

**AMENDMENT NO. 5 TO THE PROFESSIONAL SERVICES AGREEMENT  
BETWEEN THE CITY OF MANHATTAN BEACH AND KOA CORPORATION**

This Fifth Amendment ("Amendment No. 5") to that certain agreement by and between the City of Manhattan Beach, a California municipal corporation ("City") and KOA Corporation, a California corporation ("Consultant") (collectively, the "Parties") is hereby made effective as of the date of the last authorized representative signature below ("Effective Date").

**RECITALS**

A. On May 31, 2021, the City and Consultant entered into an agreement for professional services for the Consultant to provide As-Needed Traffic Engineering Support Services ("Original Agreement").

B. On May 3, 2022, the City and Consultant entered into Amendment No. 1 to increase the Maximum Compensation by \$10,000.00 for a new Maximum Compensation of \$20,000.00 and amend the Scope of Services and Approved Fee Schedule.

C. On June 12, 2023, the City and Consultant entered into Amendment No. 2 to increase the Maximum Compensation by \$20,000.00 for a new Maximum Compensation of \$40,000.00, extend the term to June 30, 2025, and amend the Approved Fee Schedule.

D. On September 13, 2023, the City and Consultant entered into Amendment No. 3 to increase the Maximum Compensation by \$8,465.00 for fiscal year 2024 for a new Maximum Compensation of \$48,465.00 and amend the Scope of Services and Approved Fee Schedule.

E. On April 17, 2024, the City and Consultant entered into Amendment No. 4 to increase the Maximum Compensation by \$21,535.00 for a new Maximum Compensation of \$70,000.00 and modify the Approved Fee Schedule.

F. The Original Agreement, as amended by Amendment No. 1, Amendment No. 2, Amendment No. 3, and Amendment No. 4, is hereinafter referred to as the "Agreement."

G. The Parties now desire to amend the Agreement to increase the Maximum Compensation, extend the term, and modify the Scope of Services and the Approved Fee Schedule.

NOW, THEREFORE, in consideration of the Parties' performance of the promises, covenants, and conditions stated herein, the Parties hereby agree as follows:

Section 1. Section 2 of the Agreement is hereby amended to extend the term of the Agreement through June 30, 2026, unless sooner terminated as provided in Section 12 of the Agreement.

Approved for use 5/1/24

Section 2. Section 3.A of the Agreement is hereby amended to increase the Maximum Compensation amount by \$20,000.00 for a new Maximum Compensation of \$ 90,000.00.

Section 3. Exhibit A "Scope of Services" of the Agreement is hereby supplemented by the Scope of Services attached to this Amendment as Exhibit A-3

Section 4. Exhibit B "Approved Fee Schedule" of the Agreement is hereby supplemented by the Approved Fee Schedule attached to this Amendment as Exhibit B-5.

Section 5. Except as specifically amended by this Amendment No. 5, all other provisions of the Agreement shall remain in full force and effect.

[SIGNATURE PAGE FOLLOWS]

IN WITNESS THEREOF, the Parties hereto have executed this Amendment No. 5 on the day and year first shown above.


City:

Consultant:

City of Manhattan Beach,  
a California municipal corporation

KOA Corporation,  
a California corporation

By: \_\_\_\_\_  
Name: Talyn Mirzakhianian  
Title: City Manager  
Date:

Signed by:  
  
By: \_\_\_\_\_  
Name: Giuseppe Canzonieri  
Title: Principal, Director of Engineering  
Date: 6/23/2025

ATTEST:

By: \_\_\_\_\_  
Name: Liza Tamura  
Title: City Clerk  
Date:

APPROVED AS TO FORM:

By: \_\_\_\_\_  
Name: Quinn M. Barrow  
Title: City Attorney  
Date:

APPROVED AS TO FISCAL IMPACT:

By: \_\_\_\_\_  
Name: Libby Bretthauer  
Title: Acting Finance Director  
Date:

APPROVED AS TO CONTENT:

By: \_\_\_\_\_  
Name: Erick Lee  
Title: Public Works Director  
Date:

## **AMENDMENT NO. 5 – EXHIBIT A-3**

### **SCOPE OF SERVICES**

KOA Corporation has provided design alternatives for the Manhattan Beach Boulevard (MBB) and Pacific Avenue Intersection Improvement Project. KOA will provide additional services for concept scenarios and Synchro/SimTraffic simulation.

The Scope of Services will include tasks for up to three (3) concept scenarios and Synchro/SimTraffic simulation:

#### **TASK 1 – Design Concept Scenarios**

KOA will use the previous base files and concepts submitted to the City on November 10, 2023, and April 25, 2024, to develop the implementation of the striping and signal modifications refined from previous conceptual plans to accommodate the redesign up to three (3) conceptual plans for the intersection of Manhattan Beach Boulevard and Pacific Avenue. The designs will include transitions to join points with the existing striping between Pine Avenue and Ardmore Avenue, but zoomed-in graphics of the area near the intersection will be prepared to facilitate the City Council review.

The three potential concept scenarios include refining the previous scenarios, A & B, and the development of a third new scenario, C. They are as follows:

- **Scenario A – (New scenario)**
  - MBB split signal phases (East-West opposed phasing),
  - Left-turn pockets to be installed on the southbound (SB) and northbound (NB) approaches,
  - An eastbound (EB) bike lane and westbound (WB) sharrows to be provided,
  - The westbound through lanes continue to merge west of the Pacific intersection,
  - The parking on MBB is maintained on the north side past the merge area and the south side,
  - A crosswalk to be installed on the west leg,
  - Two northwest (NW) corner ADA ramps to be installed without a NW corner bump-out,
  - Two southwest (SW) corner Americans with Disabilities Act (ADA) ramps to be installed with an adjusted design SW corner bump-out and
  - The zoom-in and refined frame is to be used.
- **Scenario B – (Modified Previous Scenario B)**
  - Left-turn pockets to be installed on the WB, SB, and NB approaches,
  - An eastbound bike lane and westbound sharrows to be provided,
  - The westbound through lanes merge east of the Pacific intersection,

- The MBB parking is to be maintained through 10' through lane widths being used (despite a steep grade, 4' bike lane eastbound and sharrows westbound),
  - A crosswalk to be installed on the west leg,
  - Two NW corner ADA ramps to be installed without a NW corner bump-out,
  - Two SW corner ADA ramps to be installed with an adjusted design SW corner bump-out, and
  - A zoom-in and refined frame to be used.
- **Scenario C – (Modified Previous Scenario A)**
    - Left-turn pockets to be installed on the WB, EB, SB, and NB approaches,
    - The westbound through lanes merge east of the Pacific intersection,
    - A crosswalk to be installed on the west leg,
    - Two NW corner ADA ramps to be installed without a NW corner bump-out,
    - Two SW corner ADA ramps to be installed with an adjusted design SW corner bump-out, and
    - A zoom-in and refined frame to be used.

**Assumptions:**

- Compliance review of wheelchair ramps with ADA is not in the KOA scope.
- Review comments from the City are limited to one (1) round from the City.

**Deliverable(s):**

- Electronic submittals of Draft and Final plan for up to 3 Concept Alternatives (One sheet each for up to 3 Scenarios) at 1" = 40' scale.
- Address one (1) round of comments from the City on the draft plans.

## **TASK 2 – Synchro - SimTraffic Analysis**

KOA will prepare Synchro model runs to perform SimTraffic analysis for the following scenarios:

1. **Existing Condition Scenario** - The existing conditions with no alterations to traffic control.
2. **Scenario A** - Implementation of the striping modifications for Left Turn lanes on the NB & SB approaches lane merge improvements west of the intersection, and installation of east-west opposed signal phasing.
3. **Scenario B** - Implementation of the striping and signal modifications refined from previous Scenario B plans that accommodated Left Turn lanes on the EB, NB & SB approaches with lane merge east of the intersection.

4. Scenario C- Implementation of the striping and signal modifications refined from previous Scenario A plans that accommodated Left Turn lanes at all approaches with lane merge east of the intersection.

SimTraffic uses progression to minimize delay within a corridor, therefore, the SimTraffic analysis will include the following four intersections:

1. Manhattan Beach Boulevard and Sepulveda Boulevard
2. Manhattan Beach Boulevard and Poinsette Avenue
3. Manhattan Beach Boulevard and Pacific Avenue
4. Manhattan Beach Boulevard and Ardmere Avenue/Valley Drive

**Assumptions:**

- For the analysis, KOA will use volumes from the City-wide signalized intersection counts conducted in April 2022 and will not apply a growth factor as directed by the City staff.
- For the Existing Conditions Scenario, we will utilize signal timing charts provided by the City.
- The existing conditions, lane configurations, and pocket lengths will be taken from the most recent Google photos. The lane configurations at the four intersections, as mentioned above, will be field-verified by the KOA team.
- The signal timing for Scenarios A, B, and C will be based on the optimization of the individual phases as well as the overall cycle length.
- The Scenarios A, B, and C lane configurations and pocket lengths will be taken from Task 1 Design Concept Alternatives.
- SimTraffic microsimulations will be prepared for the four (4) scenarios based on the Synchro model assumptions and results.
- One (1) round of network modifications as directed by the City will be considered.

**Deliverable(s):**

- Visual simulations (Model)
- Technical Memo summarizing the alternative scenarios and the results. The memo will include tables showing delays by intersection movement for each scenario, as well as queueing on Manhattan Beach Boulevard by lane for each scenario.

**TASK 3 – Additional Services**

KOA will provide additional professional design services for unforeseen services related to the Project as necessary. For this task, KOA will prepare a written task proposal for the City's approval before any work is initiated. Each task proposal shall also contain an estimated cost and a not-to-exceed amount, including all labor costs and expenses.

## AMENDMENT NO. 5 – EXHIBIT B-5 APPROVED FEE SCHEDULE

Amendment No. 5 - Fee Breakdown	Project Manager II	Senior Engineer III	Project Manager I	Design II/Engineer Associate II/Planner II	Engineer Associate I	Project Service Coordinator II	Total Hours	Other (Direct) Costs	Total
Hourly Rates	\$276	\$276	\$221	\$176	\$154	\$132			
<b>TASKS</b>									
TASK 1 - Concept Scenarios (up to 3)	18	20		24	30	1	93	\$200	\$19,664
TASK 2 - SimTraffic Analysis (Existing Plus up to 3 Scenarios)	8	12	40	80			140		\$28,440
TASK 3 - Additional Services								\$7,160	\$7,160
<b>TOTAL</b>	<b>26</b>	<b>32</b>	<b>40</b>	<b>104</b>	<b>30</b>	<b>1</b>	<b>233</b>	<b>\$7,360</b>	<b>\$55,264</b>
As-Needed Traffic Engineering Support Agreement Remaining Balance									\$35,264
<b>AMENDMENT NO. 5 TOTAL</b>	<b>26</b>	<b>32</b>	<b>40</b>	<b>104</b>	<b>30</b>	<b>1</b>	<b>233</b>	<b>\$7,360</b>	<b>\$20,000</b>