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Rocky Kaw
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CITY OF RIALTO
Public Works Department
335 West Rialto Avenue, Rialto, CA 92376

January 19th, 2026

SUBJECT: PROPOSAL FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES: RESOURCE DRIVE RECONSTRUCTION (CITY PROJECT NO. 26086)

The successful delivery of a Capital Improvement Project (CIP) is measured by more than the quality of the pavement. It is defined by the community's trust and the uninterrupted flow of their daily lives. Onward Engineering (OE) is pleased to submit this proposal to provide Construction Management, Inspection, Materials Testing, and Public Outreach services for the **Resource Drive Reconstruction**. Our firm specializes in helping Southern California municipalities navigate the delicate balance of high-priority infrastructure work within complex, 24-hour logistical environments.

Project Understanding and Limits

Resource Drive serves as the logistics heartbeat for one of Rialto's most vital industrial hubs, providing critical access for global leaders like FedEx and Amazon. The project limits extend along Resource Drive from Riverside Avenue to the western cul-de-sac. With a highly aggressive 30-working-day schedule and a site that never sleeps, there is no margin for error. This reconstruction requires a team that can execute complex technical requirements, specifically Continuously Reinforced Concrete Pavement (CRCP) and heavy-duty HMA (Type A), while meticulously managing the ripple effects of construction on 24-hour business operations.

A Team Built for Heavy Industry

To meet these challenges, we have assembled a team with deep experience in both municipal administration and heavy-highway reconstruction. Our Construction Manager, **Delfino "Chino" Consunji**, PE, is a former Public Works Director who brings the administrative foresight needed to manage short-duration, high-priority projects with surgical precision. Working alongside him is our Project Inspector, **Kevin Green**, a heavy civil specialist with **15** years of experience. Kevin's background includes critical inspection for the I-710 Freeway and Hobart Yard Bridge project, where he oversaw the exact CRCP applications required for Resource Drive. His recent work on the Rialto Cemetery project ensures he is already intimately familiar with City standards and Public Works staff. To ensure the highest level of quality control, we have partnered with **MTGL** to provide all geotechnical and materials testing services. MTGL brings extensive experience in testing recycled rubberized asphalt and specialized concrete, ensuring compliance with both Greenbook and City standards.

The Heart of the Project: Proactive Public Outreach

Onward Engineering was among the first firms to recognize that effective public outreach is the heart of every successful CIP because it centers the process on the people and communities affected rather than just technical construction. We believe it is not just about construction; it is about the people and communities affected. When outreach is poor, a project often suffers from community grievances, legal friction, and "bad press" that can drain public coffers and stall delivery. We mitigate these risks by fostering a sense of collaboration and respect through proactive communication. We turn potential challenges into opportunities for understanding, ensuring stakeholders feel involved and respected rather than just informed. While contractors often provide bland or confusing notices, OE crafts enhanced notices that are clear, engaging, and informative to build trust and maintain a positive project image.

To support this mission, we deploy a suite of specialized tools. Our dedicated **24/7** project hotline provides stakeholders with an immediate human connection to resolve issues in real-time. We complement this with a project-specific informational site, accessible via QR codes on our notices, which serves as a central hub for updates. To manage the complex logistics of the industrial zone, we utilize dynamic maps that keep the public and local businesses informed of active work zones and access points. By educating the public on safety impacts and project features, we create a safer work environment and build long-term goodwill for the City. Furthermore, we utilize an internal tracking system to log every inquiry and complaint within **24** hours, ensuring that concerns are addressed immediately before they escalate.

Unprecedented Transparency with "Orange Vest"

To maintain full accountability during this **30-day** mission, we will utilize our proprietary **Orange Vest** web and iOS application. This tool allows our field team to document labor and quantities in real-time, providing the City with immediate access to quantity sheets and earned value charts. This level of technological transparency ensures that the budget and schedule are managed as precisely as the engineering itself. We are ready to deploy our team immediately to ensure this critical artery is reconstructed with the speed and excellence the City of Rialto expects.

Thank you,

Muhammad Ataya
Vice President, Onward Engineering

FEE PROPOSAL

RESOURCE DRIVE RECONSTRUCTION

		ONWARD ENGINEERING					SUBCONSULTANT COST			GRAND TOTAL COST	
		CONSTRUCTION MANAGER \$190.00 HOURLY	INSPECTOR (ST) \$145.00 HOURLY	INSPECTOR (OT) \$185.00 HOURLY	INSPECTOR (DT) \$200.00 HOURLY	ADMIN / PUBLIC OUTREACH \$100.00 HOURLY	OE TOTAL HOURS	OE SUB-TOTAL COST	MTGL LUMP SUM		SUB-CONSULTANT SUB-TOTAL COST
PHASE 1											
1	Pre-construction	42	26			14	82	\$13,150.00			\$13,150.00
1.1	Constructability Review	16	16				32	\$5,360.00			\$5,360.00
1.2	Preliminary Field Walk	8	8				16	\$2,680.00			\$2,680.00
1.3	Repond to RFIs	12					12	\$2,280.00			\$2,280.00
1.4	Pre-construction Meeting	6	2			2	10	\$1,630.00			\$1,630.00
1.5	Public Outreach Setup					12	12	\$1,200.00			\$1,200.00
SUB-TOTAL		42	26			14	82	\$13,150.00			\$13,150.00
PHASE 2											
2	Construction	102	240			28	370	\$56,980.00	\$17,792.46	\$17,792.46	\$74,772.46
2.1	Construction Management	90					90	\$17,100.00			\$17,100.00
2.2	Construction Inspection		240				240	\$34,800.00			\$34,800.00
2.3	Materials Testing	12					12	\$2,280.00	\$17,792.46	\$17,792.46	\$20,072.46
2.4	Public Outreach					28	28	\$2,800.00			\$2,800.00
SUB-TOTAL		102	240			28	370	\$56,980.00	\$17,792.46	\$17,792.46	\$74,772.46
PHASE 3											
3	Post-Construction	16	16			2	34	\$5,560.00			\$5,560.00
3.1	Punchlist Prep	2	2				4	\$670.00			\$670.00
3.2	Final Walkthrough	8	8				16	\$2,680.00			\$2,680.00
3.3	Final Payment Recommendation	4	4				8	\$1,340.00			\$1,340.00
3.4	Prepare and Deliver Project Files	2	2			2	6	\$870.00			\$870.00
SUB-TOTAL		16	16			2	34	\$5,560.00			\$5,560.00
TOTAL HOURS AND COSTS		160	282			44	486	\$75,690.00	\$17,792.46	\$17,792.46	\$93,482.46

CM & INSPECTION DETAILED SCOPE OF WORK

PHASE 1: PRE-CONSTRUCTION

1 | PRE-CONSTRUCTION MEETING

Deliverables: Meeting Agenda • Meeting Minutes



The Construction Manager will arrange and conduct pre-construction meetings and answer questions for the District, additional agency stakeholders, residents and businesses.



The Construction Inspector will attend pre-construction meetings and answer questions as needed.

2 | CONSTRUCTABILITY REVIEW

Deliverables: Plans • Specifications Markup



The CM will review the PS&E to become familiar with the project. The CM will run the initiation of project controls at this phase as well as review and comment on the Contractor's preliminary schedule, submittals, and notifications to utilities. The CM will arrange and conduct pre-construction meetings and answer questions from the City and businesses. The CM will meet with the inspector to review the contractor's plans for traffic control, detours, shutdowns and access for emergency vehicles. They will also review of phasing plan/sequence of work.



The Inspector will review the PS&E and become familiar with the Contractor's preliminary schedule while making suggestions to the CM. The inspector will also attend pre-construction meeting and answer questions as necessary.

BENEFITS

Allows our team to convey all project specific information and key items and allows the OE team to gain a clear understanding of the project requirements and City goals.

3 | RFI COORDINATION

Deliverables: RFI Responses • RFI Log



The CM will review RFI's, samples, shop drawings, and coordinate with the project designer for interpretation. The CM will also conduct meetings with the Contractor to discuss and resolve any RFIs.



The Inspector will assist with background and clarifications, and provide field data for necessary RFI information.

BENEFITS

Quick & accurate responses to Contractor to minimize delays.

4 | SUBMITTAL REVIEW

Deliverables: Submittal Log • Stamped Submittals • Submittal Recommendations



The CM will process and track submittals, shop drawings, change orders, and revisions, and review estimates for reasonableness and cost effectiveness.



The Inspector will provide aid with background, clarifications, and provide field information as necessary.

BENEFITS

Checks that all contractor materials and notices comply with PS&E.

5 | CONSTRUCTION DOCUMENTATION

Deliverables: Paper & Digital Copies of Construction Documents



OE will work with the City to implement a system for organizing, tracking, filing, and managing paper/electronic correspondence including letters, information requests, submittals, contracts, reports, O&M manuals, progress payments, and change orders, etc. The CM will establish job control documents: DCRs, weekly & bi-weekly status reports, weekly statement of working days, construction change orders, certified payroll records and labor compliance documents. The CM will receive, log, and document monthly construction payments, material receipts, weigh certificates, and material submittals.



The Inspector will coordinate with the CM for all project records, including: DCRs, correspondence, submittals, Contract Change Orders (CCOs), progress payments, Lab and Field Test Reports, Materials Delivery Tickets and Compliance Certification, Progress Reports, Progress Photos, and Meeting Minutes, guarantees, certifications, affidavits, leases, easements, deeds, O&M manuals warranties, and all other necessary documents. This information is made available to the City in real time using our cloud-based system Box Enterprise.

PHASE 2: CONSTRUCTION

6 | MEETINGS

Deliverables: Meeting Agenda - Meeting Minutes - Weekly Statement of Calendar Working Days Report



The CM will schedule and conduct virtual weekly progress and dispute resolution meetings as necessary to discuss contract issues, procedures, progress, problems, CCOs, submittals, RFIs, deficiencies and schedules. These meetings will be conducted weekly at the initial stages, and then may transition to biweekly.



The Inspector will attend progress meetings to communicate, coordinate and resolve any issues that may arise at the job site.

BENEFITS

Provides open discussion about milestones & issues which are then applied toward verifying PS&E compliance.

7 | SCHEDULE REVIEW

Deliverables: Construction Schedule Updates - 4-Week Look-Ahead Schedule



The CM will review schedule updates. The CM will compare work progress with planned schedule and notify the Contractor of any slippages and pursue options to get the Contractor back on schedule. The CM will obtain weekly updates from Contractor that incorporate progress, weather delays, and CCO impacts. The CM will assist the City in negotiating time extensions and submit monthly progress reports to the City with a narrative on the progress and complete an Earned Value Analysis, and review and verify quantities of work.



The Inspector will review construction progress schedules regularly, verify schedules are on track, identify deviations, and ensure corrective actions are taken to bring the project back on schedule.

BENEFITS

Provides a solid baseline schedule for planning and analysis of the project.

8 | CONSTRUCTION INSPECTION

Deliverables: Daily Reports - Weekly Statement of Working Days - Daily Photo Diary - Image File - Video File



The CM will work closely with the Construction Inspector and review Daily Construction Reports (DCRs) provided by the Inspector.



The Inspector will prepare DCRs and WSWD, monitor compliance with City's Construction Demolition & Recycling Ordinance, review soil compaction and materials testing certifications of compliance, coordinate with the City regarding quality of work completed, take photos and video prior, during, and after construction and prepare Daily Photo Diaries. The Inspector will prepare field blue-line set of drawings to incorporate Contractor record drawing markups. Lastly, assist in monthly progress payment recommendations by making measurements of bid items.

BENEFITS

Checks active jobsite monitoring with documentation and project progress. Also, provides notes on labor, weather, progress, key items, and field observations. Clear documentation of existing condition, progress of construction, and final field conditions.

9 | TRAFFIC CONTROL

Deliverables: Traffic Control Notes



The Inspector will coordinate with the CM and will provide inspection of traffic-related work and installations, monitor traffic control to maintain pedestrian and vehicular safety, with minimal disruption, safe access, control of traffic, and provide inspection of all traffic-related work.

BENEFITS

Allows us to maintain safe traffic flows during construction.

10 | JOB SAFETY COMPLIANCE

Deliverables: Safety Infraction Reports



The CM will work with the contractor to implement job safety procedures in compliance with CAL-OSHA requirements, and monitor Contractor's compliance with established safety protocol.



The Inspector will monitor job safety procedures in compliance with CAL-OSHA requirements, monitor the Contractor's compliance with established safety program, document deficiencies and hazards, and investigate, report on accidents, observe construction safety, public safety and convenience, and report discovered problems to the City.

BENEFITS

Produces a safe and successful construction project from inception to completion. Also, verify full Federal, State and local safety standard compliance.



11 | CHANGE ORDERS

Deliverables: Change Order Notes & Recommendations



The CM will establish, implement and coordinate systems for processing all contract change orders; review and evaluate, via an independent cost estimate, cost proposals submitted by the contractor for all contract change orders; negotiate CCO and prepare using City's standard format and give recommendations; perform quantity and cost analysis for negotiation of CCOs; analyze any additional claims and perform claims administration including monitoring, logging, and tracking claim status; & evaluate cost reduction proposals to provide recommendations to the City.



The Construction Inspector will maintain data for change orders and record information regarding time of dispute, time of notification by contractor.

BENEFITS

Provides a clear documentation review and recommendation for change orders to maximize value of contract.

12 | PROGRESS PAYMENTS

Deliverables: Verification of Accurately Kept Records of the Quantities Installed - Provide Feedback



The CM will track quantities of work completed for progress payment, develop & implement procedures for review & process of progress payment applications, assist the City with review, certification, and process of payments. The CM will keep track of monthly progress and access the contractors' progress payment applications. If the CM notes any discrepancies, the differences will be negotiated with the contractor before processing payments through the City's PM.



BENEFITS

Provide accurate measurements of work completed by the Contractor.

13 | LABOR COMPLIANCE

Deliverables: Contractor Certified Payroll Records)- Construction Manager Payroll Review Notes
- Employee Interview Forms & Reports



The CM will monitor compliance with Prevailing Wages and ensure compliance with Federal Labor Laws & the Davis- Bacon Act. The CM will ensure contractors submit certified payroll reports and that labor and hours reported by the Contractor match DCRs.



The Inspector will conduct field construction employee interviews & verify/document job-site posting of wage rates & labor compliance posters.

BENEFITS

Checks for full grant funding compliance.

14 | MATERIALS TESTING



MTGL

ESTIMATE WORKSHEET PREVAILING WAGE

SPECIAL INSPECTIONS AND MATERIALS TESTING	Qty.	Unit
Soils / Asphalt Technician	40	HR
Soils / Asphalt Technician OT	3	HR
Special Inspector – Batch Plant	16	HR
Special Inspector – Concrete	4	HR
Laboratory Sample Pickup	6	HR

MATERIALS TESTING	Qty.	Unit
Sieve Analysis	2	EA
Sand Equivalent	2	EA
Expansion Index	1	EA
Maximum Density - Optimum Moisture Content	3	EA
HVEEM Stabilometer	2	EA
HVEEM Max Density	2	EA
MARSHALL Max Density	2	EA
Asphalt Content by Ignition	2	EA
Gradation of Extracted Aggregates	2	EA
Concrete Cylinder Compression Testing	6	EA

EQUIPMENT AND MILEAGE	Qty.	Unit
Nuclear Density Gauge	5	DY
Slump Cone Kit	1	DY
Mileage - Travel (R/T)	184	Mi

ENGINEERING REVIEW AND REPORT PREPARATION	Qty.	Unit
Principal Engineer/Geologist	5	HR
Project Setup	1	EA

PHASE 3: POST-CONSTRUCTION

15 | FINAL WALK-THROUGH & INSPECTION



The CM will recommend and conduct a final inspection with the City Staff and project design consultant.



The inspector will conduct final inspections, close-out encroachment & construction permits.

BENEFITS

Confirmation to stakeholders of work having been completed.

16 | AS-BUILT PLANS

Deliverables: Inspector's & Contractor's Red-Lines



The CM will maintain as-built work records and activities during construction and will transmit Contractor and IOR red-lines to City.



The Inspector will review the Contractor's as-builts daily and verify the Contractor keeps these records up to date throughout construction, and will coordinate the preparation and submittal of as-builts.

BENEFITS

Representation and documentation of field changes made during construction along with accurate records.

17 | PUNCH LISTS

Deliverables: Preliminary & Final Lists - Inspector's Non-Compliance Notices & Notes



The CM will issue preliminary & final punch lists, and monitor and follow-through with Contractor until completion of punch list items. The CM will review and distribute the Inspector's notes regarding non-compliant work items and recommend mitigating procedures. The CM will also finalize the bid items, claims, change orders, punch list items, correct shop drawings, and oversee the completion of record drawings.



The Inspector will prepare in-progress punch lists at completion of each project phase until completion. The Inspector will direct and notify contractors about non-compliance and correct compliance problems as discovered.

BENEFITS

Clear communication and records to Contractor. All non-compliant items are noted and fixed prior to notice of completion.

18 | NON-COMPLIANCE ITEMS

Deliverables: Non-Compliance Notes



The CM will review and distribute the Inspector's notes regarding non-compliant work items and recommend mitigating procedures for fixing non-compliance. The CM will also finalize the bid items, claims, and change orders.



The Inspector will direct and notify contractors about non-compliance and correct compliance problems as discovered.

19 | COMPLETION RECOMMENDATIONS

Deliverables: Completion Recommendations Report - Final Report of Completion



The CM will evaluate completion of work and recommend final inspection. This includes preparing the Report of Expenditures Checklist and necessary attachments. The CM will also provide support for construction claims analysis and litigation and will be available for any audits including internal City audits.



The Inspector will provide notes and concurrence to the CM regarding completion of all field work.

BENEFITS

Verifies that work items are completed as specified.



PUBLIC OUTREACH

At **OE**, we believe that effective public outreach is at the heart of every successful capital improvement project. It's not just about construction; it's about people and communities. We know that keeping everyone informed, engaged, and supportive makes a world of difference. Minimizing disruptions, gaining public support, and maintaining a positive image throughout the project are crucial. That's why we place a strong emphasis on public outreach. By sharing project information with those affected, we build trust and open lines of communication. This approach leads to fewer complaints, safer work environments, and a smoother construction process.

We understand the value of making the community feel involved and respected. Through proactive outreach, we turn potential challenges into opportunities for collaboration and understanding. It's about fostering a positive experience for everyone involved and bringing the human element of our projects to life.

PUBLIC NOTICES

At **OE**, we take pride in crafting and designing public notices (PDFs) with essential project information and updates for affected stakeholders. We handle this task on behalf of the City, ensuring that the community remains informed. Contractors' notices are often bland and hard to read or understand. In contrast, our notices are crafted to be clear, engaging, and informative, making sure affected stakeholders are aware of all the project details. These notices provide accessible information, helping residents stay informed about any driving or parking restrictions and other important updates. By making the community excited about the project's outcomes, we foster a sense of involvement and cooperation, making the construction process smoother for everyone.

The collage displays various public notice materials. On the left is an 'INVITE' flyer for a virtual public meeting. Next to it is a 'PUBLIC NOTICE' flyer for a 'MEETING TO DISCUSS UPCOMING ZONE 3 CONSTRUCTION' with a 'WHEN' and 'WHERE' section. To the right are two flyers: one detailing the 'PURPOSE' and 'SCHEDULE' of the project, and another titled 'ROADWAY REHABILITATION AND PARKWAY IMPROVEMENTS' listing statistics like '4,000 Square Feet' and '43 Curb Ramps'. On the far right are 'SITE AREAS' maps showing project locations on various streets like Lower Azusa Road and Arden Drive.

INFORMATIVE WEB PAGES

At Onward Engineering, we design and maintain informative web pages hosted on a separate sub-domain linked directly to the City's website. This approach allows us to efficiently produce and update all public notices (PDFs), project information, updates, and dynamic maps without burdening City resources. Our web pages feature enhanced public notices prepared for the contractor on behalf of the City. These notices are crafted to be clear, engaging, and easy to understand, ensuring residents are well-informed about the project. The web pages provide a convenient way for residents to access important information, follow driving or parking restrictions, and stay updated on the project's progress. By making information readily accessible, we help the community stay involved and excited about the project's outcomes.

The screenshots show digital versions of public notices. The first is a 'FREQUENTLY ASKED QUESTIONS' page with a 'FAQ' icon and a list of seven questions about parking, trash collection, and working hours. The second is a 'DRIVING RESTRICTIONS AND DETOUR ROUTES' page for 'BREA CANYON CUTOFF RD & DAK CREST DR ROAD CONSTRUCTION' from October 16, 2017, to October 20, 2017, featuring a satellite map with red and blue overlays indicating restricted areas and detour paths.

TELEPHONE HOTLINE

Onward Engineering provides the City with a dedicated telephone hotline for the entire project lifecycle. This hotline allows for easy tracking, generation, and saving of call logs, including caller information, time of call, and voice-mail. When callers use the hotline, they are greeted by a brief pre-recorded introduction followed by a vocalized menu offering helpful project information such as street closures, parking restrictions, and schedule changes. Callers also have the option to be routed to a specific staff member for more detailed assistance. Our hotline system is customizable and works seamlessly even if different phases of the project are handled by various consultants, as the contact person can be updated as needed. This system reduces headaches for the City and provides peace of mind to the community, ensuring that they can voice their concerns and obtain information with a simple phone call.

DYNAMIC MAPS

At OE, we have the tools and expertise to create interactive and dynamic maps that keep the public informed. Stakeholders can access these maps online to get real-time updates on detours, phasing, temporary parking, street closures, and general project limits. Our Construction Managers communicate changes to the schedule in real-time, allowing us to update the site before the contractor even leaves for the day. We manage and update the site and its content in real-time, in accordance with City requirements. This approach provides the City with convenient, easy-to-access content for oversight and allows for the effective dissemination of valuable information to the community. Our dynamic maps ensure that everyone stays informed and up-to-date on all aspects of the project.

To view project pages and map, please visit:
www.oe-eng.com/dbarea5

Scan QR Code

PUBLIC OUTREACH

ORANGE VEST APPLICATION



ORANGE VEST® is a proprietary tool ([web application](#) and [iOS application](#)) which streamlines and organizes construction documents, built with the inspection team in mind. Orange Vest allows the CM and Inspector to document work in real-time, and to have field quantities, materials, labor, and equipment automatically update Quantity Sheets, Earned Value Charts, Cost Over Time Charts, Quantity Over Time Charts, and Percent Complete Over Time Charts. It also allows the team to proactively monitor bid items that are nearing **75%** complete and keep track of any overages. The **ORANGE VEST**® application allows users to generate Field Notifications (Incident Reports), manage Punch-Lists, automatically generate Weekly Statement of Working Day reports, manage Potential Change Orders, Unit Price Change Orders, and Contract Change Orders. On the Construction Management side, it allows users to review and approve/reject submittals and respond to RFIs. The value of this tool is unprecedented. It took our team over 4 years to develop, and it includes input from former County, District, and Public Works Professionals and Supervising Inspectors.

The following showcases further details, features and usages of this tool:

RFI MODULE

Requests for information (RFI) –Throughout all phases of a project, questions come up. In the past, the questions would be fragmented across platforms. Some via email, some hard copy, some scanned, some via text, some over the phone. The RFI module allows you to centralize these requests and to respond to them directly. A user can submit an RFI, either as a user of the app or via a public link for each project. They also mark that RFI as Normal, Expedited, or Critical. They can also attach a PDF to that RFI if needed. Once it is submitted, the Construction and Project Manager is notified via email that an RFI has been submitted, they can respond right away, and the response will be sent directly to the original party that submitted the RFI. The system will also prioritize alerts to the PM/CM so that they address expedited and critical RFIs first. Anytime a change is made to an RFI, the program automatically makes a PDF that includes the RFI information, when an answer is added, that PDF is updated to include the answer. The system also auto-generates a PDF log of the RFIs.

RFI Number	Level of Importance	Date Submitted	Date Due	Subject	Actions
0007	Normal	5/6/22	5/20/22	Test Due Date	[Icons]
0001	Critical	7/20/22	7/22/22	Test Link	[Icons]

RFI Number	Level of Importance	Date Submitted	Date Due	Date Responded	Subject	Reviewed By	Actions
0002	Normal	1/25/22	2/8/22	3/16/22	Dustin Test	Dustin Gordon	[Icons]
0004	Normal	4/5/22	4/20/22	4/5/22	Test RFI	Tepa Test	[Icons]
0005	Critical	4/27/22	4/29/22	4/27/22	Question Regarding Plan Sheet 5	Miqb Alaya	[Icons]
0003	Expedited	5/6/22	3/23/22	5/6/22	Decorative Pavers	Muhammad Alaya	[Icons]
0006	Critical	4/27/22	4/29/22	5/23/22	Test	Apple Store	[Icons]
0008	Critical	6/16/22	6/20/22	6/24/22	Test Overdue Message	Muhammad Alaya	[Icons]
0009	Critical	7/11/22	7/13/22	7/11/22	Plans Page 6	Muhammad Alaya	[Icons]

SUBMITTAL MODULE

The Submittal Module allows Contractors to submit documentation for the materials and processes that they plan to use during construction. Our Submittal Module allows the Contractor to send in the PDF (via our app or public link). The Contractor can submit that document as a new submittal or as a follow up to a previous submittal (re-submittal).

The PM/CM is then notified that a Submittal is posted for their review. The PM/CM can click the stamp icon and then start marking that pdf up digitally with a full suite of markup tools. When done, the PM/CM selects a status for that Submittal (Approved-No Exceptions Taken, Approved-Make Corrections Noted, Rejected, Rejected-Revise & Resubmit, Rejected-Submit Specified Item). Then a cover page is auto-generated for that marked up document, which includes an entire tracking history for that Submittal as well as a digital stamp with signature. The system also auto-generates a PDF log of Submittals (both pending and reviewed).

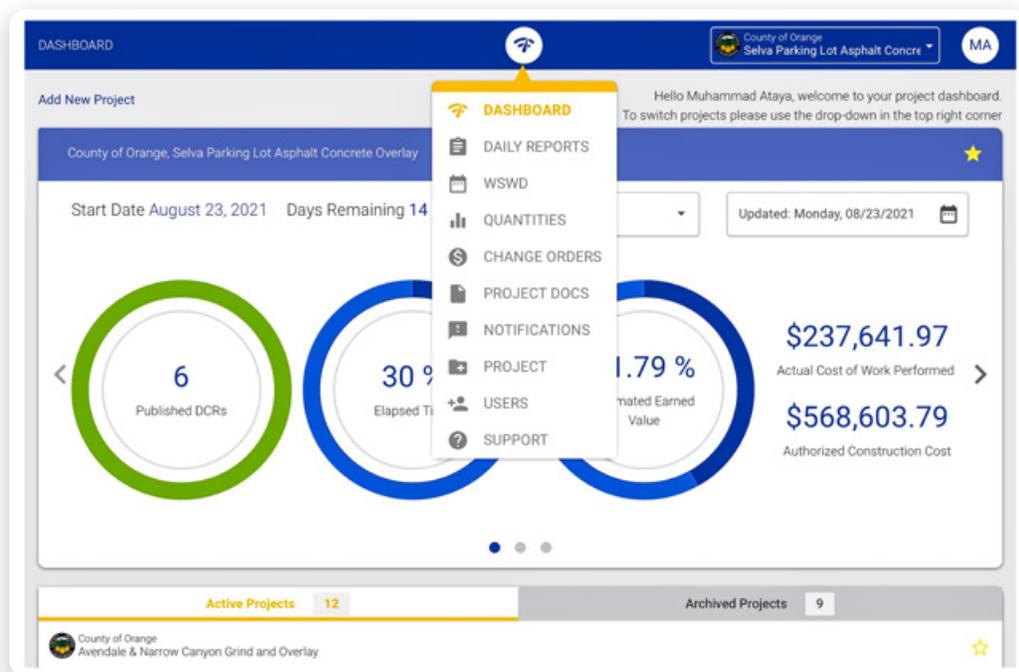
The screenshot shows a 'SUBMITTAL LOG' interface. At the top, there are buttons for 'Copy Submission Form URL', 'Task List', and 'Export Log'. Below this, there are two main sections: 'IN REVIEW' and 'ACCEPTED / REJECTED'. Each section contains a table with columns for Submittal Number, Date of Original Submittal, Description, Number of Pages, Specification Section, Last Status, and Actions.

Submittal Number	Date of Original Submittal	Description	Number of Pages	Specification Section	Last Status	Actions
085430	7/11/22	Plan Sheet	1		Pending Review	[Stamp] [Comment]

Submittal Number	Date of Original Submittal	Description	Number of Pages	Specification Section	Last Status	Actions
001	1/19/22	Test Public Link	2		Submit Specified Item 3/02/22 Dustin Gordon	[Stamp] [Comment]
0002	1/19/22	Test Public Link	2		Submit Specified Item 3/02/22 Courtney Martin	[Stamp] [Comment]
123123	3/2/22	Test publish bug	2	123	Submit Specified Item 3/03/22 Apple Store	[Stamp] [Comment]
49364	3/10/22	Site	1	Section	Rejected 3/19/22 Dustin Gordon	[Stamp] [Comment]
09654	3/10/22	Site	1	Section	Submit Specified Item 3/19/22 Dustin Gordon	[Stamp] [Comment]
93547	3/16/22	TITLE	1	SECTION	Make Corrections Noted 3/16/22 Courtney Martin	[Stamp] [Comment]

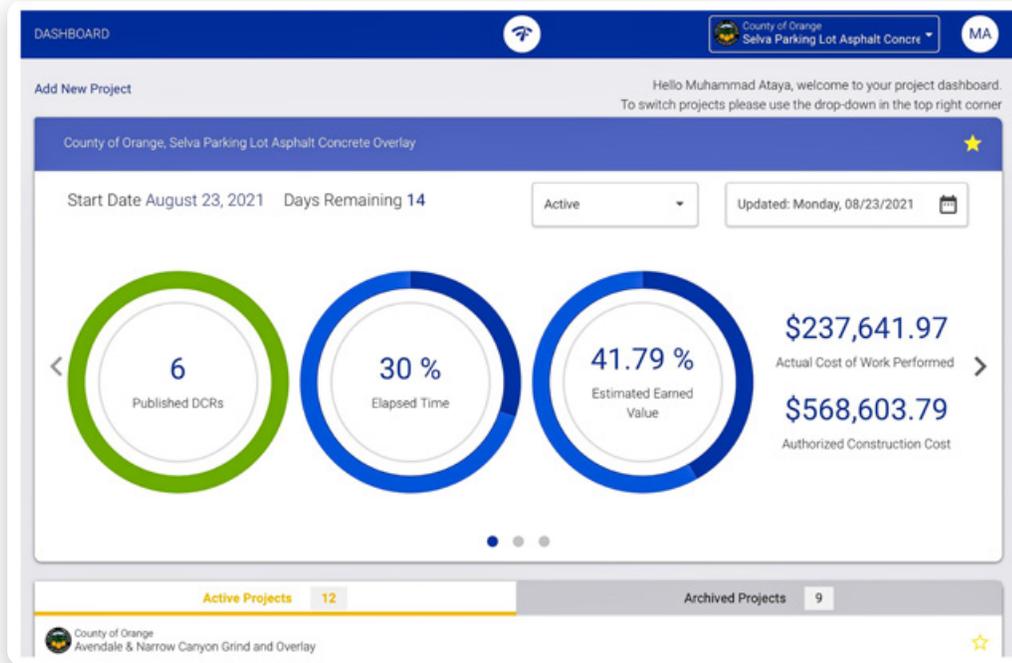
LIST OF FEATURES

View project dashboard, prepare comprehensive daily reports, automatically generate weekly statement of working days, view product quantities to approve progress payments, prepare change order leveraged by real team data, access project files, sign and countersign reports, file field notifications and incident reports, submit and review construction submittals, prepare and respond to requests for information, and more.



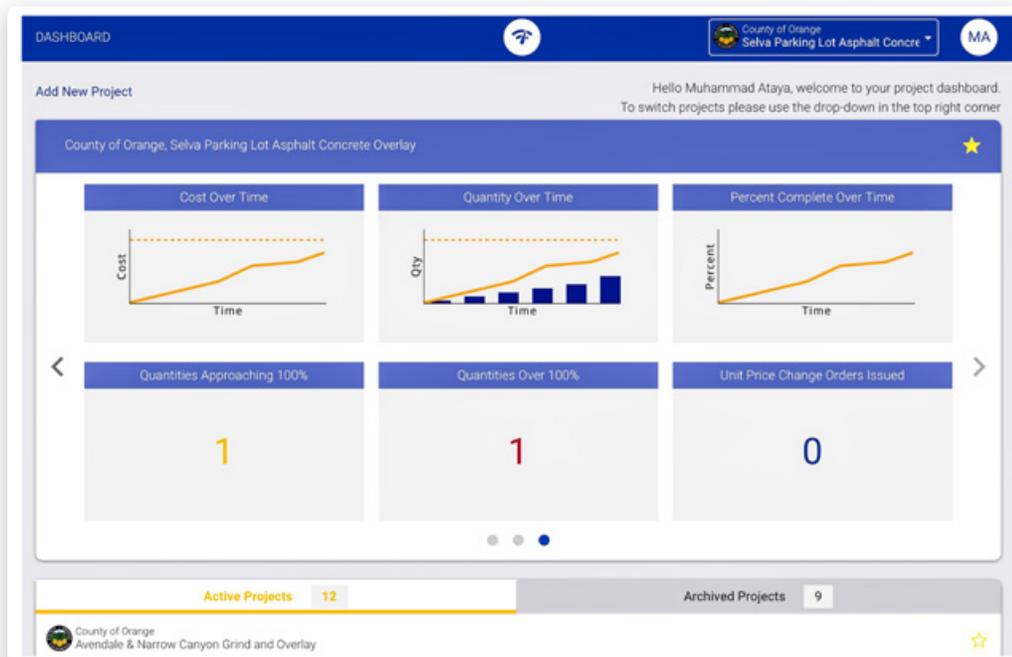
DASHBOARD AT A GLANCE

The project dashboard gives you a quick look at the project's progress, so you know at a glance how many days are remaining, whether or not any daily reports are missing or incomplete, how much time has elapsed, the estimated earned value (automatically updated with each published daily report), the weather forecast that includes an hour-by-hour breakdown, and charting tools to dive deeper on the project's numbers.



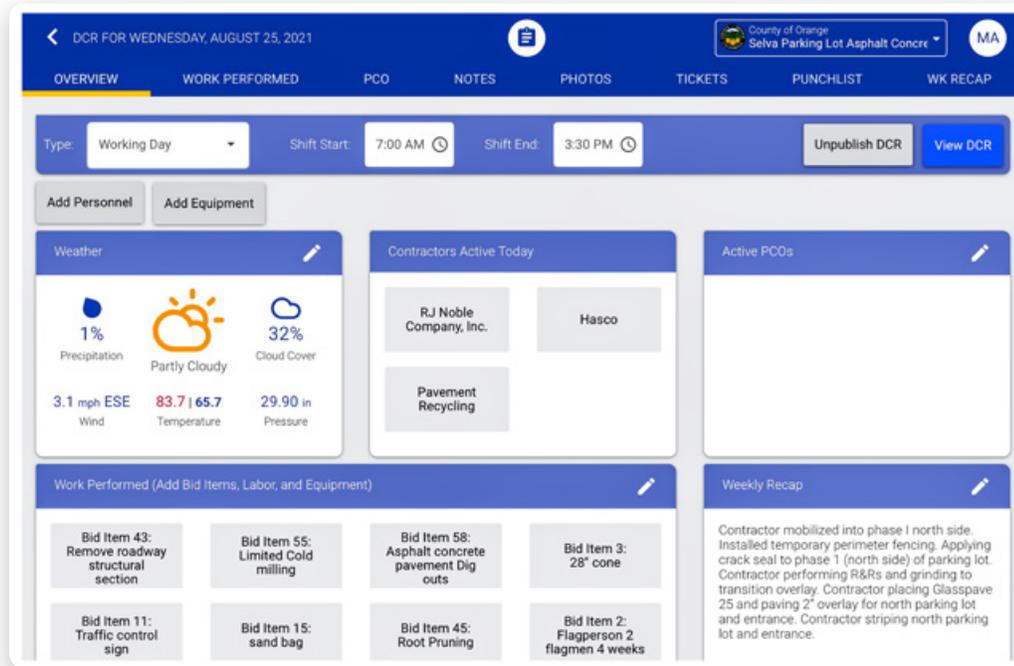
DASHBOARD: IN-DEPTH

The project dashboard has three charts currently available: cost over time, which can be viewed for the project as a whole, or specifically for up to 3 bid items at a time; the quantity over time chart, showing both the cumulative & the day/week/month totals for the project as a whole or as individual bid items; the percent complete over time chart, which can be viewed for the project or for individual bid items (up to 3 at a time).



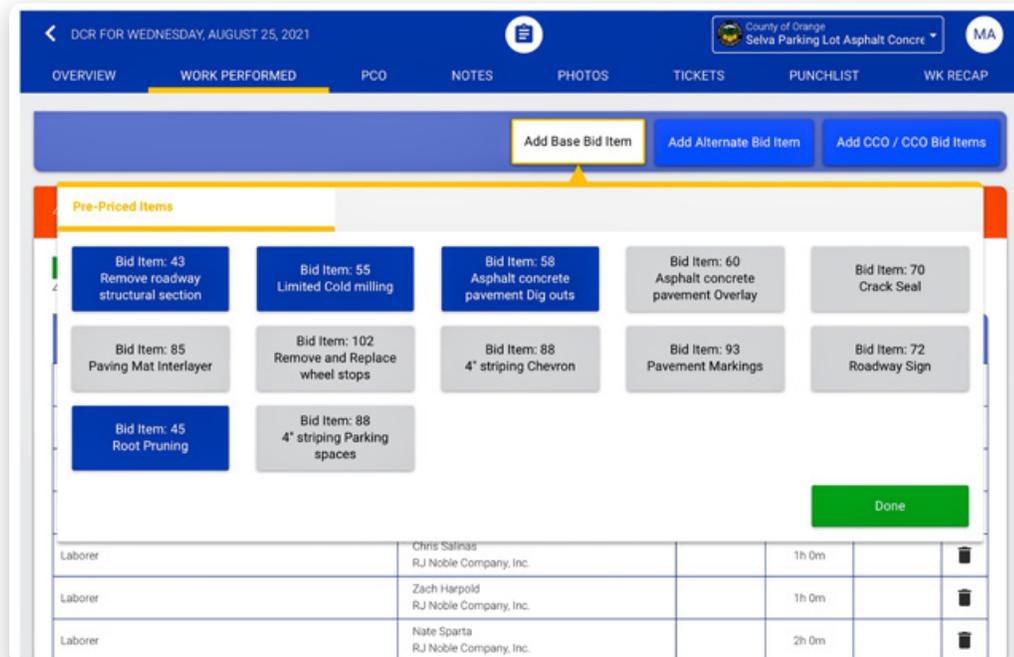
DAILY REPORTING

The daily report is the brains of the application. We built our app with the inspector in mind, as the inspector is the eyes and ears of the project. The daily report dashboard gives the inspector his daily information at a glance. The top bar allows the inspector to jump into work performed (to track labor, equipment, and quantities completed), PCO (potential change orders), notes, tickets, punch list, and weekly recap.



BID ITEMIZATION

Adding a bid item is easy, and it takes all the guess work out of it. No more typos or inaccurate bid items. These are pulled directly from the bid sheet which is uploaded to the system as a CSV file (or manually input). Once a bid item is in, you are ready to add labor and equipment hours to it, or to add quantities performed that day.



PROJECT CLASSIFICATIONS

Once you add a bid item, assigning labor and equipment is a breeze. Just select the classification, and the system will filter only the personnel and equipment that fit that classification. You only need to type out the name and description once, and it is available throughout the project. If you prefer to put the name and description first, you can do that and the system will show you a list of classifications assigned to that person and equipment.

The screenshot shows the 'PERSONNEL' selection screen. At the top, there is a navigation bar with tabs: OVERVIEW, WORK PERFORMED (selected), PCO, NOTES, PHOTOS, TICKETS, PUNCHLIST, and WK RECAP. Below the navigation bar, there is a table with columns for item name, description, and duration. The table contains the following items:

Item Name	Description	Duration
Skip Loader	John Deere 210 LE RJ Noble Company, Inc.	2h 0m
Tractors, Rubber Tire, Industrial, Skid Steer w/ loader or dozer	Mini Grinder with Operator (rental) Pavement Recycling	2h 0m
Laborer	Zach Harpold RJ Noble Company, Inc.	1h 0m

Below the table, there is a 'Personnel' selection screen with a grid of personnel cards. The cards are arranged in three rows and five columns. The first row contains: 'Add New', 'Alan Villegas RJ Noble Company, Inc.', 'Andy Villegas RJ Noble Company, Inc.', 'Anibal Serna RJ Noble Company, Inc.', and 'Chris Salinas RJ Noble Company, Inc.'. The second row contains: 'Darrel Kvenbo RJ Noble Company, Inc.', 'Eric Torres RJ Noble Company, Inc.', 'Jose Palacios RJ Noble Company, Inc.', 'Nate Sparta RJ Noble Company, Inc.', and 'Zach Harpold RJ Noble Company, Inc.'. The third row contains: 'Jimmy Gonzales All American Asphalt', 'Alejandro Martinez Custom Country', 'Arturo Zarate Custom Country', 'Daniel Hernandez Custom Country', and 'Manuel Serrato Custom Country'. A green 'Done' button is located at the bottom right of the personnel selection screen.

NOTES

Notes are easy to input. They can be formatted & rearranged. You can use voice text to dictate your notes when you are in a rush. Then you can edit those notes later if needed. You can also assign notes specifically to a bid item, or you can type them out as general notes.

The screenshot shows the 'NOTES' screen. At the top, there is a navigation bar with tabs: OVERVIEW, WORK PERFORMED, PCO, NOTES (selected), PHOTOS, TICKETS, PUNCHLIST, and WK RECAP. Below the navigation bar, there is a text editor with a rich text toolbar (B, I, U, S, etc.) and a large text area. Below the text area, there is a section titled 'Did you know? You can Drag and Drop notes to reorder them.' followed by two example notes with edit and delete icons.

Example Note 1:

Contractor onsite at 7 am begins R&R of isolated asphalt concrete pavement repair and cold milling around existing C&G on west end. Contractor removing (grinding) 1" slot pave temp AC ramp up to lip of gutter. The temp AC ramp was placed to remove trip hazard of public when parking lots were opened for the weekends.

Example Note 2:

Kyle Sato (OC Parks Arborist) onsite at 8:30 am to view roots in pavement dig outs. Arborist gave approval to remove roots from R&R areas.

PHOTOS MANAGEMENT

Photos can be easily snapped from within the app, or uploaded from the photo library. Add photos, caption them, and rearrange to tell a visual story. No more fumbling to format or organize photos. Let ORANGE VEST® do it for you. Also, the system captures as many photos as you take. You can take 30 photos and only include 8 in the daily report, and the 22 that are not included will automatically be saved as separate image files.

QUANTITY MODULE

The quantity module shows you the quantities for any period of time. You can view the quantities for the “prior period”, “to date:”, or “remaining”. Tapping the bid item provides a drop-down menu showing the breakdown of that bid item.

BID ITEM NUMBER & NAME	ORIGINAL		THIS PERIOD			
	PRICE	UNIT	QUANTITY	COST	QTY. USED	COST
43 Remove roadway structural section	\$86.45	yd3	411	\$35,530.95	47	\$4,063.15
55 Limited Cold milling	\$14.25	yd2	2,713	\$38,660.25	5,213	\$74,285.25
58 Asphalt concrete pavement Dig outs	\$123.50	ton	956	\$118,066.00	97.50	\$12,041.25
60 Asphalt concrete pavement Overlay	\$90.25	ton	2,348	\$211,907.00	1,165	\$105,141.25
70 Crack Seal	\$0.66	lf	1,200	\$792.00	1,160	\$765.60
85 Paving Mat Interlayer	\$2.70	yd2	20,731	\$55,973.70	10,500	\$28,350.00
102 Remove and Replace wheel stops	\$63.65	ea	196	\$12,475.40	0	\$0.00
TOTAL:				\$482,202.31		\$226,718.35

DELFINO “CHINO” CONSUNJI

CONSTRUCTION MANAGER



39
YEARS OF
EXPERIENCE

FIELDS OF EXPERTISE:



ROADWAY



PAVEMENT



ADA RAMP



SIDEWALK



WIDENING

QUALIFICATIONS

- **BS:** Civil Engineering, University of the Philippines, 1986
- **Certificates:** Engineering Management for Construction, UCLA Extension, 1991; Building Construction & Management, AOTS Japan, 1990; Inland Navigation & Management, IFIT Belgium, 1989
- **PE #57908:** Professional Engineer, EXP: June 30, 2026

EXPERIENCE

LA PAZ ROAD LONG-TERM PHASE II PROJECT, LAGUNA NIGUEL

Chino provided Construction Management services on the La Paz Road Long-Term Phase II Project (CC No. 23-17) for the City of Laguna Niguel. The project limits were on on La Paz Road from 1,000 linear feet north of Rancho Niguel Road to just south of Kings Road. The construction included excavation, asphalt concrete improvements, concrete pavement, raised median removal, landscape and irrigation removal, landscape drainage removal, irrigation maintenance on adjacent landscape raised median, construction of asphalt concrete dike, asphalt pavement, PCC concrete pavement, mobilization, traffic control, relocation of street light system, and pavement striping and stenciling.

MAUNA LOA AVE. RESIDENTIAL STREET IMPROVEMENTS & WATER MAIN INSTALLATION, GLENDORA

Chino provided Construction Management services to the City of Glendora on the Mauna Loa Avenue Water Main Installation and Street Improvements Project. This project consisted of installing 6,400 LF of new 8-in. water main and 194,000 SF of street improvements that included pavement rehabilitation of grind and overlay, concrete sidewalk repairs, curb and gutter repairs, repairing 11 ADA non-compliant curb ramps, traffic signal loop replacement, signing, and striping for a total of 100 working days. The project was located along 3 streets off Glendora Avenue-Mauna Loa Avenue, Duell Street, and Linfield Street, as well as Minnesota Avenue.

LOCAL STREETS REHABILITATION PROGRAM PHASE II (ASPHALT IMPROVEMENTS) IN ZONE 3, NORWALK

Chino was the Construction Manager on this project in the City of Norwalk. The limits were bound by the Union Pacific Railroad to the Northwest, the I-5 Freeway to the Northeast, Imperial Highway to the South, and Firestone Boulevard to Southwest. The project involved cold mill and ARHM overlay, application of slurry seal to the streets, full depth removal including removal and replacement of base material. The project also included installation of continental crosswalks, traffic signage and detector loop replacement. Incidental work involved replacement of traffic related items such as striping and pavement markings. Work was involved at 1 railroad crossing which required some added coordination.

NORWALK TRANSIT SYSTEM (NTS) BUS STOP IMPROVEMENT PROJECT, PHASE I (FTA FUNDED), NORWALK

Chino served as the Construction Manager to the City of Norwalk on the Bus Stop Improvement Project, Phase 1. The City's Transit System was in need of a revamping of the City's 166 bus stops, with a new bus stop addition within the City of Santa Fe Springs. Each bus stop required a variety of any one of the following upgrades: solar power equipt shelters; seating; trash receptacles; and signs built for real-time posting. OE was tasked with signage installation at 73 of the City's bus stops along Routes 1 and 4, along with upgrading a further 9 stops. OE provided PES/Environmental preparations, base map and maintenance plan development, concept plans for bus stops, as well as a thorough field survey of all of the bus stops which included the use of drone surveying. OE's contribution required 60 working days out of the project's duration of approximately 18 months from the notice to proceed, with an estimated total project cost of \$1.5 million, funded by the Federal Transit Administration (FTA).

FY 2023-24 PAVEMENT MANAGEMENT PROGRAM IMPLEMENTATION PROJECT, GLENDALE

Chino served as the Project Manager to the City of Glendale on the Fiscal Year 2023 to 2024 Pavement Management Program Implementation Project. The purpose of this project was to rehabilitate approximately 48,650 linear feet (9.2 miles) of street, a total of 60 streets in all. OE was tasked with providing designs for pavement resurfacing and reconstruction; curb, gutter and sidewalk repairs at 9 separate locations; a total of 124 ADA curb ramps and driveways construction; catch basin enhancements; bus stop improvements and relocations; sewer point repairs; tree well installation and tree planting; utility appurtenance adjustments and relocations; signing and striping; and surveying well monument installations and replacements. Additional work included sewer video inspection to identify sewer defects and preparing sanitary sewer plans for repairs that included point repairs, and sectional and full-length slip lining, along with Traffic Control plans. OE also acquired no-fee permits for ground disturbance work within the City's right-of-way.

SIERRA VISTA DRIVE (WEST) & DEL NORTE AVENUE (NORTH) PROJECT, CHINO HILLS

Chino served as the Project Manager to the City of Chino Hills for the Sierra Vista Drive (West) & Del Norte Avenue (North) Project. The purpose of the project is to rehabilitate pavement and install new curb, gutter, and sidewalk along approximately 650 linear feet (0.12 miles) of Sierra Vista Drive between Pipeline Avenue and Del Norte Avenue and approximately 350 feet (0.07 miles) of Del Norte Avenue from Gird Avenue to Lugo Avenue. Concrete infrastructure improvements were limited to the south side of Sierra Vista Drive and the east side of Del Norte Avenue. The streets included very minimal existing curb, gutter, and sidewalk.

FY23-24 CITYWIDE STREETS & ALLEYS RESURFACING PROGRAM, STANTON

Chino was the Project Manager for the FY 23/24 Citywide Street Resurfacing Project. This project aimed to rehabilitate approximately 8,341 linear feet (1.58 miles) of streets across the city, enhancing the overall roadway infrastructure to improve safety and driving conditions for residents and visitors alike. In addition to the street resurfacing, the project included extensive parkway enhancements, along with concrete improvements such as sidewalk upgrades, ADA-compliant ramps, driveway reconstructions, and curb and gutter improvements. These comprehensive efforts were designed to ensure long-term durability and significantly improved mobility and accessibility throughout the city's roadways.

ARTERIAL STREET IMPROVEMENT PROJECT, FOUNTAIN VALLEY

Chino is the Project Manager for the Arterial Street Improvement Project in the City of Fountain Valley. This project focuses on the rehabilitation of critical arterial roadways, enhancing safety and mobility for both residents and visitors. The project includes Ellis Avenue from Brookhurst Street to Ward Street, approximately 2,600 linear feet; Ward Street from Apache River Avenue to Ellis Avenue, approximately 1,140 linear feet; Newhope Street from Edinger Avenue to Heil Avenue, approximately 2,600 linear feet; and Slater Avenue from Brookhurst Street to Ward Street, approximately 2,600 linear feet. In total, the project covers approximately 8,940 linear feet of roadway improvements. The scope of work features a combination of a 2-inch grind with ARAM interlayer and ARHM overlay, including a leveling course, Type II slurry, and extensive concrete improvements. These enhancements includes sidewalk upgrades, ADA-compliant ramps, driveway reconstructions, and curb and gutter improvements, all designed to ensure long-lasting durability and significantly improves driving conditions on these vital thoroughfares.

ZONE G WATER MAIN REPLACEMENT PROJECT PROJECT, LOMITA

Chino was the Project Manager for the Zone G Water Main Replacement Project. Zone G has 4-inch, 6-inch, and 8-inch water mains built in 1928 which had exceeded their useful life. The purpose of the project was to abandon in place the existing water mains and install approximately 3,700 linear feet (0.7 miles) of new PVC water mains and associated appurtenances along Zone G streets in two phases including Phase 1 – Ebony Lane and Phase 2 Walnut Street and 247th Place, in accordance with the 2022 Water Master Plan. Water main improvements were completed in conjunction with the Zone G Street Construction Project.

LOCAL STREETS REHABILITATION PROGRAM PHASE II (ASPHALT IMPROVEMENTS) IN ZONE 3, NORWALK

Chino was the Construction Manager on this project in the City of Norwalk. The limits were bound by the Union Pacific Railroad to the Northwest, the I-5 Freeway to the Northeast, Imperial Highway to the South, and Firestone Boulevard to Southwest. The project involved cold mill and ARHM overlay, application of slurry seal to the streets, full depth removal including removal and replacement of base material. The project also included installation of continental crosswalks, traffic signage and detector loop replacement. Incidental work involved replacement of traffic related items such as striping and pavement markings. Work was involved at 1 railroad crossing which required some added coordination.

WATER MAIN REPLACEMENT, HALSTEAD DR, HIDALGO AVE, MAIN ST, ALHAMBRA

Chino was the Project Manager for the City of Alhambra on the Water Main Replacement, Halstead Dr, Hidalgo Ave, Main St. The purpose of the project is to replace approximately 5,400 linear feet (1.0 mile) of water mains constructed from the 1910s to the 1920s to improve flow and firefighting capabilities. The limits include Halstead Circle (from Vega St. to Vega St.) and on Hidalgo Avenue (from Alhambra Rd. to Main St.) where we are going from a 6" cast iron to an 8" ductile iron pipe (DIP). The work is also on Main St. (from Hidalgo to Champion Place) where we are going from 4" cast iron to 8" DIP. Service lateral reconnection, trench backfilling, pavement reconstruction, signing and striping, and curb and gutter repairs were also addressed.

BROADWAY AND MANCHESTER AVENUE REHABILITATION PROJECTS, ANAHEIM

Chino was the Project Manager for the City of Anaheim for the Broadway from Euclid Street to Harbor Boulevard and Manchester Avenue from South City Limit to Anaheim Boulevard Street Rehabilitation Projects. The project included rehabilitating approximately 7,000 linear feet (1.3 miles) of Broadway and 7,000 linear feet (1.3 miles) of Manchester Avenue. The project also included designing 27 curb ramps that were non-compliant and 76 driveways.

ADAMS AVENUE ACTIVE TRANSPORTATION IMPROVEMENTS – MULTIPURPOSE TRAILS PROJECT, COSTA MESA

Chino served as the Project Manager to the City of City of Costa Mesa for the Adams Avenue Active Transportation Improvements – Multipurpose Trails Project. With 6,800 linear feet (1.3 miles) of Class I multipurpose trails along Adams Avenue, connecting the Santa Ana River bridge to Royal Palm Drive, the project benefited cyclists, pedestrians, and the broader community. The project required pavement rehabilitation; multipurpose trails construction; median modifications; approximately 16 ADA ramp and 9 driveway construction; streetlight relocation/traffic signal modifications at 4 separate intersections; landscaping and irrigation; utility appurtenance adjustments/relocations; signing and striping replacement; a topographic survey consisting of aerial photographs, centerlines, monuments, and property boundaries; a geotechnical study of subgrade soil and recommendations on pavement treatments and multipurpose trail construction; 29 utility potholes; and a complete CEQA/NEPA environmental assessment for an E-76 permit. OE utilized geo-referencing of the work site in a GIS map for data referencing and plan sheets.

SCE CORRIDOR TRAIL IMPROVEMENTS PHASE III PROJECT, BUENA PARK

Chino served as the QA/QC Manager on Phase III of the SCE Corridor Trail Improvements Project for the City of Buena Park. The project was a continuation of the City's ongoing effort to enhance pedestrian infrastructure and community connectivity and included constructing a 6' wide pedestrian trail at a length of approximately 1,400 LF (0.27 miles) with materials that included new decomposed granite (DG) and Portland cement concrete (PCC) located within a Southern California Edison (SCE) utility corridor, stretching between Knott Avenue and El Monte Drive. The scope of work encompassed a comprehensive set of improvements aimed at delivering a safe, accessible, and visually appealing trail experience. The meandering trail required a design that would divert around the SCE transmission poles and towers, splitting into semi-circles at the street intersections to accommodate the 16' wide SCE access roads, with 2' wide buffers on both sides. Site grading was also conducted to prepare the area for proper drainage and trail alignment, along with electrical service installation along power lines and electrical towers to support future lighting and corridor amenities; landscaping and irrigation to further enhance the corridor's usability and aesthetic value; curb, gutter and sidewalk repairs to ensure a cohesive and accessible pedestrian experience; utility appurtenance adjustments to integrate seamlessly with the new infrastructure; and the installation of benches, trash receptacles, dog waste stations, lodge pole fences, vehicle bollards (drive path access points), planting of trees and shrubs, and trail signage. Due to an expected increase in pedestrian traffic in the area accessing amenities at William Peak Park, OE provided safety enhancement recommendations for the east side of the site that included mid-block pedestrian crosswalks and ADA curb ramps, rectangular rapid flashing beacons, and radar speed feedback signs. Coordination with SCE, the preparation of both SWPPP for NPDES permit coverage for stormwater discharges and a WQMP, along with a Topographic Survey and Geotechnical Soils Investigation were also conducted. Together, these improvements reflected the City's commitment to creating a walkable and inclusive environment, while maximizing the utility of existing corridors for community benefit.

RESIDENTIAL STREETS REHABILITATION PROGRAM, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the implementation of the City's Pavement Management Program (PMP) and 10-year residential streets rehabilitation program. To develop a comprehensive and cost-effective 10-year street improvement program, the City was divided into 10 areas or residential neighborhoods with each year corresponding to rehabilitating a particular area or neighborhood. As directed by the City Council, in order to expedite implementation of the 10-year rehabilitation program and significantly increase the City's overall network pavement condition index or PCI, Chino worked with the City Manager, Finance Director, financial and municipal bond consultants, and Los Angeles Metropolitan Transportation Authority (Metro) for the issuance and sale of \$30 million in Measure M and Measure R Sales Tax Revenue Bonds that were used to fund these street improvements. The \$30 million in bond

proceeds were required to be expended with three years of bond issuance. Chino was responsible for preparing and sending out the Requests for Proposals (RFP) for the design of the 10 residential neighborhoods; administering the design contracts; overseeing the bid and contract award process and overseeing construction and inspection of these street improvement projects. These projects were completed way ahead of schedule. Over a period of 18 months, 600 residential streets or approximately 70 miles of asphalt pavement were rehabilitated with a total cost of \$26.5 million. Rehabilitation included reconstruction, overlay, cape seal and slurry seal of the existing asphalt pavement. These projects included removal and replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in accordance with current Americans with Disabilities (ADA) requirements.

FY2019/2020 RESIDENTIAL STREETS REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project rehabilitated 35 residential streets or approximately 7 miles of existing asphalt pavement in the south half of the City with a total cost of \$2.8 million. Rehabilitation included reconstruction and overlay of the existing asphalt pavement. This project also included removal and replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in accordance with current ADA standards. Funding for this project came from Measure R, Senate Bill 1, Vehicle Impact Fees and Developer Funds.

FY2018/2019 RESIDENTIAL STREETS REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project rehabilitated 43 residential streets or approximately 6 miles of existing asphalt pavement in the north half of the City with a total cost of \$2.3 million. Rehabilitation included reconstruction and overlay of the existing asphalt pavement. This project also included removal and replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in accordance with current ADA standards. Funding for this project came from Measure R, Senate Bill 1 and Vehicle Impact Fees.

FY2018/2019 & FY2019/2020 ANNUAL SLURRY SEAL PROGRAM, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of the Annual Slurry Seal Program. For FY2018/2019 and FY2019/2020, a total of 80 residential streets or approximately 15 miles of existing asphalt pavement throughout the City were slurry sealed with a total cost of \$700,000. Funding for this program came from Senate Bill 1 funds.

TELEGRAPH ROAD TRAFFIC THROUGHPUT AND SAFETY ENHANCEMENTS, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed approximately 1.5 miles of existing asphalt pavement on Telegraph Road from east to west City limits. A joint project with the City of Pico Rivera, this project constructed landscaped median islands, upgraded traffic signals at two intersections, replaced damaged or uplifted concrete sidewalks and curb and gutter and reconstructed curb access ramps to comply with current ADA requirements. The total cost of the project was \$8 million with funding coming from federal CMAQ, Measure M, Senate Bill 1, Proposition C and City of Pico Rivera's share of costs. The project won the 2022 APWA B.E.S.T Project of the Year award in the Transportation category.

OLD RIVER SCHOOL ROAD PAVEMENT REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed approximately 1.5 miles of existing asphalt pavement on Old River School Road from Imperial Highway to Arnett Street. This project included installation of fiber optic traffic signal interconnect system, replacement of damaged concrete sidewalks, curb and gutter, driveway approaches and reconstruction of curb access ramps to comply with current ADA requirements. This project also installed Class 2 bike lanes and Class 3 bike routes on Old River School Road within project limits. The total cost of the project was \$2.8 million with funding coming from federal STPL and Metro federal earmark exchange funds, Measure M and Measure R.

3RD STREET PAVEMENT REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed 1 mile of existing asphalt pavement on 3rd Street from Old River School Road to Paramount Boulevard. This project included replacement of damaged concrete sidewalks, curb and gutter, driveway approaches and reconstruction of curb access ramps to comply with current ADA requirements. The total cost of the project was \$700,000 with funding coming from the \$30 million Measure and Measure R Bond Proceeds.

5TH STREET PAVEMENT REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed approximately 0.5 mile of existing asphalt pavement on 5th Street from Lakewood Boulevard to Brookshire Avenue. This project included replacement of damaged concrete sidewalks, curb and gutter, driveway approaches and reconstruction of curb access ramps to comply with current ADA requirements. The total cost of the project was \$610,000 with funding coming from the \$30 million Measure and Measure R Bond Proceeds.

FLORENCE AVENUE PAVEMENT REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed approximately 0.7 mile of existing asphalt pavement on Florence Avenue from Brookshire Avenue to Tweedy Lane. This project included replacement of damaged concrete sidewalks, curb and gutter, driveway approaches and reconstruction of curb access ramps to comply with current ADA requirements. The total cost of the project was \$1.7 million with funding coming from Measure M and Proposition C funds.

TWEEDY LANE PAVEMENT REHABILITATION, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project reconstructed approximately 0.5 mile of existing asphalt pavement on Tweedy Lane from Suva Street to Florence Avenue. This project included replacement of damaged concrete sidewalks, curb and gutter, driveway approaches and reconstruction of curb access ramps to comply with current ADA requirements. The total cost of the project was \$450,000 with funding coming from federal STPL and Gas Tax funds.

FIRESTONE BOULEVARD PAVEMENT REHABILITATION & TRAFFIC SIGNAL UPGRADES, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project rehabilitated approximately 0.6 mile of existing asphalt pavement on Firestone Boulevard from Old River School Road to west City limit. This project also installed a new traffic signal at Firestone Boulevard and Arnett Street, constructed landscaped median islands, installed a new entry monument sign, replaced damaged or uplifted concrete sidewalks and curb and gutter and reconstructed curb access ramps to comply with current ADA requirements. The total cost of the project was \$2.6 million.

PARAMOUNT BOULEVARD PAVEMENT REHABILITATION & SAFETY ENHANCEMENTS, DOWNEY

As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of this project. This project rehabilitated approximately 2.5 miles of existing asphalt pavement on Paramount Boulevard from Florence Avenue to Imperial Highway. This project also constructed landscaped median islands, replaced damaged or uplifted concrete sidewalks and curb and gutter and reconstructed curb access ramps to comply with current ADA requirements. The total cost of the project was \$5 million with funding coming from federal Highway Safety Improvement Plan (HSIP) grant, Measure M, Measure R and Gas Tax funds.

ANNUAL MISCELLANEOUS CONCRETE REPAIRS & ADA IMPROVEMENTS, DOWNEY

In 2018, as required by the Americans with Disabilities Act (ADA), the City of Downey adopted the City's ADA Transition Plan. The ADA Transition Plan included an inventory of the City's ADA-compliant infrastructure at City facilities and within the public right-of-way. The Plan also included a comprehensive list of City facilities and infrastructure that need to be upgraded and/or repaired in order to meet or comply with current ADA standards. In an effort to reduce backlog of ADA repairs and upgrades throughout the City and thereby minimize the City's liability, the Public Works Department developed an Annual Miscellaneous Concrete Repairs and ADA Improvement Program. As Public Works Director/City Engineer, Chino oversaw the design, bid and contract award process, construction and inspection of these annual projects. These projects removed and replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and constructed ADA-compliant curb access ramps in accordance with the City's ADA Transition Plan. In addition, Public Works staff worked with Downey Unified School District in constructing concrete sidewalks and ADA-compliant curb access ramps along the frontage of elementary and middle schools. From 2018 to 2022, Public Works completed ADA upgrades and concrete repairs at 1,300 locations at a total cost of \$3.5 million. Funding for these projects came from Senate Bill 1, TDA Article III and Downey Unified School District share of costs.

LAKWOOD BOULEVARD SIDEWALK & PARKWAY IMPROVEMENTS, DOWNEY

The concrete sidewalks along the parkway on both sides of Lakewood Boulevard from Firestone Boulevard to Imperial Highway have been damaged and uplifted over the years by large trees with intrusive root systems. This segment of Lakewood Boulevard is a major pedestrian thoroughfare providing access to Downey Landing, The Promenade at

Downey, Columbia Memorial Space Center and other commercial areas. In order to minimize the City's liability and provide ADA access to these commercial areas and businesses, as part of the City's ADA Transition Plan, Chino oversaw the design, bid and contract award process, construction and inspection of the Lakewood Boulevard Sidewalk and Parkway Improvements. This project removed and replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and constructed ADA-compliant curb access ramps on Lakewood Boulevard from Firestone Boulevard to Imperial Highway. The total project cost was \$600,000 with funding coming from Measure M.

LAKWOOD BOULEVARD AT FIRESTONE BOULEVARD, FLORENCE AVENUE AND IMPERIAL HIGHWAY INTERSECTION IMPROVEMENTS, DOWNEY

Serving as the City's Public Works Director and City Engineer for the City of Downey on the Lakewood Boulevard at Firestone Boulevard, Florence Avenue and Imperial Highway Intersection Improvements Project, Chino oversaw the preparation of Request for Proposals (RFP), environmental documentation and right-of-way acquisition for design of this project. This project included widening and reconstruction of existing asphalt pavement on Lakewood Boulevard at Firestone Boulevard intersection requiring new concrete pavement and decorative concrete crosswalks, dual left-turn lanes in the northbound and southbound directions on Lakewood Boulevard, construction of ADA-compliant curb access ramps and sidewalks, modification of traffic signals, and incidental striping and signing modifications; at the Florence Avenue Intersection requiring dual left-turn lanes in the northbound and southbound directions, construction of ADA-compliant curb access ramps, driveway approaches and sidewalks, modification of traffic signals, installation of new streetlighting and pedestrian lighting, and incidental striping and signing modifications, with widening along the east and west sides of Lakewood Boulevard to provide An Initial Study/Mitigated Negative Declaration (IS/MND); and at the Imperial Highway intersection requiring dual left-turn lanes in the eastbound and westbound directions, construction of ADA-compliant curb access ramps, driveway approaches and sidewalks, modification of traffic signals, installation of new streetlighting and pedestrian lighting, and incidental striping and signing modifications, with widening along the north and south sides of Imperial Highway to provide An Initial Study/Mitigated Negative Declaration (IS/MND). In addition, right-of-way acquisition with most of the partial acquisition and temporary construction easements were acquired for this project. The total estimated project cost is \$11.7 million with funding coming from Metro Measure R I-605 Congestion Hot Spots grants.

SOLAR ENERGY IMPROVEMENT AT VARIOUS FACILITIES, DOWNEY

As Public Works Director/City Engineer, Chino was responsible for preparing and sending out the Request for Proposals (RFP) for the development and implementation of solar energy improvements at six facilities, namely: City Hall, Police Department building, Downey City Library, Downey Theatre, Columbia Memorial Space Center and Barbara J. Riley Senior Center. After selection of the best qualified and most cost-effective solar developer, Chino negotiated the Power Purchase Agreement (PPA) for the six facilities. This project installed roof-mounted solar panels, solar canopies and battery energy storage systems at the six facilities. The solar panels will generate 1.61 megawatts (MW) of clean renewable energy that will offset approximately 90% of energy consumption at these facilities. The total cost of the project was approximately \$10 million and was funded by the solar developer. Construction started in February 2022 and was substantially completed in December 2022. With a PPA rate of \$0.12 per kilowatt-hour, the total estimated energy cost savings is \$10 million over the next 25 years.

PAVEMENT MANAGEMENT PROGRAM (PMP) 2020 UPDATE, DOWNEY

As Public Works Director/City Engineer, Chino worked closely with the pavement management consultant in developing the City's Pavement Management Program and 10-year residential streets rehabilitation program. The PMP Update consisted of certified pavement inspectors driving and walking all 214 miles of City streets and evaluating and rating the condition of the pavement on a scale of 0 to 100, with 0 being "very poor" and 100 being "very good." The City's overall network average PCI was 57, which was in the "good" condition category and the total budget needs for street rehabilitation was approximately \$130 million over 10 years. In developing a comprehensive maintenance and rehabilitation strategy, Chino worked with the consultant in conducting budget analyses using different funding scenarios including maintaining current funding levels of \$5 million annually over the next 10 years; increasing funding levels to \$6.3 million annually over the next 10 years; increasing funding levels to \$7.4 million annually over the next 10 years and increasing funding levels to \$9 million annually over the next 10 years.

SPACE SHUTTLE EXHIBIT & EDUCATION BUILDING, DOWNEY

As Public Works Director/City Engineer, Chino served as the City's Project Manager for the design of the Space Shuttle Exhibit and Expansion Building project, which is one of the City Council's high priority projects. The expansion of the Space Center will be part of an integrated masterplan for the future of the Space Center which will transform its part of Downey's Discovery Park where the Space Center is located into a unified community space meeting both the educational and social aspirations of the public. The new multi-purpose exhibit and education building will be approximately 20,000 square feet and will consist of a flexible space that can accommodate gatherings of 300 guests and serve as an active learning area for hands-on STEM programming. The main floor space will also be

used to host 9,000 square feet of temporary or traveling exhibitions and showcase some of the Space Center's own unique collection of artifacts, including becoming home for the largest item in the collection, Inspiration. As Project Manager, Chino prepared and sent out Requests for Proposals (RFP) for architectural design, Project Management and Construction Management (PM/CM) Services, and environmental documentation consulting services for this project. Over the past 12 months, Chino has been working closely with the architectural design team and PM/CM in completing the site analysis and master planning, community outreach, space planning and preliminary conceptual design for the new Space Shuttle Exhibit and Education Building. Likewise, Chino has been working with the environmental consultant in drafting the Initial Study/Mitigated Negative Declaration (IS/MND) environmental document for this project. During this process, the project design team developed some of the key elements of the site and new building, including: 29,000 gross square feet of pre-engineered steel building; 9,000 square feet of flexible gathering space/ground floor exhibit space; 6,000 square feet of mezzanine exhibit space; Platform/deck leading to interactive space shuttle exhibit; Aircraft hangar door facing Columbia Way; Glass curtain wall systems and glass roll-up doors; 1,300 square feet of STEM classrooms; 3,300 square feet of STEM courtyard; 3,300 square feet of plaza along Columbia Way; and 3,100 square feet of outdoor gathering space. The total estimated construction cost of the project is \$15 million.

MEASURE S FIRE STATIONS & PARK IMPROVEMENT PROGRAM, DOWNEY

Measure S, a ½ percent sales tax was approved by 63% of Downey voters in November 2016. In the fall 2017, the City's public financing authority approved the issuance of \$50 million in lease revenue bonds to fund several building improvement projects. These projects included the reconstruction and expansion of Fire Station 1, Fire Station 2, Fire Station 3, Fire Station 4, Downey City Library, Downey Theatre, and Police Department Building and improvements to several City parks, namely: Apollo Park, Dennis the Menace Park, Golden Park, Independence Park, Wilderness Park, Furman Park and Discovery Sports Complex. As Public Works Director/City Engineer, Chino oversaw the review and plan check of the building and park improvement projects; issuance of public works encroachment permits for all work in the public right-of-way; and construction and inspection of off-site improvements and water and sewer system upgrades/improvements for these facilities. The major improvements completed included Fire Station 1 – complete reconstruction and modernization of the fire station including new offices, kitchen, restrooms, lockers and sleeping quarters. Project included construction and modernization of the Emergency Operations Center (EOC) incorporating new technology and equipment. Finally, the project included removal and replacement of concrete pavement; Fire Station 2 – complete reconstruction and modernization of the fire station including new offices, kitchen, restrooms, lockers and sleeping quarters. The project included new landscaping and irrigation in front of the fire station; Fire Station 3 – complete reconstruction and modernization of the fire station including new offices, kitchen, restrooms, lockers and sleeping quarters. The project included new landscaping and irrigation in front of the fire station; Fire Station 4 – complete reconstruction and modernization of the fire station including new offices, kitchen, restrooms, lockers and sleeping quarters. The project included relocation of an aboveground fueling facility and new landscaping and irrigation in front of the fire station; Apollo Park – the project included construction of a new synthetic turf soccer field and ballfield lighting; new playground equipment and rubber surfacing; renovation of existing restroom facilities; new landscaping and irrigation systems; parking lot upgrades; and ADA improvements; Dennis the Menace Park – the project included soil stabilization and grading; construction of a new office/restroom building; new playground equipment and rubber surfacing; new turf; parking lot upgrades and ADA improvements; Discovery Park Sports Complex – the project included construction of a new synthetic turf soccer field, new ballfield lighting, and installation of a recycled water irrigation system; Furman Park – the project included renovation and modernization of existing community buildings; installation of new playground equipment and rubber surfacing; installation of new picnic shelters; replacement of irrigation system; tennis court upgrades; parking lot upgrades and ADA improvements.

GLENDORA AVENUE DOWNTOWN REVITALIZATION, WEST COVINA

One of the high-priority projects identified in the City of West Covina General Plan was the revitalization of Glendora Avenue in the downtown area. The proposed Glendora Avenue Revitalization Project will reconfigure the existing City right-of-way and adjacent City-owned parking lot between West Covina Parkway and Dalewood Street into a complete street "Ramblas" with a better balance of vehicular, pedestrian and bike accessibility. The proposed improvements include a "Green Lawn" area which will serve as a gathering place for the community; landscaping and irrigation improvements; concrete pavers; trellis; bollards; entry monument sign; traffic signal modifications; signing and striping; new street lighting and a drainage and infiltration system to comply with NPDES requirements. The redesign of Glendora Avenue will revitalize the corridor and serve as a catalyst for new development in the newly created downtown area. As Public Works Director/City Engineer, Chino served as the City's Project Manager for this project. As Project Manager, Chino prepared and sent out Requests for Proposals (RFP) for design of this project. Chino worked closely with the City Manager, Assistant City Manager, Planning Director and design consultant in completing the preliminary design concept, community outreach, environmental documentation and final design for this project. An Initial Study/Mitigated Negative Declaration (IS/MND) environmental document for this project has been completed and approved by the City Council. Unfortunately, due to lack of funding, this project was put ON HOLD by the City Council.

CAMERON AVENUE PAVEMENT REHABILITATION, WEST COVINA

As Public Works Director/City Engineer, Chino administered and managed the design, bid and contract award process, construction and inspection of this project. This project rehabilitated the existing asphalt pavement on Cameron Avenue from Azusa Avenue to Barranca Street. The project also removed and replaced damaged and/or uplifted concrete sidewalks and curb and gutter and constructed ADA-compliant curb access ramps. The total length of the project was 1.5 miles and total project cost was \$1 million with funding coming from the federal STPL grant and Proposition C funds.

FY2017-2018 RESIDENTIAL STREETS REHABILITATION PROGRAM, WEST COVINA

As part of the City's efforts to significantly improve the overall street network pavement condition index or PCI, as Public Works Director/City Engineer, Chino administered and managed the design, bid and contract award process, construction and inspection of this project. This project rehabilitated the existing asphalt pavement on residential streets generally bounded by Grand Avenue to the east, Azusa Avenue to the west, East Garvey Avenue to the north and Cortez Street to the south. Rehabilitation included reconstruction, overlay, cape seal and slurry seal of the existing asphalt pavement. The project also removed and replaced damaged and/or uplifted concrete sidewalks and curb and gutter and constructed ADA-compliant curb access ramps. The total length of the project was approximately 6 miles and total project cost was \$1.2 million with funding coming from Measure R and Senate Bill 1 funds.

FY2016-2017 RESIDENTIAL STREETS REHABILITATION PROJECT, WEST COVINA

As part of the City's efforts to significantly improve the overall street network pavement condition index or PCI, as Public Works Director/City Engineer, Chino administered and managed the design, bid and contract award process, construction and inspection of this project. This project rehabilitated the existing asphalt pavement on residential streets generally bounded by Amar Road to the north, Nogales Street to the east, and Shadow Oak Drive to the south and to the west. Rehabilitation included overlay, cape seal and slurry seal of the existing asphalt pavement. The project also removed and replaced damaged and/or uplifted concrete sidewalks and curb and gutter and constructed ADA-compliant curb access ramps. The total length of the project was approximately 2.5 miles and total project cost was \$500,000 with funding coming from the Measure R.

RESIDENTIAL STREETS IN CDBG ELIGIBLE NEIGHBORHOODS REHABILITATION PROGRAM, WEST COVINA

As part of the City's efforts to significantly improve the overall street network pavement condition index or PCI, as Public Works Director/City Engineer, Chino administered and managed the design, bid and contract award process, construction and inspection of this project. This project rehabilitated the existing asphalt pavement on residential streets in the CDBG eligible neighborhood generally bounded by Maplegrove Street to the north, South Lark Ellen Avenue to the east, Amar Road to the Valinda Avenue to the west. Rehabilitation included overlay, cape seal and slurry seal of the existing asphalt pavement. The project also removed and replaced damaged and/or uplifted concrete sidewalks and curb and gutter and constructed ADA-compliant curb access ramps. The total length of the project was approximately 1 mile and total project cost was \$500,000 with funding coming from CDBG.

CAMERON AVENUE SEWER MAIN REHABILITATION, WEST COVINA

As Public Works Director/City Engineer, Chino managed the design, bid and contract award process, construction and inspection of the Cameron Avenue Sewer Main Rehabilitation. This project replaced approximately 2,000 linear feet of existing 10-inch sewer main on Cameron Avenue from Citrus Street to 750 feet east of Inman Avenue with a 14-inch high density polyethylene (HDPE) pipe. The project also replaced existing sewer manholes, adjusted sewer laterals and appurtenant work. To expedite construction and minimize inconvenience to motorists and school commuters, the new 14-inch HDPE pipe was installed by pipe bursting method. The total project cost was \$800,000 with funding coming from Sewer Enterprise Fund.

ORANGEWOOD PARK SOCCER COMPLEX, WEST COVINA

One of the high-priority projects of the City of West Covina was the construction of a new soccer complex in the north part of the City. As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the Orangewood Park Soccer Complex. This project included construction of two new lighted soccer fields, concession/office/restroom building, walking trails, field fencing and netting, picnic areas, drought tolerant landscaping and irrigation, playground equipment and parking lot. The total project cost was \$4.5 million funded from Park Dedication Fees.

PALM VIEW PARK SOCCER FIELD IMPROVEMENTS, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the Palm View Park Soccer Field Improvements. This project included construction of a new soccer field in an existing park, removal and relocation of existing concrete walkways, relocation of two park security lights, minor grading, modifications to the existing irrigation system, and installation of new turf. The total project cost was \$200,000 funded from Community Development Block Grant (CDBG) funds.

CAMERON PARK ALL-INCLUSIVE PLAYGROUND EQUIPMENT PROJECT, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the Cameron Park Playground Equipment Project. This project included the installation of a new pirate-themed all-inclusive playground equipment that is accessible to kids of all abilities. The project also included installation of rubber surfacing, fencing and drought tolerant landscaping. The total project cost was \$250,000.

DROUGHT TOLERANT LANDSCAPING ON SUNSET AVENUE, WEST COVINA

With Statewide historic drought conditions and emergency water conservation regulations, as Public Works Director/City Engineer, Chino developed and implemented a pilot project using drought tolerant planting and water-wise irrigation system in existing medians along Sunset Avenue in front of City Hall. Chino oversaw the design, bidding and contract award process and construction and inspection of this project. The project removed existing landscaping and irrigation in the medians on Sunset Avenue from the I-10 freeway to Cameron Avenue and installed drought tolerant planting and water efficient irrigation systems. The total cost of the project was \$150,000 with funding coming from Measure R and grants from the Upper San Gabriel Valley Municipal Water District and Suburban Water Systems.

SUNSET AVENUE/FANCISQUITO AVENUE TRAFFIC SIGNAL MODIFICATIONS, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the Sunset Avenue/Fancisquito Avenue Traffic Signal Modifications. In order to improve traffic safety and signal operations, this project modified the existing traffic signal and installed east-bound and west-bound protected left-turn lanes at the intersection of Sunset Avenue and Francisquito Avenue. The total project cost was \$200,000 with funding coming from a federal Highway Safety Improvement Program (HSIP) grant and Proposition C funds.

CITY HALL ADA RESTROOM IMPROVEMENTS, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the City Hall ADA Restroom Improvements. This project included upgrades to the City Hall basement restrooms including modification of various plumbing fixtures and accessories; installation of ADA-compliant ramps; new flooring, ceiling, and wall tiles; new carpet in the lobby area and new LED lighting. The total project cost was \$130,000 with funding coming from CDBG and Construction Tax funds.

CITY HALL ALUMINUM DOORS, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the City Hall Aluminum Doors Project. In order to improve building security and safety of City staff, this project installed glass storefront walls and doors at the City Hall first floor and second floor east side and first floor west side stairwells. The total project cost was \$150,000 with funding coming from Construction Tax funds.

CITY FACILITIES STRUCTURED CABLING PROJECT, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the City Facilities Structured Cabling Project. As part of the West Covina Master Plan for Information Technology Upgrades, this project replaced the City's existing cabling system that consisted of various cable types. The new structured cabling system replaced the existing CAT 4 cabling system that transmitted data at a rate of 16 megabytes per second at 20 Mhz with CAT 6 cabling system that transmitted data at a rate of 10 gigabytes per second at 250 Mhz. The new cabling systems were installed at City Hall, Police Department building, Communications building, City Yard and five fire stations to be able to transmit data faster and more efficiently. The total cost of the project was \$400,000 with funding coming from Capital Projects Fund.

CITY FACILITIES DOOR ACCESS CONTROL SYSTEM, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the City Facilities Door Access Control Project. In line with the City's efforts to improve building security and safety of City staff, this project installed secured door access control systems at City facilities, namely: City Hall, Police Department building, Communications building, City Yard, Cameron Community Center and Senior Center. The total project cost was \$450,000 with funding coming from Construction Tax, Capital Projects and Federal Asset Forfeiture funds.

CITY YARD COMPRESSED NATURAL GAS (CNG) FACILITY UPGRADES, WEST COVINA

As Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the City Yard CNG Facility Upgrades. This project replaced existing inoperable compressor with duplex compressors and controls, new storage vessels, dispensers and associated electrical and mechanical equipment at the City Yard CNG Facility. The total project cost was \$1 million with funding coming from the South Coast Air Quality Management District (SCAQMD) under the Mobile Source Air Pollution Reduction Review Committee (MSRC) grant, Clean Fuels grant and AB2766 subvention funds.

FLASHING BEACONS AT PUENTE & NORA, WEST COVINA

As part of the City's Safe Routes to School Program, as Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the installation of flashing beacons at Puente and Nora. This project installed rapid rectangular flashing beacons (RRFB) at the school crosswalk on Puente Avenue and Nora Avenue. The total cost of the project was \$50,000 with funding coming from Measure R.

FLASHING BEACONS AT SHADOW OAK PARK, WEST COVINA

In order to improve pedestrian safety, traffic flow and operations, as Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the installation of flashing beacons at the Shadow Oak Park driveway. This project installed rapid rectangular flashing beacons (RRFB) on Shadow Oak Drive at Shadow Oak Park at the school crosswalk on Puente Avenue and Nora Avenue. The total cost of the project was \$150,000 with funding coming from Measure R.

ELECTRIC VEHICLE CHARGING STATIONS AT CITY FACILITIES, WEST COVINA

As part of the City's efforts to implement sustainability and renewable energy projects, as Public Works Director/City Engineer, Chino oversaw the design, bidding and contract award process and construction and inspection of the installation of electric vehicle charging stations (EVCS) at various City facilities. The new EVCS were installed at three locations including City Hall, Big League Dreams and Plaza West Covina mall. The project provided new electrical transformers and services to the locations, signing, striping and appurtenant work. The total cost of the project was \$120,000 with funding coming from a SCAQMD MSRC grant and AB2766 subvention funds.

AZUSA AVENUE SEWER LIFT STATION UPGRADES, WEST COVINA

As Public Works Director/City Engineer, Chino prepared and sent out Requests for Proposals (RFPs) for design and construction management services for this project. After selection of the design and construction management and inspection consultant, Chino administered and managed the preliminary concept design and final design of the sewer improvements. This project upgraded the Azusa Sewer Lift Station including replacing existing sewer pumps, equipment, controls, conduits, wiring and appurtenances in order to comply with the Statewide General Waste Discharge Requirements for Sanitary Sewer Systems (Order No. 2006-0003). The project provided sufficient storage capacity during emergencies and/or power outages, provided back-up emergency power to mitigate potential risk of sanitary sewer overflow and installed a SCADA monitoring system. The total project cost was \$2 million with funding coming from the Sewer Enterprise Fund.

GLENBROOK TRACT PAVEMENT REHABILITATION & WATER MAIN REPLACEMENT, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Glenbrook Tract Pavement Rehabilitation and Water Main Replacement Project. This project rehabilitated the existing asphalt pavement on the residential streets in the Glenbrook Tract generally bounded by Birch Street to the north, Devonshire Drive to the east, Greenbriar Lane to the south and Aurora Avenue to the west. This project replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. This project also replaced approximately 2.5 miles of deteriorated and undersized water mains,

gate valves, water meters and services, fire hydrants, pressure regulating stations and appurtenances. The total cost of the project was \$2.9 million with funding coming from Gas Tax, Water and Sewer Enterprise Funds.

STATE COLLEGE BOULEVARD PAVEMENT REHABILITATION, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the State College Boulevard Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on State College Boulevard from Birch Street to Elm Street/south City limit. Also included were replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in order to meet ADA requirements. Finally, the project replaced traffic loop detection systems with video detection systems at four intersections, namely: State College Boulevard and Brea Mall North, State College Boulevard and Brea Mall Center, State College Boulevard and Brea Mall South, and State College Boulevard and Elm Street. The total project cost was \$900,000 with funding coming from an Arterial Highway Rehabilitation Program (AHRP) grant.

LAMBERT ROAD PAVEMENT REHABILITATION, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Lambert Road Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on Lambert Road from Delta Avenue to State College Boulevard. Also included were replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in order to meet ADA requirements. This project also replaced approximately 600 linear feet of storm drain lines between Berry Street and Tamarack Avenue and 2,000 linear feet of storm drain lines between Cliffwood Avenue and State College Boulevard. Finally, this project will replace approximately 350 linear feet of sewer main crossing Lambert Road at Berry Street. The total project cost was \$2.5 million with funding coming from Gas Tax, Measure M, SLPP-Prop 1B grant, and Sewer Enterprise Fund.

MIDBURY TRACT STREET AND WATER MAIN IMPROVEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Midbury Tract Streets and Water Main Improvements. The project rehabilitated the existing asphalt pavement on five residential streets in the Midbury Tract consisting of Midbury Street, Alwick Place, Wesham Place and portions of Sandalwood Drive and North Puente Street. The project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. Finally, the project replaced approximately 1,500 linear of cast iron water mains with ductile iron pipe on Midbury Street, Alwick Place and Wesham Place. The total cost of the project was \$500,000 with funding coming from Midbury Tract Assessment District.

PUENTE STREET PAVEMENT REHABILITATION, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Puente Street Pavement Rehabilitation. This project reconstructed the existing asphalt pavement on Puente Street from Central Avenue to Lambert Road. Also included were replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in order to meet ADA requirements. The total project cost was \$500,000 with funding coming from Gas Tax funds.

RESIDENTIAL STREETS REHABILITATION FY2011/2012, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Residential Streets Rehabilitation FY2012/2013 Project. This project rehabilitated the existing asphalt pavement on the residential streets in the Baldwin Tract generally bounded by Northwood Avenue to the north, Berry Street to the east, Shadow Grove Street to the south, and Fawnridge Drive to the west. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. Finally, the project replaced existing polyethylene water laterals with new copper piping. The total cost of the project was \$1.5 million with funding coming from Gas Tax, Water and Sewer Enterprise Funds.

RESIDENTIAL STREETS REHABILITATION FY2011/2012, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Residential Streets Rehabilitation FY2011/2012 Project. This project rehabilitated the existing asphalt pavement on the residential streets in the Country Hills Estates neighborhood generally bounded by Lambert Road to the north, Hawthorne/Baler Avenue to the east, Birch Street to the south, and Kraemer Boulevard to the west. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. Finally, the project replaced approximately 6,200 linear feet of undersized and deteriorated water mains, water meters and services, fire hydrants and appurtenances in these residential streets. The

total cost of the project was \$2.2 million with funding coming from Gas Tax, Water and Sewer Enterprise Funds.

RESIDENTIAL STREETS REHABILITATION FY2010/2011, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Residential Streets Rehabilitation FY2010/2011 Project. This project rehabilitated the existing asphalt pavement on 26 residential streets in the Cinnamon Ridge neighborhood generally bounded by Lambert Road to the north, Associated Road to the east, Birch Street to the south, and the 57 freeway to the west. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. Finally, the project replaced polyethylene water services with new copper services. The total cost of the project was \$1.5 million with funding coming from Gas Tax, Water and Sewer Enterprise Funds.

RANDOLPH AVENUE PAVEMENT REHABILITATION, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Randolph Avenue Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on Randolph Avenue from Birch Street to Imperial Highway. Also included were replacement of damaged and/or uplifted concrete sidewalks and curb and gutter and reconstruction of curb access ramps in order to meet ADA requirements. The total project cost was \$500,000 with funding coming from Gas Tax funds.

ELM STREET REHABILITATION AND WATER SYSTEM IMPROVEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Elm Street Rehabilitation and Water System Improvements. This project rehabilitated approximately 4,100 linear feet of existing asphalt pavement on Elm Street from Brea Boulevard to State College Boulevard, removed and replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches, and reconstructed curb access ramps in order to meet ADA requirements. This project also replaced approximately 2.5 miles of deteriorated and undersized 6-inch water mains with 8-inch water mains, gate valves, water meters and services, fire hydrants, pressure regulating stations and appurtenances. The total cost of the project was \$3 million with funding coming from Gas Tax, Water and Sewer Enterprise Funds.

ASSOCIATED ROAD REHABILITATION (PHASE 2), BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the second phase of Associated Road Rehabilitation. The project rehabilitated Associated Road from Birch Street to 500 feet north of Imperial Highway. The project cold-milled 2-inches of approximately 2,600 feet of existing asphalt pavement and overlaid with 2-inches of rubberized asphalt. The project also replaced damaged and/or uplifted concrete sidewalks and curb and gutter and reconstructed curb access ramps in order to meet ADA requirements. Finally, the project upgraded the existing traffic signal at the intersection of Associated Road and Birch Street with video detection system. The total project cost was \$400,000 with funding from Measure M.

ELM STREET WIDENING PROJECT, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Elm Street Widening Project. This project widened the south side of Elm Street from Brea Boulevard to Walnut Avenue. The improvements included construction of concrete sidewalks, curb and gutter, and driveway approaches; installation of streetlights; replacement of traffic signal controller and cabinet; undergrounding of utility lines; and overlay of existing asphalt pavement. The total cost of the project was \$450,000 with funding coming from Measure M and Traffic Impact Fees.

WILDCAT WAY PAVEMENT REHABILITATION, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Wildcat Way Pavement Rehabilitation. The project cold-milled 2-inches of existing asphalt pavement and overlaid with 2-inches of rubberized asphalt on Wildcat Way from Lambert Road to the Brea-Olinda High School driveway. The project also replaced damaged and/or uplifted concrete sidewalks and curb and gutter and reconstructed curb access ramps in order to meet ADA requirements. Finally, the project installed Class 2 bike lanes on both sides of Wildcat Way. The total project cost was \$400,000 with funding coming from Measure M.

BIRCH STREET WATER MAIN REPLACEMENT PROJECT, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Birch Street Water Main Replacement Project. This project removed the existing 12-inch water mains on the north side of Birch Street from Flowerhill Street to Valencia Avenue and replaced with new 12-inch water mains. The relocation of the existing water

mains was necessary as part of the widening of Birch Street in front of Brea Sports Park. The project also installed new gate valves, water meters and services, fire hydrants, pressure regulating stations and appurtenances. The total cost of the project was \$500,000 with funding coming from Water Enterprise Funds.

BIRCH STREET CROSSWALK IMPROVEMENTS, BREA

As Deputy Director/City Engineer Chino oversaw the design, construction and inspection of the Birch Street Crosswalk Improvements. The project constructed decorative crosswalk improvements at the intersection of Birch Street and Civic Center Drive. The decorative crosswalks consisted of colored concrete and sparkling glass highlights (lithocrete). Finally, the project reconstructed curb access ramps at the intersection in order to meet ADA requirements. The total project cost was \$310,000 with funding coming from Gas Tax funds.

TRACKS AT BREA PROJECT, BREA

As Deputy Director/City Engineer, Chino worked closely with the Economic Development Project Manager and engineering and right-of-way consultants in developing the scope of the project; negotiating and acquiring railroad right-of-way and flood control channel easements; and reviewing and approving preliminary concept design of this 4.5-mile trail project. This project included removal and remediation of contaminated soil, grading, construction of 4.5 miles of pedestrian trails, hardscaping and landscaping, and trail amenities such as restrooms, drinking fountains, fitness equipment, shelters, benches, trash receptacles, wayfinding signage and interpretative boards. Chino managed the right-of-way acquisition, environmental clean-up of contaminated soil, final design and grading operations for this trail project. The pedestrian trails consist of 10-feet of asphalt pavement and 5-feet of decomposed granite walking trail. The total cost of the project was \$12 million with funding coming from federal and state grants, Redevelopment Agency bonds and park development fees.

BIRCH STREET LANDSCAPED MEDIAN ENHANCEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Birch Street Landscaped Median Enhancements. This project constructed new concrete medians along Birch Street from Brea Boulevard to Associated Road and installed drought tolerant landscaping with water efficient irrigation systems and up-lighting for median trees. The improvements not only enhanced the visual or aesthetic look of Birch Street in the downtown area, but also helped improve traffic safety and operations. The total project cost was \$1.4 million with funding coming from Transportation Enhance Act (TEA) grant funds.

REHABILITATION OF ALLEYS NEAR BREA BOULEVARD AND ORANGE AVENUE, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of this project. This project reconstructed the existing pavement at two locations: 1) Alley between Brea Boulevard and Orange Avenue from Imperial Highway to Date Street, and 2) Alley between Brea Boulevard and Orange Avenue from Date Street to Elm Street. The total project cost was \$700,000 with funding coming from Gas Tax and Sewer Enterprise funds.

CENTRAL AVENUE AND TAMARACK AVENUE INTERSECTION IMPROVEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of this intersection widening project. This project widened the north side of Central Avenue east of Tamarack Avenue to accommodate the installation of a dedicated westbound right-turn lane. This project also included modifications to the existing traffic signal and reconstruction of curb access ramps in order to meet ADA requirements. The total project cost was \$300,000 with funding coming from Measure M.

CITYWIDE TRAFFIC SIGNAL CONTROLLER UPGRADES, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of the Citywide Traffic Signal Controller Upgrades. The project replaced obsolete traffic signal controllers, cabinets and associated equipment; and installed video detection systems at various intersections throughout the City. The total cost of the project was \$850,000 with funding coming from Traffic Impact Fees.

LAMBERT ROAD TRAFFIC SIGNAL SYNCHRONIZATION, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of the Lambert Road Traffic Signal Synchronization Project. This project upgraded traffic signal equipment, developed and implemented traffic signal timing plans and synchronized traffic signals along Lambert Road/Carbon Canyon in the Cities of Brea and La Habra. The total cost of the project was \$350,000 with funding coming from Traffic Impact Fees and a Measure M2 Traffic

Signal Synchronization Program (TSSP) grant from OCTA.

BREA BOULEVARD TRAFFIC SIGNAL SYNCHRONIZATION, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of the Brea Boulevard Traffic Signal Synchronization Project. This project upgraded traffic signal equipment, developed and implemented traffic signal timing plans and synchronized traffic signals along Brea Boulevard from Harbor Boulevard in the City of Fullerton to Canyon Country Road in the City of Brea. The total cost of the project was \$300,000 with funding coming from Traffic Impact Fees and a Measure M2 Traffic Signal Synchronization Program (TSSP) grant from OCTA.

CENTRAL AVENUE/STATE COLLEGE BOULEVARD TRAFFIC SIGNAL SYNC, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of this traffic signal synchronization project. This project upgraded traffic signal equipment, developed and implemented traffic signal timing plans and synchronized traffic signals along La Habra Boulevard in the City of La Habra, Central Avenue and State College Boulevard from Valley Home Avenue in the City of La Habra to State College Boulevard/Lambert Road in the City of Brea. The total cost of the project was \$250,000 with funding coming from Traffic Impact Fees and a Measure M2 Traffic Signal Synchronization Program (TSSP) grant from OCTA.

BIRCH STREET TRAFFIC SIGNAL SYNCHRONIZATION, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of the Birch Street Traffic Signal Synchronization Project. This project upgraded traffic signal equipment, installed fiber optic signal interconnect system, developed and implemented traffic signal timing plans and synchronized traffic signals along Birch Street and Rose Drive. The total cost of the project was \$800,000 with funding coming from Traffic Impact Fees and a Measure M2 Traffic Signal Synchronization Program (TSSP) grant from OCTA.

TRAFFIC SIGNAL UPGRADES FOR THE TRACKS AT BREA, BREA

As Deputy Director/City Engineer, Chino oversaw the design, construction and inspection of this project. In order to improve traffic flow and operations and enhance safety of pedestrians and bicyclists, this project installed a new traffic signal and associated equipment at the intersection of State College Boulevard and Tracks at Brea trail and modified the existing traffic signal at the intersection of Brea Boulevard and the Tracks at Brea trail. The total cost of the project was \$300,000 with funding coming from Gas Tax and a federal Safe Routes to School grant.

VALENCIA AVENUE LANDSCAPED MEDIAN ENHANCEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Valencia Avenue Landscaped Median Enhancements. This project constructed new concrete medians along Valencia Avenue from Birch Street to Imperial Highway. This project also installed drought tolerant landscaping with water efficient irrigation systems and up-lighting for median trees. Since Valencia Avenue was under the jurisdiction of Caltrans, Chino worked closely with Caltrans in getting the design approved and obtaining an encroachment permit. The total project cost was \$1.2 million with funding coming from Capital Mitigation Improvements.

IMPERIAL HIGHWAY GREENBELT IMPROVEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Imperial Highway Greenbelt Improvements. The project installed landscaping and hardscaping within the former County of Orange parcel located on the south side of Imperial Highway (immediately north of La Valencia Tract Homes) from Valencia Avenue to the Orange County flood control channel at the east City limit. The project also installed an entry Brea monument sign on the south side of Imperial Highway at the east City limit. The total project cost was \$1.7 million with funding coming from Capital Mitigation Improvements.

MASTER PLAN SEWER UPGRADES PHASE 4, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Master Plan Sewer Upgrades Phase 4 Improvements. As identified in the Sewer Master Plan, this project replaced approximately 1,600 linear feet of deteriorated and undersized sewer transmission mains along the west bank of Break Creek Channel from Lambert Road to Eastwood Place. The new sewer mains crossed the Orange County Flood Control Channel using the open trench method and required reconstruction of an approximately 48-feet wide by 25-feet wide by 11-feet high rectangular concrete channel section. The new sewer line between the two adjoining private properties on Peppertree Drive (within an existing sewer easement) was installed by tunneling. To complete the sewer upgrades within OCFCD

right-of-way, Chino worked closely with OCFCD staff for the approval of plans and issuance of encroachment permit. Finally, the existing sewer main on Tamarack Avenue north of Lambert Road was upgraded to 18-inch diameter sewer line to increase capacity to receive flows from the recently constructed Central Park Village development on Central Avenue. The total cost of the project was \$1.1 million with funding coming from Sewer Enterprise Fund.

SEWER MAIN REPAIRS IN THE ALLEY BETWEEN BREA BLVD. & WALNUT AVENUE, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the sewer main repairs in the alley between Brea Boulevard and Walnut Avenue. This project included spot repairs at sections of sewer mains with several offsets and cracks beyond what can normally be repaired by relining. The repairs were necessary to prevent Sanitary Sewer Overflows (SSOs) and maintain proper flow of sewage. The total cost of the project was \$350,000 with funding coming from Sewer Enterprise Fund.

BERRY STREET & IMPERIAL HIGHWAY SEWER MAIN REPLACEMENT, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Berry Street and Imperial Highway Sewer Main Replacement Project. This project replaced approximately 3,000 linear feet of undersized and deteriorated sewer mains along Berry Street from Lambert Road to Imperial Highway and along Imperial Highway from Berry Street to the Orange County flood control channel. The total cost of the project was \$1.6 million with funding coming from the Sewer Enterprise Fund.

CONSTRUCTION OF FIRE STATION 4, BREA

Since the 1960s, the City of Brea has leased space in the Olinda Village Shopping Center for use as Fire Station 4. With development of the Olinda Village neighborhood, elementary school and commercial center, the leased space has become inadequate for the fire service operations. To address the issue, the City purchased a 13,000 square foot undeveloped property adjacent to the shopping center and planned on developing the site for a new fire station. As Deputy Director/City Engineer, Chino worked closely with the Community Development Director and City Attorney in negotiating and acquiring the property; and reviewing and approving the subdivision of the undeveloped lot. Chino also managed the design, construction and inspection of the new fire station. The overall project included grading; site preparation; installation of utilities including water, sewer, storm drain and electrical service to the site and buildings; construction of foundation for buildings; installation of manufactured home and butler building; new parking lot; planter areas including hardscape, landscaping and irrigation and appurtenant work. The total project cost was \$1.5 million with funding coming from General Fund and Development Impact Fees.

REHABILITATION OF FIRE STATION 1 TRAINING TOWER, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the rehabilitation of Fire Station 1 training tower. This project reconstructed the training tower 3rd floor concrete slab and installed a new exterior steel stairway system in order to meet building and seismic code requirements. This project also reconstructed the concrete pavement around the training tower. The total project cost was \$250,000 with funding coming from Public Safety Augmentation and General Fund.

CITY YARD AND BREA SPORTS PARK FUEL TANK UPGRADES, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the City Yard and Brea Sports Park Fuel Tank Upgrades. This project removed and replaced the three underground fuel storage tanks (USTs), including associated piping, dispensers and monitoring system in order to meet South Coast Air Quality Management District, California Air Resources Board, Orange County Health Care Agency and other regulatory requirements. This project also installed a new 1,000-gallon aboveground fuel storage tank at the Brea Sports Park to improve work efficiencies of City maintenance staff. The total project cost was \$1.2 million with funding coming from Park Development Fees, Water and Sewer Enterprise Funds, General Fund and Brea Olinda Unified School District share of costs.

BREA WAR MEMORIAL, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Brea War Memorial Project. This project was a design/build contract which included construction of five internally illuminated marble and bronze monuments, one 18-foot high granite-clad monument, 3,000 square feet paver walkway, LED lighting, landscaping, irrigation, flag poles, bronze lettering, bronze inlay and miscellaneous engravings. The total project cost was \$400,000 with funding coming from the Art in Public Places Fund.

REHABILITATION OF CITY HALL PARK BANDSTAND, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Rehabilitation of City Hall Park Bandstand Project. This project rehabilitated and upgraded the existing bandstand used for summer concerts in the park series and 4th of July County fair. The upgrades included new lightweight clay tile roofing, structural upgrades, larger concrete stage area, The total cost of the project was \$350,000 with funding coming from Gas Tax Funds.

LOCAL STREETS REHABILITATION FY2009/2010, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Local Streets Rehabilitation FY2009/2010 Project. This project rehabilitated the existing asphalt pavement on residential streets generally bounded by Excelsior Drive to the north, Norwalk Boulevard to the east, Alondra Boulevard to the south, and the Pioneer Boulevard to the west. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. The total cost of the project was \$1 million with funding coming from General Fund.

LOCAL STREETS REHABILITATION FY2008/2009, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Local Streets Rehabilitation FY2008/2009 Project. This project rehabilitated the existing asphalt pavement on residential streets generally bounded by Alondra Boulevard to the north, Norwalk Boulevard to the east, 166th Street to the south, and the Pioneer Boulevard to the west. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. The total cost of the project was \$1 million with funding coming from General Fund.

STUDEBAKER ROAD PAVEMENT REHABILITATION & STORM DRAIN IMPROVEMENTS, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Studebaker Road Pavement Rehabilitation and Storm Drain Improvement Project. This project reconstructed the existing asphalt pavement on Studebaker Road from Cecilia Street to Imperial Highway. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. Finally, this project installed storm drain improvements along Studebaker Road from Kenney Street to Firestone Boulevard. The total cost of the project was \$1.6 million with funding coming from STPL, Proposition C and General Fund.

STUDEBAKER ROAD PAVEMENT REHABILITATION, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Studebaker Road Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on Studebaker Road Imperial Highway to Alondra Boulevard. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. The total cost of the project was \$2.2 million with funding coming from ARRA 2009.

FIRESTONE BOULEVARD PAVEMENT REHABILITATION, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Firestone Boulevard Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on Firestone Boulevard from Hoxie Avenue to Imperial Highway. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. The total cost of the project was \$800,000 with funding coming from ARRA 2009 and Measure R.

FRONT STREET PAVEMENT REHABILITATION, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Front Street Pavement Rehabilitation Project. This project reconstructed the existing asphalt pavement on Front Street from San Antonio Road to Rosecrans Avenue. This project also replaced damaged and/or uplifted concrete sidewalks, curb and gutter and driveway approaches and reconstructed curb access ramps in order to comply with ADA requirements. The total cost of the project was \$500,000 with funding coming from ARRA 2009.

PIONEER BLVD. PAVEMENT REHABILITATION & LANDSCAPED MEDIAN IMPROVEMENTS, NORWALK

As City Engineer, Chino managed the design, construction and inspection of the Pioneer Boulevard Pavement Rehabilitation and Landscaped Median Improvement Project. The project rehabilitated the existing asphalt pavement and constructed new concrete landscaped medians along Pioneer Boulevard from Rosecrans Avenue to 166th Street. The improvements not only enhanced the visual or aesthetic look of Pioneer Boulevard in the southern part of the City, but also helped improve traffic flow and operations. The total project cost was \$2.5 million with funding coming from Gas Tax and General Fund.

HOLGATE NEIGHBORHOOD PAVEMENT REHABILITATION & WATER MAIN REPLACEMENT, LA HABRA

As Acting City Engineer, managed the design, bidding and contract award process and construction and inspection of the Holgate Neighborhood Pavement Rehabilitation and Water Main Replacement Project. This project rehabilitated the existing asphalt pavement on 34 residential streets, 3 collector streets and 2 alleys and replaced deteriorated and undersized water mains in the Holgate neighborhood. This project also replaced damaged and/or uplifted concrete sidewalks, driveway approaches and curb and gutter and constructed ADA-compliant curb access ramps. This project utilized the full-depth reclamation (FDR) method pulverizing the existing asphalt pavement and base and reusing the pulverized material as aggregate base under the street section, curb, gutter, sidewalks and driveway approaches and as trench backfill for the new water mains. The total length of the pavement rehabilitation was approximately 6 miles and total water main replacement was 2 miles. The total cost of the project was \$3.6 million. The project won the 2005 APWA B.E.S.T. Project of the Year award in the Streets and Transportation category.

LA BONITA PARK, HARBOR BOULEVARD STORM DRAIN AND LA PLAZA CHANNEL IMPROVEMENTS, LA HABRA

As Acting City Engineer, managed the design, bidding and contract award process and construction and inspection of the La Bonita Park, Harbor Boulevard Storm Drain and La Plaza Channel Improvements. This project installed 2,470 linear feet of 48-inch diameter SSRP storm drain, 952 linear feet of 42-inch diameter SSRP storm drain, 1,145 linear feet of 36-inch diameter RCP storm drain and 592 linear feet of 24-inch diameter RCP storm drain at La Bonita Park. This project also constructed a new detention basin, 5' x 3' and 10.6' x 3' double reinforced concrete box structures, rip-rap outlet and concrete junction structures at La Bonita Park. The improvements on Harbor Boulevard included installation of 606 linear feet of 48-inch diameter RCP and 350 linear feet of 24-inch RCP storm drain lines. Finally, the improvements at La Plaza Channel included construction of 2,350 linear feet of a new reinforced concrete open channel and underground double 8' x 3' reinforced concrete box structures under La Habra Boulevard. The total cost of the project was \$3.5 million. The project won the 2005 APWA B.E.S.T. Project of the Year award in the NPDES Water Management category.

KALEIDOSCOPE SHOPPING CENTER, SAMSUNG PACIFIC CONSTRUCTION

Chino served as Project Engineer for the developer/general contractor where he coordinated the design and construction of the \$30 million Kaleidoscope Shopping Center in Mission Viejo. Chino's responsibilities included supervising the work of superintendents and subcontractors at the jobsite; coordinating inspections of concrete, structural steel, masonry, metal decking, mechanical, plumbing and electrical work; conducting regular meetings with design consultants and subcontractors to resolve problems at the jobsite; reviewing, evaluating and negotiating change order requests from subcontractors; and reviewing and processing payment requests from subcontractors and vendors.

KAISER PERMANENTE HOSPITAL IMPROVEMENTS, CULVER CITY

As Project Manager, Chino managed over \$8 million of building construction projects at the Kaiser Permanente hospital in Culver City. These projects included asbestos abatement, seismic retrofitting of walls and ceilings, HVAC, plumbing and electrical upgrades. His responsibilities included overseeing the work of superintendents and subcontractors at the job site; establishing and maintaining complete project control and reporting system (RFI, CCO, PCO, submittals, shop drawings, schedules, etc.); generating RFIs and change orders for work outside scope of original contract; issuing subcontracts to lowest responsible bidders; reviewing and negotiating change orders and payment requests from contractors; conducting weekly construction progress meetings; and coordinating inspection and approval of work with the Department of State Architect inspectors.

AMERICAN PRESIDENT LINES OFFICES, PORT OF LOS ANGELES

As Project Engineer, Chino supervised the construction of site civil work (street, water, sewer and drainage facilities)

and 11 new buildings for American President Lines at the Port of Los Angeles (POLA) Berth 300. Chino's responsibilities included preparing RFI's, submittals, PCO's and 4-week look ahead schedules for each of the buildings; coordinating all inspections and approvals of grading, water, sewer, storm drain, concrete, structural steel and masonry work with POLA inspection staff; resolving problems associated with construction of concrete tilt-up panels and structural steel framed masonry buildings; and coordinating work with the various subcontractors on the project. The total project cost was \$30 million.

4TH STREET BRIDGE & 6TH STREET BRIDGE SEISMIC RETROFIT PROJECT, LOS ANGELES

As Project Engineer, Chino supervised the construction of the 4th Street and 6th Street Bridge seismic retrofit projects for the City of Los Angeles. Chino's responsibilities included preparing RFI's, submittals, PCO's and 4-week look ahead schedules for seismic retrofit work; resolving structural details with subcontractors and inspectors; and coordinating inspection and approval of structural steel, welding and concrete work associated with seismic retrofitting of the bridges. The total project cost was \$7 million.

SENIOR CENTER ADA IMPROVEMENTS, BREA

As Deputy Director/City Engineer, Chino managed the design, construction and inspection of the Senior Center ADA Improvements. This project installed ADA upgrades in the kitchen and dining areas of the Senior Center. This project also installed ADA improvements (curb access ramps and ADA parking stalls) in the parking lot of the Senior Center. The total project cost was \$200,000 with funding coming from CDBG and General Fund.

CARMENITA REHABILITATION EXCELSIOR DRIVE TO ROSECRANS AVENUE, NORWALK

Chino was the Project Manager for the \$3 million rehabilitation of Carmenita Road from Excelsior Drive to Rosecrans Avenue. Our team prepared 100% plans, specifications, and estimates, along with all construction documents needed for bidding and award. The work included asphalt reconstruction, curb and gutter repairs, and signing and striping enhancements to improve safety and traffic flow. We also managed environmental compliance (NEPA/CEQA), right-of-way certification, and federal authorization requirements, while supporting the City through bid review, construction engineering, and project closeout. This project highlights our ability to provide complete, compliant, and cost-conscious roadway design solutions.

KEVIN GREEN

CONSTRUCTION INSPECTOR



15
YEARS OF
EXPERIENCE

FIELDS OF EXPERTISE:



ROADWAY



PAVEMENT



CALTRANS



ASPHALT



WIDENING

QUALIFICATIONS

- **SWPPP Certified:** Storm Water Pollution Prevention Plan
- **Certified:** Radiation Safety
- **OSHA:** 10 & 30 MSHA & Nuclear Gauge
- **QSP/QSD:** 40 Hour Training Certification
- **Rapid Set Concrete**
- **Trenching & Shoring Safety**
- **Confined Workspace**
- **Asbestos Awareness**
- **BA: Psychology/Sociology/Business** La Sierra University

EXPERIENCE

LOCAL RESIDENTIAL STREETS REHABILITATION, ZONE 19 PROJECT, PHASE II, NORWALK

Kevin provided inspection services on phase 2 for the City of Norwalk's Local Residential Streets Rehabilitation, Zone 19 Project. The pavement management zone limits were bound by Stranstead Avenue to the west, Priscila Street to the north, Shoemaker Avenue to the east, and Rosecrans Avenue to the south, containing approximately 37,500 linear feet (7.1 miles) of local road surface that was slated for rehabilitation. The project was split into two phases: Phase A for concrete work, and Phase B for asphalt work, with the objective of improving the PCI for residential streets, extending the useful roadway life to at least 20 years, improving drainage, upgrading to safer and easier ride quality streets with greater pedestrian access, minimizing future maintenance costs and enhancing aesthetics. The scope called for the development of PS&E to include a total of 94 ADA curb ramps and 8 slotted cross gutters, along with driveway apron construction, utility appurtenance adjustments and relocation, and signing and striping replacement. Also for this project, OE utilized its state-of-the-art high-speed 3D point cloud laser scanner to conduct surveys of approximately 60 existing centerline monuments for preservation.

LOCAL STREETS REHABILITATION PROGRAM PHASE II (ASPHALT IMPROVEMENTS) IN ZONE 3, NORWALK

Kevin provided inspection services on the Local Streets Rehabilitation Program, Phase II for Asphalt Improvements in Zone 3 Project in the City of Norwalk. The limits were bound by the Union Pacific Railroad to the Northwest, the I-5 Freeway to the Northeast, Imperial Highway to the South, and Firestone Boulevard to Southwest. The project involved cold mill and ARHM overlay, application of slurry seal to the streets, full depth removal including removal and replacement of base material. The project also included installation of continental crosswalks, traffic signage and detector loop replacement. Incidental work involved replacement of traffic related items such as striping and pavement markings. Work was involved at 1 railroad crossing which required some added coordination.

RIALTO CEMETARY PROJECT, RIALTO

Kevin provided construction inspection services to the City of Rialto on the Rialto Cemetery Project. The purpose of the project was to perform value engineering on a catch basin, drain line, and curb and gutters to improve drainage for the project, and adding additional sidewalk repairs for ADA compliance. Time was spent for the preparation, administration, inspection, and negotiation for Change Orders #01 and #02. Further services provided included engineering support, and negotiating with the Contractor for a fair cost and to bring value for the City to amend deficiencies noted during construction without impacting the overall construction schedule and to achieve cost savings for the City.

LOCAL STREETS REHABILITATION PROGRAM PHASE II (ASPHALT IMPROVEMENTS) IN ZONE 3, NORWALK

Kevin provided construction inspection services on the Local Streets Rehabilitation Program, Phase II for Asphalt Improvements in Zone 3 Project in the City of Norwalk. The limits were bound by the Union Pacific Railroad to the Northwest, the I-5 Freeway to the Northeast, Imperial Highway to the South, and Firestone Boulevard to Southwest. The project involved cold mill and ARHM overlay, application of slurry seal to the streets, full depth removal including removal and replacement of base material. The project also included installation of continental crosswalks, traffic signage and detector loop replacement. Incidental work involved replacement of traffic related items such as striping and pavement markings. Work was involved at 1 railroad crossing which required some added coordination.

SANTA ANITA ACTIVE TRANSPORTATION PROGRAM CYCLE 5 PROJECT, EL MONTE

Kevin provided the City of El Monte with Inspection Services for the Santa Anita Active Transportation Program (ATP) Project, CIP No. 890. This project was funded by LACMTA Net Toll Revenue Reinvestment Grant Fund and Measure M funding, totaling \$2,200,000. This project entailed cold-milling and ARHM overlay (nearly 200,000 tons). Additionally, the project included video detection and traffic signal updates, and wayfinding sign and bike rack installation at various intersections. The purpose of this project was to improve safety for all roadway users, improve conditions for non-motorized modes of travel thereby promoting pedestrian, cycle and transit use, improve neighborhood connectivity and livability, and to improve the comfort of non-motorized user traveling to and from the El Monte Transit Center and Downtown El Monte. Work was split into three segments, Class II Bike Lane Installation on Santa Anita Avenue from Tyler Avenue to Lower Azusa Road (0.53 miles), Pavement, Curb and Ramp Upgrades on Tyler Avenue from Ramona Blvd. to Santa Anita Avenue (0.97 miles), and Pavement, Curb and Ramp Upgrades on Ramona Blvd. from Santa Anita Avenue to Tyler Avenue (0.36 miles).

I-405 CIVIL ROADWAY & ELECTRICAL CONSTRUCTION, ORANGE

Kevin performed as the Lead Construction Inspector on the I-405 Civil Roadway and Electrical Construction Project for the County of Orange. His assigned duties included supervising four construction inspectors and two technical analysts in the midst of having to perform concrete inspection services and also while overseeing the removal of curbs and gutters, the grading of freeway bridges, MSE walls, retaining walls, backfill, HMA paving, concrete, and storm drains and vaults for this job. This fast-paced project continued on for a 3-year period.

LACMTA - METRO GOLD LINE FOOTHILL EXTENSION PHASE 2A, ORANGE

Kevin provided Construction Inspection services on the LACMTA - Metro Gold Line Foothill Extension Phase 2A Project. The Metro Gold Line Foothill Extension Construction Authority (Construction Authority), was created in 1998 as an independent agency by the California State Legislature to specifically address the planning, designing and construction of the Los Angeles County Metropolitan Transportation Authority (LACMTA) Gold Line, from Los Angeles to Pasadena. Since then, further extensions have been planned with the ultimate goal of reaching Ontario Airport in 2019. The purpose of the project was to address a 11.5 mile segment from Pasadena to Azusa by way of an extension of the Gold Line that would occupy a portion of previously abandoned Burlington Northern Santa Fe Railway (BNSF) trackage now owned and operated by Southern California Regional Rail Authority (SCRRA). Within the project limits of Phase 2A were six at-grade crossings with movement on freight and light rail tracks. Each of these crossings improved Automatic Highway Warning Systems (AHWS) to further enhance the safety of the public. The implemented design also improved upon the existing Automatic Block System present today. Project Highlights included interfacing of freight and light rail crossing systems, meeting railroad signal standards, freight crossing and wayside signal design, technical specifications per SCRRA standards, construction phasing plans, program development, in-service testing of freight signal system, and full signal system "as-built" drawings. Kevin was tasked with the responsibility in providing concrete inspections on concrete mix designs, the Quality Control plans, and to verify a variety of sampling to meet the requirements of ACI. This project lasted for approximately a three year period.

I-22 FREEWAY AND I-57 FREEWAY OVERPASS RETROFIT PROJECT, ORANGE

Kevin provided Construction Inspection services to the County of Orange on the I-22 Freeway and I-57 Freeway Overpass Retrofit Project. His required tasks included overseeing the testing and sampling of concrete during the placement for footing columns, along with verifying the placement of reinforcing steel. Upon the time of the final inspections, Kevin maintained communication and coordination with Caltrans and the project-assigned consultants. This project spanned a period of approximately 3 years.

I-710 FREEWAY & HOBART YARD BRIDGE PAVEMENT REHABILITATION & WIDENING, ORANGE

Kevin served as the Construction Inspector on the I-710 Freeway and Hobart Yard Bridge Pavement Rehabilitation and Widening Project. The project spanned a 3.5 mile stretch of I-710 through the City of Commerce, City of Vernon, City of Bell, and the unincorporated area of East Los Angeles, from Slauson Avenue to Route 60. The project also included concrete pavement rehabilitation and jointed plain concrete pavement (JPCP-RS) and continuously reinforced concrete pavement (CRCP-RS), as well as bridge approach slab repairs on several bridges along the corridor. All northbound lanes between Bandini Boulevard and the I-5/I-710 Interchange were replaced with JPCP-RS. The median shoulders were repaved with JPCP-RS, and the median barrier was upgraded to meet current standards. The project further included installing new overhead sign structures and changeable message sign, and upgrades to drainage. A significant scope

element of the project was the widening of the Hobart Yard Bridge in both directions for 1,300 LF over 18 sets of railroad tracks. Additionally, existing barriers and overhangs were demolished and the bridge widening was constructed at six other locations. Work included installation of girders, forming, and pouring of diaphragm and backwalls and deck construction. The purpose of the project was to widen and rehabilitate the north and southbound lanes of Route 710 in seven stages. The project was completed 18 months ahead of schedule thanks to innovative solutions as a result of collaborative partnering. To achieve this, Kevin and the team relied on open and transparent communication and partnering strategies focused on delivering ideas from each team member. Advanced planning efforts also re-sequenced project staging to complete construction within 61% of the contracted schedule window with no claims or disputes. For his tasks at hand, Kevin monitored the removal of curbs and gutters and the grading of the I-710 freeway bridges, along with overseeing the construction of MSE walls, retaining walls, backfill asphalt paving, concrete, storm drain installation and vaults. The project was completed with no lost time incidents in a period of almost 2 years.

I-91 FREEWAY STATE ROUTE PROJECT, ORANGE

Kevin served the County of Orange as construction inspector on the I-91 Freeway State Route Project where he performed concrete inspection services for this job. This 3-year long project consisted of 32 cast in place and retrofit bridges, MSE walls, and retaining and sound walls. Kevin performed coordination with Caltrans along with their consultants in completing the final inspections.

RESIDENTIAL STREET REHABILITATION PROJECT, LA HABRA

Kevin provided inspection services on the Residential Street Rehabilitation Project in the City of La Habra. The project consisted of rehabilitating approximately 232,810 linear feet (44 miles) of residential streets, which involved 7 zone segments within the City limits slated for the FY 19-20 Fiscal Year. Following a site assessment, block cracking, alligator cracking, and potholing was observed at various frequencies throughout the segmented areas. The resulting associated sub-tasks for this project required constructing ADA compliant curb ramps, reconstructing damaged curb, gutter and cross-gutters and driveways adjacent to removed curb & gutter, adjusting utility appurtenances, and striping. The construction included cold milling and ARHM overlay. Our team coordinated with the City to ensure that concurrent water main projects located within the same zoning segments as the street rehabilitation program were properly integrated to minimize redundancies in the construction activities.



GEOTECHNICAL INVESTIGATION & MATERIALS/SOIL TESTING

Steve Koch, PE

(714) 632-2999 | skoch@mtglinc.com

2992 E. La Palma Ave., Ste. A, Anaheim, CA 92806

COMPANY PROFILE

MTGL, Inc. is a California corporation and is a registered woman-owned, minority owned, and community business enterprise (WBE/MBE/CBE). MTGL provides geotechnical engineering, soils/materials inspections, and laboratory testing services. MTGL was formed in 1993 by a group of seasoned professionals and they provide Geotechnical Investigations and Construction Quality Control/Assurance. As an independent third party, MTGL ensures that the current standards and codes are followed. MTGL furnishes field, site and plant inspections for all construction materials. They conduct physical laboratory testing for all of the materials that are placed during these inspections and investigations. Their laboratories currently operate in compliance with ASTM standards, and the company is certified by the DSA, CBC, CCRL, AASHTO, County and City of Los Angeles, and Caltrans.

EXPERIENCE

I-215 & SR74 INTERCHANGE PROJECT, CORONA

MTGL on this project included the construction of a new over crossing structure to replace the existing SR-74 and I-215 interchange. Work included the realignment, reconstruction and widening of ramps, reconfiguration of the 4th Street and Redlands Avenue Intersection and widening of 4th Street. Also included in the project is the construction of retaining and sound walls. The project was federally funded, began in Spring of 2010 and was completed five months ahead of schedule. MTGL provided Soils Observation and Testing in addition to Materials Testing and Field Inspection Services. All testing and inspection was completed in accordance with Caltrans Test Methods, Standards and Guidelines.

Reference: Gary Tomasetti, Jacobs Project Management - (714) 412-2262 - 5757 Plaza Dr., Suite 100, Cypress, CA 90630

PACIFIC STREET BRIDGE PROJECT, OCEANSIDE

The Pacific Street Bridge is an \$18 million dollar project in Oceanside that crosses the San Luis Rey River and links the harbor to Oceanside's downtown. MTGL began construction of the 600-foot-long bridge with existing traffic lane, bike lane and a sidewalk in each direction, connecting Pacific Street on the south side with Harbor Drive on the north side. The bridge construction is an environmentally friendly project and includes trash and oil filters at storm drain outlets, river roosting rafts for pelicans, and removal of the old "low-water" crossing and restoration of beach sand areas. It also features landscaped slopes with native plant species to control erosion. MTGL was contracted for this project and provided the Geotechnical, Materials Inspections and Laboratory Testing Services for the Pacific Street Bridge project. Testing was completed in accordance with Greenbook and Caltrans Standards.

Reference: Mr. Craig Johnson, Harris & Associates - (714) 742-6020 - 34 Executive Park, Suite 150, Irvine, CA 92614

AGUA MANSÁ ROAD IMPROVEMENT/WIDENING PROJECT, COLTON

The Agua Mansa Road Improvement Project is a much needed improvement and widening of the Agua Mansa Road for future development, provided by MTGL. The project consists of preparing the road for widening by grading, trenching and placing pipe for new utilities. The quality control needs for this project relied heavily on the testing of Recycled Rubberized Asphalt. Due to MTGL Inc.'s experience in this type of work, the Agua Mansa improvement has been another quality project. MTGL provided Quality Control Services by performing precise grading observation, testing, sampling and analysis of soil and asphalt, special inspections and testing of concrete, reinforcing steel, masonry, and structural steel components.

Reference: Reggie Torres - (909) 370-5065 - 650 N La Cadena Dr, Colton, CA 92324