herein, as full compensation for furnishing all materials, performing all work, and fulfilling all obligations hereunder. Said compensation shall cover all expenses, losses, damages, and consequences arising out of the nature of the Work during its progress or prior to its acceptance including those for well and faithfully completing the Work and the whole thereof in the manner and time specified in the Contract Documents; and, also including those arising from actions of the elements, unforeseen difficulties or obstructions encountered in the prosecution of the Work, suspension or discontinuance of the Work, and all other unknowns or risks of any description connected with the Work.

ARTICLE 4 -- THE CONTRACT DOCUMENTS

The Contract Documents consist of the Notice Inviting Bids, Instructions to Bidders, the prevailing rate of per diem wages as determined by the Director of the California Department of Industrial Relations, the accepted Bid and Bid Schedule(s), List of Subcontractors, Local Business Preference Program – Good Faith Efforts, Non-Discrimination Certification, Non-Collusion Declaration, Bidder's General Information, Bid Security or Bid Bond, this Agreement, Worker's Compensation Certificate, Performance Bond, Payment Bond, Standard Specifications, Special Provisions, the Drawings, Addenda issued during bidding (if any), and all Construction Contract Change Orders and Work Change Directives which may be delivered or issued after the Effective Date of the Agreement and are not attached hereto.

ARTICLE 5 -- MUTUAL OBLIGATIONS

For and in consideration of the payments and agreements to be made and performed by the City, the Contractor agrees to furnish all materials and perform all work required for the above stated project, and to fulfill all other obligations as set forth in the aforesaid Contract Documents.

City hereby agrees to employ, and does hereby employ, Contractor to provide the materials, complete the Work, and fulfill the obligations according to the terms and conditions herein contained and referred to, for the Contract Price herein identified, and hereby contracts to pay the same at the time, in the manner, and upon the conditions set forth in the Contract Documents.

Contractor specifically acknowledges and agrees to be bound by the Wage Rates and Labor Code requirements specified in the Contract Documents, including the requirement to furnish electronic certified payroll records directly to the Labor Commissioner (via the Division of Labor Standards Enforcement), and shall pay the general prevailing rate of per diem wages as determined by the Director of the Department of Industrial Relations of the State of California.

ARTICLE 6 -- PAYMENT PROCEDURES

The Contractor shall submit Applications for Payment in accordance with the Standard Specifications as amended by the Special Provisions. Applications for Payment will be processed by the City Engineer as provided in the Contract Documents.

ARTICLE 7 -- NOTICES

Whenever any provision of the Contract Documents requires the giving of a written Notice between the parties, it shall be deemed to have been validly given if delivered in person to the individual or to a member of the firm or to an officer of the corporation for whom it is intended, or if delivered at or sent by registered or certified mail, postage prepaid, to the last business address known to the giver of the Notice.

ARTICLE 8 -- INDEMNIFICATION

The Contractor agrees to indemnify and hold harmless the City, and all of its officers and agents from any claims, demands, or causes of action, including related expenses, attorney's fees, and costs, based on, arising out of, or in any way related to the Work undertaken by the Contractor hereunder. This Article 8 incorporates the provisions of Section 7-15 "Indemnification," of the Special Provisions, which are hereby referenced and made a part hereof.

Prevailing Wages. Contractor agrees to fully comply with all applicable federal and state labor laws including, without limitation California Labor Code Section 1720, et seq., and 1770, et seq., as well as California Code of Regulations, Title 8, Section 16000, et seq. ("Prevailing Wage Laws"). Contractor shall bear all risks of payment or non-payment of

prevailing wages under California law, and Contractor hereby agrees to defend, indemnify, and hold the City, its officials, officers, employees, agents and volunteers, free and harmless from any claim or liability arising out of any failure or alleged failure to comply with the Prevailing Wage Laws.

ARTICLE 9 -- NON-DISCRIMINATION

In connection with its performance under this Agreement, Contractor shall not discriminate against any employee or applicant for employment because of actual or perceived race, religion, color, sex, age, marital status, ancestry, national origin (i.e., place of origin, immigration status, cultural or linguistic characteristics, or ethnicity), sexual orientation, gender identity, gender expression, physical or mental disability, or medical condition (each a "prohibited basis"). Contractor shall ensure that applicants are employed, and that employees are treated during their employment, without regard to any prohibited basis. As a condition precedent to City's lawful capacity to enter this Agreement, and in executing this Agreement, Contractor certifies that its actions and omissions hereunder shall not incorporate any discrimination arising from or related to any prohibited basis in any Contractor activity, including but not limited to the following: employment, upgrading, demotion or transfer; recruitment or recruitment advertising; layoff or termination; rates of pay or other forms of compensation; and selection for training, including apprenticeship; and further, that Contractor is in full compliance with the provisions of Palm Springs Municipal Code Section 7.09.040, including without limitation the provision of benefits, relating to non-discrimination in city contracting.

ARTICLE 10 -- MISCELLANEOUS

Terms used in this Agreement which are defined in the Standard Specifications and the Special Provisions will have the meanings indicated in said Standard Specifications and the Special Provisions. No assignment by a party hereto of any rights under or interests in the Contract Documents will be binding on another party hereto without the written consent of the party sought to be bound; and specifically, but without limitation, monies that may become due and monies that are due may not be assigned without such consent (except to the extent that the effect of this restriction may be limited by law), and unless specifically stated to the contrary in any written consent to an assignment, no assignment will release or discharge the assignor from any duty or responsibility under the Contract Documents.

The City and the Contractor each binds itself, its partners, successors, assigns, and legal representatives, to the other party hereto, its partners, successors, assigns, and legal representatives, in respect of all covenants, agreements, and obligations contained in the Contract Documents.

SIGNATURES ON NEXT PAGE

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

**CITY OF PALM SPRINGS,
CALIFORNIA**

APPROVED BY THE CITY COUNCIL:

By _____
David H. Ready
City Manager

Date _____

Agreement No. _____

ATTEST:

By _____
Anthony J. Mejia, MMC
City Clerk

APPROVED AS TO FORM:

By _____
Jeffrey S. Ballinger,
City Attorney

RECOMMENDED:

By _____
Marcus L. Fuller, P.E., P.L.S.
Assistant City Manager/City Engineer

CONTRACTOR

By: _____
Firm/Company Name

By: _____
Signature (notarized)

By: _____
Signature (notarized)

Name: _____

Name: _____

Title: _____

Title: _____

A notary public or other officer completing this certificate verifies only the identity of the individual who signed the document to which this certificate is attached, and not the truthfulness, accuracy or validity of that document.

(This Agreement must be signed in the above space by one having authority to bind the Contractor to the terms of the Agreement.)

(This Agreement must be signed in the above space by one having authority to bind the Contractor to the terms of the Agreement.)

State of _____)
County of _____)ss

State of _____)
County of _____)ss

On _____
before me, _____
personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signatures(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

On _____
before me, _____
personally appeared _____
who proved to me on the basis of satisfactory evidence to be the person(s) whose name(s) is/are subscribed to the within instrument and acknowledged to me that he/she/they executed the same in his/her/their authorized capacity(ies), and that by his/her/their signatures(s) on the instrument the person(s), or the entity upon behalf of which the person(s) acted, executed the instrument.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

I certify under PENALTY OF PERJURY under the laws of the State of California that the foregoing paragraph is true and correct.

WITNESS my hand and official seal.

WITNESS my hand and official seal.

Notary Signature:

Notary Signature:

Notary Seal:

Notary Seal: