

Request for Proposals (RFP) Cover Page

Issue Date: September 1, 2020

Title: **#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Station & Shared Services Facility & City of Oxford Passenger Rail Platform**

Issuing & Using Agency:

Multimodal Station & Shared Service Facility: Butler County Regional Transit Authority Attn: Procurement 3045 Moser Court Hamilton, OH 45011	Passenger Rail Platform: City of Oxford Attn: Michael Dreisbach 15 S. College Ave. Oxford, OH 45056
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Proposals for Furnishing the Product(s)/Service(s) Described Herein Will Be Received Until:

October 19, 2020 3:00 PM (EST)

All Inquiries for Information should be directed to address listed above or purchasing@butlercountyrta.com

IF PROPOSALS ARE MAILED OR HAND DELIVERED,

SEND DIRECTLY TO:

BCRTA Procurement, 3045 Moser Court., Hamilton, OH 45011

The Reference Number, Date and Time of proposal submission deadline, as reflected above, must clearly appear on the face of the returned proposal package.

In Compliance With This Request for Proposals And To All Terms, Conditions, and Requirements Imposed Therein and Hereby Incorporated By Reference, The Undersigned Offers And Agrees To Furnish The Goods/Services Described Herein In Accordance With The Attached Signed Proposal Or As Mutually Agreed Upon By Subsequent Negotiation.

Name and Address of Firm:

HDR Engineering, Inc.

9999 Carver Road, Suite 210

Cincinnati, OH Zip Code: 45242

Telephone: (513) 984-7500

Fax Number: (513) 984-7501

Date: October 19, 2020

By: See original for signature

(Signature in Ink)

Name: Mike Crall

Title: Vice President

(Please Print)

FEI/FIN Number: 47-0680568

E-Mail Address:

jake.stremmel@hdrinc.com

DISADVANTAGED BUSINESS ENTERPRISE (DBE): () YES () NO

#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Shared Services Facility & City of Oxford Passenger Rail Platform

Technical Proposal

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Meet HDR



It's critical for transit agencies to team with a trusted partner— one with a track record of success in sustainable architecture, engineering and consulting.

HDR is that company. Our talented, dedicated people have earned us a reputation for creating innovative, results-oriented solutions.

Together we make great things possible.

Our Story

We believe that the way we work can add meaning and value to the world. That ideas inspire positive change. That coloring outside the lines can illuminate fresh perspectives. And that small details yield important realizations. Above all, we believe that collaboration is the best way forward.

We specialize in engineering, architecture, environmental and construction services. While we are most well-known for adding beauty and structure to communities through high-performance buildings and smart infrastructure, we provide much more than that. We create an unshakable foundation for progress because our multidisciplinary teams also include scientists, economists, builders, analysts and artists.

Our more than 10,000 employees, working in more than 200 locations around the world, push open the doors to what's possible each and every day.

Your Trusted Partner

In today's climate of budget concerns, future funding uncertainties and aging infrastructure, the challenges you face to keep people and freight moving safely and efficiently are more complicated than ever. It is critical for you to team with a trusted partner - one with a track record of success in sustainable architecture, engineering and consulting. HDR is that company. Our talented, dedicated people have earned us a reputation for creating innovative, results-oriented solutions.

We offer clients the best possible economic, social and environmental value by delivering integrated, sustainable solutions with quality, on time and on budget. Our goal is to develop long-term relationships with clients, earning your trust by providing excellent services from concept through completion, successfully delivering results on time and within budget.



We recognize the value that transit adds to our communities. We also understand that capital needs, equipment, amenities at stops, and even service or route patterns all need to change and respond to new demographics as well as customer needs and wants. We have the full spectrum of architectural, engineering, and planning skills and experience needed to advance any and all transit project needs. Our local team in Columbus and Cincinnati is familiar with the Butler County regional needs and service area, and can provide you with timely services, sound advice, and hands-on staff who are familiar with transit.

FULL PORTFOLIO OF HDR TRANSIT SERVICES

HDR provides a full-range of services to clients that range from the smallest transit operators to the largest metropolitan transit agencies.

Transit Planning & Design

- Bus and Rail Facilities Planning and Design
- Corridor and Long-Range Plans
- Environmental
- Ferries
- Financial
- Light and Heavy Rail
- Passenger Rail
- Rail and Bus Operations
- Ridership Forecasting
- Safety
- Stakeholder Outreach
- Station Area Planning
- Streetcars
- Transit-Oriented Development

Transit Engineering

- Bus and Rail Structures
- Right-of-Way
- Systems
- Trackwork and Guideways
- Value Engineering

Transit Architecture Program Management Alternative Delivery

- Construction Management at Risk
- Construction/Construction Management
- Design-Build
- Public-Private Partnerships

HDR IS COMMITTED TO DESIGN EXCELLENCE

Top Ranked by *Engineering News-Record (ENR)*

- No. 6 - Top 500 Design Firms
- No. 6 - Top 20 in Transportation
- No. 6 - Top 25 in Mass Transit and Rail
- No. 3 - Top 25 in Bridges
- No. 5 - Top 25 in Highways



LOCAL OFFICES, GLOBAL EXPERTISE

Our goal for communities around the world is to deliver safe, efficient public transportation. While we have more than 300 regional staff members who have worked extensively on area transit projects, our area specialists also bring their expertise to projects around the nation - and indeed, the world - giving you the benefit of a local team with an extensive understanding of global industry best practices.



330+
REGIONAL
STAFF

303
TRANSIT
PROFESSIONALS



10



REGIONAL OFFICES

A PROVEN TRACK RECORD

Nationally, we have successfully helped transit projects receive \$9.4 billion in Capital Investment Grant funds. We have supported nearly 50 successful requests for TIGER or FASTLANE grants. Together, these projects have also received \$1.2 billion in federal funds, accounting for 20 percent of the total construction funds awarded under the TIGER and FASTLANE programs.



\$9.4b

CAPITAL INVESTMENT GRANTS



\$1.2b

USDOT DISCRETIONARY GRANTS

Our Transit Design Services



For more than 60 years, HDR has been providing the full complement of services to transit agencies. We continually work with local governments, agencies, and developers to streamline services and leverage investments while increasing rates of return and fostering economic and workforce development.

At HDR, we do things right to make great things possible.

A new facility project of this nature requires a host of considerations. With our 900+ facility projects, we have worked with owners to help shape successful, sustainable, and community-enhancing facilities across the US, while always recognizing that each project is unique. Given our history in this specialty design type, as well as our understanding of your current conditions and needs, we recognize several key critical aspects of your project which the team must address, including:

Transit Architecture

HDR's transportation architects help clients meet their project needs by delivering custom solutions that are sustainable, maintainable and cost effective. Understanding the needs of our transit clients and the communities they serve - this is the focus of our practice.

We balance design excellence with practical solutions, so when you work with HDR, you can be sure that your project reflects region-specific, high-quality, sustainable designs that fit in with the character of the community, respect historic preservation, and adhere to compliance and streetscape design standards.

Facility Planning and Design

Each client and fleet has unique operations and maintenance (O&M) facility needs. Identifying these needs is where our work starts, and we bring a proven strategy to every step in the facility planning process - from feasibility studies and site selection to equipment analysis and stakeholder engagement. Our full-service capability leverages our specialized expertise across a range of related disciplines to deliver tailored solutions that are sustainable and widely supported.

Our experts offer a custom approach when addressing the functional needs of vehicle O&M facilities for our clients. Our facility planning teams have pioneered unique design features to improve function and the work environment. Many of these innovations have optimized work space, enhanced safety and become industry standards. From daily activities to the facility's impact on properties surrounding it, every detail informs our analysis so we can deliver exceptional value to our clients and their communities.

Systems Integration

Our approach to building systems integration is based upon two foundational issues: interface and operability. A design that does not fully integrate all work elements, including the work of others, will inevitably lead to problems during construction. If a design team does not fully consider operational requirements (such as safety, security, personnel needs, and normal and abnormal maintenance activities), the final system may be difficult or costly to operate. Using our hands-on and collaborative approach, our team addresses these issues and provides building system comprehensive solutions.

Sustainable Design

We partner with our clients to deliver integrated sustainable solutions. Our enterprising thinking leads to sound choices, providing the best possible economic, social and environmental value on projects. Our balanced sustainable solutions are resource sensitive and provide opportunities for economic growth and development.

We create quality and diverse spaces that are socially equitable and we consider the broad context of each decision. Our specialists are leaders in climatology,



natural resources, renewable energy, green rating systems, commissioning, measurement and verification, and community planning. We provide you with good solutions for your business, your communities, and for our planet.

Federal Funding and Federal Transit Administration (FTA) Coordination

With the intent of using federal funding, BCRTA and the City of Oxford must assess the potential impacts of the project in accordance with the National Environmental Policy Act (NEPA). To drive your vision of providing convenient, safe, reliable, efficient, and financially sound public transit, you need a partner with a proven ability to deliver timely, approvable and defensible documentation.

Outreach and Engagement

We have a full-service Strategic Communications program that works to help our clients manage the social and political risk associated with infrastructure development.

Strategic Communications practitioners specialize in grassroots education and outreach through existing social groups in communities. Our teams leverage web, video and social networking and are experienced with wide-scale media campaigns that include targeted digital, print, television and radio material.

A Collaborative, Responsive Design Philosophy

Beginning with conceptual design, a fresh approach is taken with each project, challenging the status quo and applying lessons learned, which results in a better design from facility layout to building function. Throughout this process, you will have a holistic view of your facility and how each function integrates with the entire project. Stakeholders will be involved in the conceptual process which combines the best ideas from all participants and builds advocacy for the project. Detailed coordination between all team members will ensure you have a seamless process, fewer issues, and no surprises.

Our business philosophy is simple: We work together with you to design the most efficient, sustainable, cost-effective, and safe facilities possible. Drawing upon a foundation of specialized knowledge, experience, and understanding, our team of professionals combine innovative approaches with emerging technologies to provide optimal facility solutions. Involvement in the planning and design of more than 900 facility projects means unparalleled experience applied to your project. Recognizing that each project is unique in its requirements, challenges, and opportunities, we tailor solutions to meet the needs of all stakeholders. Our team is dedicated to excellence in facility design.



Leadership In Sustainable Design

HDR works to incorporate elements that maximize energy efficiency and safety, while minimizing waste throughout every project. In our design for transit facilities, we strive to incorporate:

- Natural lighting sources for a better working environment and for safety
- Light reflective floor and wall surfaces to maximize lighting systems
- Vehicle fluid recovery and recycling systems
- Wash water recycling systems to conserve water and reduce wastewater effluent
- Parts storage systems that utilize the volume of space to minimize building area footprints
- Comfortable working and employee amenities spaces to enhance retention and staff engagement

Our design specialists have developed innovative solutions for facilities ranging from small, incremental improvements in existing facilities to helping design the first LEED Platinum maintenance facility in the United States. We tailor the solution to your unique needs, working with you to see that your facility design addresses your specific challenges.



Our Key Personnel



JAKE STREMMEL, PE, AVP

Project Manager/ Associate Vice President

Jake has a diverse engineering and project management background. He has 22 years of comprehensive design experience covering the aspects of

project development from planning through final design and construction services. He manages design-build projects as well as traditional design-bid-build projects for various state and municipal agencies.

Estimated Time Commitment for Project: 65%

CREDENTIALS

Professional Engineer, OH (#70078), KY (#22597)

RELEVANT PROJECT MANAGEMENT EXPERIENCE

- HAM-275-28.29 (I-275 interchange, drainage and pavement rehab in Sharonville)
- CLA-235-0.23 (access management, drainage and pavement rehab project in Park Layne)
- HAM-71-3.81 (\$90M D/B of 2.5 miles of pavement rehab, median work, lighting, drainage and 4 new ramps at MLK interchange);and
- MOT-75-12.00 (\$135M major interstate reconstruction in downtown Dayton).

Jake will lead our team and is positioned to deliver the resources. He understands the importance of working cooperatively with the BCRTA and City staff and managing tasks through project scheduling and budgeting. He has effectively managed projects such as the HAM 71-3.81 MLK DB. He has experience with construction RFI responses, cost containment, public involvement and utility coordination. Jake is fully committed to this project and has the availability to serve BCRTA and the City of Oxford. Jake is supported by an Ohio-based staff that work daily with ODOT and municipal design manuals, standard construction drawings, specifications, procedures, and processes.



MATT SELHORST, AICP

Interagency coordination, Public Process Lead

Matt has more than 27 years of experience in the transportation industry. His experience includes managing the project development

process, planning and safety studies, public involvement, environmental documentation, and traffic engineering assignments with alternatives development. He has successfully managed planning studies, design plans, right-of-way acquisition, and construction administration projects. Matt has managed and conducted analysis for over 50 projects during his last 14 years as a private consultant for State DOTs, counties, transit authorities, municipalities, and MPOs.

Estimated Time Commitment for Project: 55%

CREDENTIALS

American Institute of Certified Planners (# 025250)

RELEVANT PROJECT EXPERIENCE

- Central Ohio Transit Authority (COTA), *Cleveland Avenue CMAX Bus Rapid Transit, Columbus, OH* (15.6-mile transit service improvement with 32 new stations/shelters (62 platforms), transit signal priority (TSP), real-time arrival information, distinctly branded CNG low-floor vehicles, a park and ride lot, and a transit center facility.)
- Ohio Department of Transportation (ODOT) Headquarters, *Oasis Rail Corridor, Cincinnati, OH* (17-mile rail corridor Matt led the data collection and the existing conditions that led to recommendations for stations and service. Information was provided about the various transit technologies that may be applicable in the corridor.)

Matt managed the planning, design, and construction management of the COTA Cleveland Avenue BRT project that included 62 sheltered stops, a transit center and 2 park and ride lots. Matt successfully led a team of engineers, surveyors, architects, and landscape architects to help COTA complete the project on-time and under budget.



CHRIS NYBERG, PE

Quality Control Manager/ Preliminary Engineering Design

Chris is a Senior Transit Project Manager at HDR with over 31 years of comprehensive transportation engineering and project management experience.

Since joining HDR's Cincinnati office in 2004, Mr. Nyberg has managed a wide variety of projects ranging from small bridge rehabilitations to major bridge and rail transit projects. He is a proven project manager that is skilled in the management of staff, consultants and contractors in a value oriented environment. Prior to joining HDR, Chris was Bridge Program Manager as part of his 14 years with the City of Cincinnati's Department of Transportation.

As quality control lead Chris will actively monitor the progress of our team's work for compliance with scope definition and assigned budget. His focus will be on the quality of work performed to accomplish objectives and meet BCRTA's and the City's metrics, relative to progression of project schedule and budget.

Estimated Time Commitment for Project: 55%

CREDENTIALS

Professional Engineer, OH (#54067), KY (#24062)

RELEVANT PROJECT EXPERIENCE

- Central Ohio Transit Authority (COTA), *Bus Rapid Transit - Cleveland, Ave. Corridor, Columbus, OH*. Project Engineering Lead
- Durham-Orange *Light Rail Transit Project, Go-Triangle, Durham, NC*. Structures Design Lead for Preliminary Engineering of the \$3.1 Billion, 17-mile light rail transit route connecting the cities of Chapel Hill and Durham, NC. Led preparation of structures design criteria chapter and project-wide Structures Design Guide.
- TARC & KYTC, *Dixie Highway BRT, Louisville, KY*. HDR developed preliminary and final plans for the new \$50M BRT route for 15 miles along Dixie Highway operating in mixed traffic. The project includes route specific shelters with real-time next bus displays, fiber connectivity and traffic signal priority for the system buses. Chris supported development of the standard stop layout and designs, and integration of shelters, utilities and real-time displays.



TOM RIEGER

Facility Design Leader/Task One Lead

Tom Rieger has more than a decade of experience with maintenance facility planning and design, including more than 100 facility projects for

transportation and municipal clients. His responsibilities include programming, master planning, and equipment selection, specification, and layout for new or renovated facilities, as well as Facility Maintenance Plans that allow facility owners to continue to operate their facilities with maximum efficiency.

Tom helps maintain, create, and utilizes our unique O&M Facilities Design Equipment Coordination System (ECS) to select specialty equipment for shops. Tom coordinates with manufacturers worldwide to capture equipment details, coordination concerns, and specification information for hundreds of shop equipment items. He also provides quality reviews for the entire ECS library based on experience with and in-depth understanding of specialty shop equipment.

Estimated Time Commitment for Project: 55%

RELEVANT PROJECT EXPERIENCE

- MARTA Design/Build, *Brady Avenue Facility, Atlanta, Georgia* (100% replacement of 200 bus paratransit vehicle, administrative, maintenance and operations facility)
- MARTA, *Clayton County Facility Planning and Site Selection, Atlanta, Georgia* (new facility to accommodate the operation and maintenance of 50 to 200 transit buses)
- Manatee County Area Transit Administration/ *Operations and Maintenance Facility, Bradenton, Florida* (142-bus facility with office and support areas for transit administration, operations staff, bus operator support areas, and fleet maintenance offices and mechanic support areas, and master planning for a future 12-bay multimodal transit center)
- Heywood I *Bus Garage Modernization, Minneapolis, Minnesota* (Provided coordination updates and replacements of industrial equipment for the renovation of the maintenance area and construction of a new addition for the Bus Operations area.)
- Minneapolis Metro Garage (*Heywood II*), *Minneapolis, Minnesota* (New bus operations and maintenance garage will serve approximately 186 operating buses)



David Kirk, AIA, NCARB, NOMA

Principal in Charge

Registration: Architect-Ohio #10098 Kentucky, New York

Education: B Architecture, Howard University, 1979

Experience: 41 years (34 with DNK)

David has 41 years of diverse architectural experience with public and municipal projects; the last 34 years of which have been as principal/president of DNK. David is a former certified State of Ohio Building Plans Examiner. Through David's leadership as Principal-in-Charge, the firm has completed a number of garage and transportation related federal and local government projects. As a former building official, David has experience in interpreting, writing, and enforcing building codes, which includes several years as a senior level Building Plans Examiner with the City of Cincinnati Building Department.

Awards:

- Cincinnati Streetcar Maintenance and Office Facility, Ohio Masonry Assn. Award of Excellence, 2017
- Clifton Recreation Center Addition and Renovation, 2016
- Cincinnati Public Services Administration Building, LEED Certified 2012
- Cincinnati McKie Recreation Center Ohio Parks and Recreation Assn. Award, 2012
- Hartwell Recreation Centers Addition and Renovation, 2010
- The Cincinnati Herald Building, UGBC LEED Gold for Core and Shell, 2009
- Norwood Public Library

Select projects include:

City of Cincinnati

- Cincinnati Streetcar Passenger Stops (22 Stops)
- Cincinnati Streetcar Maintenance Office Facility
- Public Services Administration Building (LEED Certified)
- Cincinnati Riverfront Transit Center Garage
- Interstate 71 Exchange Access Study
- Interstate 75 Corridor Urban Design Master Planning

Hamilton County

- The Banks Central Riverfront Garage (Award of Excellence in Category II of the International Parking Institute's 2013 Awards of Excellence)
- The Banks Head Houses



Raffi Tomassian, RA, LEED AP

Design Lead

Registration: Architect - Ohio # 1516538 and New York

Education: MArch, DAAP, UC, 1997

MArch, UACEG Sofia, 1994

Experience: 23 years (6 with DNK)

Raffi's experience encompasses a professional span of over 20-years through a range of projects of various scales nationwide and internationally. He has worked on the Marina Bay Sands Integrated Resort in Singapore, the Shanghai Advanced Research Institute in China, sports and entertainment venues, as well as single and multi-family residential and mixed use developments. He led the design of several of DNK's marquee projects: the Cincinnati Streetcar Passenger Stops, CCHMC 3430 Burnet Ave. Medical Office Building, the Cincinnati Herald Building, and the McKie Recreation Center. Raffi is passionate about design and collaborative endeavors. He has followed the arc and incorporated into his work novel design and construction methodologies from BIM to computational design and digital fabrication.

Awards:

- Cincinnati Streetcar Maintenance and Office Facility, Ohio Masonry Assn. Award of Excellence, 2017
- Cincinnati McKie Recreation Center Ohio Parks and Recreation Assn. Award, 2012
- Hartwell Recreation Centers Addition and Renovation, 2010
- The Cincinnati Herald Building, USGBC LEED Gold for Core and Shell, 2009

Select projects include:

City of Cincinnati

- Cincinnati Streetcar Passenger Stops (22 Stops)
- Cincinnati Streetcar Maintenance Office Facility
- Public Services Administration Building (LEED Certified)
- McKie Recreation Center Renovation and Addition (Ohio Parks and Recreation Assn. (OPPRA) Award Winner, 2012)
- Hartwell Recreation Center Addition and Renovation
- Interstate 71 Exchange Access Study
- Interstate 75 Corridor Urban Design Master Planning

Hamilton County

- The Banks Central Riverfront Garage (Award of Excellence in Category II of the International Parking Institute's 2013 Awards of Excellence)
- The Banks Head Houses

Business Information

b) Subconsultant Business Information

Company	Address	Contact person	Project function
DNK	2616 Central Parkway Cincinnati, Ohio 45214	David Kirk [dkirk@dnkarchitects.com] T: 513.948.4146 ext. 104	Architecture
Kleingers	6219 Centre Park Drive West Chester, Ohio 45069	Steven R. Korte, PE [steve.korte@kleingers.com] Direct: 513.644.1783 Mobile: 614.203.5137	Survey
Lawhon	1441 King Avenue Columbus OH 43212	Susan Daniels [sdaniels@lawhon-assoc.com] T: 614.481.8600 est 134	Environmental Studies
Terracon	611 Lunken Park Drive Cincinnati, OH 45226	Steve Mary PE Steve.Mary@terracon.com Direct (513) 472-7029 Mobile (513) 600-9826	Geotechnical

c) Business Profiles

HDR was founded in 1917 employs more than 10,000 staff members in 210 offices around the world that specialize in engineering and architecture design. Local offices that will serve this contract are in Cincinnati, Columbus, Cleveland and Louisville, KY. Additional national expertise will be available to our local staff via our extensive communication and file sharing applications. We truly work as “one HDR” on every project. As an employee-owned firm, our assets are managed and invested with exceptional care. We have established strong risk controls and are committed to managing our company with an eye toward long-term financial health and stability. This commitment has enabled us to thrive for 100 years in every economic environment and allows us to be a reliable partner for our clients.

FOUNDED IN 1917
MORE THAN A CENTURY AGO

HDR HAS NEARLY 10,000 EMPLOYEES

100% Employee Owned ESOP

WITH OVER 740 DEDICATED TO RAIL & TRANSIT

WITH 215 LOCATIONS AROUND THE WORLD

SERVING OVER 200 RAIL & TRANSIT CLIENTS

Engineering News-Record
TOP 25 IN DESIGN FIRMS **#7**

TOP 25 IN TRANSPORTATION #5

TOP 25 IN MASS TRANSIT & RAIL #7

DNK Architects

Innovation in the design of public spaces is something that we know is important to BCRTA. Innovation in design is one of the hallmarks of DNK’s architectural practice. Buildings must be designed and renovated to function properly, but they should also be aesthetically attractive and take every opportunity to provide innovation of form or function.

Since 1986 we have worked on a variety of project types and sizes for renovation and new construction projects in both the public and private sectors. Our specific practice areas include commercial workplace, healthcare, education, urban design and planning.

Our philosophy is to provide an atmosphere that fosters the client’s full participation in the development of their project. We know that our responsibility is to provide client satisfaction. We do that by providing quality services that incorporate up-to-date BIM technologies while maintaining a high regard for the environment.

David Kirk is the President and Principal Architect of DNK. He is a graduate of Howard University’s School of Architecture in Washington D.C. He is affiliated with organizations such as the American Institute of Architects, Cincinnati Chapter of the American Institute of Architects (AIA), the National Organization of Minority Architects (NOMA) and the Cincinnati Historic Review Conservation Board. Under his leadership, the firm has won a number of awards and been privileged to have been selected to work on some of the area’s most significant public sector projects. DNK has offices in Cincinnati and Lexington and serves a regional client base.



- Architecture, Planning and Interiors
- Founded 1986
- Privately Held Corporation
- Offices in Cincinnati, OH and Lexington, KY
- 9 employees
- Financially sound

Kleingers Group

The Kleingers Group story begins in 1993. With more than 100 employees in four locations, The Kleingers Group has become one of the most respected names in civil engineering, surveying, landscape architecture, and 3D laser scanning. The Kleingers Group provides a comprehensive range of civil engineering, transportation engineering, land surveying and landscape architecture services to a diverse mix of public and private sector clients. Quality construction begins with precise and accurate surveying. One of the largest surveying firms in Ohio, The Kleingers Group is known for a combination of competence and extraordinary customer service. With 25 surveyors on staff, including ten licensed surveyors, Kleingers is able to deploy up to ten crews at a time — meaning clients receive their information quickly. And with the latest technology (including 3D Laser Scanning) and staff that average 10 years with the company, you can be sure you are starting your project off right.



- Civil Engineering, Transportation Engineering, Land Surveying and Landscape Architecture
- Founded 1993
- Privately Held Corporation
- Offices in Cincinnati (West Chester), Columbus, Dayton, OH and Louisville, KY
- 130 employees
- Financially sound

Lawhon & Associates

Lawhon & Associates (L&A) provides full-service environmental and engineering consulting services to solve environmental issues for the public and private sector. The company was established in 1985 in Columbus, Ohio and owes its success to a continuing policy of providing sound environmental technical solutions through the personal direction of the principals and staff. Over the last 35 years, our services have grown to include hazardous building material consulting; environmental site investigations and remediation; ecological and wetland services; cultural and historic resource evaluations; environmental permitting; indoor environmental quality studies; and NEPA compliance. L&A is a women-owned business and licensed engineering company (#03-0125) in the State of Ohio, with offices in Columbus, Cleveland, Dayton and Cincinnati, Ohio. We maintain numerous local and state government DBE certifications and are an Ohio EDGE Certified firm. L&A is one of only six firms (and the only DBE/EDGE firm) prequalified in all environmental categories for the Ohio Department of Transportation. L&A has experience completing environmental studies for transit agencies throughout Ohio. We understand what is required based upon the funding source and applicable regulations. We target our approach accordingly to provide cost-effective solutions.



- Environmental Consulting and Engineering
- Founded 1985
- S Corporation
- Offices in Columbus, Cleveland, Dayton and Cincinnati
- 42 employees
- Financially sound

Terracon

Terracon is a 100 percent employee-owned consulting engineering firm providing quality services to clients. Since 1965, Terracon has evolved into a successful multi-discipline firm specializing in:

- Environmental
- Facilities
- Geotechnical
- Materials

In January 2007, H.C. Nutting joined Terracon Consultants, one of the nation’s largest employee-owned engineering consulting firms. Over its history, Terracon has achieved significant expansion through both internal growth and acquisitions. Terracon has more than 5,000 employees providing environmental, facilities, geotechnical, and materials services from more than 150 offices nationwide. Additionally, we partner with our U.S. clients to serve their international needs. The firm’s success is further evidenced by a current ranking of 22 in Engineering News-Record’s 2020 listing of the Top 500 Design Firms, as compared to a ranking of 50 a decade ago. Terracon’s growth is due to dedicated employees who are responsive to clients, provide quality services, and take advantage of opportunities in the marketplace. Terracon provides services on thousands of projects each year. Our culture, systems, and structure enable us to excel at both small and large projects. By combining our national resources with specific local area expertise, we consistently overcome obstacles and deliver the results our clients expect.

Terracon serves a diverse portfolio of private and public clients. By being responsive, resourceful, and reliable, we strive to exceed our clients’ expectations for service, solutions, quality, and speed of delivery. Based on a deep understanding of our clients’ needs, Terracon’s commitment is centered around these key objectives.

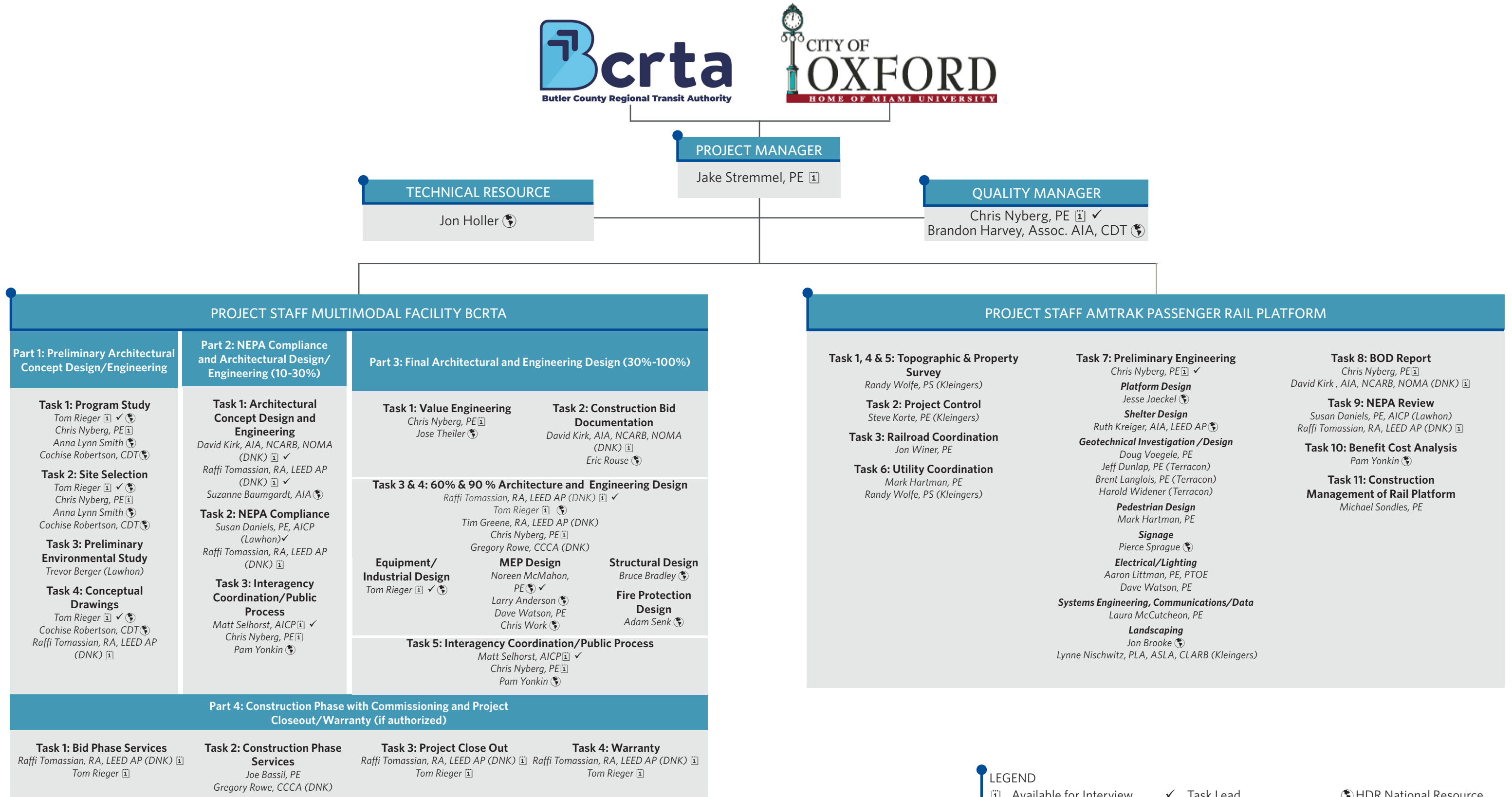
Terracon is 100 percent employee-owned through a broad-based program consisting of company stock and an Employee Stock Ownership Plan (ESOP). Of the over 4,500 employee owners, no individual shareholder owns more than 2% of the total outstanding shares. Terracon’s financial information is not made public. Please contact Don Vrana, Terracon’s chief financial officer, at (913) 599 6886 if you need additional information.



- Environmental , Facilities, Geotechnical, and Materials Services
- Employee Owned Corporation (ESOP)
- Offices in Columbus, Cleveland, Dayton and Cincinnati
- 5,000+ employees
- Financially sound

Organizational Chart

For your project, we have customized a team to leverage the knowledge and experience of our technical resources to effectively meet your goals. Our team members have a long history with our organization, creating a stable leadership core to guide long-term strategies and daily operations. We have tremendous national resources available to assist local staff, as requested, to meet your needs.



LEGEND
 [i] Available for Interview ✓ Task Lead [g] HDR National Resource

Team Firms' Experience

The chart below details our team's experience with key requirements of this project. Detailed project descriptions for just a few of our efforts of a similar nature are included on the following pages. References for our key projects are included.

PROJECT	FEDERAL ASSISTANCE (IE AMTRAK, CSX FACILITIES, MULTIMODAL)	ARCHITECTURE (INCLUDING WAYFINDING, SIGNAGE)	MAINTENANCE FACILITY EQUIPMENT INDUSTRIAL DESIGN	ENGINEERING (INCLUDING SITE/CIVIL DESIGN, GEOTECH AND TRAFFIC)
Amtrak ADA Stations Program (ADASP) and State of Good Repair (SOGR) Station Improvements IDIQ Designer of Record Contract, Nationwide	✓		✓	✓
Kerr Area Rural Transit System (KARTS) Operations and Maintenance Transit Facility, Henderson, NC	✓		✓	
Fort Bend County Transit Authority Vehicle Maintenance & Operations Facility, Sugarland, TX	✓		✓	
Manatee County Area Transit (MCAT) Administration/Operations and Maintenance Facility, Bradenton, FL	✓		✓	
Metropolitan Atlanta Rapid Transit Authority (MARTA) Brady Mobility Facility, Atlanta, GA	✓		✓	
Downtown Bus Transit Center, Springfield, MO	✓	✓		✓
Springfield Union Station Regional Intermodal Transportation Center, Springfield, MA	✓	✓	✓	✓
City Utilities Transit Bus Storage and Maintenance Facilities, Springfield, MO	✓		✓	✓
COTA Cleveland Avenue BRT (CMAX), Columbus, OH	✓	✓		✓
Murfreesboro Transit Center, Murfreesboro, TN	✓	✓	✓	✓
DNK				
Cincinnati Streetcar Maintenance Office Facility, Department of Public Works Office and Maintenance Facility, Riverfront Transit Center, Cincinnati Streetcar Passenger Stops, Cincinnati, OH	✓	✓	✓	✓
Kleingers				
METRO SORTA Bus Locations and Task Orders METRO SORTA Slope Stabilization Project METRO SORTA Northside Transit Center Cincinnati, OH TANK Dixie Highway and Covington Transit Centers Improvements, Covington, KY	✓	✓	✓	✓
Lawhon				
COTA Cleveland Avenue BRT, Columbus, OH	✓			✓
Terracon				
GDRTA Building 600 Renovations, Dayton, OH Riverside Drive Landslide Analyses and Instrumentation, Cincinnati, OH	✓			✓



ADA Stations Program (ADASP) and State of Good Repair (SOGR) Station Improvements IDIQ Designer of Record Contract

Nationwide

SERVICES PROVIDED

- ADA station upgrades
- Multidiscipline design

CONTRACT COMPLETION:

- ongoing

DESIGN TEAM PRIME:

- HDR

TEAM MEMBERS

- Suzanne Baumgardt
- Christian Nyberg
- Ruth Kreiger
- Dave Watson

HDR is providing architectural and engineering services for various Americans with Disabilities Act (ADA) & State of Good Repair (SOGR) Station/Platform Improvement projects funded by the Federal Railroad Administration via a Railroad Rehabilitation & Improvement Financing (RRIF) Loan with the National Rail Passenger Corporation (Amtrak). For each task order, HDR:

- Conducts a comprehensive station and site survey which verifies, supplants, and expands upon archival Amtrak documentation.
- Based on survey, generates a verified back ground set of CAD drawings, per Amtrak's CAD Standards.
- Develops a complete design product, inclusive of all applicable Amtrak standards and requirements, and all disciplines required to perform this complete design, not limited to architectural design, structural design, track design, electrical design, plumbing design, civil engineering, communications and signals (C&S) design including Train Approach Monitoring Systems (TAMS) as required.

- Provides an environmental assessment report as part of the Construction Documents
- Provides a geotechnical investigation to ascertain soil properties and type.
- Verifies compliance with SHPO requirements

HIGHLIGHTS:

- Connersville, IN Station (COI) Design and Construction Phase services for an accessible path of travel from public right of way to new platform. The scope of work also includes the relocation of existing lift and provisions to maintain existing station shelter and structure owned by town.
- Period of Performance: 150 days (design only)
- Fee: \$271,859 (gross); \$236,233 (net)

Client Reference

Ronald J. Kopec AIA
Senior Program Manager - ADA Stations
Program Manager
Ten Penn Center
1801 Market St., Suite 1450
Philadelphia, PA 19103
215-349-1268
ronald.kopec@amtrak.com



Kerr Area Rural Transit System (KARTS) Operations and Maintenance Transit Facility

Henderson, North Carolina

PROJECT DETAILS

SERVICES PROVIDED:

- Space Needs Program
- Master Plan/Concept Design
- Equipment Industrial Design
- Construction Administration

FACILITY SIZE:

- Facility: 24,000 sf
- Parking: 36,000 sf

SITE SIZE:

- 11 Acres

FLEET SIZE:

- 32 buses

CONSTRUCTION COST:

- \$6.957M

CONSTRUCTION COMPLETION:

- 2019

DESIGN TEAM PRIME:

- Williard Stewart Architects

TEAM MEMBERS

- Tom Rieger
- Cochise Robertson

The Kerr Area Rural Transit System (KARTS) is a demand-response public transportation service, providing transit services throughout a four-county area. KARTS also provides fixed-route "Around Town" shuttle service, as well as necessary public transportation to elderly, disabled, and non-mobile clientele.

As part of an overall plan to improve services and facilities, KARTS required a new O&M facility to service their fleet.

Our O&M Facilities Design specialists, as part of a comprehensive design team led by a local architect, worked to design a facility that responded to the functional needs and allowed KARTS to expand their fleet. The facility also was designed to provide a productive and safe work environment for KARTS employees.

The design team reviewed and evaluated existing program documents and functional requirements, providing a Program Confirmation Report.

Our team members then provided equipment industrial design services, selecting and specifying specialty shop equipment for inclusion in the facility.

The new transit facility includes administrative offices, as well as a maintenance garage with adequate parking for fleet, employee, and visitor vehicles.

HIGHLIGHTS:

- This facility will serve the needs of a multi-county transportation authority.
- **FTA funding and NC-DOT oversight required special bidding and product restrictions.**
- The project has employed a CMAR delivery method.

Client Reference

Rob Brink,
KARTS Executive Director
943 West Andrews Avenue, Suite I
Henderson, NC 27536
(252) 438-2573
rbrink@kartsnc.com



Fort Bend County Transit Authority Vehicle Maintenance & Operations Facility
Sugarland, Texas

PROJECT DETAILS

SERVICES PROVIDED:

- Space Needs Program
- Master Plan/Concept Design
- Equipment Industrial Design
- Construction Administration

FACILITY SIZE:

- 46,342 sf

FLEET SIZE:

- 60 Buses (current)

CONSTRUCTION COST:

- \$21M

CONSTRUCTION COMPLETION:

- 2019

DESIGN TEAM PRIME:

- Lockwood, Andrews & Newnam, Inc.

TEAM MEMBERS

- Tom Rieger
- Noreen McMahon

As the Fort Bend County Transit Authority determined they required a larger, more flexible vehicle maintenance and operations facility, they located a large site with space for expansion on the north side of town. Fort Bend County purchased the property for their new bus service facility.

To design and plan the facility on the selected site, the Transit Authority turned to a comprehensive design team (of which HDR's O&M Facilities Design specialists were a key part). Together, the team provided innovative design for the state-of-the-art facility.

Suppressing the noise from the facility posed a challenge to the team. Through careful design, the team was able to see that the noise and disturbance to the neighboring areas was mitigated. Parking was also a challenge, as the requirement for 200 parking spaces took careful space management during design.

HIGHLIGHTS:

- Separate buildings for Administration/ Operations, Maintenance, Fuel and Wash.
- Covered bus parking provided for current fleet.
- The entire site is on a 24/7 emergency backup generator to provide ongoing operations during all critical situations.
- Our specialists assisted with equipment layout/coordination and service equipment layout/coordination.
- The facility is part of the County's aim to reduce traffic congestion.

Client Reference

Kevin Thompson,
Ft Bend County Operations Manager
12550 Emily Court, Suite 400
Sugarland, TX 77478
(281) 243-6747
kevin.thompson@fortbendcountytexas.gov



Manatee County Area Transit (MCAT) Administration/Operations and Maintenance Facility

Bradenton, Florida

PROJECT DETAILS

SERVICES PROVIDED:

- Space Needs Program
- Facility Needs Assessment
- Master Plan/Concept Design
- Design Criteria
- Equipment Industrial Design
- Construction Administration

FACILITY SIZE:

- Administration: 25,000 sf
- Operations: 14,000 sf
- Fleet Maintenance: 60,500 sf
- Fuel/Wash: 22,600 sf

SITE SIZE:

- 34 Acres

FLEET SIZE:

- 142 buses

CONSTRUCTION COST:

- \$14M

CONSTRUCTION COMPLETION:

- 2016

DESIGN TEAM PRIME:

- Pond

TEAM MEMBERS

- Tom Rieger

Manatee County Area Transit (MCAT) previously operated out of facilities on a shared campus with Manatee County Public Works. MCAT's old space was inadequate for the present fleet size and does not allow for future growth. In addition, there was poor circulation, lack of secure storage space, and outdated and inaccessible fuel and wash facilities.

As part of a multi-disciplinary team, our O&M Facilities Design specialists helped to program, plan, and design the new administrative/operations and maintenance facility to remedy these issues, as well as provide a master plan to allow for future growth on a new 34-acre site.

The new facility includes office and support areas for Transit Administration and Operations staff, four running repair bays, two major repair bays, two Preventive Maintenance/Inspection Bays, associated shop space, a secure parts room, and additional storage space. The site master plan incorporates necessary retention ponds as well as a future 12-bay multi-modal transit center.

HIGHLIGHTS:

- A future multi-modal transit center was included in the master planning effort.

- The project included a separate single-loaded, full service automatic bus wash facility for cleaning 40-foot standard bus and paratransit fleet vehicles.
- Capitalizing on departmental affinities, the new facility was designed for maximum efficiency.
- Space to park administrative staff vehicles, ambulances, fixed route and paratransit buses, as well as support vehicles, was included on site.
- **The facility was part of an FTA Tiger 2 Grant-funded project as part of a 25-acre complex for Manatee County and Manatee County Area Transit.**
- **CMAR delivery method was utilized in construction of this facility.**

Client Reference

Michael DiPinto, Manatee County Construction Services Project Manager
1100 26th Ave East
Bradenton, FL 34208
(941) 749-3063
michael.dipinto@mymanatee.org



Metropolitan Atlanta Rapid Transit Authority (MARTA) Brady Mobility Facility
Atlanta, Georgia

PROJECT DETAILS

SERVICES PROVIDED:

- Space Needs Program
- Master Plan/Concept Design
- Equipment Industrial Design
- Construction Administration

FACILITY SIZE:

- Administration: 5,800 sf
- Operations: 17,000 sf
- Maintenance: 47,200 sf
- Fueling: 2,100 sf
- Wash: 6,100 sf

SITE SIZE:

- 11 Acres

FLEET SIZE:

- 200 buses

CONSTRUCTION COST:

- \$38.2M

CONSTRUCTION COMPLETION:

- 2016

O&M FACILITY

DESIGN TEAM LEAD:

- HDR (as *Maintenance Design Group*, now part of HDR)

TEAM MEMBERS

- Tom Rieger
- Jon Holler

The new MARTA Brady Mobility facility, procured through design/build delivery, accommodates the administrative functions, operations, and maintenance needs for MARTA's entire fleet of Mobility vehicles. With maintenance functions on the first floor and administration operations functions on the second floor in the same building, each have separate and defined pedestrian circulation. Bus operator and maintenance staff circulation will occur with minimum cross conflicts, improving the overall safety while maximizing operational efficiency.

Our O&M Facilities Design specialists led the design effort for this innovative, sustainable facility. As this building was constructed on the site of the existing facility, construction was performed in seven phases to maintain normal operations.

The second floor of the facility includes administrative, operation and training spaces that support paratransit operations, such as include reservations, radio dispatch, scheduling, window dispatch, customer ETA area, two training rooms, a large driver room, and several conference rooms for meetings and other activities.

HIGHLIGHTS:

- 100% demolition and replacement of existing facilities, increasing existing bus and staff parking and doubling the size of administration, operations, and maintenance spaces.
- Palletized stacking storage system, vertical tire carousel, and high density storage systems reduce the overall space needed for parts storage allowing a reduction in the total building area and an increase in operational efficiency and safety.
- **The building achieved LEED Silver, with energy efficient design, water use reduction, as well as sustainable site selection and development.**
- **MARTA was awarded \$18.3 million by the FTA to assist in replacing the existing bus facility with this state-of-the-art complex.**

Client Reference

Steve Perry, Metropolitan Atlanta Rapid Transit Authority, Director of Mobility
1040 Brady Ave. NW
Atlanta, GA 30318
(404) 848-4010
sperry@itsmarta.com



Downtown Bus Transit Center
Springfield, MO

PROJECT DETAILS
SERVICES PROVIDED

- Master Plan/Concept Design
- Passenger Information System Design
- Peer Review List

PROJECT COST

- \$5,100,000

FACILITY SIZE

- 4,476 sf

PROJECT COMPLETION

- 2016

DESIGN TEAM PRIME

- H Design

FUNDING SOURCE

- Federal and Local Funding

TEAM MEMBERS

- Tom Rieger

City Utilities, the transit provider for Springfield, needed a new transfer facility to replace their existing facility. They decided to develop something new that would focus on providing a safe, efficient environment, while matching the modern look of the surrounding area.

As part of a comprehensive design team, our O&M Facilities Design specialists (formerly Maintenance Design Group, now part of HDR) provided planning and design services for a new downtown transit facility that will be a hub for multiple modes of transportation for downtown Springfield.

The new facility accommodates loading/unloading berths for up to 14 bus routes, taxi-stands, and possible future connections by other providers. The outside area of the station is designed for maximum visibility, efficiency, and convenience.

The unique sloped design of the canopies in the waiting area helps to cut down on the noise from the vehicles, allowing the noise to travel up and out, while also allowing rain water to run off into collection systems and rain gardens.

HIGHLIGHTS:

- Sustainable design features such as rain water collection system with rain harvest water garden, renewable energy system, and recycled materials.
- Designed to enhance and complement surrounding area.

Client Reference

Chris Haller, PE - City Utilities Facilities Management
301 East Central, P.O. Box 551
Springfield, MO 65801
(417) 831-8490
chris.haller@cityutilities.net



Springfield Union Station Regional Intermodal Transportation Center
Springfield, Massachusetts

PROJECT COST

- \$ 95,000,000

CONTRACT AMOUNT

- \$ 7,694,502

PROJECT COMPLETION

- December 2017

FUNDING SOURCE

- State and Federal Funding

SERVICES PROVIDED

Architecture

- Landscape & Site Design
- Signage & Wayfinding

Economics

- Economic Evaluation & Forecasting

Engineering

- Fire & Life Safety
- MEP
- Structural
- Telecommunication

Finance

- Funding Source Analysis
- Grant Preparation Support

Planning Consulting

- Functional Space Programming
- Master Planning
- Security
- Urban & Regional Planning

Located in a blighted section of downtown Springfield, the once majestic 1920s-era train station had been dormant and forgotten for more than forty (40) years. The Springfield Redevelopment Authority saw its potential to serve as the catalyst for urban renewal in the area. HDR was tasked to create a 21st century transit oriented facility that maximizes the intermodal transportation attributes of the station; and to adaptively reuse and revitalize a historic structure; to ensure that improvements are feasible and sustainable; and to spur long-term development. The goal of the plan centered around converting the station into an Intermodal Center serving the City and the entire region, connecting together on-site Amtrak passenger service with nearby inter- and intra-city bus service and an anticipated commuter rail, as well as, taxi and airport shuttle service.

HIGHLIGHTS:

- Paying homage to the past and celebrating the future
- Restores an unused terminal building to accommodate transit functions (approximately 120,000 SF)
- Creates a safe, accessible and environmentally-friendly facility
- Incorporates twenty-seven (27) bus berths in an open-air environment
- Includes a parking garage for over three hundred (300) spaces (approximately 136,000 SF)
- Provides state-of-the-art high-level Amtrak boarding platform with improved accessibility
- Provides planned amenity spaces for restaurants, retail outlets and office space on the upper floors
- Incorporates original artifacts and new wall murals which offer a historic perspective on rail travel in Springfield
- Renovation and reactivation of the Amtrak passenger tunnel linking the terminal building to train platforms and the adjacent downtown area



City Utilities Transit Bus Storage and Maintenance Facilities
Springfield, Missouri

SERVICES PROVIDED

- Space Needs Program
- Facility Needs Assessment
- Master Plan/Concept Design
- Equipment Industrial Design

FACILITY SIZE:

- Administration: 2,400 sf
- Operations: 2,600 sf
- Maintenance: 53,700 sf
- Fuel: 4,500 sf
- Wash: 2,700 sf
- Bus Storage: 21,800 sf

FLEET SIZE:

- 34 transit buses
- 6 paratransit/mini buses

CONSTRUCTION COST:

- \$10.5M

CONSTRUCTION COMPLETION:

- 2013

DESIGN TEAM PRIME:

- Walter P Moore

TEAM MEMBERS

- Tom Rieger

City Utilities (CU) of Springfield, through its Transit Services group, provides fixed-route and demand-response transit services to Springfield, Missouri and the surrounding areas.

With demand for public transit service in Springfield on the rise, CU needed to expand its fleet and replace older buses with larger vehicles. However, their existing maintenance bays were too narrow and too short to accommodate the 40-foot buses anticipated for the fleet, and the bus storage facility was also too small to house these larger buses.

The Fuel and Wash Areas also needed to be upgraded for safety and efficiency.

Our O&M Facilities Design specialists (performing this project as Maintenance Design Group at the time) provided master planning and design services to address these operational issues as well as provided assistance on how a 100-year-old historic building was to be revitalized and reused.

HIGHLIGHTS:

- Drive-through bus storage area designed to expand to accommodate larger, 40-foot buses.
- Reutilization/rehabilitation of existing transit maintenance areas.
- Interior transit bus fueling, fare collection, interior cleaning, and bus wash facility

Client Reference

Chris Haller, PE - City Utilities Facilities Management
301 East Central, P.O. Box 551
Springfield, MO 65801
(417) 831-8490
chris.haller@cityutilities.net



Cleveland Avenue Bus Rapid Transit (CMAX)
Columbus, Ohio

SERVICES PROVIDED

- Effective coordination with multiple agencies
- Applied latest technologies for TSP and real-time arrival information
- Transit Facility & Service Planning
- Travel Demand Forecasting
- System Requirements
- Financial Planning
- Bidding Packages
- Public Involvement
- Advanced Transportation Technology
- Community engagement

FACILITY SIZE:

- 15.6-miles BRT corridor

CONSTRUCTION COMPLETION:

- 2018

TEAM MEMBERS

- Matt Selhorst
- Laura McCutcheon
- Christian Nyberg
- Eric Rouse
- Ruth Kreiger
- Joe Bassil
- Dave Watson
- Pam Yonkin

CMAX is a 15.6-mile transit service improvement project in mixed traffic consisting of a combination of BRT/ enhanced bus service with 32 stations (62 platforms) built to improve service levels and travel times. A portion of the alignment will operate in dedicated lanes in downtown Columbus during peak-hour travel periods. Elements of the project included upgraded stations/shelters, transit signal priority (TSP), real-time arrival information, distinctly branded CNG low-floor vehicles, a park and ride lot and a transit center facility. HDR prepared the FTA Small Starts Report and application for COTA, which was awarded \$37.4 million in federal construction funding in May 2018.

HIGHLIGHTS:

- CMAX opened to the public on January 1, 2018 and early reports show that ridership in the corridor is up by 15%. HDR continued to support COTA in their strategic program following the opening of the service, providing signal coordination for Cleveland Avenue (27 signals), working with City of Columbus to maximize traffic signal priority and is contracted to provide an after study in 2020 (2 years after opening of CMAX service).

Client Reference

Kimberly Sharp
COTA
33 N. High Street
Columbus, OH 43215
(614) 275-5871
sharpks@cota.com



Murfreesboro Transit Center

Murfreesboro, Tennessee

PROJECT DETAILS

SERVICES PROVIDED:

- Project Management
- Architecture
- Interior Design
- MEP
- Structural
- Facility Needs Assessment
- Space Needs Program
- Master Plan/Concept Design
- Design Criteria
- Equipment Industrial Design

FACILITY SIZE:

- 20,000 sf

FLEET SIZE:

- 12 vehicles

CONSTRUCTION COST:

- \$9M

CONSTRUCTION

COMPLETION:

- 2020 (est.)

DESIGN TEAM PRIME:

- HDR

TEAM MEMBERS

- Jon Holler
- Ruth Krieger
- Brandon Harvey
- Conchise Robertson

The City of Murfreesboro (CoM) Public Transportation System, known as Rover, provides transit services to the citizens of Murfreesboro. Through recent activities involving the evaluation of the Rover transit system, including ridership projection and a facility needs assessment, the CoM determined the need to build a new Transit Center to better accommodate its customer base and more efficiently consolidate operations.

The new Murfreesboro Transit Center will be utilized for passenger boarding and transferring, as well as to house, dispatch, operate, administrate, train and maintain the public transit system for the City.

The final site selection was derived from detailed investigative studies, which located a site within walkable proximity to spurring downtown development and at a convenient location for Rover's transit routes.

A comprehensive planning and design team led by HDR was selected to provide programming verification and design validation, full design services, and construction administration for the new facility. After revisiting and updating an existing space needs program, the team began design on a public waiting area, Transit Operations, Administration, a bus wash and light maintenance space, bus berths, parking, and additional exterior areas.

HIGHLIGHTS:

- Unique arrangement, combining a transit center with a bus wash and light maintenance facility.
- Faced site circulation challenges while developing safe and efficient means for buses and pedestrians to co-mingle.

Client Reference

Jim Kerr, City of Murfreesboro
Transportation Director
111 West Vine Street, PO Box 1139
Murfreesboro, TN 37133
(615) 893-6441
jkerr@murfreesborotn.gov



Cincinnati Streetcar Maintenance Office Facility Cincinnati, Ohio

Owner:
City of Cincinnati

Completion Date
2017

Construction Cost:
\$11,000,000

Services Provided
Site Design
Landscape Design
Site Analysis
Site Furniture
Exterior Construction Details
and Documents

Team Members
David Kirk, RA, NCARB
Tim Greene, RA, LEED AP

Reference
John Brazina
City of Cincinnati
Dept. of Transportation and
Engineering
(513) 352-6249
john.brazina@
cincinnati-oh.gov



Front Entrance

DNK is proud to have been a part of the team bringing streetcars back to the City of Cincinnati. As part of the streetcar team, DNK designed the streetcar stops and streetcar maintenance and operations facility.

The maintenance office facility includes a streetcar maintenance bay with pit, heavy equipment area, car wash area, locker rooms, administrative offices, and storage for five streetcar vehicles with expansion capability for up to twelve cars. It was designed to remain compatible with the nationally-recognized Over-the-Rhine historic district. Design challenges included locating sufficient vehicle storage space on a tight urban site, providing the right mix of screening and views into the site, maintaining compatibility with the surrounding neighborhood, and managing site access and security.

This project has been recognized with Local, State, and National awards for design.



Rear Entrance



View of Maintenance Bay Pit



Rear Entrance with Cars



Department of Public Works Office
Cincinnati, Ohio

Owner:
City of Cincinnati

Completion Date
2012

Construction Cost:
\$3,924,000

Services Provided
Programming
Design
Construction Documents
Landscape Architecture
Construction Administration
LEED Certified

Team Members
David Kirk, RA, NCARB
Tim Greene, RA, LEED AP

Reference
John Brazina
City of Cincinnati
Dept. of Transportation and
Engineering
(513) 352-6249
john.brazina@
cincinnati-oh.gov



Cincinnati Public Works Entrance

DNK was selected to work with the City of Cincinnati's Public Works department to design a new 30,000 sf office and maintenance building. One particular requirement for this projects was the deadline for completion. The project had to be completed and scheduled in concert with construction of the interchange at Interstate 75 and Central Parkway. The design provides a view of the exterior elevation from Central Parkway

This project was LEED Certified by the USGBC..



View of Cincinnati Public Works Rear Entrance



Cincinnati Public Works Conference Room



Cincinnati Riverfront Transit Center Cincinnati, Ohio

Owner:
City of Cincinnati

Completion Date
2004

Construction Cost:
\$21,000,000

Services Provided
Building Code Analysis
Permit Expediting

Team Members
David Kirk, RA, NCARB

Reference
John Brazina
City of Cincinnati
Dept. of Transportation and
Engineering
(513) 352-6249
john.brazina@
cincinnati-oh.gov



View of Cincinnati Riverfront Transit Center

DNK was a part of the design team that developed the Cincinnati Riverfront Transit Center. Our work took place in the due diligence and Construction phases. We performed the building code analysis and as construction documents were completed we handled Permit Expediting with City of Cincinnati Departments to secure the project permits. The center can handle up to 500 buses and 20,000 people an hour for major events such as Bengals games, Riverfest and the Tall Stacks festival. It was also a key addition to the \$236 million Fort Washington Way project.



Vine and Walnut Street Entrance/Exit to Transit Center



Transit Center Sidewalk Entrance



Cincinnati Streetcar Passenger Stops Cincinnati, Ohio

Owner:
City of Cincinnati

Completion Date
2017

Construction Cost:
\$21,000,000

Services Provided
Site Design
Landscape Design
Site Analysis
Exterior Construction Details
and Documents

Team Members
David Kirk, RA, NCARB
Greg Rowe, CCCA

Reference
John Brazina
City of Cincinnati
Dept. of Transportation and
Engineering
(513) 352-6249
john.brazina@
cincinnati-oh.gov



Cincinnati Streetcar Stop and Pay Station at Liberty St.

DNK was a part of the design team bringing streetcars back to the City of Cincinnati. As part of the streetcar team, DNK designed 22 streetcar passenger stops at various downtown Cincinnati locations. The glass stations include digital readout displays. The streetcar stops are the most visible element of the new Cincinnati Bell Connector streetcar system, other than the vehicles themselves. Design challenges included tight budgets, avoiding underground utilities, and managing the grade change between the 6-inch normal curb height and the 14-inch platform height, as well as designing around existing conditions in a dense urban setting.



Cincinnati Streetcar Stop and Pay Station at Walnut St.



Cincinnati Streetcar Stop with ADA Ramp at Race St.



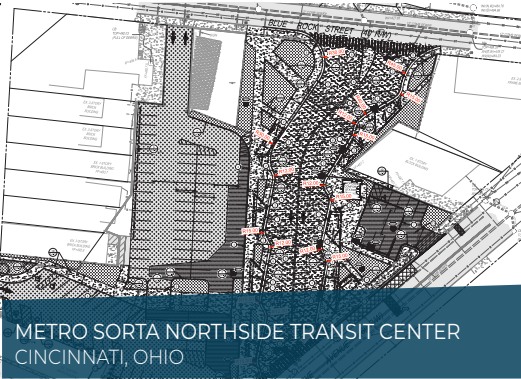
METRO SORTA BUS LOCATIONS AND TASK ORDERS
CINCINNATI, OHIO

The Kleingers Group provided survey and civil engineering design services as part of a multi-discipline team for SORTA Metro for new enhanced bus shelter sites and streetscape improvements in the Uptown area of Cincinnati, Ohio. The project is to provide new bus shelters equipped with district lighting features, real time bus schedule information, and route maps at twelve locations throughout Uptown. The streetscape improvements surrounding the shelters consist of pavers, granite curbs, and landscaping. An existing traffic signal at the intersection of Vine Street and Calhoun Street is to be replaced to accommodate needed curb relocations. The Kleingers Group's services included providing location, grading, and details for the streetscape improvements as well as design for the new traffic signal and the landscape improvements.



METRO SORTA SLOPE STABILIZATION PROJECT
CINCINNATI, OHIO

The SORTA Slope Stabilization Project, located at E. McMillan Street just east of I-71 within the City of Cincinnati, consisted of the design of repair work resulting from a tunnel headwall failure and accompanied landslide. The landslide caused the collapse of sidewalk on the north side of McMillan Street and was threatening the stabilization of the roadway (there was approximately 40-feet of relief from the roadway to the bottom of the tunnel). In partnership with Thelen and Associates, we prepared construction plans for massively re-grading the hillside and installing a retaining wall to "block" the tunnel face. Compacted fill was added to the site to allow for grading of a more gentle slope from the roadway down to the bottom of the ravine. Construction accessibility was carefully thought out, as gaining access to the site was going to be a tremendous challenge.



METRO SORTA NORTHSIDE TRANSIT CENTER
CINCINNATI, OHIO

For many years the Southwest Ohio Regional Transit Authority (SORTA) had been working to provide a safe and efficient way to serve their customers in the busy Northside area of Cincinnati. SORTA / Metro contracted with MSA Design and The Kleingers Group to analyze an assemblage of parcels, and design a new, central, off-street transit center that would serve 8 different bus routes. The project also required re-working the vehicle parking to meet or exceed the vitally important neighborhood parking for the Northside Business Association. The transit center provides 8 boarding bays with shelters, Park & Ride spaces for commuters, wayfinding maps, real-time electronic signage, ticketing, streetscaping, lighting, and amenities.



TANK DIXIE HIGHWAY AND COVINGTON TRANSIT CENTERS IMPROVEMENTS
COVINGTON, KENTUCKY

The Kleingers Group worked closely with MSA Design and TANK to analyze bus turning movements at the Covington Transit Center. Due to tight space confinement, and wanting to be efficient, it was necessary to verify that buses could appropriately enter and exit the facility and park as desired. The Kleingers Group also gathered and provided survey information for several bus stops along Dixie Highway for the stop study that was being performed for TANK.

Cleveland Avenue BRT Project Franklin and Delaware Counties, Ohio

Client: Central Ohio Transit Authority (COTA)
William J. Lhota Building,
33 N. High Street,
Columbus, Ohio 43215

Contact: Timothy W. Smith, Director of Facilities (614.275.5899)

Duration: 2016 – 2019

Project Cost: \$148,432 (Fee) for DCE phase
\$56,450 (Fee) for Final design and Construction phase



The Central Ohio Transit Authority (COTA) proposed to design and implement Central Ohio's first Bus Rapid Transit project. COTA worked with the cities of Columbus and Westerville, Franklin County, Federal Transit Administration, Ohio Department of Transportation and other agencies, to enhance the existing Cleveland Avenue route through various service and infrastructure improvements. The project was comprised of a BRT and Enhanced Bus service along a 15.6-mile corridor that travels north and south between Downtown Columbus and Polaris Parkway/Africa Road in the City of Westerville. A total of 68 infrastructure improvement sites were studied for the project. The sites include BRT markers, five different station types and three potential transit center/park and ride locations. The 68 sites were studied to allow for a few alternatives related to the transit center/park and ride locations.

Lawhon and Associates (L&A) performed all environmental studies and documentation for the project. L&A authored the Documented CE (DCE) using Federal Transit Administration guidelines for the new Bus Rapid Transit (BRT). The DCE documented that the project would result in no significant impacts to the environment and social economic resources of the area. L&A performed field investigations for air quality, land use and zoning, vibration and noise, traffic, historic resources, visual quality, potential relocations, hazardous materials, ecological and waterways, environmental justice, social and community resources. The document was approved July 2014.



In addition, L&A wrote and coordinated all Section 106 documentation for the project. A Section 106 Review-Project Summary Form Report was prepared and submitted in accordance with guidelines under Section 106 of the National Historic Preservation Act (NHPA) of 1966.

The Final Report documented both the archaeological and history/architecture resources in the project area and supported a finding of No Adverse Effect. A concurrence letter from SHPO was received in July, 2014. The letter concurred with final determinations made by FTA with no conditions and demonstrated completion of the Section 106 process.

During final design and construction, L&A conducted Phase II ESA investigations, completed surveys for asbestos and lead, and documented underground storage tank removal for BUSTR Tier 1 investigation.



The Greater Dayton Regional Transit Authority GDRTA Building 600 Renovations

DAYTON, OHIO

Terracon performed a geotechnical engineering study for the existing Greater Dayton Regional Transit Authority Building 600 located in Dayton, Ohio. The existing building is a 2-story structure with an upper level serving public bus traffic and lower level serving passenger automobile traffic. Additionally, the building also houses office space which extends off the northwest corner of the structure.

The geotechnical engineering study was performed to assist in design of new interior renovations associated with the existing structure which will be subject to increased loads. Terracon performed a geotechnical study which included Standard Penetration Test (SPT) borings performed on the exterior of the building, laboratory testing of collected soil samples, and foundation engineering analysis. The subsurface exploration found that existing fill and compressible alluvial soils that were beneath the existing building. Those materials were unsuitable for support of the new building loads when utilizing a conventional shallow foundation system and therefore deep foundations considered as an alternative. Due to the low overhead space, Terracon recommended installing helical piles under the existing building and tying them into the existing columns to support the new loads. The helical piles would be extended below the unsuitable soils into the deeper granular outwash soils and are commonly used in applications where low overhead clearance is required.

CLIENT:
The Greater Dayton Regional Transit Authority

DATE:
2018

FEE:
\$12,500

HIGHLIGHTS:
Subsurface Exploration – Standard Penetration Test Borings

Geotechnical Evaluation of Compressible Soils Underneath Existing Building

Deep Foundation Recommendations Utilizing Helical Piles

PROJECT MANAGER:
Jeffrey Dunlap, P.E.



City of Cincinnati Riverside Drive Landslide Analyses & Instrumentation

CINCINNATI, OHIO

A geotechnical engineering study was completed for a 2,700-foot active landslide that is located less than two miles from downtown Cincinnati. This geotechnical study was an urgent need and relied heavily on 89 archived soil test borings and lab data in order to understand the site geology and landslide mechanics. This data was assembled and plotted on cross sections for use in our engineering analyses. This archived data was supplemented with new soil test borings and inclinometer and vibrating wire piezometer installations. The purpose of this geotechnical study was to determine the landslide failure surface, evaluate the viability of several remediation options to stabilize the area, and to model/calculate landslide forces that would need to be resisted.

The purpose of the remediation was also to protect the existing infrastructure below Riverside Drive which includes a 60-inch diameter cast iron water main (1908 vintage), a 54-inch diameter concrete water main (1954 vintage), three sanitary sewer lines and a 20-inch diameter welded steel gas main. Terracon instrumented the active 60-inch water main at four locations to monitor landslide induced stress that developed in the pipe during the study.

Due to the active movement occurring in the hillside during the study, this project was put on a fast-track schedule. Terracon identified that the active slip plane was 51-feet below grade and our report, which presented the data, described causes of movement, provided analyses, and recommended forces to be resisted within six weeks after the initial call from the city.

Terracon was also involved during construction providing CMET services and training city personnel on pier inspection, tie back inspection, and performance testing, to reduce costs to the City of Cincinnati.

CLIENT:
City of Cincinnati & Greater Cincinnati Water Works

DATE:
2017 - 2018

FEE:
\$200,000

HIGHLIGHTS:
Landslide evaluation and remediation

Fast-track response to protect infrastructure

Slope stability analyses

Determine landslide forces to be resisted

Instrumentation to confirm design assumptions

Ongoing geological and geotechnical consultation

Technical Approach

Project Understanding: HDR has prepared this Technical Proposal based upon the BCRTA and City of Oxford Request for Proposal (RFP), our attendance at the Pre-Proposal Meeting, site visit and research of available information. With our local and national experience with assisting transit agencies and Amtrak with planning and designs for multi-modal facilities and passenger rail platforms, we have prepared this Technical Proposal to demonstrate our teams design, architectural, and construction administration expertise. We understand that the shared services facility will house administrative office space for multiple agencies, bus and rail passenger waiting space, customer service and ticketing, public restrooms, indoor space for light vehicle maintenance, indoor parking, fuel islands, bus/truck wash, pedestrian connections and wayfinding through the facility, and other appropriate accommodations.

Leveraging our local PM and key discipline leads, we provide a complete and turn-key approach to meeting the project goals and objectives as detailed in the following pages. We have developed a project team of engineers, architects, planners and construction experts for services to construct the:

1. **BCRTA Multimodal Station and Shared Services Facility (Contract 1)**
2. **City of Oxford Amtrak Passenger Rail Platform (Contract 2)**

It is our aim to develop these two contracts concurrently so that these facilities align with one another and provide the best experience possible for all end-users. As you have seen throughout these pages, we share your vision for multi-modal transportation and a cohesive design.

Project Initiation Meeting(s): From the very beginning of the project, HDR will work collaboratively with the entire team with project goals in mind. We understand that this is your project – not ours. While we bring our creative talent and experience with past projects to the table, we want to work collaboratively with you to find the best solution for the proposed Multi-Modal Station and Passenger Rail Platform. Every project we work on is different and therefore we cannot make assumptions related to your expectations purely based on our past experience....but we can use that experience along with your input as the starting point to develop a solid plan for our basis of design and direction during construction.

Upon award in mid-November, we will immediately schedule a Project Kickoff Meeting as soon as possible after the award date. Prior to the meeting, the HDR team will develop a draft Project Management Plan (PMP) to be reviewed at the Project Initiation Meeting. The PMP is required for every HDR project and contains the necessary elements for Jake and his team to deliver and meet or exceed the goals of the project. Both Contract 1 and Contract 2 work will be included within the PMP to help in delivering a cohesive and coordinated design. The PMP includes the requested components found in RFP Section 2.A, plus additional components that HDR requires all projects to assist the team. The PMP will contain the following components:

- **Project Team** – addresses “roles and responsibilities” of HDR team with reporting relationships among the team members as well as client key team members and third-party stakeholders. All production team members including subconsultants will be identified to help with appropriate staff and cost levels. Third party stakeholders (regulatory review agencies, utility owners and others with vested interest in the project) will be listed with contact information.
- **Scope of Services** – with a breakdown of each Task and Task Assignments. Each contractual Scope element will be described in addition to details that our team needs to complete the work will be developed in this task list.
- **Project Schedule** – containing key dates for submittals which build in time for Quality Control measures, and client review times. The project schedule must also provide an overview of the interrelationships of all tasks and deliverables.
- **Project Budget and Cost Controls** – each task will have a dollar value and will be monitored by HDR management on a regular basis to help control costs on the project. Invoices will be made on a monthly basis and will contain an updated monthly progress report which will contain a summary of completed work, summary of upcoming work, schedule tracking and other similar budget/cost control measures.
- **Document Controls** – data and documents can be overwhelming if a plan is not in place to control the storage, versions, and who has access in order to maintain appropriate security. HDR provides cloud-based data access for all project access needs to its clients and stakeholders.

- **Communication Plan** – Project communications are absolutely essential and must be done in the appropriate fashion depending on the needs of the task at hand. Regular monthly team meetings/conference calls will be held between you and the HDR team members to discuss progress, informational needs, and upcoming submittals. HDR has also established guidelines for our staff to describe protocols for project emails, written letters, telephone communication, meeting minutes, and other formats used by team members to collaborate, answer questions and document decisions.
- **Quality Management Plan (QMP)** – the QMP will identify the number and type of reviews that will be required. The QC reviewers and checkers will be identified and will be assigned a budget and schedule for this important part of the process.
- **Site Specific Safety, Health and Environmental (SH&E) Plan** – every HDR project is required, regardless of type, duration or location, to have the SH&E plan in place to identify and prioritize the hazards associated with the work we perform.
- **Project Close-out** – at the conclusion of the project, the PM will work with BCRTA and City of Oxford to close all open tasks, archive files, transfer maintenance and operations manuals and complete all financial and billing requirements.

Prior to the Project Initiation Meeting, the HDR Team will examine the previously completed studies, reports and other available information to deepen our understanding of the specific site characteristics. At the Project Initiation Meeting, HDR will engage BCRTA, City of Oxford members, and users of the proposed facility in a collaborative fashion to confirm existing information while reinforcing the project goals. This collaborative approach to planning and design pools the creativity and expertise of everyone who has vested interest in the outcome of your project.

The third-party stakeholders are identified early on and engaged in the initial stages of the project through a series of meetings that are carefully and skillfully managed. The results, we have found, bring creative solutions and practical innovations to the forefront. This often can be done directly after the Project Initiation Meeting to best utilize everyone’s time and travel planning.

These early meetings(s) aren’t just brainstorming sessions. They have clearly defined goals with a commitment to a result. Initially, the issues which are critical project elements are defined. The stakeholders are provided with the information and tools needed to make

a substantive contribution to the meeting. This project kickoff meeting will produce design goals, themes and concepts. These are then synthesized through written descriptions and sketches illustrating these concepts and conclusions. Participants, in turn verify the results and the conceptual site layout, architectural program, functional relationships, and design themes are established.

This collaborative approach to planning and design is an effective tool because the stakeholders participate directly in the development of the actual design concepts and it reduces backtracking and redundant programming meetings throughout the project. The information is recorded and provides a second checkpoint for HDR’s understanding of the BCRTA/City of Oxford planning assumptions and goals. The big benefit to the budget and schedule is that issues and problems we encounter are much more easily resolved at the front end rather than discovering the issue at the end of the project.

Deliverables

- Development of a detailed PMP including a QMP
- Establishing monthly invoice procedures with BCRTA
- Establish project controls and procedures to be used throughout the project to track and report progress. Includes data management and communications protocols.

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.

Design Approach: Our team clearly wants and needs your contribution in the formulations of the design of your Multimodal Station & Shared Services Facility and Passenger Rail Platform and our approach will be based on your active involvement. Without your active participation, the design process becomes a unilateral exercise, with you it becomes a dynamic process. The result is a project that truly meets your goals as well as those of the future riders.

The team we have assembled was put together with your complete project in mind. HDR is a leading transit planning and engineering firm with intimate knowledge of the industry, transit regulations, and have completed dozens of similar facilities. The Cincinnati-based firm, DNK Architects, has led multiple projects that include transit operations and have a unique vision for this site. Our approach to this project contains the following detailed tasks:

Contract 1 – Multimodal Station & Shared Services Facility

Part 1 – Concept/Schematic Design (10%)

Task 1: Program Study

With the information gathered at the Project Initiation Meeting, the HDR design team will develop a complete list of program elements that will serve as the basis for the project. The Program of Requirements (POR) that will then be used throughout the project. Once approved, any changes to the POR will only be made with the approval of BCRTA and City of Oxford. The POR will identify the space requirements for functions such as administrative office space for multiple agencies, rail passenger waiting space, customer service and ticketing space, public restrooms, light vehicle maintenance bays, indoor and outdoor parking, fuel islands space, bus/truck wash, pedestrian walkways. The POR will conform to specific and applicable building codes and laws such as fire protection, life safety, and accessibility requirements. We will develop a list of project constraints and potential risks that may hinder the schedule or budget. These constraints will be discussed and monitored at each project coordination meeting on a monthly basis.

A quality review for this submittal will be performed by the Quality Manager before submission to BCRTA.

Task 2: Site Selection Alternative Study (Optional if Needed)

Task 2 would identify, rank and test fit other potential sites that BCRTA has identified.

Task 3: Preliminary Environmental Study

Our team’s environmental task lead, Trevor Berger, will lead the effort for a Phase I ESA for the selected site, including Hazardous Building Materials (HBM) such as asbestos and lead for any structures on the site. We will also communicate the planned work with relevant agencies (FTA, SHPO, ODOT, Stakeholders, etc).

Task 4: Concept Drawings

The HDR Team including DNK Architects will use the criteria presented in the POR to prepare circulation diagrams depicting the movements of buses, equipment, automobiles, passengers and employees through the functional areas located on-site. The diagrams will assist in developing individual site and building plans. From there, the HDR Team will develop alternatives covering site and building plans for the facility. Through a collaborative meeting and communication with you and other stakeholders, the alternatives will be reviewed a preferred alternative will be identified. A Conceptual Design Report (CDR) will be prepared to document the progression from the POR to the selected Preferred Alternative.

Deliverables

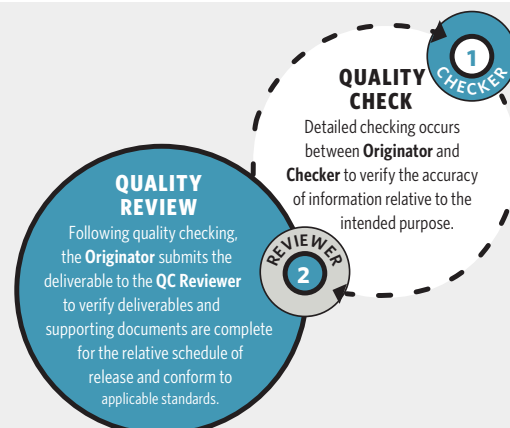
- Program of Requirements (POR)
 - Final Space Needs Program
 - Design Narrative
 - Schematic Drawings
- Site Selection Alternative Study
- Phase 1 ESA
- Conceptual Design Report (CDR)

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.

A quality review for this submittal will be performed by the Quality Manager, Chris Nyberg, PE, before submission to BCRTA.

Quality Management System

Our project management program will incorporate a thorough Quality Assurance/Quality Control process throughout the project lifespan. Project reviews occur throughout project execution to facilitate communication between the your project leaders and our project team. Our quality management system utilizes the data, reports, and figures captured through project controls and project management plan. Managing the quality of deliverables is essential to minimizing cost and schedule overruns.



Part 2 – Preliminary Architectural Concept Design/Engineering (30%)

Task 1: Preliminary Design Documents

The preferred alternative will be further developed, and our team will identify appropriate design criteria, costs, and existing conditions that will affect the design and construction of the facilities. The 30% Preliminary Design will provide site and building plans with enough detail to be able to show new facilities on site and associated site improvements.

DNK will generate schematic building, MEP, architectural and site plans for the new structures. The building concepts will provide sufficient detail on location and size of offices, hallways, public areas (restrooms, bike storage, lockers), employee facilities, MEP equipment areas, covered fueling area, storage, vehicle bays, vehicle storage, building risers, external features including canopies and site furnishings, and cohesive connection to rail platform.

Site design will be led by Kleingers group, who have significant civil-site experience in Oxford and for similar facilities. The site plans will include engineering, grading, paved areas, utility areas, lighting design, landscape-related elements as well as pedestrian circulations, signage/wayfinding, and access points.

A cost estimate (order of magnitude) and Milestone Schedule, based on the Preliminary Design Documents, will be part of the overall 30% Preliminary Architectural Concept Design/Engineering submittal to BCRTA. This schematic-level cost estimate will quantify the future construction costs for the facility. Costs at this level are based on R.S. Means’ Square-Foot Costs Methodology for similar facilities in the general geographic area and verified through cost estimating staff knowledgeable of

our region and in consultation with BCRTA. The schedule will provide dates and sequencing of major milestones.

The documents for this task will be provided to the Quality Manager for review and comment prior to delivery to BCRTA.

Task 2: NEPA Compliance Process

Our team’s environmental lead, Susan Daniels with Lawhon will prepare documentation and obtain NEPA approval for either a FONSI or proceed with the development of a Documented Categorical Exclusion (DCE) for the project.

The NEPA process will begin with one environmental kick-off meeting, led by Susan and our team’s FTA and FRA experienced staff. From information gained, the team will work closely with BCRTA to develop a Purpose & Need Statement for the project and a description to be included in the environmental document.

Based upon a review of publicly available data for the vicinity of the facility, no substantial issues are anticipated. There are no known historic or archaeological sites in that area. Regarding Section 4(f), Miami University is a public university, so the recreational fields would require coordination to document that they are not significant for public recreation. (Artz Park is located to the north and will not be impacted.) There are no known wetlands or streams, nor any endangered species habitat. It is not within a floodplain nor within a drinking water source protection area. The primary issue for environmental review will be the potential to encounter regulated materials. Existing databases indicates a former Leaking Underground Storage Tank (LUST) site with a No Further

Sustainability is a core component of project delivery at HDR. While this project will not pursue LEED certification, we will partner with you to determine integrated, sustainable solutions where it makes sense— always striving to provide more value on your project. We call this the Sustainability Value Analysis (SVA) process to help our clients best assess their options. There are 10 SVA principals of analysis that we will use to assist in making informed decisions about where and when funds should be invested. At the start of Part 2 of this contract, we will discuss this tool in more detail. Our in-house specialists include experts in climatology, natural resources, renewable energy, LEED, Envision, economic modeling and community planning all of which will help you meet your

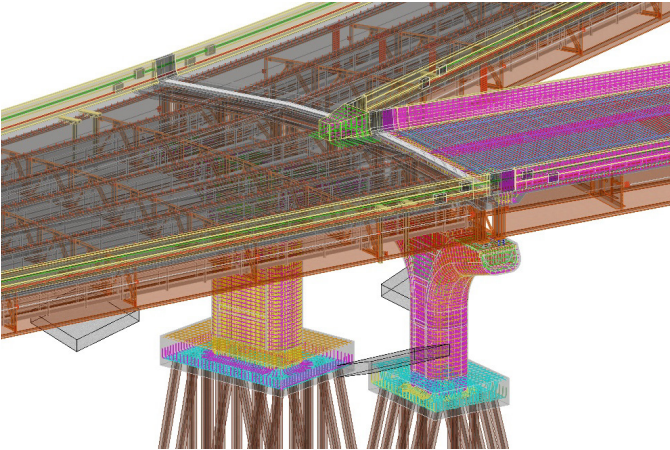
unique project needs. Our firm is consistently ranked among the top green design firms, and we have a history of delivering award-winning work.



Action (NFA) finding at the Oxford City Garage. This task will involve documenting the review of existing data, such as summarized above, and providing appropriate mapping for FTA use in assigning a class of action under NEPA.

A draft of the document will be submitted for review by the BCRTA. Once we address comments, we will prepare a final draft document to be submitted to FTA for their review. Once the FTA performs their review, HDR/Lawhon will revise the document as necessary and prepare the Final document which we will then resubmit to FTA.

Public involvement for the environmental document will start with the documentation of contact with surrounding landowners and agencies having jurisdictions at or around the project. A public information meeting(s), if needed, will be held to document public comments and the information displayed. A BIM or 3D model and printed exhibits will be developed to display at public events or online if desired. HDR in conjunction with DNK's architects are at the forefront of creating and using intelligent 3-D modeling to inform and communicate ideas in a digital environment. We can also present options for 4-D and 5-D modeling if so desired. This information is used to help minimize conflicts, reduce your project risk and cost to provide you with a more efficient design.



Task 3: Interagency Coordination /Public Process

HDR and our team of consultants will assist BCRTA with required agency meetings, as well as provide necessary supporting documentation in order to secure design approval(s) and permits for the various governmental agencies as required. Our team will develop a BIM or 3D model and printed exhibits to illustrate the proposed project to user groups and local citizens.

Deliverables

- 30% Architectural & Engineering Design Documents (1/2 Size Drawings in PDF format uploaded to Sharepoint site)
 - Site Plan
 - Building Conceptual Plan
- NEPA Document
- Public Involvement Support Materials
- Construction Cost Estimate
- Schedule

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.

Additional meetings are anticipated for Fire Department Chief, Building Code Staff, and other code enforcement staff.



Part 3 – Final Design (100%)

Task 1: Value Engineering

We realize that today’s economic reality is full of challenges, including budget constraints, public safety, environmental impacts and changing technologies, to name a few. HDR’s Jose Theiler and Chris Nyberg are adept at leading VE Design Charettes to handle such challenges. The charrette will result in the identification, tracking, monitoring and management of risks throughout the project, giving BCRTA a higher level of confidence to make timely, well-informed decisions that maximize resource value. As one example, recommendations developed in one of our VE charettes saved Wisconsin DOT over \$250M during the \$4.6B SR520 Transit and HOV Program.

Task 2: Construction Bid Documentation

During this task, the HDR Team will progress the plans through 60%, 90% and 100% complete design. More facility detail will be developed, and the building envelope and material details refined. Additionally, a set of project specifications will be prepared for the project and progressed to 100% as design progresses.

The cost estimate and construction program schedule will be updated and submitted to BCRTA.

Task 3: 60% Architectural & Engineering Design

The refinement of the facilities design during the design development task include calculations and resolution to site elements, building systems and building envelopes. The design will be fully developed and coordinated in a 3D BIM environment using Revit. Sustainable design features will be incorporated as defined.

Deliverables for the 60% Architectural & Engineering Design package includes the elements listed in the RFP for Part 3, Task 3. HDR and DNK staff will proceed with architectural and engineering design tasks such as:

- Coordination with geotechnical engineer to determine foundation parameters
- Structural basis of design report
- Structural design of building facilities in according with structural basis of design including exterior envelopes, framing systems, floor systems and foundations.
- Mechanical (HVAC/Plumbing) and Electrical design including water, waste water, industrial waste, and ventilation/exhaust
- Industrial Equipment design including vehicle maintenance equipment, storage systems, lubrication distribution systems, compressed air systems and other light maintenance systems
- Communication network design including WiFi, Access

Control and Alarm Monitoring Systems (ACAMS) access at external doorways, real-time visual displays and public address speakers (visual paging for hearing impaired), ticket vending systems

- Fire and Life Safety System design including systems at the passenger waiting area, blue-light stations that link to Miami University and/or City of Oxford Police Department, security cameras, WiFi, ACAMS, AEDs
- Fuel Systems Design including underground storage tanks and canopy area to reduce a reasonable level of stormwater runoff from the dispensing area. Consideration will be given to future electric charging areas for the fleet conversion to electric.
- Civil site plans including grading, paving, storm drainage, utilities, lighting, landscaping, pedestrian pathways, bike storage and bike pathways, stormwater pollution prevention plan (as required).

Task 4: 90% and 100% Complete Architectural and Engineering Design

The final phase of design will result in the preparation of the construction drawings and specifications, which will then be used for competitive bidding and construction.

Deliverables for the 60% Architectural & Engineering Design package includes the elements listed in the RFP for Part 3, Task 4 including the tasks described above.

Task 5: Interagency Coordination

HDR and team will coordinate with the agency having jurisdiction including one pre-submittal meeting and a second meeting to discuss plan review comments. Other coordination meetings may be needed to comply with and to obtain the necessary approvals for the project.

Deliverables

- 60% Architectural & Engineering Design Documents (as defined in RFP)
- 90% Architectural & Engineering Design Documents (as defined in RFP)
- 100% Architectural & Engineering Design Documents (as defined in RFP)

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.

Part 4 – Construction Phase Services

Task 1: Bid Phase Services

The purpose of this task is to prepare the BCRTA bid package materials, hold a prebid conference and tasks related to a successful competitive bid opening. HDR's local staff of experienced construction engineers, led by Joe Bassil, will lead the team in this phase and be available to answer questions of the respondents, review contractor's bid documents, issue addenda if needed, and other general bid phase services. Major tasks for this phase include: produce Bid Package, assisting in prequalifying respondents, participate in a prebid conference, answering prebid questions, reviewing requests for "or equal" submittals, issue clarifications and addenda as required, bid reviews with BCRTA, and providing recommendations regarding respondents.

Task 2: Construction Phase Services (Optional), RFI, Construction Management/Inspections/QA&QC

For this optional phase, the HDR team will provide construction phase services during the course of the construction to assist in verifying the facility is constructed as intended and as described in the bid documents. Daily inspection may be supplied by the HDR team if so desired. Tasks include:

- Construction site visits by the EOR, architect or their representatives.
- RFI Reviews to respond to questions, interpret plans and general clarifications to the general contractor. Turnaround time is important which is why the HDR team with local staff in greater Cincinnati is a benefit to your project.
- Submittal Reviews including shop drawing reviews, review of material samples, mix designs, product brochures/literature and other submittals. This will be handled electronically on HDR's Sharepoint site, if desired, to make a seamless and fast transfer of data. HDR's responses will likewise be transmitted to the general contractor electronically.
- Change Order Review requests will be electronically filed on HDR's Sharepoint site, if desired, and will provide HDR and BCRTA a platform to receive, review and respond to change orders, field orders, claims for time and other such data.

Task 3: Project Close-Out

HDR and our team of engineering/architecture subconsultants will participate in the 3 subactivities: 3a) Test/Operate systems; 3b) Inspection and development of final punch list; 3c) Final written notification of project acceptance.

Task 4: Warranty

During construction, the general contractor will be required to keep an accurate record of significant changes to the work which deviates from that as shown on the drawings. Following completion of the construction work, HDR and its sub-consultants will update the original electronic drawing files and will prepare a set of record drawings.

Deliverables

- Final CAD and electronic files and drawings with contractor's marked-up prints of field changes and modifications
- RFI Log including responses/resolutions
- Change Order Requests and responses/resolutions
- Copy of operating and maintenance manuals, and warranty certificates

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.



Contract 2 – Passenger Rail Platform

Your project will be led by local staff backed by national resources to provide leading edge conceptual thinking and aesthetics along with practical considerations for the passenger rail platform. Considerations will include passenger spaces, life safety compliance, ADA compliance and accessibility. HDR will provide a platform area that is appealing, environmentally friendly and visually coherent with the surrounding community in Oxford.

Tasks 1, 2, 4 & 5 – Topographic & Property Survey and Project Control

Topographic, boundary, horizontal and vertical control surveys will be necessary for the project. These surveys will also locate and identify underground and overhead utilities including water, power, communications, storm water, wastewater and gas lines. Our includes The Kleingers Group for the topographic and property survey along with project control. From their local office in West Chester, Kleingers survey team led by Randy Wolfe will first reach out to stakeholders including BCRTA, the City of Oxford and CSX to secure permission to survey on the properties in question. Kleingers surveying technicians will prepare the basemap to present the property boundaries and associated topographic information. In addition, Kleingers will establish project control, benchmarks and reference points to be used in developing project spatial control for use during design and construction.

Task 3 – Railroad Coordination

Railroad coordination with Amtrak and CXST will be led by Cincinnati-based rail engineer Jon Winer and our Amtrak client manager Suzanne Baumgardt. Jon is HDR's regional rail client manager for CSXT and has worked on CSXT projects in the eastern US for 15 years. Jon will utilize his relationships with CSXT to facilitate an efficient design, phasing plan and reduce operations conflicts and delays. Suzanne Baumgardt will lead the coordination effort with Amtrak where she can leverage knowledge and relationships with Amtrak. Suzanne is currently working on the adjacent station of the Amtrak Cardinal Line for an ADA and SOGR platform at the Connersville, IN station.

Task 6 – Utilities

Task 6 includes the coordination, location and conflict mitigation of overhead and underground utilities. The design staff, led by Mark Hartman, and survey lead, Randy Wolfe, will contact OUPS to pick up existing utility information in the field and from record drawings. These will be translated into the CAD base maps for use in design. A conflict matrix will be developed to make informed decisions on how to mitigate utility conflicts and will be updated frequently as design progresses.

Task 7 – Preliminary Engineering

Platform and Shelter: The design approach and the work scope for the Passenger Rail Platform will require the Architect to review the elements critical to the project. The review will involve site assessment to determine the viability of the proposed location, the relationship of the platform to the rails, the development of a design narrative, and assist with the development of a rough order of magnitude cost estimate. DNK will perform project management activities, coordinate with other consultants, BCRTA consultants, stakeholders and other interested parties.

Geotech: Our team's geotechnical drilling crew, led by Jeff Dunlap, PE of Terracon, will mobilize a track mounted drill rig to perform 3 Standard Penetration Test (SPT) borings in the passenger train platform/canopy areas (depicted below on the previous design layout for conceptual purposes only). This field work will be completed in a day and will be followed by laboratory testing and includes a geotechnical report summarizing the subsurface finding and recommendations for the design and construction of the new rail platform and canopy. We do not anticipate working within the existing railroad ROW.



Pedestrian Access: HDR’s Mark Hartman will lead the design of the pedestrian walkway and the locations for pedestrian access (ADA compliant). The task will be seamlessly designed with the BCRTA multimodal facility.

Signage: HDR’s in-house graphics personnel will develop concepts for on-site signage making them compatible with logos and colors in the surrounding campus, city of Oxford brand, and business community.

Electrical/Lighting: HDR’s Aaron Littman and Dave Watson will work with the architects and designers to verify that electric and lighting systems are designed in accordance with the project specifications and applicable building codes

Comms/Data: Communication network design will be completed by Columbus, OH based Laura McCutcheon whose experience on the Los Angeles People Mover Project brings value and efficiency in using the latest standards and industry codes to your project. This work includes design for WiFi, Access Control and Alarm Monitoring Systems (ACAMS) access at external doorways, real-time visual displays and public address speakers (visual paging for hearing impaired), ticket vending systems, and fire and Life Safety System design and AEDs.

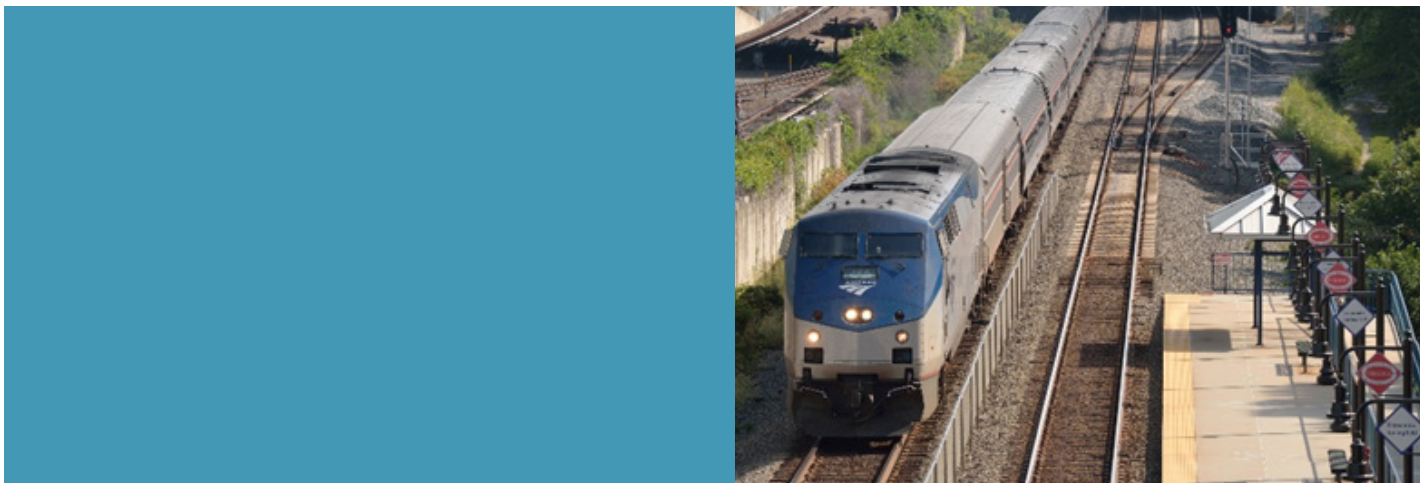
Landscape Architecture: The Kleingers Group Landscape Architecture Studio, led by Lynne Nischwitz RLA, will develop a simple and minimal landscape plan for the railroad platform. Using experience gained on other transit center projects for SORTA, TANK and similar agencies, Lynne will engage the stakeholders including BCRTA, City, CSX and Amtrak early in the process to understand the goals of the project and site design. This communication will be utilized to develop an aesthetic yet cost-effective landscape and hardscape design to compliment the design of the rail platform.

Task 8 – Basis of Design (BOD) Report (100%)

HDR and its team of professional firms will develop a BOD report that will document the principles, assumptions, rationale, criteria, and considerations required during the design phase of the Passenger Rail Platform. The support materials included can be catalog cuts and manufacturers’ information used to set the design approach. The tasks described in the RFP for Task 8 – BOD Report (a through n) will be completed under the leadership of Chris Nyberg (HDR) and David Kirk (DNK).

Task 9 – National Environmental Policy Act (NEPA) Review

Based upon a review of publicly available data for the vicinity of the likely station location, no substantial issues are anticipated. There are no known historic or archaeological sites in that area. Regarding Section 4(f), Miami University is a public university, so the recreational fields would require coordination to document that they are not significant for public recreation. (Artz Park is located to the north and will not be impacted.) There are no known wetlands or streams, nor any endangered species habitat. It is not within a floodplain nor within a drinking water source protection area. The primary issue for environmental review will be the potential to encounter regulated materials. Existing databases indicates a former Leaking Underground Storage Tank (LUST) site with a No Further Action (NFA) finding at the Oxford City Garage. This task will involve documenting the review of existing data, such as summarized above, and providing appropriate mapping for FTA use in assigning a class of action under NEPA.



Task 10 – Benefit Cost Analysis (BCA)

Our economics and finance professionals, led by Pam Yonkin, will conduct a comprehensive Benefit-Cost Analysis using the guidance provided in Section 11313 of the FAST Act. The BCA is a tool used to help you objectively consider the capital project costs and weigh the net benefits over a period of time. Aspects to consider typically include time, reliability, safety, environmental, social and economic.

Task 11 – Construction Management of Rail Platform

HDRs rail construction services team will be led by Michael Sondles from our Cincinnati office. He and his staff will provide construction phase services to assist the City of Oxford in verifying the facility is constructed as intended and as described in the bid documents. Daily inspection may be supplied by the HDR team if so desired. Tasks include:

- Construction site visits by the EOR, architect or their representatives.
- RFI Reviews to respond to questions, interpret plans and general clarifications to the general contractor. Turnaround time is important which is why the HDR team with local staff in greater Cincinnati is a benefit to your project.
- Submittal Reviews including shop drawing reviews, review of material samples, mix designs, product brochures/literature and other submittals. This will be handled electronically on HDRs Sharepoint site, if desired, to make a seamless and fast transfer of data. HDR's responses will likewise be transmitted to the general contractor electronically.
- Change Order Review requests will be electronically filed on HDR's Sharepoint site, if desired, and will provide HDR and City of Oxford a platform to receive, review and respond to change orders, field orders, claims for time and other such data.

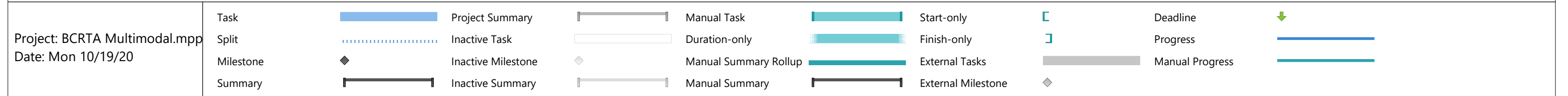
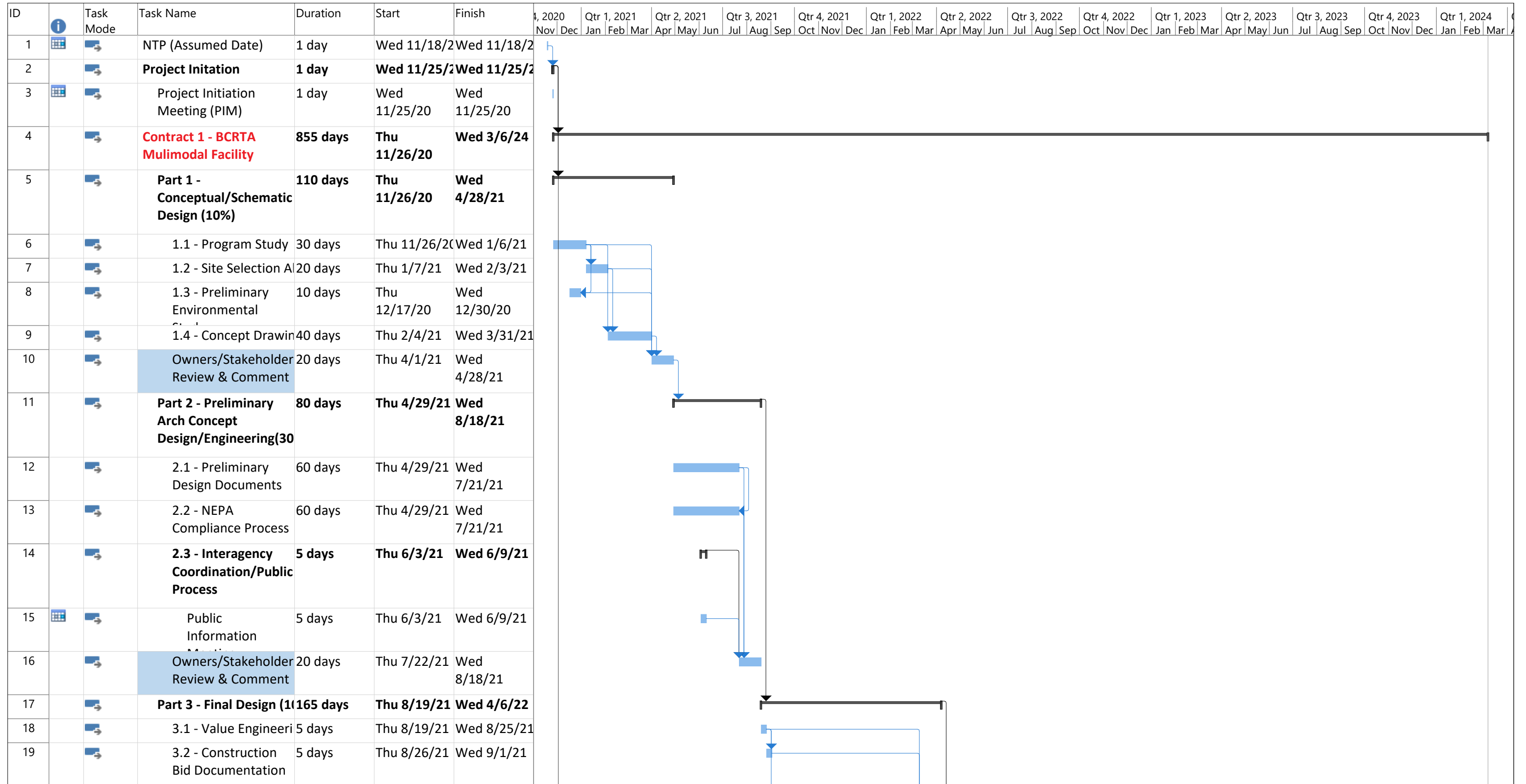


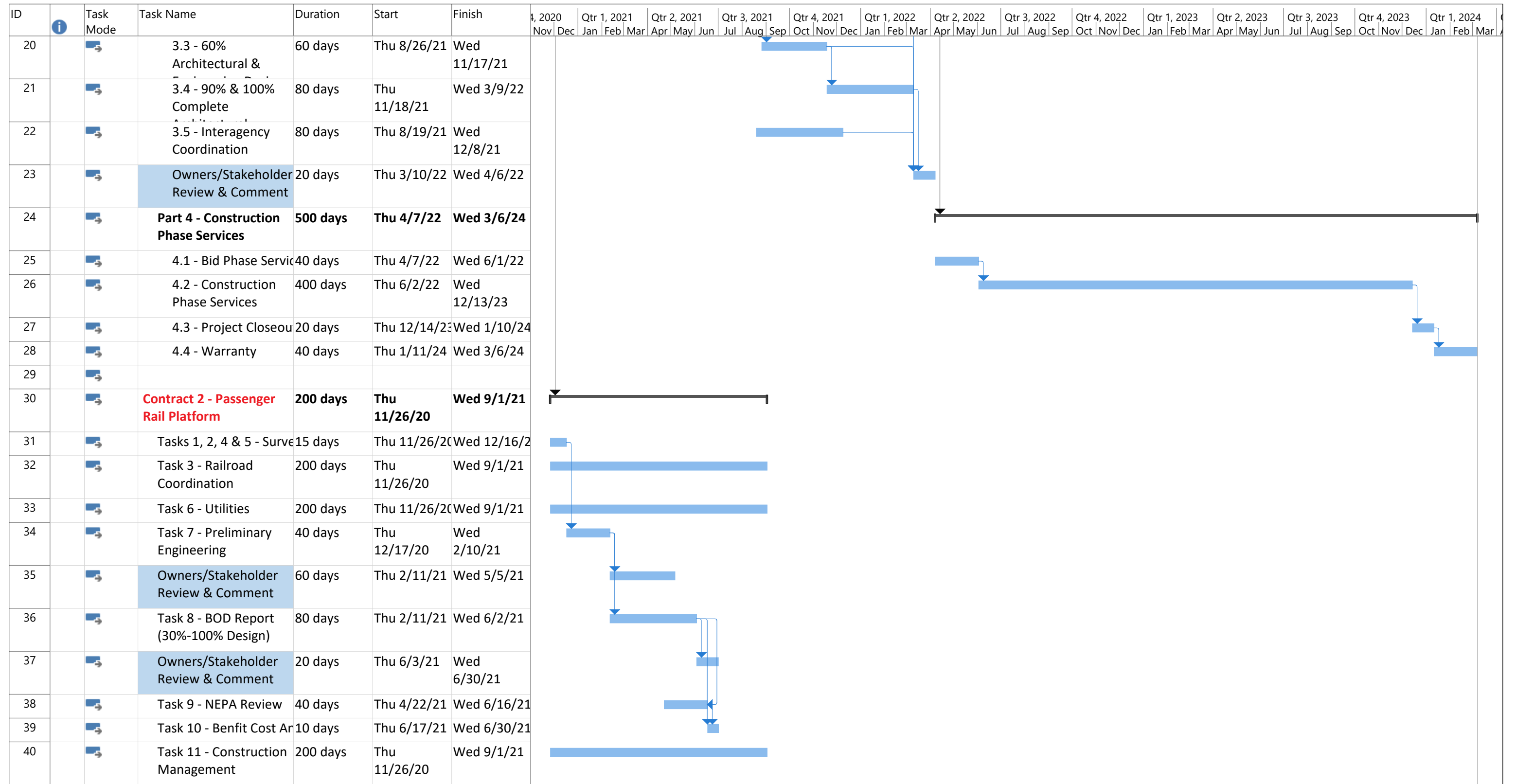
Deliverables

- Topographic, Property Survey and Project Control Report
- Utility Coordination Verification and Conflict Matrix Log
- Railroad Coordination Verification Log
- 30% Preliminary Design
- BOD Report including 100% Final Design
- Preliminary NEPA Review
- Benefit Cost Analysis Report
- Final CAD and electronic files and drawings with contractor's marked-up prints of field changes and modifications
- RFI Log including responses/resolutions
- Change Order Requests and responses/resolutions
- Copy of operating and maintenance manuals, and warranty certificates

Monthly meetings with BCRTA & City of Oxford will take place to provide progress updates and allow for over-the-shoulder-reviews. This coordination will keep the project on schedule and provide efficient communication, reduce risk for errors, and increase efficiency.







Project: BCRTA Multimodal.mpp
Date: Mon 10/19/20

Task		Project Summary		Manual Task		Start-only		Deadline	
Split		Inactive Task		Duration-only		Finish-only		Progress	
Milestone		Inactive Milestone		Manual Summary Rollup		External Tasks		Manual Progress	
Summary		Inactive Summary		Manual Summary		External Milestone			

DBE Program

We take pride in supporting all businesses.

Effectively engaging and utilizing the local talent available in the community is crucial to the project's success. We have identified qualified local small businesses that we have successfully worked with on past projects.

We have assembled a diverse group of subconsultants to exceed the DBE percentage goal established for this project. We share your goal of creating opportunities for these companies. By working together, we bring the right talent to your project to develop the right solution.

The following lists the ODOT Certified DBE subconsultants proposed to participate in the Project and their specific roles on the team. The collective estimated participation as a percent of estimated fees is unknown at this time, as the actual scope and fee has not been negotiated. While HDR recognizes that no DBE participation is specifically required for the Project, we are committed to including the DBE participation as described below, which ultimately can be utilized by the BCRTA and the City of Oxford for purposes of meeting its overall programmatic goal.

DBE Subconsultants:

- DNK Architects, Inc - Architecture, Program Study
- Lawhon & Associates - Environmental Studies and Documents

ABRAHAM CARRILLO

Global Inclusion and Diversity Director

"When our employees feel like they truly belong, they are empowered to be the best version of themselves — providing the best solutions for our clients and communities."



All industries must do their part to create a more unified and empathetic world and, though our industry is only a small part of the global economy, we must do our part. At every scale our voice can be heard.

As a global firm, we understand that the entire world is our community and that our imperative is to improve the places where we live and work. By working together with our clients and communities we form collaborations that add meaning and value to the human experience.

We take responsibility through programs and initiatives focused on promoting and advancing community involvement and support, diversity and inclusion, health and safety, small businesses and sustainability.

Through our philanthropic programs such as the HDR Foundation, Design 4 Others, Bridges to Prosperity and Engineers Without Borders, we help communities in need through donations, volunteer opportunities for employees and not-for-profit engineering and architecture work.

HDR's award-winning National Supplier Diversity Program is a corporate commitment to invest in the health and stability of our communities. The program promotes and encourages competitive subcontracting opportunities by embracing partnering relationships with the diverse socioeconomic and small business community through outreach, qualification, training, education, mentoring, and utilization.

We still have much work to do. In 2020, HDR added key leadership focused on inclusion and diversity. Global Director of Inclusion & Diversity Abraham Carrillo ensures that employees are empowered to have a voice and that "inclusion and diversity are intrinsic to the fabric of the company." Abe's professional background includes 10+ years of experience leading a global D&I initiative at a Fortune 1000 company responsible for overseeing enterprise-wide initiatives including ERGs (employee resource groups), supplier diversity, and strategic community partnerships.



Required Forms

ATTACHMENT A – SUMMARY OF PROPOSAL REQUIREMENTS

Failure to Submit Any of the Following Documents May Render Your Proposal Non-Responsive

Proposal Submission: Complete the following checklist indicating that the documents required for this proposal are enclosed.

- RFP Cover Page
- Table of Contents
- Qualifications & Capabilities
- References and Related Experience
- Technical Proposal – Multimodal Station & Shared Services Facility
- Technical Proposal – Passenger Rail Platform
- Attachment A – SUMMARY OF PROPOSAL REQUIREMENTS (this form)
- Attachment C – Receipt of Addenda
- Attachment D – Scope Checklist
- Attachment E – Certification of Lobbying Restrictions
- Attachment F – Certification of Government-Wide Debarment
- Attachment G – Personal Property Tax Affidavit
- Attachment J – DBE Good Faith Efforts
- Attachment K – DBE Contractor Commitment
- Attachment L – Evidence of DBE Certification
- Bureau of Worker’s Compensation Certificate
- Employer Liability Insurance Certificate
- Commercial General Liability Insurance Certificate
- Commercial Auto Liability Insurance Certificate
- N/A Proposer’s Warranty Information (as required)
- N/A Bid Bond (as required)
- Attachment B - Price Proposal Form (SEALED SEPARATELY)

See original for signature

<i>Authorized Signature</i>	<i>Title</i>
Jake Stremmel, PE, AVP	Associate Vice President
<i>Signature Name Printed</i>	<i>Title Printed</i>
HDR Engineering, Inc.	October 19, 2020
<i>Company Printed</i>	<i>Date</i>

#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Shared Services Facility & City of Oxford Passenger Rail Platform

ATTACHMENT C – RECEIPT OF ADDENDA

The undersigned acknowledges receipt of the following addenda to the Documents.

(Give number and date of each. Please submit with NA if no addendums issued)

Addendum Number Addendum 1 Dated September 24, 2020

Addendum Number Addendum 2 Dated October 12, 2020

Addendum Number _____ Dated _____

Addendum Number _____ Dated _____

Addendum Number _____ Dated _____

Addendum Number _____ Dated _____

Addendum Number _____ Dated _____

Failure to acknowledge receipt of all addenda may cause the Proposal to be considered non-responsive to this Request for Proposal, which will require rejection of the Proposal.

See original for signature

Signature

Associate Vice President

Title

Butler County Regional Transit Authority

RFP 2020-014 Chestnut Fields A&E

Attachment D Scope Checklist

Proposers must complete the checklist and fill in their estimated hours in order to be considered responsive to the proposal.

Task	Submitted	Total Hours
1. Preliminary Architectural Concept Design/Engineering		
<i>a. Program Study</i>	Yes (with cost)	236
<i>b. Site Selection Alternative Study (OPTIONAL)</i>	Yes (with cost)	194
<i>c. Preliminary Environmental Study</i>	Yes (with cost)	80
<i>d. Concept Drawings</i>	Yes (with cost)	118
2. NEPA Compliance and Architectural Design/Engineering (10%-30%)		
<i>a. NEPA Compliance</i>	Yes (without cost)	100
<i>b. Interagency Coordination/Public Process</i>	Yes (without cost)	120
<i>c. Architectural Design/Engineering (10%-30%)</i>	Yes (without cost)	260
3. Final Architectural and Engineering Design (30%-100%)		
<i>a. Value Engineering Charette</i>	Yes (without cost)	80
<i>b. Construction Bid Documentation</i>	Yes (without cost)	40
<i>c. 60% Architectural & Engineering Design</i>	Yes (without cost)	2000
<i>d. 90% and 100% Architectural & Engineering Design</i>	Yes (without cost)	3000
<i>e. Interagency Coordination</i>	Yes (without cost)	300
4. Bid Phase Services		
<i>a. General Contractor & Public Bid</i>	Yes (without cost)	40
<i>b. Construction Phase Services</i>	Yes (without cost)	600
<i>c. Project Close-Out</i>	Yes (without cost)	100
<i>d. Warranty</i>	Yes (without cost)	100

City of Oxford

RFP 2020-014 Chestnut Fields Amtrak A&E

Attachment D Scope Checklist

Proposers must complete the checklist and fill in their estimated hours in order to be considered responsive to the proposal.

Task	Submitted	Total Hours
Task 1: Amtrak Planning Committee and CSX Coordination	Yes (with cost)	122
Task 2: Topographic/Property Survey/Utilities and Control	Yes (with cost)	62
Task 3: Preliminary Engineering	Yes (with cost)	526
Task 4: Basis of Design Report (Includes 30-100% Final Design)	Yes (with cost)	788
Task 5: Preliminary Environmental (NEPA)	Yes (with cost)	44
Task 6: Benefit Cost Analysis	Yes (with cost)	101
Task 7: Construction Management	Yes (with cost)	370

ATTACHMENT E – CERTIFICATION OF LOBBYING RESTRICTIONS

The undersigned certifies, to the best of his or her knowledge and belief, that:

1. No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan, or cooperative agreement.
2. If any funds other than Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan, or cooperative agreement, the undersigned shall complete and submit Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions.
3. The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by section 1352, title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure.

See original for signature

_____ Signature of Contractor's Authorized Official

Michael Crall Name and Title of Contractor's Authorized Official

October 19, 2020 Date

Firms that engage in lobbying must submit [Standard Form LLL](#) in addition to this certification

ATTACHMENT F – GOVERNMENT-WIDE DEBARMENT AND SUSPENSION

**2 CFR part 180
2 CFR part 1200
2 CFR § 200.213
2 CFR part 200 Appendix II (I)
Executive Order 12549
Executive Order 12689**

Debarment, Suspension, Ineligibility and Voluntary Exclusion

The Contractor shall comply and facilitate compliance with U.S. DOT regulations, “Non-procurement Suspension and Debarment,” 2 C.F.R. part 1200, which adopts and supplements the U.S. Office of Management and Budget (U.S. OMB) “Guidelines to Agencies on Governmentwide Debarment and Suspension (Non-procurement),” 2 C.F.R. part 180. These provisions apply to each contract at any tier of \$25,000 or more, and to each contract at any tier for a federally required audit (irrespective of the contract amount), and to each contract at any tier that must be approved by an FTA official irrespective of the contract amount. As such, the Contractor shall verify that its principals, affiliates, and subcontractors are eligible to participate in this federally funded contract and are not presently declared by any Federal department or agency to be:

- a) Debarred from participation in any federally assisted Award;
- b) Suspended from participation in any federally assisted Award;
- c) Proposed for debarment from participation in any federally assisted Award;
- d) Declared ineligible to participate in any federally assisted Award;
- e) Voluntarily excluded from participation in any federally assisted Award; or
- f) Disqualified from participation in any federally assisted Award.

By signing and submitting its bid or proposal, the bidder or proposer certifies as follows:

The certification in this clause is a material representation of fact relied upon by the AGENCY. If it is later determined by the AGENCY that the bidder or proposer knowingly rendered an erroneous certification, in addition to remedies available to the AGENCY, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The bidder or proposer agrees to comply with the requirements of 2 C.F.R. part 180, subpart C, as supplemented by 2 C.F.R. part 1200, while this offer is valid and throughout the period of any contract that may arise from this offer. The bidder or proposer further agrees to include a provision requiring such compliance in its lower tier covered transactions.

Date: October 19, 2020
Signature: See original for signature
Company Name: HDR Engineering, Inc.
Title: Vice President

ATTACHMENT G - PERSONAL PROPERTY TAX AFFIDAVIT

(O.R.C. 5719.042)

The person making a proposal shall submit to the BCRTA Executive Director a statement affirmed under oath that the person with whom the contract is to be made was not charged at the time the proposal was submitted with any delinquent personal property taxes on the general tax list of personal property of any county in which the taxing district has territory or that such person was charged with delinquent personal property taxes on any such tax list, in which case the statement shall also set forth the amount of such due and unpaid delinquent taxes and any due and unpaid penalties and interest thereon. If the statement indicates that the taxpayer was charged with any such taxes, a copy of the statement shall be transmitted by the Manager of Administration to the county treasurer within thirty (30) days of the date it is submitted.

STATE OF _____
COUNTY OF _____

The undersigned being first duly sworn states that he/she is (check one):

- the proposer OR the duly-authorized representative of the proposer

to whom a contract pursuant to Invitation for Proposal No. 2020-015 for LEGAL SERVICES was awarded; and further states that, at the time the proposers' proposal was submitted (check and complete as required):

proposer was not charged with any delinquent personal property taxes on the general tax list of personal property of _____
(County, State)

proposer was charged with delinquent personal property taxes on the general tax list of personal property of as follows: _____
(County, State)

\$ 0.00 _____ in due and unpaid delinquent taxes

\$ 0.00 _____ in due and unpaid penalties and interest thereon

Name of Proposer: HDR Engineering, Inc.
Authorized Signature: See original for signature
Title: Vice President
Company: HDR Engineering, Inc.
Address: 9999 Carver Road, Suite 210
City, State, Zip: Cincinnati, OH 45242

Sworn to before me and subscribed in my presence this _____ day of

, _____ 20____ .

#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Shared Services Facility & City of Oxford Passenger Rail Platform

ATTACHMENT J - DISADVANTAGED BUSINESS ENTERPRISE (DBE) GOOD FAITH EFFORTS

PART 1: GUIDELINES

On DOT-assisted projects that have an established DBE Contract Goal or establish a DBE Participation expectation (no specific contract goal), the Prime Contractor must make sufficient Good Faith Efforts (“GFEs”) to meet the goal or expectation. The Prime Contractor can meet this requirement in either one or two ways. First, the Prime Contractor can meet the requirement with sufficient DBE participation. Second, the Prime Contractor can document adequate GFEs to meet the DBE requirement on the project. Both ways require review and approval. CFR Title 49, Part 26, Appendix A, states that determination concerning the sufficiency of the Prime Contractor’s GFEs is a judgement call and using quantitative formulas is not permitted to make the determination.

Demonstration of GFEs

A Prime Contractor must show that it took all necessary and reasonable steps to achieve a DBE goal which could reasonably be expected to obtain sufficient DBE participation, even if it was not successful. The documentation should reflect that the Prime Contractor was actively and aggressively trying to obtain DBE participation sufficient to meet the DBE contract goal. Mere pro forma efforts are not an acceptable demonstration of a Prime Contractor’s GFEs in meeting the DBE requirements.

A Prime Contractor selecting portions of work to be performed by DBEs will increase the likelihood that the DBE requirements will be achieved. This includes, where appropriate, breaking out contract work items into economically feasible units (i.e. smaller tasks or quantities) to facilitate DBE participation, even when the Prime Contractor might otherwise prefer to perform these work items with its own forces.

Documentation of GFEs

Evidence of GFEs should include, but are not limited to, a list of names, a number of contact attempts, how firms were contacted (i.e. copies of e-mail, letters, etc.), addresses, and telephone numbers of DBEs that were considered; a description of the information provided regarding the plans and specifications for the work selected for subcontracting; and evidence as to why agreements could not be reached for DBEs to perform the work. Please note that documentation provided may be subject to audit.

Additional Considerations

The fact that there may be some additional costs involved in finding and using DBEs is not in itself sufficient reason for a Prime Contractor’s failure to meet the contract DBE requirement, as long as such costs are reasonable.

The ability or desire of a Prime Contractor to perform the work of a contract with its own organization does not relieve the Prime Contractor of the responsibility to make GFEs.

Prime Contractors are not required to accept higher quotes from DBEs if the price difference is excessive or unreasonable. It should be noted that excessive or unreasonable will be evaluated on a case by case basis while reviewing the Prime Contractor’s total GFEs submittal.

In the event of a substitution or a replacement of a DBE on a project, a Prime Contractor’s inability to find a replacement DBE at the original price is not alone sufficient to demonstrate GFEs.

Prime Contractors should select DBE firms that have been DBE certified with the proper NAICS codes for the work the DBE will be performing. Conversely, DBE firms should not commit to work that they do not have the proper NAICS codes to perform.

PART 2: DBE UNAVAILABILITY CERTIFICATION HDR will meet the DBE goal

(Affiant) _____
(Date)

of _____
(Prime or General Bidder)

certify that prior to the bid opening date, I contacted the following DBE contractors to obtain a bid/proposal for services/supplies necessary to be performed on RFP-2020-014.

Disadvantaged Service/Supplies

Date	Contractor <i>(Must be DBE)</i>	Item(s) Sought <i>(i.e., Unit Price, Material & Labor, Labor Only, etc.)</i>

Attach a detailed narrative of efforts made to involve disadvantaged contractors, subcontractors, & suppliers as suggested in Attachment J, Part 1.

To the best of my knowledge and belief, said disadvantaged contractor(s) was unavailable (exclusive of unavailability due to lack of agreement on price) for work on this project, or unable to prepare a bid/proposal for the following reasons:

Signature: _____
(Prime or General Contractor)

Date: _____

_____ was offered an opportunity
(DBE firm)s

participate on the above identified Legal Notice on _____ by _____
(date) *(Source)*

ATTACHMENT K - DBE CONTRACTOR COMMITMENT

PART 1: DBE UTILIZATION

The undersigned bidder/offeror has satisfied the requirements of the bid specification in the following manner (please check the appropriate space):

The bidder/offeror is committed to a minimum of ____ % DBE utilization on this contract.

____ The bidder/offeror (if unable to meet the DBE goal of ____%) is committed to a minimum of ____% DBE utilization on this contract a submits documentation demonstrating good faith efforts.

Name of bidder/offeror's firm: HDR Engineering, Inc.

State Registration No. 47-0680568

By See original for signature /Vice President

(Signature / Title)

PART 2: DBE PARTICIPATION CONFIRMATION

Name of bidder/offeror's firm: HDR Engineering, Inc.

Address: 9999 Carver Road, Suite 210

City: Cincinnati State: OH Zip: 45242

Name of DBE firm: DNK Architects, Inc dba DNK

Address: 2616 Central Parkway

City: Cincinnati, State: OH Zip: 45214

Telephone: 513.948.4146

Description of work to be performed by DBE firm:

DNK will provide architectural design for the Multimodal Platform and the passenger rail platform , ie. Oxford Rail Platform.

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$ 94,635.90.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By  PRESIDENT/CEO
(Signature / Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)

ATTACHMENT L - EVIDENCE OF DBE CERTIFICATION

AFFIDAVIT OF DISADVANTAGED BUSINESS ENTERPRISE

State of Ohio

County of Hamilton

I hereby declare and affirm that I am the President (Title)

and duly authorized representative of DNK Architects, Inc. dba DNK (Name of Company)

whose address is 2616 Central Parkway, Cincinnati, Ohio 45214

I hereby declare and affirm that I am a disadvantaged business enterprise and can be found listed in the Ohio Unified Certification Program (UCP) as AWP Vendor ID: 0314055170

I DO SOLEMNLY DECLARE AND AFFIRM UNDER THE PENALTIES OF PERJURY THAT THE CONTENTS OF THE FOREGOING DOCUMENT ARE TRUE AND CORRECT, AND THAT I AM AUTHORIZED, ON BEHALF OF THE ABOVE FIRM, TO MAKE THIS AFFIDAVIT.

By: [Signature] (Affiant) Oct. 15, 2020 (Date)

On this 15 day of Oct, 20 20, before me,

David Kirk, known to me to be the person described in the foregoing affidavit acknowledged that he/she executed the same in the capacity therein stated and for the purpose therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

[Signature]
(Notary Public)

My Commission Expires: Aug 15 2021 (SEAL)

PART 2: DBE PARTICIPATION CONFIRMATION

Name of bidder/offeror's firm: HDR Engineering, Inc.

Address: 9999 Carver Road, Suite 210

City: Cincinnati State: OH Zip: 45242

Name of DBE firm: Lawhon & Associates, Inc.

Address: 1441 King Avenue

City: Columbus State: OH Zip: 43212


Telephone: 614-481-8600

Description of work to be performed by DBE firm:
Environmental services

The bidder/offeror is committed to utilizing the above-named DBE firm for the work described above. The estimated dollar value of this work is \$ 10,928.

Affirmation

The above-named DBE firm affirms that it will perform the portion of the contract for the estimated dollar value as stated above.

By  Susan S. Daniels, Principal
(Signature / Title)

If the bidder/offeror does not receive award of the prime contract, any and all representations in this Letter of Intent and Affirmation shall be null and void.

(Submit this page for each DBE subcontractor.)

ATTACHMENT L - EVIDENCE OF DBE CERTIFICATION

AFFIDAVIT OF DISADVANTAGED BUSINESS ENTERPRISE

State of Ohio

County of Franklin

I hereby declare and affirm that I am the Principal

and duly authorized representative of Lawhon & Associates, Inc. ^(Title)

whose address is 1441 King Avenue, Columbus, OH 43212 ^(Name of Company)

I hereby declare and affirm that I am a disadvantaged business enterprise and can be found listed in the Ohio Unified Certification Program (UCP) as AWP Vendor ID: 061201002

I DO SOLEMNLY DECLARE AND AFFIRM UNDER THE PENALTIES OF PERJURY THAT THE CONTENTS OF THE FOREGOING DOCUMENT ARE TRUE AND CORRECT, AND THAT I AM AUTHORIZED, ON BEHALF OF THE ABOVE FIRM, TO MAKE THIS AFFIDAVIT.

By: [Signature] 10/7/20
(Affiant) (Date)

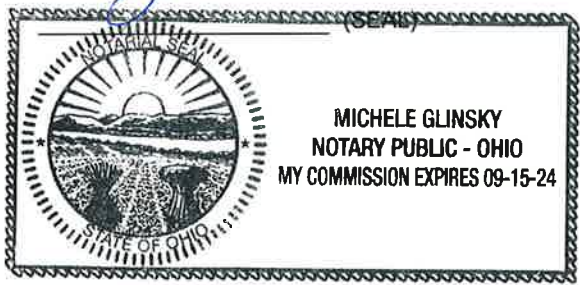
On this 7 day of OCTOBER, 20 20, before me, SUSAN DANIELS

, known to me to be the person described in the foregoing affidavit acknowledged that he/she executed the same in the capacity therein stated and for the purpose therein contained.

IN WITNESS WHEREOF, I hereunto set my hand and official seal.

[Signature]
(Notary Public)

My Commission Expires:



#2020-014 Architecture and Engineering Services for the Chestnut Street Multimodal Shared Services Facility & City of Oxford Passenger Rail Platform



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
05/19/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement.

PRODUCER: Willis Towers Watson Midwest, Inc.
CONTACT NAME: Willis Towers Watson Certificate Center
INSURER(S) AFFORDING COVERAGE: INSURER A: Liberty Mutual Fire Insurance Company, INSURER B: Ohio Casualty Insurance Company, INSURER C: Liberty Insurance Corporation

COVERAGES CERTIFICATE NUMBER: W16483635 REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES.

Table with columns: INSR LTR, TYPE OF INSURANCE, ADDL SUBR INSD WVD, POLICY NUMBER, POLICY EFF (MM/DD/YYYY), POLICY EXP (MM/DD/YYYY), LIMITS. Rows include Commercial General Liability, Automobile Liability, Umbrella Liab, and Workers Compensation.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Workers Compensation Deductible - \$250,000
Certificate Holder is named as Additional Insured on General Liability, Automobile Liability and Umbrella/Excess Liability on a Primary, Non-contributory basis...

CERTIFICATE HOLDER CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE: Alicia J. Pavelko

AGENCY CUSTOMER ID: _____

LOC #: _____



ADDITIONAL REMARKS SCHEDULE

Page 2 of 2

AGENCY Willis Towers Watson Midwest, Inc.		NAMED INSURED HDR Engineering, Inc. 1917 South 67th Street Omaha, NE 68106	
POLICY NUMBER See Page 1		EFFECTIVE DATE: See Page 1	
CARRIER See Page 1	NAIC CODE See Page 1		

ADDITIONAL REMARKS

THIS ADDITIONAL REMARKS FORM IS A SCHEDULE TO ACORD FORM,

FORM NUMBER: 25 FORM TITLE: Certificate of Liability Insurance

Employers Liability for the Monopolistic States of ND, OH, WA, & WY is provided in the Worker's Compensation policy.



CERTIFICATE OF LIABILITY INSURANCE

Page 1 of 1
DATE (MM/DD/YYYY)
05/19/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Willis Towers Watson Midwest, Inc. c/o 26 Century Blvd P.O. Box 305191 Nashville, TN 372305191 USA	CONTACT NAME: Willis Towers Watson Certificate Center PHONE (A/C, No, Ext): 1-877-945-7378 FAX (A/C, No): 1-888-467-2378 E-MAIL ADDRESS: certificates@willis.com
INSURER(S) AFFORDING COVERAGE	
INSURER A: Liberty Mutual Fire Insurance Company	NAIC # 23035
INSURER B: Ohio Casualty Insurance Company	24074
INSURER C: Liberty Insurance Corporation	42404
INSURER D:	
INSURER E:	
INSURER F:	

COVERAGES **CERTIFICATE NUMBER:** W16483704 **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL	SUBR	INSURER	POLICY EFF	POLICY EXP	LIMITS			
		INSD	WVD		(MM/DD/YYYY)	(MM/DD/YYYY)				
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY		Y	Y	TB2-641-444950-030	06/01/2020	06/01/2021	EACH OCCURRENCE	\$ 2,000,000	
	<input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 1,000,000	
	<input checked="" type="checkbox"/> Contractual Liability							MED EXP (Any one person)	\$ 10,000	
	GENL AGGREGATE LIMIT APPLIES PER:							PERSONAL & ADV INJURY	\$ 2,000,000	
	<input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJ-JECT <input checked="" type="checkbox"/> LOC							GENERAL AGGREGATE	\$ 4,000,000	
	OTHER:							PRODUCTS - COMP/OP AGG	\$ 4,000,000	
									\$	
A	AUTOMOBILE LIABILITY		Y	Y	AS2-641-444950-040	06/01/2020	06/01/2021	COMBINED SINGLE LIMIT (Ea accident)	\$ 2,000,000	
	<input checked="" type="checkbox"/> ANY AUTO							BODILY INJURY (Per person)	\$	
	<input type="checkbox"/> OWNED AUTOS ONLY							BODILY INJURY (Per accident)	\$	
	<input type="checkbox"/> HIRED AUTOS ONLY							PROPERTY DAMAGE (Per accident)	\$	
	<input type="checkbox"/> SCHEDULED AUTOS (NON-OWNED AUTOS ONLY)								\$	
									\$	
B	<input type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR		Y	Y	EUO (21) 57919363	06/01/2020	06/01/2021	EACH OCCURRENCE	\$ 5,000,000	
	<input checked="" type="checkbox"/> EXCESS LIAB							AGGREGATE	\$ 5,000,000	
	<input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 0								\$	
C	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY			N/A	Y	WA7-64D-444950-010	06/01/2020	06/01/2021	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER	
	ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)								E.L. EACH ACCIDENT	\$ 1,000,000
	If yes, describe under DESCRIPTION OF OPERATIONS below								E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
									E.L. DISEASE - POLICY LIMIT	\$ 1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Certificate Holder is named as Additional Insured on General Liability, Automobile Liability and Umbrella Liability on a primary, non-contributory basis where required by written contract. Waiver of Subrogation applies on General Liability, Automobile Liability, Umbrella Liability and Workers Compensation where required by written contract and as permitted by law. Umbrella policy follows form of the underlying General Liability, Automobile Liability, Employers Liability.

CERTIFICATE HOLDER	CANCELLATION
FOR INFORMATION PURPOSES ONLY	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE <i>Alina Pavelko</i>

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THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED LOCATION(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Location(s):

All locations owned by or rented to the Named Insured

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

- A.** For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section I – Coverage A, and for all medical expenses caused by accidents under Section I – Coverage C, which can be attributed only to operations at a single designated "location" shown in the Schedule above:
1. A separate Designated Location General Aggregate Limit applies to each designated "location", and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.
 2. The Designated Location General Aggregate Limit is the most we will pay for the sum of all damages under Coverage A, except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage C regardless of the number of:
 - a. Insureds;
 - b. Claims made or "suits" brought; or
 - c. Persons or organizations making claims or bringing "suits".
 3. Any payments made under Coverage A for damages or under Coverage C for medical expenses shall reduce the Designated Location General Aggregate Limit for that designated "location". Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Location General Aggregate Limit for any other designated "location" shown in the Schedule above.
 4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Location General Aggregate Limit.

- B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section I – Coverage A, and for all medical expenses caused by accidents under Section I – Coverage C, which cannot be attributed only to operations at a single designated "location" shown in the Schedule above:
1. Any payments made under Coverage A for damages or under Coverage C for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and
 2. Such payments shall not reduce any Designated Location General Aggregate Limit.
- C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Location General Aggregate Limit.
- D. For the purposes of this endorsement, the **Definitions** Section is amended by the addition of the following definition:
- "Location" means premises involving the same or connecting lots, or premises whose connection is interrupted only by a street, roadway, waterway or right-of-way of a railroad.
- E. The provisions of Section III – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED CONSTRUCTION PROJECT(S) GENERAL AGGREGATE LIMIT

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

SCHEDULE

Designated Construction Project(s):

All construction projects not located at premises owned, leased or rented by a Named Insured

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

- A. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section I – Coverage A, and for all medical expenses caused by accidents under Section I – Coverage C, which can be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:
1. A separate Designated Construction Project General Aggregate Limit applies to each designated construction project, and that limit is equal to the amount of the General Aggregate Limit shown in the Declarations.
 2. The Designated Construction Project General Aggregate Limit is the most we will pay for the sum of all damages under Coverage A, except damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard", and for medical expenses under Coverage C regardless of the number of:
 - a. Insureds;
 - b. Claims made or "suits" brought; or
 - c. Persons or organizations making claims or bringing "suits".
 3. Any payments made under Coverage A for damages or under Coverage C for medical expenses shall reduce the Designated Construction Project General Aggregate Limit for that designated construction project. Such payments shall not reduce the General Aggregate Limit shown in the Declarations nor shall they reduce any other Designated Construction Project General Aggregate Limit for any other designated construction project shown in the Schedule above.
 4. The limits shown in the Declarations for Each Occurrence, Damage To Premises Rented To You and Medical Expense continue to apply. However, instead of being subject to the General Aggregate Limit shown in the Declarations, such limits will be subject to the applicable Designated Construction Project General Aggregate Limit.

- B. For all sums which the insured becomes legally obligated to pay as damages caused by "occurrences" under Section I – Coverage A, and for all medical expenses caused by accidents under Section I – Coverage C, which cannot be attributed only to ongoing operations at a single designated construction project shown in the Schedule above:
1. Any payments made under Coverage A for damages or under Coverage C for medical expenses shall reduce the amount available under the General Aggregate Limit or the Products-completed Operations Aggregate Limit, whichever is applicable; and
 2. Such payments shall not reduce any Designated Construction Project General Aggregate Limit.
- C. When coverage for liability arising out of the "products-completed operations hazard" is provided, any payments for damages because of "bodily injury" or "property damage" included in the "products-completed operations hazard" will reduce the Products-completed Operations Aggregate Limit, and not reduce the General Aggregate Limit nor the Designated Construction Project General Aggregate Limit.
- D. If the applicable designated construction project has been abandoned, delayed, or abandoned and then restarted, or if the authorized contracting parties deviate from plans, blueprints, designs, specifications or timetables, the project will still be deemed to be the same construction project.
- E. The provisions of Section III – Limits Of Insurance not otherwise modified by this endorsement shall continue to apply as stipulated.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**ADDITIONAL INSURED – OWNERS, LESSEES OR
CONTRACTORS – SCHEDULED PERSON OR
ORGANIZATION**

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury", "property damage" or "personal and advertising injury" caused, in whole or in part, by:

1. Your acts or omissions; or
2. The acts or omissions of those acting on your behalf;

in the performance of your ongoing operations for the additional insured(s) at the location(s) designated above.

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following additional exclusions apply:

This insurance does not apply to "bodily injury" or "property damage" occurring after:

1. All work, including materials, parts or equipment furnished in connection with such work, on the project (other than service, maintenance or repairs) to be performed by or on behalf of the additional insured(s) at the location of the covered operations has been completed; or
 2. That portion of "your work" out of which the injury or damage arises has been put to its intended use by any person or organization other than another contractor or subcontractor engaged in performing operations for a principal as a part of the same project.
- C.** With respect to the insurance afforded to these additional insureds, the following is added to **Section III – Limits Of Insurance:**

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
2. Available under the applicable Limits of Insurance shown in the Declarations;

whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location(s) Of Covered Operations
Any person or organization with whom you have agreed, through written contract, agreement or permit to provide additional insured coverage.	Any location where you have agreed, through written contract, agreement or permit, to provide additional insured coverage
Information required to complete this Schedule, if not shown above, will be shown in the Declarations.	

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

ADDITIONAL INSURED – OWNERS, LESSEES OR CONTRACTORS – COMPLETED OPERATIONS

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Additional Insured Person(s) Or Organization(s)	Location And Description Of Completed Operations
<p>Any person or organization to whom or to which you are required to provide additional insured status in a written contract, agreement or permit except where such contract or agreement is prohibited.</p>	<p>Any location where you have agreed, through written, contract, agreement or permit, to provide additional insured coverage for completed operations.</p>
<p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p>	

A. Section II – Who Is An Insured is amended to include as an additional insured the person(s) or organization(s) shown in the Schedule, but only with respect to liability for "bodily injury" or "property damage" caused, in whole or in part, by "your work" at the location designated and described in the Schedule of this endorsement performed for that additional insured and included in the "products-completed operations hazard".

However:

1. The insurance afforded to such additional insured only applies to the extent permitted by law; and
2. If coverage provided to the additional insured is required by a contract or agreement, the insurance afforded to such additional insured will not be broader than that which you are required by the contract or agreement to provide for such additional insured.

B. With respect to the insurance afforded to these additional insureds, the following is added to Section III – Limits Of Insurance:

If coverage provided to the additional insured is required by a contract or agreement, the most we will pay on behalf of the additional insured is the amount of insurance:

1. Required by the contract or agreement; or
 2. Available under the applicable Limits of Insurance shown in the Declarations;
- whichever is less.

This endorsement shall not increase the applicable Limits of Insurance shown in the Declarations.

Policy Number TB2-641-444950-030
Issued by Liberty Mutual Fire Insurance Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

OTHER INSURANCE AMENDMENT – SCHEDULED ADDITIONAL INSURED

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
LIQUOR LIABILITY COVERAGE PART

Schedule

Person or Organization: Where required by written contract.
--

If you are obligated under a written agreement to provide liability insurance on a primary, excess, contingent, or any other basis for any person or organization shown in the Schedule of this endorsement that qualifies as an additional insured on this policy, this policy will apply solely on the basis required by such written agreement and Paragraph 4. Other Insurance of Section IV - Conditions will not apply. If the applicable written agreement does not specify on what basis the liability insurance will apply, the provisions of Paragraph 4. Other Insurance of Section IV - Conditions will govern. However, this insurance is excess over any other insurance available to the additional insured for which it is also covered as an additional insured by attachment of an endorsement to another policy providing coverage for the same "occurrence", claim or "suit".

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**DESIGNATED INSURED FOR
COVERED AUTOS LIABILITY COVERAGE**

This endorsement modifies insurance provided under the following:

- AUTO DEALERS COVERAGE FORM
- BUSINESS AUTO COVERAGE FORM
- MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" for Covered Autos Liability Coverage under the Who Is An Insured provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage Form.

SCHEDULE

<p>Name Of Person(s) Or Organization(s): As required by written contract</p>
<p>Information required to complete this Schedule, if not shown above, will be shown in the Declarations.</p>

Each person or organization shown in the Schedule is an "insured" for Covered Autos Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured provision contained in Paragraph A.1. of Section II – Covered Autos Liability Coverage in the Business Auto and Motor Carrier Coverage Forms and Paragraph D.2. of Section I – Covered Autos Coverages of the Auto Dealers Coverage Form.

Policy Number: AS2-641-444950-040
Issued by: Liberty Mutual Fire Insurance Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

DESIGNATED INSURED - NONCONTRIBUTING

This endorsement modifies insurance provided under the following:

BUSINESS AUTO COVERAGE FORM
GARAGE COVERAGE FORM
MOTOR CARRIERS COVERAGE FORM
TRUCKERS COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by this endorsement.

This endorsement identifies person(s) or organization(s) who are "insureds" under the Who Is An Insured Provision of the Coverage Form. This endorsement does not alter coverage provided in the Coverage form.

Schedule

Name of Person(s) or Organizations(s):

Any person or organization where the Named Insured has agreed by written contract to include such person or organization

Regarding Designated Contract or Project:

Any

Each person or organization shown in the Schedule of this endorsement is an "insured" for Liability Coverage, but only to the extent that person or organization qualifies as an "insured" under the Who Is An Insured Provision contained in Section II of the Coverage Form.

The following is added to the **Other Insurance Condition:**

If you have agreed in a written agreement that this policy will be primary and without right of contribution from any insurance in force for an Additional Insured for liability arising out of your operations, and the agreement was executed prior to the "bodily injury" or "property damage", then this insurance will be primary and we will not seek contribution from such insurance.

POLICY NUMBER: TB2-641-444950-030

WAIVER OF TRANSFER OF RIGHTS OF RECOVERY AGAINST OTHERS TO US

This endorsement modifies insurance provided under the following:

COMMERCIAL GENERAL LIABILITY COVERAGE PART
PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART

SCHEDULE

Name Of Person Or Organization: As required by written contract or agreement

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.
--

The following is added to Paragraph 8. **Transfer Of Rights Of Recovery Against Others To Us** of Section IV – Conditions:

We waive any right of recovery we may have against the person or organization shown in the Schedule above because of payments we make for injury or damage arising out of your ongoing operations or "your work" done under a contract with that person or organization and included in the "products-completed operations hazard". This waiver applies only to the person or organization shown in the Schedule above.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

**WAIVER OF TRANSFER OF RIGHTS OF RECOVERY
AGAINST OTHERS TO US (WAIVER OF SUBROGATION)**

This endorsement modifies insurance provided under the following:

AUTO DEALERS COVERAGE FORM
BUSINESS AUTO COVERAGE FORM
MOTOR CARRIER COVERAGE FORM

With respect to coverage provided by this endorsement, the provisions of the Coverage Form apply unless modified by the endorsement.

SCHEDULE

Name(s) Of Person(s) Or Organization(s):

Any person or organization for whom you perform work under a written contract of the contract requires you to obtain this agreement from us but only if the contract is executed prior to the injury or damage occurring.

Information required to complete this Schedule, if not shown above, will be shown in the Declarations.

The **Transfer Of Rights Of Recovery Against Others To Us** condition does not apply to the person(s) or organization(s) shown in the Schedule, but only to the extent that subrogation is waived prior to the "accident" or the "loss" under a c ontract with that person or organization.

WAIVER OF OUR RIGHT TO RECOVER FROM OTHERS ENDORSEMENT

We have the right to recover our payments from anyone liable for an injury covered by this policy. We will not enforce our right against the person or organization named in the Schedule. (This agreement applies only to the extent that you perform work under a written contract that requires you to obtain this agreement from us.)

This agreement shall not operate directly or indirectly to benefit anyone not named in the Schedule.

Schedule

Where required by contract or written agreement prior to loss.

Issued by: Liberty Insurance Corporation

For attachment to Policy No WA7-64D-444950-010
\$

Effective Date 06/01/2020

Premium

Issued to: HDR Engineering, Inc.

Policy Number TB2-641-444950-030
Issued by Liberty Mutual Fire Insurance Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION OR MATERIAL REDUCTION IN COVERAGE TO THIRD PARTIES

This endorsement modifies insurance provided under the following:

- BUSINESS AUTO COVERAGE PART
- MOTOR CARRIER COVERAGE PART
- GARAGE COVERAGE PART
- TRUCKERS COVERAGE PART
- EXCESS AUTOMOBILE LIABILITY INDEMNITY COVERAGE PART
- SELF-INSURED TRUCKER EXCESS LIABILITY COVERAGE PART
- COMMERCIAL GENERAL LIABILITY COVERAGE PART
- EXCESS COMMERCIAL GENERAL LIABILITY COVERAGE PART
- PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
- LIQUOR LIABILITY COVERAGE PART
- COMMERCIAL LIABILITY – UMBRELLA COVERAGE FORM

Schedule		
Name of Other Person(s) / Organization(s):	Email Address or mailing address:	Number Days Notice:
Per Schedule on File		30

- A. If we cancel this policy for any reason other than nonpayment of premium, or make a material reduction in coverage, we will notify the persons or organizations shown in the Schedule above. We will send notice to the email or mailing address listed above at least 10 days, or the number of days listed above, if any, before the cancellation becomes effective. In no event does the notice to the third party exceed the notice to the first named insured.
- B. This advance notification of a pending cancellation or material reduction of coverage is intended as a courtesy only. Our failure to provide such advance notification will not extend the policy cancellation date nor negate cancellation of the policy.

All other terms and conditions of this policy remain unchanged.

Policy Number AS2-641-444950-040
Issued by Liberty Mutual Fire Insurance Company

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF CANCELLATION OR MATERIAL REDUCTION IN COVERAGE TO THIRD PARTIES

This endorsement modifies insurance provided under the following:

- BUSINESS AUTO COVERAGE PART
- MOTOR CARRIER COVERAGE PART
- GARAGE COVERAGE PART
- TRUCKERS COVERAGE PART
- EXCESS AUTOMOBILE LIABILITY INDEMNITY COVERAGE PART
- SELF-INSURED TRUCKER EXCESS LIABILITY COVERAGE PART
- COMMERCIAL GENERAL LIABILITY COVERAGE PART
- EXCESS COMMERCIAL GENERAL LIABILITY COVERAGE PART
- PRODUCTS/COMPLETED OPERATIONS LIABILITY COVERAGE PART
- LIQUOR LIABILITY COVERAGE PART
- COMMERCIAL LIABILITY – UMBRELLA COVERAGE FORM

Schedule		
Name of Other Person(s) / Organization(s):	Email Address or mailing address:	Number Days Notice:
Per Schedule on File		30

- A. If we cancel this policy for any reason other than nonpayment of premium, or make a material reduction in coverage, we will notify the persons or organizations shown in the Schedule above. We will send notice to the email or mailing address listed above at least 10 days, or the number of days listed above, if any, before the cancellation becomes effective. In no event does the notice to the third party exceed the notice to the first named insured.
- B. This advance notification of a pending cancellation or material reduction of coverage is intended as a courtesy only. Our failure to provide such advance notification will not extend the policy cancellation date nor negate cancellation of the policy.

All other terms and conditions of this policy remain unchanged.

THIS ENDORSEMENT CHANGES THE POLICY. PLEASE READ IT CAREFULLY.

NOTICE OF MATERIAL CHANGE

We will not make changes that reduce the insurance afforded by this policy until written notice of such reduction has been delivered to those scheduled below at least 30 days before the effective date of the material change to the insurance afforded by this policy.

Our failure to provide notice under this endorsement will not affect the validity of the changes except as it relates to the person or organization listed below.

NAME

ADDRESS

As required by written contract or written agreement

In no event will the notification be less than the minimum days required for notification by state statute. Notification will be provided to all parties in a manner as required by state statute, if any.

This endorsement is executed by the Liberty Insurance Corporation Premium:

Effective Date: 06/01/2020 Expiration Date 06/01/2021 For

attachment to Policy No: WA7-64D-444950-010

Countersigned by _____
Authorized Representative End.

Serial No.

NOTICE OF CANCELLATION TO THIRD PARTIES

- A. If we cancel this policy for any reason other than nonpayment of premium, we will notify the persons or organizations shown in the Schedule below by email as soon as practical after notifying the first Named Insured.
- B. This advance email notification of a pending cancellation of coverage is intended as a courtesy only. Our failure to provide such advance notification will not extend the policy cancellation date nor negate cancellation of the policy.

Name of Other Person(s) / Organization(s):	Schedule
As required by written contract or agreement	30 Days

All other terms and conditions of this policy remain unchanged.

Issued by Liberty Insurance Corporation

For attachment to Policy No. WA7-64D-444950-010 Effective Date

06/01/2020 Premium \$

Issued to HDR Engineering, Inc.



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

6/1/2021

5/21/2020

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Lockton Companies 444 W. 47th Street, Suite 900 Kansas City MO 64112-1906 (816) 960-9000	CONTACT NAME: PHONE (A/C, No, Ext): FAX (A/C, No): E-MAIL ADDRESS: <table style="width: 100%; border: none;"> <tr> <td style="width: 80%; text-align: center;">INSURER(S) AFFORDING COVERAGE</td> <td style="width: 20%; text-align: center;">NAIC #</td> </tr> <tr> <td>INSURER A : Lexington Insurance Company</td> <td style="text-align: center;">19437</td> </tr> <tr> <td>INSURER B :</td> <td></td> </tr> <tr> <td>INSURER C :</td> <td></td> </tr> <tr> <td>INSURER D :</td> <td></td> </tr> <tr> <td>INSURER E :</td> <td></td> </tr> <tr> <td>INSURER F :</td> <td></td> </tr> </table>	INSURER(S) AFFORDING COVERAGE	NAIC #	INSURER A : Lexington Insurance Company	19437	INSURER B :		INSURER C :		INSURER D :		INSURER E :		INSURER F :	
INSURER(S) AFFORDING COVERAGE	NAIC #														
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INSURER E :															
INSURER F :															
INSURED 1429583 HDR ENGINEERING, INC. 1917 SOUTH 67TH STREET OMAHA NE 68106															

COVERAGES **CERTIFICATE NUMBER: 16762456** **REVISION NUMBER: XXXXXXXX**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX DAMAGE TO RENTED PREMISES (Ea occurrence) \$ XXXXXXXX MED EXP (Any one person) \$ XXXXXXXX PERSONAL & ADV INJURY \$ XXXXXXXX GENERAL AGGREGATE \$ XXXXXXXX PRODUCTS - COMP/OP AGG \$ XXXXXXXX \$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO <input type="checkbox"/> OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> NON-OWNED AUTOS ONLY			NOT APPLICABLE			COMBINED SINGLE LIMIT (Ea accident) \$ XXXXXXXX BODILY INJURY (Per person) \$ XXXXXXXX BODILY INJURY (Per accident) \$ XXXXXXXX PROPERTY DAMAGE (Per accident) \$ XXXXXXXX \$ XXXXXXXX
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED <input type="checkbox"/> RETENTION \$			NOT APPLICABLE			EACH OCCURRENCE \$ XXXXXXXX AGGREGATE \$ XXXXXXXX \$ XXXXXXXX
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N If yes, describe under DESCRIPTION OF OPERATIONS below		N/A	NOT APPLICABLE			PER STATUTE <input type="checkbox"/> OTH-ER <input type="checkbox"/> E.L. EACH ACCIDENT \$ XXXXXXXX E.L. DISEASE - EA EMPLOYEE \$ XXXXXXXX E.L. DISEASE - POLICY LIMIT \$ XXXXXXXX
A	ARCH & ENG PROFESSIONAL LIABILITY	N	N	061853691	6/1/2020	6/1/2021	PER CLAIM: \$1,000,000 AGGREGATE: \$1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
 SAMPLE CERTIFICATE

CERTIFICATE HOLDER 16762456 SAMPLE CERTIFICATE	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE
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Bureau of Workers' Compensation

30 W. Spring St.
Columbus, OH 43215

Certificate of Ohio Workers' Compensation

This certifies that the employer listed below participates in the Ohio State Insurance Fund as required by law. Therefore, the employer is entitled to the rights and benefits of the fund for the period specified. This certificate is only valid if premiums and assessments, including installments, are paid by the applicable due date. To verify coverage, visit www.bwc.ohio.gov, or call 1-800-644-6292.

This certificate must be conspicuously posted.

Policy number and employer
01483314

Period Specified Below
07/01/2020 to 07/01/2021

HDR ENGINEERING INC
1917 S 67TH ST
OMAHA, NE 68106-2973



www.bwc.ohio.gov
Issued by: BWC

Stephanie McCloud

Administrator/CEO

You can reproduce this certificate as needed.

Ohio Bureau of Workers' Compensation

Required Posting

Section 4123.54 of the Ohio Revised Code requires notice of rebuttable presumption. Rebuttable presumption means an employee may dispute or prove untrue the presumption (or belief) that alcohol, marihuana or a controlled substance not prescribed by the employee's physician is the proximate cause (main reason) of the work-related injury.

The burden of proof is on the employee to prove the presence of alcohol, marihuana or a controlled substance was not the proximate cause of the work-related injury. An employee who tests positive or refuses to submit to chemical testing may be disqualified for compensation and benefits under the Workers' Compensation Act.



Bureau of Workers' Compensation

You must post this language with the Certificate of Ohio Workers' Compensation.