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1. QUALIFICATIONS AND CAPABILITIES OF THE COMPANY

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION A)



NESTOR MELNYK

AIA LEED AP BD+C

Principal

PRINCIPAL IN CHARGE

nmelnyk@msaarch.com

SAMPLE EXPERIENCE

METRO

Uptown Transit District Master Plan and Design
Route and Neighborhood Maps Design and Planning
Metro Plus

TANK

CTC
Dixie Corridor

Miami Township (Greene County)

Fire Station Renovation
Fire Headquarters Master Plan
Northside Transit Center

City of Cincinnati

Fire Station #35

City of Mason

Fire Station #51

City of Fairborn

Fire Station #1
Fire Station #2
Fire Station #3
Fire Station #4

City of Battle Creek

Fire Mapping
Fire Station Assessment

City of Monroe

Fire Station #3

City of Tipp City

Fire Station

City of Vandalia

Fire Station #1

Deerfield Township

Fire Headquarters

Delhi Township

Fire Station

Liberty Township

Fire Station

Miami Township (Clermont County)

Fire Station 29

Miami Township (Hamilton County)

Fire Station 70

Springfield Township

Fire Headquarters and Administration

Symmes Township

Fire Station

St. Bernard

Police and Fire Department

West Chester Township

Fire Headquarters

City of Delaware

Fire Station #303

Council Chambers Renovation

REGISTRATION / EDUCATION

Registered Architect

Ohio #7088

Indiana #AR00870038

Kentucky #3249

NCARB Certified in over 30 states

University of Cincinnati, 1980

Bachelor of Architecture - College of
Design, Architecture, Art and Planning

Harvard Grad. School of Design

Adv. Illustration, Business Dev.

Design of Facilities for Frail/Elderly,

Real Estate Development

Architecture Tour of France/Spain

3 week seminar of tours and lectures in France,
Germany, Spain & Switzerland

ORGANIZATIONS / AFFILIATIONS

American Institute of Architects

Ohio Board of Directors, 2008-2014

Ohio Treasurer, 2009-2011

Ohio President Elect 2011-2012

Ohio President 2012-2013

Cincinnati President, 2006

Cincinnati Board Member, 1996-2009

Architectural Foundation of Cincinnati

President, 1996-1997

Education Committee Chair, 1991-97

Founder, Student Design Program, 1991

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION A)



CHRISTOPHER PATEK

AIA LEED AP

Principal

Project Manager / Architect

cpatek@msaarch.com

SAMPLE EXPERIENCE

METRO

Uptown Transit District Master Plan and Design
Route and Neighborhood Maps Design and Planning
Metro Plus

TANK

CTC
Dixie Corridor

Miami Township (Greene County)

Northside Transit Center

Diamond Oaks Career Campus

Renovation/Additions

Scarlet Oaks Career Campus

Renovation/Additions

Live Oaks Career Campus

Renovation/Additions

Laurel Oaks Career Campus

Renovation/Additions

RAMTEC (Grant Career Center)

Criteria Architect

RAMTEC (Scarlet Oaks Career Campus)

Renovation/Additions

Xavier University

Campus Facilities Master Plan
Alter Hall Renovation

Mariemont City Schools

Facilities Assessment

Oak Hills Local Schools District

Master Plan
Field Renovation
Auditorium Renovation

Forest Hills Local Schools District

Renovation/Addition

Highland Local Schools

Elementary School Renovation
High School New Construction
Middle School Renovation

Indian Hill Exempted Village Schools

Auxiliary Facilities Master Plan
Auditorium Renovation

Madeira High School

Perin Media Center

Mount Notre Dame High School

Academic and dining redevelopment

Greentree Health Science Academy

Educational partnership between the public and private entities of Atrium Medical Center, Miami University & Warren County Career Center

Miami University

Yager Stadium Renovations

Northern Kentucky University

Central Plaza Renovation

University of Cincinnati

Turner Hall Renovation
Calhoun Hall Renovation

REGISTRATION / EDUCATION

Registered Architect

LEED Accredited Professional

University of Cincinnati, 2001

Portsmouth School of Architecture

Portsmouth, England

ORGANIZATIONS / AFFILIATIONS

American Institute of Architects,
Cincinnati Chapter

Board of Directors - 2009 to 2013

President - 2013 to 2014 Advocacy Chair - 2015 to

Present

AIA Committees

Architecture Foundation of Cincinnati

Madeira High School



DAN MONTGOMERY

AIA LEED AP

Project Architect / Associate

Technical Architect

dmontgomery@msaarch.com

SAMPLE EXPERIENCE

City of Cincinnati

Fire Station
Police D5 Temporary HQ
Police D3 and D5 Criteria

Granville Township

Fire Mapping
Fire Master Plan

Madeira and Indian Hill Joint Fire District

Assessment Study
Madeira Station
Indian Hill Station

City of Delaware

New Fire Station #303

City of Massillon

Fire Assessment and Mapping

Little Miami Joint Fire and Rescue District

Newtown Station 76
Fairfax Station 66

Liberty Township (Butler County)

Public Safety Building
Fire Station
Sheriff's Patrol Post

Brunswick Hills

Fire Mapping Study

City of Monroe

Fire Needs Assessment Study
Fire Station 3

City of Tallmadge

Response Time Mapping

Champaign County

Response Time Mapping

Clear Creek

Fire District Master Plan

Monroe Township

Fire Needs Assessment

Monclova Township

Response Time Mapping

Miami Township

Fire and EMS Master Plan

New Concord

Response Time Mapping

Perry Township

Fire Assessment and Mapping

Plain Township

Fire Department Master Plan

Pleasant Valley Joint Fire District

Master Plan

Ross County

Emergency Communications Mapping

West Licking Joint Fire District

Fire Needs Assessment Study

St. Bernard

Police and Fire Department

REGISTRATION / EDUCATION ORGANIZATIONS / AFFILIATIONS

Registered Architect

Ohio #13946

University of Cincinnati, 1997

Bachelor of Architecture

American Institute of Architects

Associate Member

LEED Accredited Professional

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION A)



TONY SCALLY
ASSOCIATE AIA

Project Designer / Associate

Project Architect
tscally@msaarch.com

SAMPLE EXPERIENCE

Central Michigan University
Kelly/Shorts Stadium Field Renovation
Field Hockey Complex Turf Replacement

The Ohio State University
Woody Hayes Athletic Center Study

Wilmington College
Center for Sport Sciences
The Jenna Parlette Running Complex

Otterbein University
Memorial Stadium Renovation
Athletic Master Plan

Miami University
Yager Stadium Renovations
Yager Indoor Stadium Study
McKie Field at Hayden Park
Millett Hall Arena Renovations
New Soccer Stadium
Northern Kentucky University
Soccer Stadium

Bill Aker Baseball Complex at Friendship Field
Ohio University
Peden Field Turf Replacement

University of Cincinnati
Sheakley Athletics Center
Gettler Stadium

Butler University
Butler Bowl Field Renovation
Canal Fields Varsity Lacrosse Facility

Cincinnati Reds Great American Ballpark
Ball Park Design Consultant
Baseball on Main study
Batters Eye Party Deck and Pavilion
Food Service Consultant
Fox Sports Ohio Champions Club
Gameday Pro Shop
Machine Room Brew Pub
Mr. Red's Smoke House
Pepsi Power Stacks Homerun Feature
Reds Fan Zone Master Plan
Riverfront Club Development and Fan Integration

Tech Pavilion and Viewing Bar
Cincinnati Public School District
District-Wide Athletic Facilities Master Plan
Western Hills McCartney Field
Taft Stargel Stadium

Walnut Hills Marx Stadium
Clark Montessori Athletic Plan
Western Hills Coy Athletic Field

CVG Greater Cinti/Northern Kentucky Int'l Airport
Construction and Program Manager
Retail Re-Leasing Program
Terminal 3 Concourse A
Concourse B Food Court and Lounge

St. Marys City Schools
Baughman Stadium and Athletic Facilities

St. Xavier High School
Field Renovations

Dublin City Schools
Coffman High School Turf Replacement
Jerome High School Turf Replacement
Scioto High School Turf Replacement

FC Cincinnati
Mercy Health Training Complex

Houston Astros
Minute Maid Park Renovation

REGISTRATION / EDUCATION

Kent State University
Bachelor of Architecture

ORGANIZATIONS / AFFILIATIONS

Associate Member

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION B)



WSP will be the lead Transportation Planning and Passenger Rail Designing consultant. WSP develops creative, comprehensive and sustainable engineering solutions for a future where society can thrive. Equipped with an intimate understanding of local intricacies, world-class talent and proactive leadership, we plan, design, manage and engineer long lasting and impactful solutions to uniquely complex problems.



MOTZ ENGINEERING is a full service MEPT Engineering company. Motz is committed to client satisfaction. 90% of their work is with repeat clients. Through modern technology utilization and time-tested management and plan implementation, their team brings to you a complete selection of building design and construction solutions.



THE KLEINGERS GROUP has had a long standing and a successful working relationship with the MSA design team. The Kleingers Group is a full-service civil engineering, surveying and landscape architecture firm with offices in Cincinnati, Columbus and Dayton. It's that level of service – and the relationships that result – that sets The Kleingers Group apart.



JULIE CROMWELL & ASSOCIATES, will be the lead Structural Engineering consultant. Through technical expertise, JCA delivers with compassion, making a personal connection with their client's and their projects. JCA measures success by delivering safe and functional structures that meet the schedule and budgetary needs of our clients.



LAWHON & ASSOCIATES, INC. (L&A) provides full-service environmental and engineering consulting services to the public and private sector. The company was founded in 1985 and attributes its success to providing responsive, client-focused technical expertise through the personal direction of the principals and senior staff. Headquartered in Columbus, L&A also has offices in Cleveland, Dayton and Cincinnati, Ohio.

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION B)



TIMOTHY J. REYNOLDS, AICP
Senior Principal Technical Specialist



CAREER SUMMARY

Tim Reynolds has experience in mass transit operations, systems, strategic, planning, urban design, multimodal planning for streetcar, commuter rail, light rail, BRT and bus; as well as transportation demand management, transit facilities planning, park & ride and station area planning, and operating and capital cost estimating. He has performed a wide variety of planning functions, including system design, operations planning and data analysis of both bus and rail modes on assignments with WSP and as Director of Planning and Development with the Southwest Ohio Regional Transit Authority in Cincinnati.

PROFESSIONAL EXPERIENCE

Transit

- Consolidation Study and Innovative Transit Review, San Bernardino, California
- METRO Long Range Transit Plan, Houston, Texas
- DC Streetcar Facility Analysis, Washington, DC
- Reimagine Nicholasville Road, Lexington, Kentucky
- Downtown Transit Center Study, New Orleans, Louisiana
- Cincinnati Streetcar Project, Cincinnati, Ohio
- Transit Transformation Project, Norfolk, Virginia
- Red Line North-South Corridors Alternatives Analysis, Indianapolis, Indiana
- On-Call Planning and Engineering Services, Cincinnati, Ohio and Lexington, Kentucky
- Alameda Countywide Transportation Master Plan: Oakland, California
- LaSierra Park & Ride Facility Analysis, Riverside, California
- 20-Year Financial and Service Planning Strategy Plan, Dayton, Ohio
- Facility Programming Study and Master Plan, Austin, Texas
- Star Tran Facility Relocation Study, Lincoln, Nebraska

PREVIOUS EXPERIENCE

Tim has served as Adjunct Professor of transportation planning at the University of Cincinnati. Prior to joining WSP, Tim was the director of planning and development for the Southwest Ohio Regional Transit Authority (SORTA) in Cincinnati, Ohio. He was responsible for managing major projects from concept to completion

- I-71 Corridor Light Rail Major Investment Study
- Eastern Corridor DMU commuter rail Major Investment Study.
- MetroMoves Long Range Transit Development.
- Downtown Government Square Transit Center Redesign.
- Systemwide Comprehensive Operational Analysis.

Years with the firm

10

Years total

38

Professional qualifications

American Institute of Certified Planners, 2011 (#0235245)

Areas of practice

Transit Planning and Operations

Education

B.A., Urban Studies, University of Cincinnati, 1979

Professional Memberships

American Planning Association



PAUL BUTTERFRAS, RA

Lead Architect



CAREER SUMMARY.

Paul Butterfras is a lead architect for the Fleet and Facilities Division (FFD) of WSP. Paul's experience includes facility conceptual designs, design criteria, specialty equipment selection and layout, and battery electric bus vehicles / zero emission vehicle systems.

EDUCATION

Bachelor of Architecture / Bachelor of Science – Environmental Design, University of Houston, Houston, Texas 2005

Years with the firm

2 year

Years total

15 years

Professional qualifications

Registered Architect: Texas

National Council of Architectural Registration Boards (NCARB)

Areas of practice

Maintenance Facilities

Operations Facilities

Specialty Shop Equipment

Electric Vehicles

Alternative Fuels

Master Planning

Zero Emissions Bus Infrastructure

PROFESSIONAL EXPERIENCE

Transit Facilities

- IndyGo Battery Electric Bus BEB Phase 2 Feasibility Study, Indianapolis, Indiana:
- SolTrans Facility Modifications to support BEB – Vallejo, California.
- San Bernardino County Transit Authority (SBCTA) Zero Emission Bus Analysis
- New Jersey Transit, Design, Engineering and Other Technical Services to Support Acquisition of Electric Buses at Newton Avenue Bus Garage, Camden, NJ.
- IndyGo En-Route Charging Stations, Indianapolis, Indiana
- Sound Transit Bus Base North, Seattle, Washington
- Zero Emission Bus (ZEB) Program Master Plan, Los Angeles
- Spokane Transit Authority (STA) Analysis Of Alternatives For Fleet Conversion To Zero Emission Technologies, Spokane, Washington
- GoCary Operations and Maintenance Facility, Cary, North Carolina
- Metro-North Railroad Harmon Shop Replacement Phase V Stage 1
- BC Transit (BCT) Central Fraser Valley (CFV), Campbell River (CR), and Cowichan Valley (CV) Operations & Maintenance Facilities, British Columbia
- MBTA 40-Foot Bus Battery Electric Bus (BEB) Feasibility Study, Boston, Massachusetts
- IndyGo Battery Electric Bus (BEB) Detail Design – Phase 1 Master Plan Implementation, Indianapolis, Indiana



**JENNIFER LEMASTERS WIRTZ, AIA, LEED AP BD+C,
NCARB, ENV SP**

Lead Architect, Transportation Facilities



CAREER SUMMARY

Jennifer LeMasters Wirtz is a lead architect and project manager with expertise in transit and transportation planning and design, placemaking and sustainability. She focuses on collaborations and works side-by-side with architects, engineers, designers and brand strategists to manage design and construction from start to finish. She addresses client challenges from all angles to find the right solutions. Jennifer is a communicator with a rare talent in building consensus from diverse stakeholders within the confines of schedule, budget, quality, and technical considerations. Her broad technical background includes master planning, design, and quality assurance. She has served as designer, project manager, project architect, quality manager, and design manager on public transportation facilities, commercial renovations, multi-unit housing facilities, and urban planning.

Years with the firm

10

Years total

19

Professional qualifications

**Ohio Board of Architects,
2009**

**Kentucky Board of
Architects, 2010**

Areas of practice

Transportation Facilities

Languages

Conversational Spanish

EDUCATION

Master of Architecture, School of Architecture and Interior Design, University of Cincinnati 2003

Bachelor of Science, Interior Design, School of Architecture and Interior Design, Univ. of Cincinnati, 2003

Bachelor of Science, Architecture, School of Architecture and Interior Design, Univ. of Cincinnati 2001

PROFESSIONAL EXPERIENCE

Transit and Bus Stops

Amtrak FY'18, FY'19 ADA Stations Program – Nationwide: Project Manager for the Designer of Record team supporting Amtrak's ADA Stations Program. In this role, Jennifer was responsible for leading multiple project teams in developing the design of ADA Station upgrades at various Amtrak Stations nationwide. As Project Manager, Jennifer was responsible for managing 6 station projects simultaneously from initial site investigations through Issued for Bid Documents in an overall design duration of less than 6 months.

Cincinnati Streetcar Maintenance and Operations Facility, Cincinnati, Ohio: task manager that managed the design of the \$8.9 Million, two-story, 12,460 square foot Maintenance and Operations Facility and Storage Yard with a capacity of up to twelve vehicles. WSP provided design services for both the streetcar infrastructure into and within the yard, overhead catenary system requirements, and traction power needs of the MOF and yard; managed and coordinated the work of other engineering firms and architects to complete the building architectural, mechanical, electrical, plumbing and structural design; and provided technical specifications and coordination with the vehicle selection. A significant component was the compliance with the State Historical Office of Preservation as the facility was located within an historic district. Specialty design services for traction power, OCS, Corrosion Control, and Signals/Communication were also provided.

Cleveland Multimodal, Cleveland, Ohio: design architect for the facility feasibility study of a \$50M multimodal facility. The primary goal was to identify the optimal location for the relocated Greyhound facility, develop a site plan and facility concept, and to capitalize on the opportunity to provide consolidate inter-city bus and rail service and improve connections to RTA local transit services. Programmed for a \$50M

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION B)



JEWELS CARTER, AIA,

Manager Fleet & Facilities / Supervising Architect

Technical Principal Battery Elec Bus Facility Design/ Assist Vice President

PUBLICATIONS and PRESENTATIONS

Carter, Jewels. *“Electric Bus Infrastructure and Your Garage.”* **APTA Bus and Mobility Conference, Louisville, KY** May 20, 2017

WSP 2018 Research & Innovation Fellowship Award, “Resilient Electric Buses” fellowship subject mater expert and research lead

Carter, Jewels, *“Each City’s Journey To Transit Bus Fleet Electrification Looks Different”* **ABB Expert Day Conference, New York City, NY** October 30, 2018

Carter, Jewels, *“Considerations for Creating a Long-Term Electric Bus Charging Plan - Best Practices.”* **BusCon Conference, Indianapolis, IN** October 2, 2018

Carter, Jewels. *“Site Impacts of Incorporating On-Site Depot BEB Charging with Traditional Diesel / CNG Nightly Service Cycle.”* **APTA Bus & Paratransit Conference, Tampa, FL** May 8, 2018.

Carter, Jewels. *“Site Impacts of Incorporating On-Site Depot BEB Charging with Traditional Diesel / CNG Nightly Service Cycle.”* **APTA Sustainability & Multimodal Planning Workshop, Minneapolis, MN** August 7, 2017

Carter, Jewels. *“Challenges and Issues with Operating a Fleet of Battery Electric Buses.”* **APTA Bus & Paratransit Conference, Reno, NV** May 8, 2017

CAREER SUMMARY

Jewels Carter manages the Houston Fleet & Facilities Division of WSP’s Transit & Rail Systems subsidiary. Mr. Carter’s principal responsibilities include preparation of facility master plans, facility conceptual designs, site selection studies, facility design criteria, equipment selection, specification and layout, construction documents, time and motion studies, work flow analysis and time standards and providing construction administration services. His experience on multiple battery electric bus projects has allowed him to be the Technical Principal within WSP for the design of battery electric bus facilities. He has been involved in the planning, design and construction of industrial, parking and maintenance and operations facilities for transit systems (bus and light rail), municipalities (public works, power and water utilities), governmental (city, county, state, federal), military (all military branches active and reserves, wheeled vehicles, machine shops, small arms, helicopter) and private concerns (warehouses, industrial manufacturing, office and administration spaces) throughout the United States and Canada. A number of these facilities included renovation of existing facilities and workaround planning to allow continuous operation during construction.

EDUCATION

Bachelor of Architecture, University of Houston, Houston, Texas 1992

PROFESSIONAL EXPERIENCE

Transit Facilities

- TransLink Marpole Transit Centre – WSP US project manager for new 300 bus maintenance and operations facility being designed for 100 percent BEBs utilizing overhead pantograph charging.
- Yuba Sutter Transit – Marysville, California. Facility task lead for programming, conceptual design and site analysis for new replacement facility for the Yuba Sutter facility.
- GoCary Transit – Town of Cary, North Carolina. Assistant facility task lead for programming, conceptual design for new replacement facility for the GoCary facility.
- New Jersey Transit, Design, Engineering and Other Technical Services to Support Acquisition of Electric Buses at Newton Avenue Bus Garage, Camden, NJ.
- AC Transit Zero-Emissions Bus Transition Plan, Oakland, California: Zero-emissions bus infrastructure lead for the ZEB Transition Plan.
- IndyGo Battery Electric Bus (BEB) Detail Design – Phase 1 Master Plan Implementation, Indianapolis, Indiana: task lead to coordinate installation of 117 new BEB charging stations within the existing IndyGo parking garage.
- Winnipeg Transit East Corridor Maintenance & Operations Facility, Winnipeg, Manitoba: WSP USA project manager for a new transit M&O facility to accommodate Winnipeg Transit system growth and a new planned East Corridor BRT line.
- BC Transit (BCT) Central Fraser Valley (CFV), Campbell River (CR), and Cowichan Valley (CV) Operations & Maintenance Facilities, British Columbia: WSP USA project manager for the programming, functional detail design and construction oversight of three new O&M facility to support fleets of 250, 50, and 50 buses respectively.



**SUZIE
MURDOCK**
PRESIDENT



ABOUT

Since joining the firm in January of 2016, Patricia ("Suzie") has been transitioning her prior engineering experience to the Motz Engineering model while stepping into her managerial and administrative role with the Motz Engineering team of Professional Engineers. She is involved in all aspects of project design and coordination, and continues to expand her customer and market relationships through weekly meetings with clients and architects, managing project submittals and information requests.

CONTACT



(513) 621-5400



suzie@motzengineering.com



www.motzengineering.com

EXPERIENCE

Cincinnati/NKY International Airport
Hebron, Kentucky

Orlando International Airport
Orlando, Florida

Fort Lauderdale Terminal 1 Replacement & Refurbishment
Fort Lauderdale, Florida

Fort Lauderdale Terminal 2 Replacement & Refurbishment
Fort Lauderdale, Florida

Melink Corporation
New Zero-Energy HQ2

3CDC
Cincinnati, Ohio

84.51° New Headquarters
Cincinnati, Ohio

Atlas Air, Inc.
24x7 Emergency Operations Center

Cincinnati Zoo & Botanical Garden
Cincinnati, Ohio

- Medium Voltage Distribution Study
- Roo Valley
- Entryway Renovation

FC Cincinnati
Mercy Health Practice Facility

EDUCATION & ACCREDITATIONS

Auburn University
Bachelor of Science
Chemical Engineering
2013



MOTZ ENGINEERING



ABOUT

With over 30 years in the industry, Mike successfully managed multiple teams of professional builders, engineers and designers, on highly complex projects such as stadiums, TSA Security, hospitals, research labs, data centers and multi-phase campus programs. Mike is highly proficient in LEED Commissioning projects and maintenance planning. Mike is a constructive, hands-on, customer advocate and outcome focused leader who works successfully with architects, highly demanding clients, and contractors.

CONTACT



(513) 615-0857



michael@motzengineering.com



www.motzengineering.com



MOTZ ENGINEERING

MIKE MURDOCK

MANAGING PRINCIPAL

EXPERIENCE

Orlando International Airport

Orlando, Florida

CVG Comair Terminal C*

Hebron, Kentucky

Private Corporate Hangar at Teterboro*

Teterboro, New Jersey

Qantas Airlines Maintenance Hangar at LAX*

Los Angeles, California

San Diego Airport Terminal 2B*

San Diego, California

Fort Lauderdale Terminal 1 Replacement & Refurbishment

Fort Lauderdale, Florida

Fort Lauderdale Terminal 2 Replacement & Refurbishment

Fort Lauderdale, Florida

Melink Corporation - New Zero-Energy HQ2

Cincinnati, Ohio

84.51° New Headquarters

Cincinnati, Ohio

*with previous firm

EDUCATION & ACCREDITATIONS

University of Cincinnati

Bachelors of Science
CM/Civil Engineering
MS MET Building Systems

Temple University

Masters in Business Administration

Northwestern University

Executive MBA Program



MOTZ ENGINEERING



ABOUT

Since joining the firm in 1987, Dave has been involved in the assessment, design and detailing of HVAC Systems, Air Handling Units (AHUs), Mechanical Piping, Temperature Control, underground storage tanks, computer rooms, refrigeration systems and the selection of mechanical equipment for a wide variety of commercial and institutional clients.

CONTACT



(513) 621-5400



dave@motzengineering.com



www.motzengineering.com

DAVE WAHOFF, PE

MECHANICAL DEPARTMENT HEAD



MOTZ ENGINEERING

EXPERIENCE

Dan Beard Council - Boy Scouts of America

Scout Achievement Center

FC Cincinnati - Mercy Health Practice Facility & Staff Offices

Milford, Ohio

Fountain Square

Remodeling and New Ice Rink and Entertainment Stage

Green Township, Ohio

New Veterans Lodge

84.51° New Headquarters

Cincinnati, Ohio

Melink Corporation - New Zero-Energy HQ2

Cincinnati, Ohio

US Bank

AHU S-3 Upgrade
Chiller No. 2 Replacement
Chiller/Cooling Tower Upgrades

Fifth Third Bank

Chilled Water Improvement
Madisonville HVAC Assessment

Federal Reserve Bank Of Cleveland, Cincinnati Branch

Cash Department - CCTV Upgrade
Cash/Fiscal Relocation
Check Department Expansion
Chiller No. 1 and No. 2 Replacements
Emergency Power Upgrade
Intermedia Communications - Cincinnati Switching Center

EDUCATION & ACCREDITATIONS

University of Cincinnati

Bachelor of Science
Mechanical Engineering
1990

Professional Engineer - Ohio

#59973



MOTZ ENGINEERING



ABOUT

Bill is a Professional Engineer and experienced Engineering Manager with more than 25 years of leadership in a variety of industrial settings. Technical experience with power systems, instrumentation, lighting, control systems, and PLC programming for Department of Defense (DoD), Aerospace, Plastics, Chemical, Oil Refining and Manufacturing Industries. Well versed in the NFPA 70 (NEC) and Mil-Stds. Experienced with electro magnetic interference (EMI) testing and design. Supported the TERP Minutemen Project for the U.S. Air Force, LVAC and SVAC development program for the U.S. Navy (NAVAIR). Bill prides himself with his knowledge of configuration control.

CONTACT



(513) 621-5400



bdinda@motzengineering.com



www.motzengineering.com



MOTZ ENGINEERING

BILL DINDA, PE

ELECTRICAL DEPARTMENT HEAD

EXPERIENCE

Kellogg / MorningStar Facility Expansion*

Electrical Power Distribution & Panel Layouts for Entire Facility, Statement of Work (SOW) for Bidding Document purposes

Cerealto Greenfield Project*

Electrical Power Distribution for Entire Facility

Mom's Meals Facility Expansion Project*

Electrical Power Distribution for Entire Facility

Land-variant Air Conditioner (LVAC) / Shipboard Variant Air Conditioner (SVAC) - U.S. Navy (NAVAIR)*

Control System and Power Distribution, EMI testing & part specifications, logistics manual

Tactical Erector Replacement Program (TERP)*

Control and power system review, final sign-offs, hydraulic testing for lift mechanisms

Deployable Mission Rehearsal Trainer (DMRT)*

Control and power systems, assisted in UPS controls, performed troubleshooting for PLC Logic

METTS*

Security control system, electromagnetic interference (EMI) design and designed power distribution

FAA's Mobile Asset Management Program*

Design power and control system, lift mechanism, controls and DOT lighting for Land mobile air traffic control tower LMATCT

*with previous firm

EDUCATION & ACCREDITATIONS

West Virginia University

Bachelors of Science
Electrical Engineering
Computer Engineering
1992

Professional Engineer

Florida, Ohio, Kentucky, Indiana,
North Carolina, South Carolina,
Alabama, Hawaii, Georgia, Tennessee



MOTZ ENGINEERING



BILL SCHNELLE

MOTZ ENGINEERING

PLUMBING DEPARTMENT HEAD

ABOUT

Bill is an expert in Project Management and Mechanical/Plumbing Design, with over 20 years of professional local and international experience. Bill has collaborated with an extensive range of Engineers, Architects, and Construction firms throughout Ohio, on many successful projects for clients such as Kroger, Great American Insurance Company, Rhinegeist Brewery, and Summit Country Day Schools. His skills include Engineering Design and Research, Sustainable Design (LEED), AutoCAD, BIM, Microstation, CAD, Energy Star, Construction Drawings and Submittals.

EXPERIENCE

Atlas Air - Express Operations Center

Florence, Kentucky

Melink Corporation - New Zero-Energy HQ2

Cincinnati, Ohio

FC Cincinnati - Mercy Health Practice Facility & Staff Offices

Milford, Ohio

84.51

Floors 2, 3, 4 - Expansion Study

FC Cincinnati Mercy Health Practice Facility

Milford, Ohio

Fifth Third Bank Headquarters

Cincinnati, Ohio

American Modern Insurance Group

Building 1 - Domestic Hot Water Heaters

Cincinnati Zoo & Botanical Gardens - Various Projects

Cincinnati, Ohio

Cincinnati Children's Hospital

Cincinnati, Ohio

Public Library of Cincinnati and Hamilton County Price Hill Branch

Cincinnati, Ohio

CONTACT



(513) 621-5400



bill@motzengineering.com



www.motzengineering.com

EDUCATION & ACCREDITATIONS

University of Cincinnati

Associates of Science
Mechanical Engineering
2000

Trane HVAC Fundamentals
Certification

2002
Member - ASHRAE
Member - ASPE





Craig A. Honkomp
PE, PS, LEED AP
Project Manager /
Principal

EXPERIENCE
30 years

26 Years with
 The Kleingers Group

EDUCATION

University of Cincinnati
 Masters of Business 2000

University of Akron
 Bachelor of Civil Engineering
 1990

REGISTRATION

Professional Engineer
 Civil Engineering
 Ohio #58008
 Kentucky #30469

Professional Surveyor
 Ohio #7734

USGBC LEED Accredited
 Professional

American Sports Builders
 Association (ASBA),
 Design Professional Certificate
 of Distinction



EXPERIENCE / QUALIFICATIONS

Craig brings 30 years of civil engineering experience with the majority of his experience focused on municipal and institutional campus site design. He works directly with government agencies, school districts, higher education, and health care clients. Craig has a tremendous amount of experience designing sustainable storm water projects, utilizing BMP's, and working in high profile landscape environments. He is an expert in master planning, drainage design, project budgeting, document preparation, permitting and on-site construction services for world class athletic facilities. Craig is a previous board member of the Synthetic Turf Council, and previously held the positions of Chair of the Program Committee and Chair of the Education Committee, as well as a member of the Performance Guidelines Task Force and Base Guidelines Task Force. He currently serves on the Board of Directors of the American Sports Builders Association as a Professional Director. Most notable, Craig achieved the ASBA Design Professional's Certificate of Distinction - only the third person in the U.S. to achieve this status.

KEY PROJECT EXPERIENCE

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.

Metro / SORTA Uptown Transit District Improvements, Cincinnati, Ohio - Craig served as Project Manager as part of a multi-discipline team for the Metro / SORTA enhanced bus shelter sites and streetscape improvements in the Uptown area of Cincinnati. The project is to provide new bus shelters equipped with district lighting features, real time bus schedule information, and route maps at 12 locations.

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.

Xavier University East Campus Master Plan, Cincinnati, Ohio – Craig served as Principal-In-Charge of civil engineering services associated with the master planning efforts for the East Campus expansion for Xavier University. Craig oversaw the efforts for assisting Xavier and the planning team in regards to traffic planning, vehicular and pedestrian flow, roadway connectivity, utility infrastructure, sanitary sewer availability and capacity issues, water service sizing, and stormwater management strategies. The master plan was originally created in 2008 and then revised in 2010 / 2011. This project expanded Xavier University's campus by 11 acres and created a new gateway at the Dana-Ledgewood Ave intersection.

Centerville Public Works Facility, Centerville Ohio – Craig served as Senior Project Manager for the Centerville Public Works Facility project, which included construction of a new 77,000 square foot building on the existing public works campus in place of its existing facility. Construction of the new facility required that the owner move from their existing offices while demolition of the original structure occurred. In addition to working on a tight site, design challenges were also met by Kleingers in their ability to adapt to a changing schedule, as well as several major revisions to the site configuration coming midstream while design was already well in progress.

West Chester Township Fire and Public Safety Campus, West Chester, Ohio – Craig was the Principal-in-Charge on this new \$12 million project, which included replacement of an outdated fire station and maintenance garage with three new buildings tailored to the owner's specific needs. The three story firehouse includes conference rooms, a training tower, five drive-through bays, and offices. One of the challenges of this site was designing the buildings to fit within the 20' grade change on the property while still maintaining an accessible campus feel.



Adam C. Berner
PE, LEED AP
Project Engineer

EXPERIENCE

16 Years

16 Years with
The Kleingers Group

EDUCATION

University of Cincinnati
Bachelor of Civil Engineering
2004

University of Cincinnati
Bachelor of Environmental
Engineering 2004

REGISTRATION

Professional Engineer
Ohio #73974

USGBC LEED Accredited
Professional



EXPERIENCE / QUALIFICATIONS

With 16 years of experience, Adam oversees design and production of civil design within The Kleingers Group. He serves as a main point of contact and coordinates with the client, project team, and local jurisdictions to deliver an advantageous project. Adam leads construction administration for his projects, including site visits and coordination, on-site team meetings, submittal review, and RFI processing. His design experience provides solutions for site complexities, such as design for water quality and environmental requirements, working with unknown utility obstacles, and specialized hydraulic/hydrologic studies to determine a developments impact on flood elevations.

KEY PROJECT EXPERIENCE

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.

Clermont County Transportation Facility Expansion, Clermont County, Ohio - Adam served as Project Engineer for the new surface lot constructed to house the transportation vehicles for the Clermont County Transportation Connection services. The lot provides secure storage of the county's vehicles in compliance with Federal guidelines. The lot is equipped with barriers and electrical stations for block warmers. Kleingers provided survey and civil design. The project was completed in 2011.

Miami Township Fire Station Headquarters, Miami Township, Hamilton County, Ohio - Located on seven acres in western Hamilton County, The Kleingers Group provided civil engineering, survey

and landscape architecture services for a new 45,000 SF facility. The new facility houses a fire station, township offices, and provides community gathering space. Included on the site are recreational facilities such as a walking path, playground and baseball field. The building was designed to enhance and compliment the surrounding residential community. Adam served as Project Engineer

Liberty Township Fire Station & Salt Barn, Liberty Township, Ohio – In this rapidly expanding suburb of Cincinnati, response time is critical to the safety of the citizens and to the preservation of real property. On this project, Kleingers provided the survey, civil engineering, and landscape architecture services for the new Liberty Township Fire Station. The project included close communication with the owner and design team to accomplish their goals for the site plan. The site required several unique detailed design items that included shared access with the neighboring school, offsite sanitary extensions through the adjacent residential subdivision, a bike trail along a State Route, and a water quality measure to control salt water run-off from the new salt barn on the project. Adam served as Project Engineer.

Liberty Township Maintenance Storage Facility, Liberty Township, Ohio - Adam served as Project Engineer to provide topo and boundary survey, civil engineering, and landscape architecture for this new maintenance storage facility that more than doubled the space available to house the Township's service vehicles and equipment. This project includes a new 12,000 SF storage facility, a small addition to the existing service facility, and renovations and reconfiguration of office and other space. The total construction cost for the project is \$3 million and is part of the Township's master facilities plan.

Sharonville New Police Facility, Sharonville, Ohio – The Kleingers Group is providing civil engineering, survey and landscape architecture services for the new police facility in Sharonville, Ohio. The project includes constructing a new 40,000 SF building with public parking, secure parking, and a sally port. Adam is serving as Senior Engineer.



Mark Nolt, PE, PTOE
Traffic Engineer

EXPERIENCE
26 years

12 Years with
The Kleingers Group

14 Years with
South Carolina DOT

EDUCATION
Purdue University
Bachelor of Science
Civil Engineering, 1993

REGISTRATION
Professional Engineer
Ohio #72871
Kentucky #25279
South Carolina #19490
Indiana #1200013

TRAINING
Mark has successfully
completed the following ODOT
Traffic Academy Courses:
*Traffic Signals, Safety Studies,
Interchange Mod./Justification
Studies, Railroad Preempted Traffic
Signals, Highway Lighting, Signing
and Markings, Maintenance of Traffic*



As a professional engineer and professional traffic operations engineer, Mark brings 26 years of traffic engineering experience to the project team. He previously served as a District Traffic Engineer for the South Carolina Department of Transportation for four years and performed traffic operations throughout the district. Mark is responsible for project administration and management, coordination with subconsultants, as well as all aspects of design, while personally specializing in traffic engineering studies and traffic signal design for private and public sector clients. He has extensive experience with Synchro and HCS software and has completed ODOT courses on interchange justification/modification studies, traffic signals, highway lighting, safety studies and railroad preempted traffic signal design.

KEY PROJECT EXPERIENCE

Metro / SORTA Uptown Transit District Improvements, Cincinnati, Ohio - Mark served as Lead Traffic Engineer as part of a multi-discipline team for the Metro / SORTA enhanced bus shelter sites and streetscape improvements in the Uptown area of Cincinnati. The project is to provide new bus shelters equipped with district lighting features, real time bus schedule information, and route maps at 12 locations. 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 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,

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. Mark served as Lead Traffic Engineer.

Blue Ash Road Complete Streets, Blue Ash, Ohio – The Kleingers Group is providing multi-modal design related to a complete streets project that includes pedestrian and bicycle infrastructure, as well as green infrastructure elements to address storm water runoff quality and quantity. The urban renewal project will support renewed economic development efforts along the Blue Ash corridor. The Kleingers Group prepared the successful TID, STP, OPWC, and TA funding applications that area a part of the financing package for the project. Mark served as Lead Traffic Engineer.

Wilmington Pike, Phases 1-3, Centerville, Ohio – Mark served as traffic engineer on this multi-phase project which culminated in reconstruction of the Wilmington Pike/Whipp Road and Feedwire Road intersection. Since construction, this intersection is the largest in the City of Centerville with a total of nine lanes on Wilmington Pike. The Kleingers Group provided civil engineering design for the roadway improvements project. The first phase of roadway improvements included widening and reconstruction of 2,300 ft of Feedwire Road starting at the intersection with Wilmington Pike, the second phase of improvements included widening 1,650-ft of Wilmington Pike, on the east side, starting at the I-675 interchange and ending at Village Drive. The final phase of improvements widened Wilmington Pike starting at the I-675 interchange and ending at Brown Street for a total length of 3,350-ft. The project spanned two counties, and included the construction of traffic medians, and a loon near Brown Street. Traffic was maintained during construction at all times.

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION B)



Lynne Nischwitz
PLA, ASLA, CLARB
Landscape Architect

EXPERIENCE

26 years

12 Years with
The Kleingers Group

EDUCATION

The Ohio State University
Bachelor of Science
Landscape Architecture, 1994

REGISTRATION

Registered Landscape Architect
Ohio # 0901219
(also registered in KY, IN, PA, TN, and MI)

MEMBERSHIP

American Society of Landscape
Architects (ASLA), Ohio Chapter

Council of Landscape Architectural
Registration Boards (CLARB)

AWARDS

Cincinnati Design Award (CDA) 19
Cincinnati Design Award (CDA) 18
2013 OPRA - Award of Excellence
2015 Brick in Architecture Award
2018 Ohio Concrete Institute
Project of the Year
2016 AIA Ohio Design Awards
Category 1



EXPERIENCE / QUALIFICATIONS

Lynne has over 26 years of diverse design experience providing landscape architecture services for many different project types and scales. Lynne is design driven and has provided landscape architecture services for various municipalities, universities, and private developers including master planning, detailed site design, park planning and design, streetscape enhancements, gateway design, sustainable design, and planting design. Lynne leads the creative process combining high design aesthetics while also keeping grounded on cost effectiveness. Lynne is a proactive project manager with strong intuitive relationship building skills with a key focus on client service. Lynne has spoken at many conferences locally and nationally regarding various aspects of landscape architecture design.

KEY PROJECT EXPERIENCE

Metro / SORTA Uptown Transit District Improvements, Cincinnati, Ohio - Lynne served as Lead Landscape Architect. As part of a multi-disciplinary team, The Kleingers Group Landscape Architecture studio was tasked to provide planting design for 5 Metro/SORTA bus shelter sites throughout the Uptown area of Cincinnati. Working closely with the architect, The City of Cincinnati, as well as the University of Cincinnati, our Landscape Architecture team created a modern, sustainable, low maintenance landscape that complimented the bus shelter design while also meeting the desires of multiple interested parties.

Beavercreek Gateway Beautification (GRE-CR-25-5.57), Beavercreek, Ohio

Lynne was the Lead Landscape Architect and Project Manager for the streetscape gateway beautification at Pentagon Blvd. and Grange Hall Road. This project was ODOT local let and provided for a formal landscaped gateway into the City of Beavercreek. The creative design provided beautiful visible planting through the thoughtful use of retaining walls, sidewalks with specialty paving to mimic a creek bed, and decorative brick columns. The use of aesthetically pleasing sustainable plantings was featured in the landscape alongside a meandering stone "creek bed" with undulating mounds to create a natural organic feel and reinforce the branding of Beavercreek.

Colonel Glenn Highway Enhancements, Beavercreek, Ohio - The Kleingers Group is providing design and engineering services for the enhancement of the Colonel Glenn Highway between 500 feet east of the Presidential Drive intersection to Old Yellow Springs Fairfield Road. The enhancements will follow the ODOT Local Let Process and include the design of decorative lighting, brick pavers, sidewalk, landscaping, and right-of-way plans, and an environmental assessment. The goal of the design is to promote a unique and uniform design aesthetic along the Colonel Glenn Highway in both Beavercreek and Fairborn. Lynne served as Lead Landscape Architect.

The Streets of West Chester: Civic Centre Boulevard Extension, Roundabout and West Chester Township Gateway Streetscape, West Chester, Ohio

Kleingers provided the transportation engineering and landscape architecture services to expand the existing Civic Centre Boulevard. As part of the project, Kleingers designed the layout and functions of the road while also creating a distinctive streetscape "brand" for Civic Centre Boulevard. The final design features a serpentine wall as a focal point in the roundabout. Classic materials such as stacked stone and limestone were contrasted against weathered steel to create a classic yet contemporary design. Landscaping and irrigation are provided in the medians, roundabout and roundabout splitters, and tree lawn areas are along the Civic Centre Boulevard extension. All work was coordinated with proposed utilities and future development. Lynne served as Lead Landscape Architect.

State Route 741 Streetscape Beautification Project, Mason, Ohio - Lynne provided conceptual streetscape design for the proposed entertainment corridor into the City of Mason from I-71. The plan includes new medians with hardscape design, curvilinear walls, landscaping, decorative lighting, and banner poles and is high design, as it is located at the heart of the City's proposed entertainment district.



Sam Morton, PE
*Transportation
Engineer*

EXPERIENCE 11 years

4 Years with
The Kleingers Group

EDUCATION
University of Dayton
Bachelor of Science
Civil Engineering, 2008

REGISTRATION
Professional Engineer
Ohio #77778

MEMBERSHIP
American Society of Civil
Engineers (ASCE),
Dayton Section President



EXPERIENCE / QUALIFICATIONS

Sam has more than 11 years of experience in transportation design including rural and urban roadway design, roadway reconstruction and widening, intersection improvements including roundabouts, bikeways/shared-use paths, storm sewer and BMP design, maintenance of traffic, and utility coordination. He has extensive experience working with transportation and public works clients to design infrastructure improvements that minimize the impacts to adjacent right of way while meeting both current and future demands. Sam also has experience in site design including site layout, grading, drainage, and parking design.

KEY PROJECT EXPERIENCE

ODOT's Statewide Safe Routes to School Program, Statewide, Ohio - As a task order consultant, Kleingers worked with local communities and school districts to develop School Travel Plans and perform detailed design for infrastructure projects, with the goal of improving safety for children walking and biking to school. Sam either led design or provided QA/QC for the following projects:

- Woodlawn SRTS
- Norwood SRTS - Project 1
- Franklin SRTS
- Willowick SRTS
- Wilmington SRTS - Stage 3 Design
- Newark Arlington Ave. SRTS
- Village of Fredricktown SRTS - Stage 3 Design
- Arcadia SRTS
- McComb SRTS
- Sugarcreek SRTS
- Norwood SRTS - Project 2
- Kenton SRTS
- Newark SRTS - Project 2

Benchwood Road Improvements, *Butler Township, Montgomery County, Ohio* – This project involved the milling and resurfacing of 1.7 miles of residential streets in Butler Township, Ohio, to include Benchwood Road, Autumn Ridge Court, Silver Rock Avenue, Walnut Ridge Road, Creekview Drive, Honeycut Circle, Cedar Cliff Circle, Delray Drive, North and South Sunny Ridge Road. The project also included full depth pavement repairs, curb/curb and gutter, ADA compliant curb ramps, sidewalks,

drive ramps, and storm sewer structure rehabilitation on an as needed basis.

Wilmington Pike, Phases 2 & 3, *Centerville, Ohio* – Sam served as Project Engineer for 2nd and 3rd phases of roadway improvements related to the Cornerstone of Centerville development. The second phase of improvements widened 1,650 feet of Wilmington Pike on the east side of starting I-675, and the third phase widened Wilmington Pike starting at the I-675 interchange and ends at Brown Street for a total length of 3,350 feet. Improvements included new curb and gutter, storm sewers, traffic signals, an 8-foot wide meandering shared use path, bus stop, sidewalks, retaining walls, public and private utility relocations and stormwater Best Management Structures (Structural BMPs) to address post construction water quality. This intersection is the largest in the City of Centerville with a total of nine lanes. Traffic was maintained during construction at all times.

Reynoldsburg-New Albany and Clark State (RNA and Clark State) Intersection Improvements, *Jefferson Township, Ohio* - The project proposes to upgrade and realign the intersection of Reynoldsburg-New Albany Road and Clark State Road. Overall, widening and realignment extend for 0.55 miles along Reynoldsburg-New Albany Road. Improvements include new dedicated left turn lanes at all approaches and a new traffic signal. The project also includes new curb and gutter, modifications to the enclosed storm sewer system, roadside ditches, and driveway approaches. Construction is scheduled to begin in 2020.

Montgomery Road and Stewart Road Intersection Widening, *Silverton, Ohio* - Sam is currently serving as lead engineer for road widening at both Montgomery Road and Stewart Road. A left turn-lane and a right-turn lane will be added to Montgomery Road as well as a left-turn lane on Stewart. Kleingers also created maintenance of traffic plans for the project as well as signal design and retaining wall design.



Michael Pistiolas
PLA, ASLA, CCCA,
LEED AP BD+C
Landscape Architect

EXPERIENCE

18 years

6 Years with
The Kleingers Group

EDUCATION

The Ohio State University
Masters of Landscape
Architecture, 2002

REGISTRATION

Ohio LA: 0801190

**MEMBERSHIP/
ACCREDITATIONS**

LEED AP BD+C
Certified Construction Contract
Administrator (CCCA)
Ohio Chapter ASLA



EXPERIENCE / QUALIFICATIONS

Michael Pistiolas is a registered Landscape Architect with over 18 years of professional experience in multiple markets including healthcare, higher education, urban design, transportation, and parks and recreation. He has served as lead landscape architect on a variety of projects and is proactive about maintaining project schedule and delivering quality design, on time. Throughout his career, Michael has realized that a project is only as good as it is implemented, and therefore has a focused interest in construction administration, working from beginning to end of a project to make the design a reality. He is passionate about helping communities to realize their visions.

KEY PROJECT EXPERIENCE

Metro / SORTA Uptown Transit District Improvements, Cincinnati, Ohio - Michael served as Landscape Architect. As part of a multi-disciplinary team, The Kleingers Group Landscape Architecture studio was tasked to provide planting design for 5 Metro/SORTA bus shelter sites throughout the Uptown area of Cincinnati. Working closely with the architect, The City of Cincinnati, as well as the University of Cincinnati, our Landscape Architecture team created a modern, sustainable, low maintenance landscape that complimented the bus shelter design while also meeting the desires of multiple interested parties.

The Streets of West Chester Development, Civic Centre Boulevard Roundabout and West Chester Township Gateway Streetscape, West Chester, Ohio - The Kleingers Group provided the transportation engineering and landscape architectural services to expand the existing Civic Centre Boulevard in West Chester, Ohio. Specifically, Kleingers was asked to design the layout and functions of the road while also creating a distinctive streetscape “brand” for Civic Centre Boulevard. After several meetings with the Butler County Engineers Office and the City of West Chester, The Kleingers group presented three design concepts for the city to review. During the design review process, Kleingers used real-time model navigation to allow the city to view the design concepts from every angle possible. This presentation method has been incredibly successful as it allows the owner and design team to adjust

the designs in real time during the meeting. This flexibility allowed Kleingers and the team to creatively and efficiently come up with design solutions in a short time with all parties involved agreeing on a design concept.

Concord Township Fire Station, Concord Township, Delaware County, Ohio - The Kleingers Group provided civil engineering design services for Concord Township Fire Station #341. This included redevelopment of an existing site previously being used for a state-owned correctional facility. Careful attention to demolition details and utility coordination was critical. Budget was a paramount concern for the Township and many alternatives were provided from a site development perspective in order to be cost efficient.

Delaware Fire Station #304, Delaware, Ohio - Michael served as Landscape Architect for a new \$4 million fire station on 2.85 acres of city-owned land on the city’s southeast side. Located in a high growth area of the city, this station better covers new commercial and residential development as the city continues to grow towards the south. Kleingers met with the design team early in the process to ensure input relative to site planning and utilities were provided.

Dayton Metro Library Wilmington-Stroop Kettering Branch Library, Kettering, Ohio - The existing building was demolished to create a larger facility and improve access and egress to the parking lot by creating an access drive. Indoor features include comfortable lounge seating and study tables, a quiet reading room, a children’s story and program room, enhanced technology with more public computers, Wi-Fi connectivity, and flexible space for community programs, civic innovation, and future library service needs. Outdoor features include a rain garden in the parking lot and an outdoor patio for classrooms and meeting space. Design challenges included designing the storm sewer within the tight constraints building on the same site. Michael served as Landscape architect.



Randy C. Wolfe, PS
Survey Manager

EXPERIENCE 26 years

19 Years with
The Kleingers Group

EDUCATION

Cincinnati State
Associate of Applied Science
Land Surveying, 1997

University of Dayton & LaSalle
University Bachelor of
Civil Engineering, 1997

REGISTRATION

Professional Surveyor
Ohio #8033
Kentucky #3608

TRAINING

ODOT Right-of-Way
Plan Development



EXPERIENCE / QUALIFICATIONS

For 26 years, Randy has been involved in many different aspects of the surveying and engineering profession. His broad background in engineering and field surveying gives him a solid understanding of the entire project development process and the importance of providing quality topographic and boundary base map information as the foundation for preparation of quality construction documents.

KEY PROJECT EXPERIENCE

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.

Wilmington Pike Improvements, Phases 1-3, Centerville, Ohio - Randy served as the Survey Manager and provided right-of-way plan development for all three phases of the Wilmington Pike widening project. The Kleingers Group also provided civil engineering design for the roadway improvements project, which is in its third phase of roadway improvements related to the Cornerstone of Centerville development. The first phase of roadway improvements included widening and reconstruction of 2,300 ft of Feedwire Road starting at the intersection with Wilmington Pike, the second phase of improvements included widening 1,650-ft of Wilmington Pike, on the east side, starting at the I-675 interchange and ending at Village Drive.

Oxford State Road Improvements, Middletown, Ohio – Randy was the Lead Surveyor for The Kleingers Group on this project consisting of approximately 10,000 linear foot of road-way improvement.

Responsibilities included, establishing horizontal and vertical control, establishing existing right of way within project corridor, preparing full set of right of plans including highway easements, storm sewer easements, and temporary construction easement along with the preparation of the final legal descriptions for these easements.

Cincinnati-Dayton Road and Linn Road Improvements, Liberty Township, Butler County, Ohio - Randy managed all surveying aspects relevant to a 3,000 foot roadway improvement project. As Survey Manager, Randy was responsible for overseeing field crews and office personnel for the collection and mapping of boundary and topographic information, as well as responsible for submittal of plans for the road widening via right of way plans with associated legal descriptions.

Butler Warren Road Improvements, Warren County / Butler County, Ohio - Randy served as Surveying Project Manager, providing all field surveying and right-of-way document preparation for the design of improvements to Butler-Warren Road from Tylersville Road to Bethany Road. All field survey tasks are complete and right-of-way documents have been submitted for this project.

Branch Hill Guinea Road Improvements, Clermont County, Ohio – Randy managed all surveying aspects relevant to this 2,500 foot roadway improvement project in Clermont County. He was responsible for overseeing field crews and office personnel for the collection and mapping of boundary and topographic information, as well as for submittal of plans for the road widening including right-of-way takes, temporary easements, and drainage easements with associated legal descriptions.

County Road 25A Improvements (MIA-CR25A-18.31), Piqua, Ohio – Randy was the lead surveyor for this project consisting of a 3200 linear foot roadway improvement project. His responsibilities included establishing project control from previous improvements done on County Road 25A, establishing existing right of way within project corridor, preparing full set of right of plans including highway easements and temporary construction easements, and preparation of final legal descriptions for acquisition.



JULIE CROMWELL, PE

Structural Engineering | Senior Lead

Education

- BS, Civil & Environmental Engineering, University of Cincinnati
- MS, Structural Engineering, University of Cincinnati

Registration

- P.E. – Professional Engineer Ohio, Kentucky, Indiana, Louisiana, Colorado, Florida
- NCEES

Professional Organizations

- American Concrete Institute (National and Local) – Past-President of Greater Miami Valley Chapter
- American Society of Civil Engineers (National and Local) – Cincinnati Section Past President, Past Educational Outreach Chair; UC Student Practitioner Advisor
- Post-Tension Institute
- American Institute of Steel Construction
- USGBC Parksmart Advisor
- International Parking Institute – CAPP Certification Trainer/Presenter, 2016
- Ohio Board of Building Standards
- University of Cincinnati, Advisory Board Chair

Professional History

- 2017 – Present, JCA, LLC
- 2004 – 2017, THP Limited, Inc.
- 2003 – 2004, LJB, Inc./Con-Span Bridge Systems
- 2000 – 2001, THP Limited, Inc.

Project Experience

City of Florence Bridge Inspections

Florence, Kentucky; *2018 and 2020*

Field observation and recommendations concerning the structural conditions of six bridges, abutments, and hand/guard rails in Florence Kentucky – (3) located at the World of Golf carrying golf carts and pedestrians, South Fork Pedestrian Bridge, Orleans Park Pedestrian Bridge, and Heights Blvd Bridge; Role: Senior Management Lead, EOR

Ovation Pedestrian Bridge

Newport, Kentucky; *Estimated Completion 2020*

Structural design of foundation support for west bridge abutment and stair; Project management between multiple disciplines for coordinated economical design solutions; privately owned within KYTC right of way; Role: Project Engineer

HAM-Wasson Way Phase 4+5

Cincinnati, Ohio; *Estimated Completion 2021*

The project consists of a 7.6 mile mixed use trail that extends through 12 neighborhoods. This phase includes converting an existing railroad bridge to a recreational multi-use trail bridge; Role: Expert Structural Engineering Consultant

ADP Oak Point, LLC Facility*

Bronx, New York; *2017*

Design and detailing of 32,500 SF terminal building for trucking facility, structural design and coordination, poor soil conditions, office building component located within facility, design of pedestrian bridge for connectivity and design of adjacent parking garage; Role: PIC/Senior PM

Union Centre + I-75 DDI

West Chester, Ohio; *Estimated Completion 2021*

As part of the ODOT interchange modifications, the landscaping component of the northwest and southeast larger interchange infield areas contains complex retaining structures coordinated with existing utilities; Role: Project Engineer

* Note: projects were completed with previous employers.



ANTONIO VERNE, PE
Structural Engineering | PM

Education

- BAE, Architectural Engineering, Pennsylvania State University
- MAE, Architectural Engineering, Pennsylvania State University

Registration

- P.E. – Professional Engineer Michigan, Nevada, Ohio, and Pennsylvania
- NCEES

Professional Organizations

- Structural Engineers Association of Ohio – Past-President
- American Institute of Steel Construction
- University of Cincinnati – Adjunct Professor
- Cincinnati State – Adjunct Professor

Professional History

- 2018 – Present, JCA, LLC
- 2016 – 2018, THP Limited, Inc.
- 2013 – 2016, The JDI Group
- 2010 – 2013, Owens-Illinois
- 2008 – 2010, Ruby+Associates

Project Experience

FC Cincinnati Mercy Health Training Center

Milford, Ohio; 2019

- Team Building: 21,200 SF, 2 levels, MLS training facility including offices, lockers, fitness, therapy, recreational space, and cafeteria; Role: PM/Engineer
- Academy Building: 6,000 SF, 1 level, Role: PM/Engineer

Wilder Kentucky Fire Station

Wilder, Kentucky; *Estimated Completion 2020*

Design of 21,800 SF office, assembly, recreational, and residential spaces and apparatus bay supporting Wilder Kentucky Fire Department; Project also includes design of foundations to support PEMB outdoor park structure adjacent to the fire station; Role: PM/Engineer

City of Florence Bridge Inspections

Florence, Kentucky; *2018 and 2020*

Field observation concerning the structural conditions of six bridges, abutments, and hand/guard rails in Florence Kentucky – (3) located at the World of Golf carrying golf carts and pedestrians, South Fork Pedestrian Bridge, Orleans Park Pedestrian Bridge, and Heights Blvd Bridge; Role: Senior Management Lead, EOR

Clermont County Sheriff's Office Training Facility

Batavia, Ohio; *Estimated Completion 2020*

Structural design of 5,000 SF of office, assembly, and recreational spaces supporting the Clermont County Sheriff's Office; Role: PM/Engineer

Kenton County Administration Building*

Covington, Kentucky

95,000 SF, 5 levels plus basement, connectivity to existing historic structure included, Role: PM/Engineer

* Note: projects were completed with previous employers.



Trevor Berger, CP, LEED AP
SR. ENVIRONMENTAL SCIENTIST

Mr. Trevor Berger has over 21 years of consulting experience and leads L&A's environmental site assessment practice. His experience includes ODOT ESA Screenings, ASTM and VAP Phase I Environmental Site Assessments (ESA), Ohio EPA Voluntary Action Program Phase II Property Assessments, non-VAP Phase II projects, hazardous material storage facilities, Bureau of Underground Storage Tank Regulations closure requirements and state and federal EPA cleanup programs. Trevor has developed scopes, specifications and prepared written proposals for these investigations including evaluation of existing site conditions, determination of sampling locations and field procedures, laboratory analysis, hazardous material disposal and remedial actions. He is also responsible for the management of projects involving multiple environmental disciplines, hazardous materials consulting, ecological studies, cultural resource investigations and NEPA compliance. Mr. Berger is a VAP Certified Professional, LEED Accredited Professional and an Ohio Certified Asbestos Hazard Evaluation Specialist. He is also prequalified by the Ohio Department of Transportation in ESA Screening, Phase I ESA and Phase II ESA and ESA Remedial Design.

HIGHLIGHTED EXPERIENCE

Fields Avenue CNG, Central Ohio Transit Authority (Franklin County, Ohio).

Sr. Environmental Scientist. Reviewed the soils management plan, previous environmental reports, and previous sampling activities for the site to provide details for materials management plan notes for the renovation of the bus storage and maintenance facility to accommodate CNG buses and fueling.

Garage Expansion, Stark Area Regional Transit Authority (Stark County, Ohio).

Sr. Environmental Scientist. Led the Phase I Environmental Site Assessment for expansion of the headquarters and garage for SARTA as part of the FTA Documented Categorical Exclusion.

BUT-Five Points Roundabout, Butler County Engineer (Butler County, Ohio).

Sr. Environmental Scientist. Completed the Environmental Site Assessment studies necessary to facilitate the design and construction of a new roundabout in the City of Hamilton. The Regulated Materials Review (RMR) Screening utilized the current ODOT guidance and identified suspect properties for which new right-of-way were required, RMR Assessments verified historical gas station operations, underground storage tanks and automobile service at the sites warranting subsurface soil and groundwater sampling. Soil and groundwater sampling confirmed the presence of regulated materials and the need for RMR Plan Notes in the final construction plans.



ROLE:

Environmental Site Assessment

EXPERIENCE:

21 Years

EDUCATION:

B.S., Food, Agricultural and Biological Engineering, The Ohio State University

CERTIFICATIONS:

VAP Certified Professional
LEED Accredited Professional
Asbestos Hazard Evaluation Specialist (OHES35890)
OSHA 40HR HAZWOPER

ODOT PREQUALIFICATIONS:

Regulated Materials Review



Jordan Mederer

PRACTICE LEADER, HAZARDOUS BUILDING MATERIALS

Mr. Mederer has 11 years of consulting experience and manages the hazardous building materials department. He has experience in over 500 environmental projects such as AHERA surveys, Enhanced Environmental Hazard Assessments, asbestos building material surveys, NESHAP demolition and renovation surveys; and sample analysis using Phase Contrast Microscopy in accordance with NIOSH 7400. Mr. Mederer also has experience in lead based paint inspections, lead risk assessments, and lead abatement clearances under the HUD/EPA protocol. He has inspected and designed a variety of environmental projects, performed on-site monitoring and project oversight of asbestos and lead abatement, and conducted 2-hour asbestos awareness training seminars. Mr. Mederer is an Ohio Certified Asbestos Hazard Evaluation Specialist, Asbestos Hazard Abatement Specialist, Asbestos Hazard Project Designer and a Lead Risk Assessor.

HIGHLIGHTED EXPERIENCE

Fields Avenue CNG, Central Ohio Transit Authority (Franklin County, Ohio). *Sr. Asbestos/Lead Specialist.* Completed NESHAP survey (asbestos) for renovation of the bus storage and maintenance facility to accommodate CNG buses and fueling. Identified and sampled suspected asbestos-containing materials and defined for removal prior to renovation activities.

Cleveland Avenue Bus Rapid Transit, Central Ohio Transit Authority (Franklin and Delaware Counties, Ohio). *Sr. Asbestos/Lead Specialist.* Led assessment for hazardous building materials at a former gasoline station and former car wash as part of the Northern Lights Park & Ride servicing the Cleveland Avenue BRT.

Armory Lead Remediation, Ohio Army National Guard (Statewide, Ohio). *Sr. Asbestos/Lead Specialist.* Conducted a lead contamination assessment of 22 armories across the State, which determined that lead remained on building components to varying degrees in the former ranges at concentrations that exceeded OANG limits. Partnered with an Ohio licensed lead contractor to complete the required lead dust remediation/cleaning at each site. L&A provided third party oversight of all remediation activities, collected air and surface samples to ensure cleaning activities effectively removed the lead hazard and classified hazardous waste slated for disposal.



ROLE:

Hazardous Building Materials

EXPERIENCE:

11 Years

EDUCATION:

BA, Geography, 2007

CERTIFICATIONS:

Ohio Asbestos Hazard Evaluation Specialist (#35005)

Ohio Asbestos Hazard Abatement Specialist (#30057)

Ohio Asbestos Project Designer (#60876)

Ohio Lead Risk Assessor (#008517)

EXPERTISE:

Hazardous Building Material Surveys

Abatement Design Documents

Onsite Monitoring / Clearance Testing

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION C)

CONTACT

Nestor Melnyk, AIA LEED AP BD+C
Principal
nemlnyk@msaarch.com
513.241.5666

LOCATIONS

Cincinnati

316 West Fourth Street
Cincinnati, Ohio 45202
T 513.241.5666

Columbus

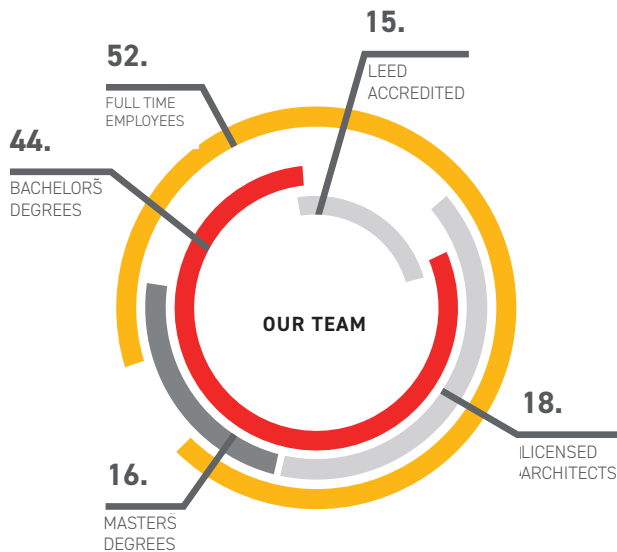
14 E Gay Street, Suite 300
Columbus, Ohio 43215
T 614.300.3357

Orlando

2022 Mount Vernon Street
Orlando, Florida 32803
T 855.241.5666

FIND US

www.msaarch.com



FIRM PROFILE

MSA Design, founded in 1985, has grown from a sole practitioner to multi-level offices across the region. This growth is a result of passion for our work, our clients and our communities. With our dedication to design innovation and exceptional client service, we have a strong regional presence in seven markets: Sport, Lifestyle, Corporate, Civic, Education, Religious & Transportation.

Our diversity is our most valuable strength. The latest trends in each market can be applied to design in any market. This keeps our designs cutting edge and our execution nimble. Core to our design philosophy is a multi-disciplinary approach where spaces are developed to meet current requirements while incorporating flexibility for future needs. This approach ensures that much of our work consists of multi-use facilities that incorporate attributes from multiple markets into a single site.

MSA Sport is a division of MSA Design focused on the programming, planning and design of sports facilities. Combined with our passion for sports and recreation, we bring an in-depth knowledge of planning and design for every aspect of the athletic experience and we take pride in incorporating as much innovative design into the support facilities as we do in the eye-catching main venues.

As a leading regional architect in sport and athletic design, we create facilities for all levels of athletic interaction - from professional and collegiate to local high school and community recreation.

MSA Design's design philosophy is defined by a deep-seated tradition of combining passion for our work with innovative techniques. We view every project as an opportunity to achieve design excellence, a method that is built into our natural work process and is therefore always within projects parameters. MSA Design is financially competent.

MARKETS/DISCIPLINES

- Sport and Recreation Facilities
- Restaurant & Hospitality Venues
- Corporate Office Environments
- Government & Civic Facilities
- Religious Environments
- Educational Facilities
- Transportation

SPECIALIZATION

- Pre Design
- Architectural Planning
- Architectural Design
- Interior Design
- Athletic Master Planning
- Recreation Master Planning
- Facilities Master Planning
- Schematic Design
- Design and Construction Development
- Bidding and Contract Administration
- Experiential Graphics
- Branded Environments

FIRM STATISTICS

- 50 Employees in Three Offices
- Architecture, Interior Design, Experiential Graphics
- Years in Business: 32 - Founded in 1985
- C-Corporation
- 18 Licensed Architects
- Over 100 Design Awards

FIRM OWNERS

- Michael N. Schuster, FAIA LEED AP
Principal/President/Owner
- Bill Baker, AIA
Principal/Owner
- Keith Hall, AIA
Principal/Owner

WSP has been a leader in transportation engineering since it was founded in 1933, and has major practice areas in energy, environmental, and facilities engineering. WSP has distinguished itself as a leader in numerous areas of operations and maintenance (O&M) services.

Leader in Maintenance Facility Design

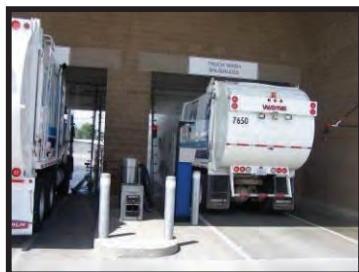
WSP has established a full-service O&M facility design practice with specialized expertise in:

- Facility Needs Assessment
- Existing Facility Analysis
- Space Programming
- Master Planning
- Site Selection
- Full Design Services for O&M and Passenger Facilities (Transit, Public Works, Military, Utilities, and School Districts)
- Value Engineering

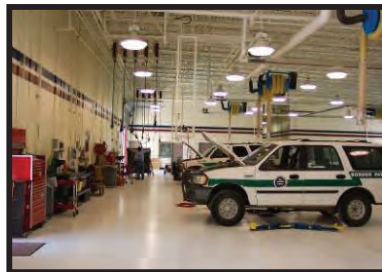
WSP's involvement in maintenance facility design typically includes determining space and functional requirements, identifying maintenance equipment needs, specifying and laying out shop equipment; and providing complete services in architecture, civil, structural, mechanical, electrical, and plumbing design.



WSP provided services for this maintenance facility, allowing greater access to transit vehicles being serviced.



A brushless wash system services heavy duty public works vehicles in Spokane, WA.



WSP provided design services for a new operations and maintenance facility for the United States Border Patrol in Del Rio, TX.



WSP FLEET & FACILITIES DIVISION

Services Offered

WSP Fleet and Facilities has design and construction experience with transit rail facilities throughout the country.

Leader in Maintenance Operations

In addition, WSP specializes in all aspects of fleet operations including:

- Maintenance Management Analysis
- Maintenance Program Audits
- Vehicle and Shop Equipment Procurement (Design, Specifications, In-Plant Inspections, Buy America Audits)
- Development of Detailed Policies, Procedures
- Turnover Audits
- Alternative Fuel Analysis
- Project Management Programs

Leader in Advanced Bus Technologies and Alternative Fuels

Reducing vehicle emissions is a common goal of the transit industry. The WSP Team specializes in the design and implementation of programs for CNG, LNG, and Hydrogen Fuel Cell Technology to assist transit agencies with meeting their emission reduction goals. Our services include:

- Analysis of Alternative Fuels
- Design of New Maintenance and Fueling Facilities
- Modification of Existing Maintenance Facilities
- Vehicle Procurement Specifications
- Vehicle Production Inspection
- Policies and Procedures
- Training Programs

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION C)

A Functional Approach to Design

Vehicle Maintenance Facility Planning and Design:

- Site Evaluation
- Master Planning
- Space Programming
- Architectural and Complete Engineering Design
 - Conceptual
 - Preliminary
 - Final
- Equipment Selection and Specification
- Construction Documents
- Construction Administration
- Value Engineering
- Design/Build Bidding Documents

A Wide Range of Maintenance Facilities

- Maintenance Complexes
- Operations Facilities
- Administrative Facilities
- Passenger Facilities
- Warehouses
- Vehicle Storage Facilities
- Industrial Shops
- Fueling Facilities
- Wash Facilities
- Support Facilities for Utilities (Water, Gas, Electric)
- Renovations to Accommodate Alternative Fuel Vehicles



WSP specializes in developing functional and efficient spaces such as this repair bay in the Chapel Hill Town Services Center.



WSP performed Master Plan Programming, Schematic Design, Architectural and Engineering services for the North East Independent School District in San Antonio, TX.



WSP has experience working on military projects throughout the United States including the Maneuver Systems Sustainment Center at the Red River Army Depot in Texarkana, TX.

Expert Productivity Improvements

Maintenance Studies:

- Maintenance Management Organization
- Consolidation Analyses
- Fleet Management Programs
- Vehicle Procurement Programs
- Staffing Analyses
- Operations Analyses

Nationally Recognized Operational Audits

Maintenance Audits/Analysis:

- Vehicle Maintenance Audits
- Maintenance Contract Audits
- Vehicle In-Plant Inspections

Advanced bus Technologies

- Low Emission Programs
- Vehicle Locator Systems

Unsurpassed Shop and Maintenance Equipment Database

Equipment Selection & Procurement:

- Equipment Specification
- Bid Assistance
- Installation Support
- Equipment Database
- Computerized Equipment Layouts

MOTZ ENGINEERING FIRM BACKGROUND



MOTZ ENGINEERING

ABOUT US

Founded in 1935, and purchased from the Motz family in 2016, Motz Engineering continues today under the leadership of Suzie Murdock. Suzie is passionate about engineering and conveys that passion to our clients, employees and partners. As a proud woman owned, family business, Motz Engineering continues our tradition of high quality professional engineering services.

Motz Engineering specializes in complex mechanical, electrical and plumbing professional engineering and design services. Motz also offers full commissioning services including LEED commissioning for K-12, Higher Education, Healthcare, Central Plant, Data Center, Aviation and clean environments. Motz Engineering also provides construction management services and program management for complex mechanical system such as chiller plants, fueling stations, central energy plants, mechanical and control system upgrades, and specialized MEP aspects of large projects.

LOCATIONS

CINCINNATI
447 Morgan Street
Cincinnati, OH 45206

COLUMBUS
34 W Gay Street
Suite 100
Columbus, OH 43215

ORLANDO
7800 Southland Boulevard
Suite III
Orlando, FL 32809

WOMEN-OWNED, WBE & EDGE CERTIFIED



MECHANICAL:

Air Distribution Systems; Building Automation and Control Systems; Building Management Systems; Central Utility Plant Systems; Steam, Chilled Water, Hot Water; Chiller/Boiler Systems; Cooling Tower Replacement; Dedicated Outside Air Systems; Energy Modeling; Heat & Energy Recovery Systems; Geothermal Systems; Energy-Efficient Designs; Energy Code Compliance, meeting ASHRAE 90.1 Standards; Laboratory Exhaust Systems; Life Cycle Analysis; LEED Certification; Hydronic Piping Systems; Radiant In-Floor Heat Systems; Under Floor Air Distribution; Water Source Heat Pump Systems; Variable Refrigerant Flow Systems



ELECTRICAL:

Audio Visual and Information Technology Design; Arc Flash Hazard Analysis; Critical Power Systems; Emergency Power Systems; Energy Code Compliance, meeting ASHRAE 90.1 Standards; Fire Detection and Alarm System Design; Fire Pump Design; Interior and Exterior Lighting Control, Design and Modeling; Generator Systems; Grounding/Lightning Protection; Medium & Low Voltage Distribution Systems; Life Safety Design; Power Supply and Distribution; Security and Access Systems; Short Circuit Analysis & Coordination Studies; Uninterruptible Power Supply Systems; Utility Distribution Systems



PLUMBING:

Cross Connection Systems; Domestic Hot Water Systems; Fire Protection Systems; Fire Pump Systems; Foam Fire Protection Systems; Laboratory Gas Systems; Laboratory Water Systems; Medical Gas Systems; Natural Gas Systems; Religious Water Systems; Sanitary System Design; Sewage Ejector Systems



COMMISSIONING:

Aviation, Corporate Offices and Educational Facilities, Chilled Beam Systems; Design Reviews; HVAC Systems; Emergency Power Systems; Equipment Pre-Functional Tests & Start-Ups; Boilers; Chillers; Cooling Towers; Fire Pumps; Generators; Switchboards; Geothermal Systems; LEED Design Standards

QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION C)

THE KLEINGERS GROUP
COMPANY PROFILE

www.kleingers.com



The Kleingers Group is firmly rooted in creating experiences for our clients and employees that improve our communities. Our service longevity, stability, strategic office locations, and targeted market services are the foundation we stand on to change and enhance the lives and projects we touch.

YEARS IN BUSINESS



YOUR LOCAL OFFICE
West Chester

6219 Centre Park Drive
 West Chester, Ohio 45069
 (513) 779-7851

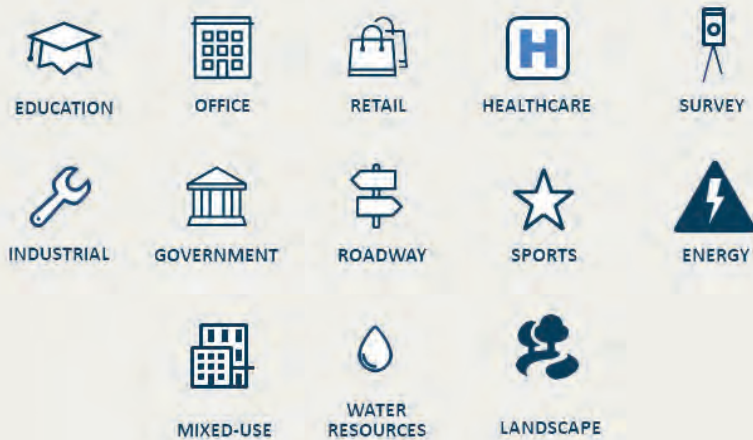
OTHER OFFICES

- Dayton, OH
- Columbus, OH
- Louisville, KY

TOTAL STAFFING



MARKETS SERVED



PRODUCTION TOOLS

Engineering Design & Plan Production

Civil 3D (AutoCAD), Revit (AutoCAD), Microstation with GEOPAK, WaterCAD, STAAD

Water Resources, Modeling & Design

HEC-RAS, STORM CAD, Hydra Flow, CDSS, HY8

Traffic Analyses, Modeling & Design

Synchro, SimTraffic, Sidra, HCS, Miovision Video Traffic Counters, SWISS

Field Survey

Electronic and robotic total stations and data collection equipment capable of two-way transfer of data between field and office, GPS, GIS, 3D Laser Scanners, UAV mapping and aerial photography

Landscape Architecture & Planning

ArcGIS, AutoCAD, Revit, Google Sketch-up, Adobe Photoshop, Adobe Illustrator, hand rendering in a variety of media options

Structural Production

AASHTOWare BrR, STAAD Pro, LEAP Bridge Concrete, LEAP Bridge Steel, Open Bridge Modeler, Mathcad++



Julie Cromwell & Associates, LLC

 www.juliecromwell.com



FIRM PROFILE

Julie Cromwell & Associates, LLC is a structural engineering and consulting firm based in Cincinnati, Ohio and is a City of Cincinnati Certified WBE. Through our technical expertise, delivered with compassion, we make a personal connection with your project and project goals. Although the firm is celebrating its third-year anniversary (est. 2017), our engineering leadership brings decades of complex project management and structural design experience to the team. Our team consists of four licensed professional engineers, one project engineer, and one BIM technician.

JCA is a full-service structural engineering and consulting firm offering the following services:

- General Structural Design – *Government Commercial Industrial Education Healthcare Sport*
- Functional Parking Planning
- New Parking Structure Design
- Renovations and Restoration
- Building Envelope and Façade Consulting
- Expansion Joints and Waterproofing
- Specialized Structural Inspections – *Post-Tensioning, Shoring, Reshoring*
- Litigation Consulting
- Construction Administration Project Support
- Concrete / Post-Tensioning Training

NET BILLINGS: 2018, \$135K; 2019, \$315K; 2020, \$400k (to date)

INSURANCE: \$2M EA OCCURANCE \$5M UMBRELLA

FIRM DIFFERENTIATORS

Julie Cromwell & Associates, LLC is a woman owned structural engineering firm that designs with efficiency, economy, and constructability as the goal.

Agile – As a small firm, we can pivot quickly to provide staff and services to meet the needs of your project

Knowledge Seekers – we are always learning and improving; implementing new technology and methods, learned from our clients, contractors, and team members

Knowledge Sharers – we give back what we learn by participating on Industry Boards, teaching at Universities, and mentoring young professionals

Advocates for Design Coordination– we review all the components of the design for increased coordination, understanding that most project difficulty arises from coordination gaps.

Think Globally... – we dedicate our talents and engineering expertise to support Engineer's Without Borders

...Act Locally – we organize and participate in events that engage middle school children and introduce them to careers in STEM with a focus on underrepresented minorities and girls.

Firm Overview

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.

L&A's relevant experience includes:

- **Cleveland Avenue Bus Rapid Transit (BRT), Central Ohio Transit Authority** – Documented Categorical Exclusion (DCE) and supporting studies, Phase II ESA, BUSTR Tier 1, and asbestos/lead surveys for impacted properties.
- **Garage Expansion, Stark Area Regional Transit Authority** – Categorical Exclusion Checklist, ecological survey, Phase I ESA, Section 4(f) documentation, and asbestos surveys.
- **Fields Avenue Garage Renovation, Central Ohio Transit Authority** – Categorical Exclusion Checklist, asbestos survey, and review of soils management plan to develop materials management plan notes.
- **Compressed Natural Gas Terminal, Portage Area Regional Transportation Authority** – Documented Categorical Exclusion (DCE), Section 106 coordination, and supporting studies.



QUALIFICATIONS AND CAPABILITIES OF THE COMPANY (SECTION D)

CLIENT



PROJECT TEAM



ARCHITECT OF RECORD

316 W 4th St
Cincinnati, Ohio 45202

<p>NESTOR MELNYK, AIA LEED AP BD+C Principal In Charge nmelnyk@msaarch.com</p>	<p>CHRIS PATEK, AIA Project Manager cpatek@msaarch.com</p>
<p>DAN MONTGOMERY, AIA LEED AP Project Architect dmontgomery@msaarch.com</p>	<p>TONY SCALLY, ASSOC. AIA Technical Architect + Quality Control tscally@msaarch.com</p>

PRIMARY SUB-CONSULTANTS

TRANSPORTATION PLANNING
& PASSENGER RAIL DESIGN



<p>TIM REYNOLDS Transportation Planning</p>	<p>JENNEFIER LEMASTERS WIRTZ Passenger Rail Planning & Design</p>
<p>JEWELS CARTER Bus Maintenance Facility Planning</p>	<p>PAUL BUTTERFRAS Bus Maintenance Facility Technical Lead</p>

SECONDARY SUB-CONSULTANTS

LANDSCAPE ARCHITECT
/ CIVIL SURVEYING



MEPT ENGINEERING



STRUCTURAL
ENGINEERING



HAZARDOUS
MATERIALS





2. RELATED EXPERIENCES & REFERENCES



The Government Square Transit Center design evolved into a clear and successful solution for the Cincinnati transit system. In addition to the award winning architectural design, MSA Design worked in conjunction with the City's Environmental Graphic Designer to design the environmental graphics used throughout the center and outlying bus stop shelters. The fully branded package includes wayfinding, informational and identification signage. Exposure to the elements and heavy pedestrian traffic had to be taken into account for the design and structure of these environmental graphics. The clean design of the informational panels allows for easy updates while limiting the opportunities of potential vandalism. The wayfinding system uses large, simple letters to identify bus stops and routes, giving instant recognition to daily commuter and first-time user.

In addition to the informational and identification signage, compass-like pavers are featured in walkways. These nautical-inspired pavers subtly imply our regional transit both on land and water. The branded environmental graphics package works cohesively with the architectural design and creates a welcoming environment for the community's daily use.

Awards:

Merit Award - AIA Cincinnati
Honor Award Urban Design - AIA Ohio

Client Reference

Client Reference

Khalad Shammout
VP Strategic Planning & Development
529 Vine Street, Suite 500
Cincinnati, Ohio 45202
513.632.7660
kshammout@go-metro.com

Date

2012

Team Members

Nestor Melnyk, AIA LEED AP BD+C
Chris Patek, AIA LEED AP
WSP
Kleingers

RELATED EXPERIENCES & REFERENCES (SECTION A)



Home to over 50,000 residents and 34,000 UC students, Uptown has been facing serious traffic congestion problems. The \$6.9 million project, consisting of new shelters and signage, surrounding plazas, and traffic engineering; is being almost fully funded by federal grants to improve traffic flow. These improvements will not only create a more pleasant waiting and riding experience, but is projected to entice new riders to try out the METRO system, further decreasing traffic congestion in the Uptown Cincinnati area.

Custom branded shelters are strategically located throughout Uptown to best serve ridership of the Uptown population. The shelters include new plazas, vertical pylons for pedestrian and vehicular identification, and kiosks featuring routes and neighborhood information. The design team met with representatives from the University of Cincinnati the Uptown Consortium, Cincinnati DOTE, and area hospitals to build support and development agreements.

Client Reference

Khalad Shammout
VP Strategic Planning & Development
529 Vine Street, Suite 500
Cincinnati, Ohio 45202
513.632.7660
kshammout@go-metro.com

Date

2012

Team Members

Nestor Melnyk, AIA LEED AP BD+C
Chris Patek, AIA LEED AP
Dan Montgomery, AIA LEED AP
WSP
Kleingers

METRO NORTHSIDE TRANSIT CENTER



MSA Design had the opportunity to define a location for a Transit Center for Metro serving the Northside neighborhood in Cincinnati. Northside is defined as the neighborhood bordered by I-74 and the Mill Creek to the south and bound by Winton Place, College Hill, and Mt. Airy. Northside, with a population of nearly 7,500 residents, is a racially and socioeconomically diverse area home to many students, artists, and young professionals. It houses numerous shops and restaurants,

most independently owned. The neighborhood has both an active community council and business association. In addition, the main business corridor along Hamilton Avenue has been designated a Historic District by the City of Cincinnati.

Metro routes through Northside include some of the busiest transfer stops in the Metro bus system, mostly due to diverging routes on Hamilton Avenue and Spring Grove Avenue.

Client Reference

Khalad Shammout
VP Strategic Planning & Development
529 Vine Street, Suite 500
Cincinnati, Ohio 45202
513.632.7660
kshammout@go-metro.com

Date

2020

Team Members

Nestor Melnyk, AIA LEED AP BD+C
Chris Patek, AIA LEED AP
Dan Montgomery, AIA LEED AP
WSP
Kleingers

METRO MOVES STUDY



In order to address riders' needs and provide more flexible routing, METRO considered creating a network of transit hubs in both downtown Cincinnati and its surrounding suburban locations to interconnect bus routes. MSA was hired to provide architectural services as part of a national transit-specific consulting team. The goal was to establish the new routes and hub locations throughout downtown and suburban Cincinnati to more efficiently connect bus routes.

MSA provided schematic design of hub prototypes categorized as: a) off-street (park-n-ride), b) on-street shelters, or c) a hybrid special condition. A kit of interchangeable parts was created to meet the different site conditions. This project is currently seeking federal and local funding.

Client Reference

Khalad Shammout
VP Strategic Planning & Development
529 Vine Street, Suite 500
Cincinnati, Ohio 45202
513.632.7660
kshammout@go-metro.com

Date

2012

Team Members

Nestor Melnyk, AIA LEED AP BD+C
Chris Patek, AIA LEED AP

RELATED EXPERIENCES & REFERENCES (SECTION A)



TANK hired MSA Design to develop a master plan for the Covington Transit Center (CTC) in September 2013. The CTC, housed within the Kenton County Riverfront parking facility since 1998, functions as the primary hub and transfer facility for Northern Kentucky to connect to surrounding communities and destinations such as CVG, and the City of Cincinnati. The planning process included analyzing the passenger needs of the center, evaluating the public face for the center (i.e. identification and “curb appeal”), developing options for understanding amenities and branding opportunities, and ultimately, creating a master plan to be a guide for future development. In support of TANK’s mission to provide clean, efficient and pleasant transit experiences, the master plan of the Covington Transit Center is designed to communicate an image of comfort and safety. It provides an environment that is easy to understand, safe from the elements and fun to use. The master plan creates an experience that is more than just moving from point A to point B. It is designed to be a getaway where riders can separate themselves from the rest of their day. Aesthetically and functionally, the proposed design provides improved circulation, places of interaction, socialization and “privacy,” all the while being an open and inviting environment, catering to the basic function of transit.

Client Reference

Gina Douthat
Deputy General Manager
3375 Madison Pike
Ft. Wright, KY 41017
859.331.8265
gdouthat@tankbus.org

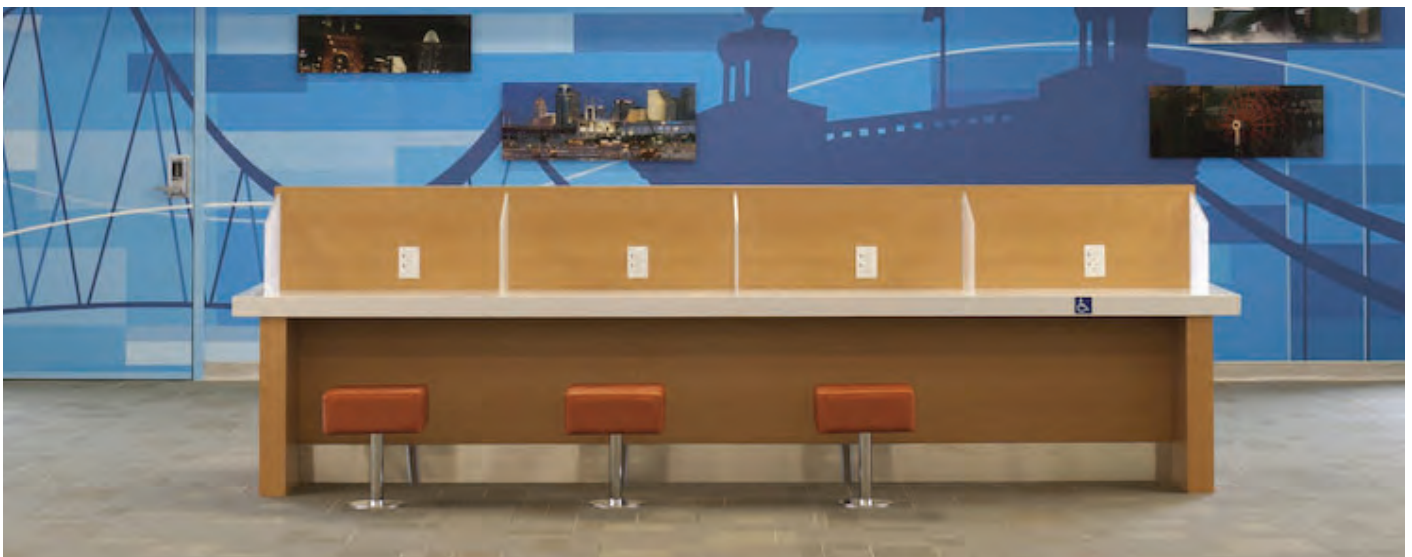
Date

2013

Team Members

Nestor Melnyk, AIA LEED AP BD+C
Chris Patek, AIA LEED AP
Kleingers

CVG INTERNATIONAL AIRPORT



Re-opened in 2012, MSA Design worked on the most recent renovation project at the CVG International Airport's Terminal 3/Concourse

A. Based on the Team's original Vision package to convert the spaces into a multi-use and traveler-friendly environment, the concourse is themed around our very own River City with soaring ceilings and a plethora of natural light. Speckled with local artwork, the newly designed Concourse A is designed for the modern, everyday traveler with a plenitude of charging stations, Wi-Fi access and an endless array of power outlets nestled in the rows of waiting area seats.

Concourse A has been vacant since Delta downsized and moved out in 2010, allowing the Airport to take advantage of the largest and most convenient concourse positioning with the relocation of all five current airlines flying out of the CVG to Terminal 3. The renovation is expected to attract new low-cost airlines to the CVG, reinvigorating not only the Concourse spaces, but also the economic well being of the Airport.

Client Reference

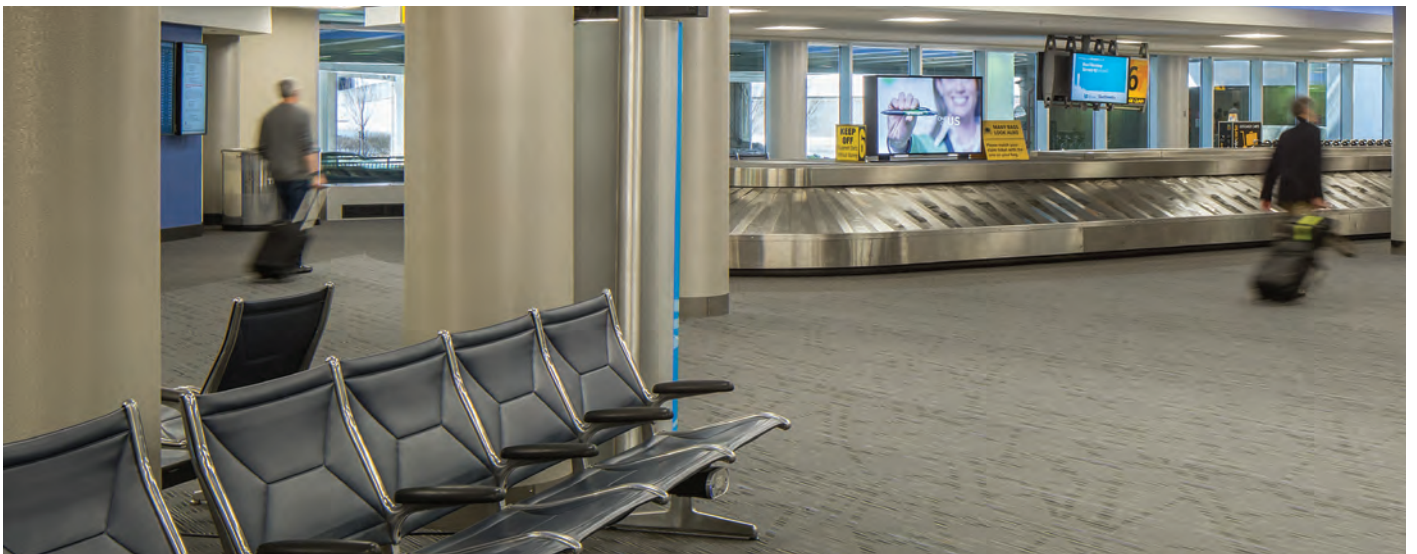
Mrs. Candance McGraw
CVG International Airport
Chief Executive Officer
859.767.3151
info@cvgairport.com

Date

2013

Team Members

JOHN GLENN INTERNATIONAL AIRPORT



Port Columbus International Airport is currently undergoing a modernization of their Terminal and enlisted MSA Design to add a cohesive vision throughout the airport and site. After many creative workshops and presentations with the client, MSA manifested the vision as the “Essence of Columbus” and developed a master plan with a menu of options for consideration. The master plan, focusing on three main areas: ticket lobby, curb front and roadway approach; involves layering elements of “The Spirit of Columbus” to enhance not only the architecture, but also the experience of travelers moving through the site and spaces. Implementation of these essence elements will establish Port Columbus as a unique and memorable airport while solidifying the message that the spirit of Columbus offers something for everyone.

Client Reference

Mr. Ray Fridley
Columbus Regional Airport Authority
Project Manager
614.239.3040
RFridley@ColumbusAirports.com

Date

2013

Team Members



PUBLIC WORK / PUBLIC TRANSIT CINCINNATI STREETCAR



PROJECT DESCRIPTION

WSP USA's role in the planning and construction of the Cincinnati Streetcar (now called the Cincinnati Bell Connector) from inception in 2002 to opening day in 2016. Working closely with the city of Cincinnati, WSP led the program management and worked in partnership with the city to plan, finance, design and construct the Cincinnati Streetcar system.

The streetcar line was initially developed as part of two concurrent planning studies completed in 2002: the Central Area Loop Study, conducted for the Ohio Kentucky Indiana Regional Council of Governments (OKI) and the Regional Rail Plan, a component of the MetroMoves transit plan, conducted for the Southwest Ohio Regional Transit Authority (SORTA). The streetcar line was subsequently adopted into OKI's Regional Transportation Plan.

From 2003 to 2006, WSP was project manager of the redesign of Government Square, SORTA's downtown transit hub. The design included accommodation of rail, which was incorporated into the streetcar alignment. HDR, Inc. led the team during the feasibility study phase in 2007. For the design phase, the team switched leads with WSP holding the prime contract.

Streetcar Design: The City of Cincinnati constructed a new streetcar line in the Central Business District and the historic Over-the-Rhine areas of Cincinnati, Ohio. As the prime consultant, WSP's team worked with City staff and the FTA for a period of four years. After nearly a decade in planning and design, the Cincinnati Streetcar construction is complete between the CBD and the Over the Rhine neighborhoods. The 3.6-mile loop is the longest first phase modern streetcar to date. The work included plan development of an initial 3.6-mile looped alignment includes 18 stops, 3 electrical substations, one maintenance and storage facility, and an overhead contact (OCS) pole system. The OCS system will supply electric to the streetcars, and consists of over 300 poles and are supported by 30-36-inch drilled shafts within public right-of-way i.e. sidewalks. The streetcar is powered by an overhead electrical system and shares the street with automobile traffic in mixed-use lanes. The Cincinnati Streetcar provides local transit service, accommodates economic development, and contributes to neighborhood vitality.



BACKGROUND

WSP provided professional architectural, engineering and construction management services to support the renovation and expansion of SORTA's Access Operations and Maintenance facility. Located in the cities of Cincinnati and Norwood, SORTA's Paratransit Facility provides operations and maintenance services for its Access Division. Due to the growing need of these services to Cincinnati and the surrounding communities, SORTA had the need to renovate and expand their current facility. Currently, 53 paratransit vehicles operated out of this division and service is provided on an on-demand basis. The purpose of the facility renovation was to increase and efficiently utilize the Operations office area, expand maintenance capability to accommodate 60 vehicles and allow for growth of up to 80 vehicles, as well as to organize the site to allow for safe and efficient parking and circulation. The design had to accommodate a functional facility during the renovation and expansion to both site and structures.

PROJECT DESCRIPTION

The existing facility was comprised of two buildings that served as the office and maintenance area that was built in the late 1960s. The facility was in immediate need of renovation to bring the work environment up to today's standards and needs. The scope of work included the renovation of the current office space from 4,793 SF to 9,923 SF, reducing the maintenance area from 16,549 SF to 11,803 SF, and the construction of a new bus storage facility of

PUBLIC WORK / PUBLIC TRANSIT

SORTA Access Paratransit Facility Renovation

33,884 SF. In addition to building upgrades/expansion, the remainder of the site was reconfigured to accommodate additional employee parking, a storm water detention system, and the separation of site storm water from site sanitary along with other site utility upgrades.

One of the key requirements that SORTA placed on WSP was to meet a compressed design schedule. The project had to be designed and awarded within a three-month period to meet a deadline to receive additional funding on the project. To accomplish this, at the beginning of the project, WSP conducted a 2-day workshop with key SORTA/Metro staff and operators to review current conditions along with future needs and wants. Based on the workshop, WSP created the final program, a conceptual design, and a preliminary estimate of construction costs that became the basis for the remainder of the project. WSP was able to complete/meet the design schedule that SORTA established that allowed SORTA to have the project awarded on time to receive their funding for the project.

SCHEDULE: 2002-2005

COST: \$861,355



PROJECT DESCRIPTION

The Cleveland Multi-modal Transportation Center offers the region the opportunity to consolidate inter-city and public transportation resources in a single facility, while promoting sustainable, transit-oriented development on an under-utilized portion of Cleveland's Lakefront. WSP's has been involved in the development of a multi-modal transportation facility in this area since the 1990s, when we led consultant teams on two studies of the North Coast Transportation Center and led the design of GCRTA's Waterfront Line. While both Cleveland's Amtrak and Greyhound stations are at or beyond the end of their useful life, the need to develop a multi-modal transportation center has been given greater urgency by development interest in Greyhound's existing facility.

WSP was selected to coordinate and design the Multi-modal Center east of E. 9th Street in the existing Cleveland Muni Lot. This ongoing project has been divided into four tasks. The first involves management of the project and the arrangement of meetings. The second involves the compilation of existing conditions information and initial stakeholder outreach. Task three involves the plan development workshop where the Project Management Team, Technical Advisory Committee, other local stakeholders, together with the project consultant team reviewed the goals, existing conditions and stakeholder input and reach consensus on elements of a pair of alternative concepts for the multi-modal transit facility and the area plan. This approach allows WSP and AECOM to bring together top national experts in transit facility design and transit oriented development with the local decision

CLEVELAND MULTI-MODAL TRANSPORTATION CENTER

LOCATION

Cleveland, Ohio, USA

CLIENT

City of Cleveland, Ohio

makers. In Task four, the WSP team developed a facility concept and area plan based on the existing conditions analysis, the results of the plan development workshop, and a series of stakeholder and public outreach events that followed the workshop.



WILSONVILLE SMART OPERATIONS & FLEET FACILITY



PROJECT DESCRIPTION

South Metro Area Regional Transit (SMART) is the City of Wilsonville's regional transit authority providing a range of transit options within the City of Wilsonville and its suburban areas including Canby, Salem and the south end of Portland. In response to growth as well as the introduction of newer vehicle types (CNG, electric, trolley), SMART proposed a new state of the art and purpose-built headquarters for both SMART operations and fleet maintenance. While envisioned to provide service to SMART fleet vehicles, the facility also provides maintenance service to the remainder of the City's fleet. The project included the following agency groups:

- Administration
- Operations
- Maintenance
- Fuel (diesel and CNG)
- Wash / Detail

LOCATION

City of Wilsonville, Oregon, USA

CLIENT

City of Wilsonville

PROJECT VALUE

\$7 million

STATUS

Our services began in 2010 and were completed in 2013.

OUR APPROACH

Based on the approved space requirements a concept design was developed on the site that could accommodate the agency's fleet. Project construction and equipment budget in addition to the ability to incorporate existing shop and maintenance equipment into the new design were critical elements on this project. WSP participated in design charrettes and design team and owner reviews.

CLIENT BRIEF/PROJECT CHALLENGES

- WSP was responsible for determining the space requirements to support the existing and projected fleet.

OUTCOME/CLIENT BENEFITS

WSP provided cost estimates, equipment layouts, and detailed design (SD through CD's) of the maintenance shops and spaces including production of the shop equipment specifications. WSP provided assistance during bidding and construction on all functional, operational and equipment questions.

The following specialty spaces and functions are included as part of the project:

- Bus Fuel (diesel & CNG) and Wash facilities
- Fare Retrieval
- Bus parking area
- Secure employee and visitor parking
- Lift / Flat / Pit bus maintenance bays
- Tire Shop and Storage



PROJECT DESCRIPTION

The Coastal Water Authority (CWA) is a conservation and reclamation district. CWA provides untreated surface water to the cities of Houston, Baytown, and Deer Park; all for municipal purposes. CWA also provides untreated surface water to approximately 100 industries, and agricultural customers. CWA is also the contract operator for Lake Houston Dam and Reservoir, and works in close association with the City's Department of Public Works and Engineering.

The Coastal Water Authority intends to construct the Luce Bayou Interbasin Transfer Project (LBITP) to provide additional surface water supplies to end users that utilize water from Lake Houston. Additional surface water supplies will be transferred from the Trinity River to Lake Houston via the LBITP to meet the increased demand for surface water in the Harris-Galveston Subsidence District (HGSD) Area Three. To support their expanding system CWA intends to construct a new Canal Maintenance Facility (CMF). The CMF will include CWA offices, vehicle and equipment maintenance shops, materials and parts storage, fuel storage, vehicle and equipment parking. The LBITP's existing Preliminary Engineering Report (PER) includes a CMF conceptual site and building layout. The focus of design team's efforts will be to advance the conceptual design to a final design. The new Canal Maintenance Facility will be constructed at the intersection of the new canal system and State Highway SH 321 in Liberty County.

COASTAL WATER AUTHORITY LUCE BASIN CANAL MAINTENANCE FACILITY

LOCATION

Dayton, TX, USA

CLIENT

Coastal Water Authority

PROJECT VALUE

\$5 million

STATUS

The Coastal Water Authority has received full design documents and aims to put the project out to bid in 2018.

CLIENT BRIEF/PROJECT CHALLENGES

- The CWA needed to develop a maintenance facility for their canal maintenance equipment and vehicles which would meet the demands of their growing fleet and serve their new models of equipment.
- The existing facility lacked sufficient storage and maintenance spaces in addition to having undersized doors which required many pieces of newer field equipment to be serviced outdoors.
- Due to adjacency to a rail right of way, the existing equipment storage was often inaccessible for hours at a time.
- Due to the facility's location near the Gulf Coast, the design incorporated elements to ensure the facility could remain intact and operational during hurricane force events.

OUR APPROACH

- The design team of WSP and Huitt-Zollars began the Canal Maintenance Facility project by verifying the program supplied by the Coastal Water Authority and updating it to meet their projected needs.
- Our team performed interviews with key CWA stakeholders and staff to understand the shortcomings of the existing site and facility and developed a space program and equipment layout to meet the needs of the growing canal system and its maintenance fleet. Emphasis was placed on designing around the specialized canal maintenance equipment and its clearances and storage needs.



PUBLIC WORK / PUBLIC TRANSIT CENTRAL GARAGE AND OPERATIONS CENTER



PROJECT DESCRIPTION

The City of Rochester's Department of Public Works is responsible for streets, snow plowing, storm water, sanitary sewers, and fleet maintenance. The City's Public Transit provides fixed route service. Public Works and Public Transit were operating from separate facilities. The City determined a joint operation would be more efficient and was therefore developing a joint central garage and operations center. The proposed 40 acre project site was located on the north side of the Rochester Public Utility operations center between East River Road and Highway 63 North. After all the phases were completed the constructed campus included the following components:

- Administration and Operations Building
- Separate Public Works and Public Transit Maintenance Facilities
- Dedicated Public Works Shops
- Separate Public Works and Public Transit Fuel and Wash Facilities
- Exterior Pervious Pavement Staff Parking Area
- Enclosed / heated agency vehicle parking
- Covered and enclosed granular bunker storage
- Related on-site vehicle circulation and access roads
- Shared Parts Warehouse and enclosed site storage

LOCATION

Rochester, Minnesota, USA

CLIENT

City of Rochester, Minnesota

PROJECT VALUE

\$39,000,000

STATUS

Services began June 2008 – All phases completed in 2012.

CLIENT BRIEF/PROJECT CHALLENGES

The project responded to a number of key criteria established by the City of Rochester including:

- Establishing departmental on-site and in building circulation patterns that isolates the separate departments vehicle flows from each other while allowing the sharing of the same site.
- Leverage federal funding to minimize local tax contribution.
- Site and Building should provide efficient operations.
- Facility should be easily maintained and durable.
- Provide an optimize vehicle and Pedestrian traffic flow.
- Incorporate sustainable concepts geothermal, wind, natural light and cross ventilation.
- Accommodate future expansion. Facility should be planned for 20 year and be built for 10 years.
- Provide salt storage on site
- Provide integrated technology; WIFI and fiber optics
- Facility should accommodate alternative fuels; bio diesel, hybrid / electrical.



COBB COMMUNITY PARATRANSIT AND SENIOR SERVICES FACILITY EXPANSION



PROJECT DESCRIPTION

Cobb Community Transit (CCT) in Marietta, Georgia runs bus routes throughout the county and was operating a fleet of 101 forty and forty-five foot buses and 31 paratransit buses out of their Multi-Use Transit Center, located on Commerce Park Drive. Cobb Senior Services (CSS) provides transportation for eligible riders in Cobb County and was operating 39 paratransit buses. The CSS fleet was maintained and operated out of facilities separate from the CCT Commerce Park Drive location. Land was acquired to the West of the CCT Commerce Park Drive facility with the goal of building a combined CCT Paratransit and CSS transportation facility. The new facility was planned to serve a fleet of 100 paratransit buses.



LOCATION

Marietta, Georgia, USA

CLIENT

Cobb Community Transit

PROJECT VALUE

\$108,000

STATUS

Our services began in September 2010, and expected completion is in August 2012.

OUR APPROACH

- CCT acquired 4.5 acres of property adjacent to their existing Multi-Use Transit Center with the intention of building a new separate facility to house both the CCT and CSS Paratransit services. In the conceptual design phase it became apparent that expanding the existing maintenance facility to service both the CCT and CSS Paratransit fleets would best serve the county's needs.
- The 6,100 square foot paratransit maintenance facility is an expansion of the existing transit maintenance building. The acquired property was used for paratransit fleet parking and a new 10,800 square foot single story paratransit administration and operations building.

OUTCOME/CLIENT BENEFITS

- This configuration allowed CCT to design a facility within their planned budget. The unified facility design also avoided the inefficiency of requiring one shop manager to manage multiple buildings. Finally, maintaining both the transit and paratransit fleets in the same facility allowed for maintenance systems to be shared by both programs, which also reduced the daily operational and maintenance costs throughout the facility's lifecycle.

ORLANDO INTERNATIONAL AIRPORT NEW GOAA INTERMODAL TERMINAL FACILITY



MOTZ ENGINEERING

The GOAA Intermodal Facility (ITF) project includes preconstruction and construction services for a new transportation terminal that serves various modes of rail (including inter-city rail, commuter rail and light rail) and vehicle transport for the Orlando International Airport.

Although the 500,000 sf South Terminal Intermodal Facility of the Orlando International Airport is located in Orlando, Florida, Motz Engineering was able to perform this highly complicated, fast-paced project due to our highly experienced commissioning team.

Motz Engineering worked directly with Turner Construction to coordinate and execute the commissioning of all MEP and Life Safety Systems. In order to deliver high quality commissioning reports, Motz developed the following:

- Reviewed design and contract documents to develop a project Commissioning Plan.
- Coordinated with the Owner's Operations and Maintenance Manuals, as well as, the Engineer-of-Record to define specific training requirements for the project.
- Created and maintained a Master Issues Log for issues / deficiencies.
- Developed a Component Verification Checklist and distributed it to all Contractors for execution and completion.
- Provided a 10-month warranty and walk through review of the building and report on any outstanding issues.
- Assisted Turner Construction and the Greater Orlando Airport Authority Operations and Maintenance Manuals personnel to develop a Systems Manual for the HVAC equipment and supporting systems.



Approximate Cost: \$250,000,000 Year Completed: 2018 Square Footage: 230,000 Delivery Method: CMR



THE KLEINGERS GROUP

TRANSPORTATION ENGINEERING

www.kleingers.com



The Kleingers Group Traffic and Transportation Engineering Team has extensive experience in the scoping, design, and inspection of a diverse range of highway and traffic projects. We provide a broad range of traffic and transportation engineering, planning, and analysis services.

TRANSPORTATION ENGINEERING SERVICES

- Traffic Impact Assessments
- Traffic Signal Warrant Studies
- Traffic Safety Analyses
- Traffic Calming
- Capacity Analyses
- Collision Studies
- Roadside Safety Audits/402 Studies
- Speed and Delay Studies
- Intersection Improvements
- Mechanical and Manual Traffic Counts
- Safe Routes to School
- Signing and Pavement Marking Design
- Roadway Lighting Analysis/Design
- Work Zone Traffic Control/Staged Construction
- Traffic Signal and Signal System Analysis/Design
- Interchange Justification/Modification Studies
- Corridor, Route Location and Alignment Studies
- Major Investment Studies
- Bridge Design
- Bridge Inspections
- Transportation Peer Reviews
- Railroad Preemption
- Roundabouts
- Roadway Rehabilitation
- New Roadway Construction
- Roadway Widening
- Storm Water Management
- Water Main Replacement
- Relocation Water Main Extension
- Complete Street Designs
- Shared Use Paths

ODOT QUALIFICATIONS

- Non-complex Roadway Design
- Complex Roadway Design
- Bicycle Facilities & Enhancement Design
- Interchange Justification/ Mod Studies
- Safety Studies
- Limited Right of Way Plan Development
- Complex Right of Way Plan Development
- Basic Traffic Signal Design
- Traffic Signal System Design
- Limited Highway Lighting Design
- Complex Highway Lighting Design

DATA AND TECHNOLOGY

The Kleingers Group's transportation team is equipped with some of the latest available traffic engineering data collection and analytical technology. Using the most recent versions of Highway Capacity Software, SYNCHRO, and Sidra among other analytical and data management tools, Kleingers can efficiently serve the needs of their clients.

Kleingers also collects traffic data using unmanned bird's eye perspective video capture devices and continues to assist numerous jurisdictions by examining traffic impacts at new or renovated project sites.



TRAFFIC ANALYSIS

The Kleingers Group Traffic and Transportation Engineering Team has extensive experience in the scoping, design, and inspection of a diverse range of highway and traffic projects. We provide a broad range of traffic and transportation engineering, planning, and analysis services.

SERVICES PROVIDED

- Traffic Impact Assessments
- Traffic Signal Warrant Studies
- Traffic Safety Analyses
- Traffic Calming
- Capacity Analyses
- Collision Studies
- Roadside Safety Audits/402 Studies
- Speed and Delay Studies
- Intersection Improvements
- Mechanical and Manual Traffic Counts
- Safe Routes to School
- Signing and Pavement Marking Design
- Roadway Lighting Analysis/Design
- Work Zone Traffic Control/Staged Construction
- Traffic Signal and Signal System Analysis/Design
- Interchange Justification/Modification Studies
- Corridor, Route Location and Alignment Studies
- Major Investment Studies
- Environmental Planning – Categorical Exclusions
- Transportation Peer Reviews
- Railroad Preemption

DATA AND TECHNOLOGY

The Kleingers Group's transportation team is equipped with some of the latest available traffic engineering data collection and analytical technology. Using the most recent versions of Highway Capacity Software, SYNCHRO, and Sidra among other analytical and data management tools, we can efficiently serve the needs of their clients.

Kleingers has invested in new traffic count equipment that provides greater capabilities and flexibility in collecting traffic count data. The Miovision Technology counters use cameras mounted at an elevated vantage point to collect the data. For a similar cost to traditional traffic counts, up to two full days of video can be recorded at a study location. The video then can be used to retrieve data and make observations as needed throughout the study without going back out into the field.

RELATED EXPERIENCES & REFERENCES (SECTION B)

THE KLEINGERS GROUP TRANSIT PROJECTS

www.kleingers.com



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.

THE KLEINGERS GROUP

TRANSPORTATION PROJECTS

www.kleingers.com



The Kleingers Group has extensive experience with the surveying, landscape architecture, civil engineering design and construction administration of transportation projects. Kleingers' deep understanding of potential challenges faced with sites and facilities, buildings and structures, storm water and utilities and traffic and pavement plans and studies is why they are consistently selected. We believe that any site should be designed for the user experience focusing on internal site functionality while creating a safe and inviting atmosphere. The Kleingers Group proudly shares some of the following transportation projects we provided professional services for throughout Ohio.

PROJECT EXPERIENCE

- Royal Heights Neighborhood Improvement Project
- Poole Road Sidewalk
- Stonecreek Boulevard Roundabout Beautification
- ODOT Statewide Safe Routes to School Program
- Mill Creek Triangle Trails
- Ohio River Trail - Collins Avenue to Corbin Street
- Deer Park Community Bike / Pedestrian Network
- Feedwire Road and Wilmington Pike Roadway and Intersection Improvements
- Blue Ash Road Streetscape Improvements
- Branch Hill-Guinea Pike Roadway Improvements
- Oxford State Road Reconstruction Project
- State Route 122 Improvements
- Park North Gateway Boulevard Roadway Extension at Butler-Warren Road
- State Route 123 Pavement Rehabilitation (WAR-SR 123-27.09)
- Riley Boulevard Resurfacing (WAR-CR 601-0.00)
- County Road 25-A Phase II Reconstruction (MIA-CR25A-18.31)
- Reynoldsburg-New Albany Road at Taylor Road Improvements
- South Avenue Roadway Improvements
- Stewart Road Improvements
- Wolfpen Pleasant Hill Road Sidewalk Improvements
- US Route 68 Pavement Resurfacing and ADA Accessibility Improvements (CLI US 68/SR 134 12.27/14.60)
- Galbraith Road Improvements
- Civic Centre Boulevard Extension, Roundabout and Improvements at Windisch and Allen Roads and West Chester Township Gateway Streetscape
- Swigart Road Roundabout
- Medpace way Roadway Improvements and Roundabout
- Wilmington Pike Improvements, Phases 1-3
- Kyles Station Road and Yankee Road Roundabout
- Trenton Road and Busenbark Road Roundabout



Branch Hill-Guinea Pike Roadway Improvements



Wilmington Pike Improvements, Phases 1-3



Oxford State Road Reconstruction Project

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.

Walnut Hills Transit District and Oakley Transit Center Cincinnati, Ohio.



Client: Cincinnati Metro – Southwest Ohio Regional Transit Authority (SORTA)
602 Main Street, Suite 1100
Cincinnati, Ohio 45202

Contact: Butch Gaut (513.632.7671)

Duration: 2015 (10 months)

Project Cost: \$47,806.94 (Fee)

L&A completed a Historic Properties Evaluation and Archaeological Disturbance Assessment for the Section 106 Review of the Walnut Hills Transit District and the Oakley Transit Center Project within the city of Cincinnati, Hamilton County, Ohio. Krista Horrocks was L&A's project manager, overseeing all aspects of the project, including client coordination, scheduling, and budget.

The report provided information regarding the historical significance and eligibility to the National Register of Historic Places (NRHP) for the historic resources, fifty years and older, within the Area of Potential Effect (APE). The report also addressed any potential archaeological resources which may be located within the proposed project.

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 entirety of the archaeological APE for both Walnut Hills Transit District and the Oakley Transit Center Project had been disturbed by roadway and other urban construction activities. The Historic Properties Evaluation found thirty-five (35) history/architecture resources within the APE were fifty years or older for the Walnut Hills Transit District. No history/architecture resources were identified within the APE for the Oakley Transit Center Project.

The final Section 106 coordination for the Oakley Transit Center Project found the Determination of Effect to be “no historic properties will be affected.” The Walnut Hills Transit District project found the Determination of Effect to be “No Adverse Effect.” Final report submittal was completed in November 2015 and coordination with FTA and SHPO took place in December 2015.



AMTRAK ADA STATIONS PROGRAM FY'18 AND FY'19 STATIONS PROGRAM

WSP was selected as Amtrak's Designer of Record for their ADA Stations Program to provide design and construction phase services support for station upgrades. In this role WSP has been tasked with providing upgrades to Amtrak stations nationwide to bring them into compliance with the Americans with Disabilities Act as it applies to public transportation facilities. With the design of 8 stations nationwide in FY'18 and 9 stations in FY'19, the project requires multidisciplinary teams to assess existing stations to determine non-compliance with ADA requirements and to develop upgrades. The scope of work includes the installation of new platforms, accessible ramps and stairs, accessible paths of travel from the public right of way to platforms and accessibility upgrades to station buildings.

Station Locations:

FY'18 ADA Program	FY'19 ADA Program
Gastonia, NC (GAS)	Durham, NC (DNC)
Charleston, WV (CHW)	Greensboro, NC (GRO)
Thurmond, WV (THN)	Salisbury, NC (SAL)
Hinton, WV (HIN)	Martinez, CA (MTZ)
Sanderson, TX (SND)	Oakland, CA (OAC)
Longview, TX (LVW)	Hastings, NE (HAS)
Toccoa, GA (TCA)	Rocklin, CA (RLN)
Grand Forks, ND (GFK)	Albany, OR (ALY)
	Effingham, IL (EFG)

AGENCY:

Amtrak

AGENCY CONTACT:

*Lonnie Murray
215.349.1233
Lonnie.Murray@amtrak.com*

ARCHITECT/ENGINEER OF RECORD:

WSP

CONTRACT VALUE AT AWARD:

**FY'18: \$3.4M
FY'19: \$3.8M**

**THE AMTRAK SYSTEM
2018-2019 AMTRAK ADA IMPROVEMENT LED BY WSP TEAM**





3. TECHNICAL PROPOSAL

TECHNICAL PROPOSAL (SECTION A)

PROJECT UNDERSTANDING

MSA Design understands that Butler County Regional Transit Authority (BCRTA) and the City of Oxford are requesting proposals to design a new Multimodal Station & Shared Services Facility as well as a new Passenger Rail Platform. Proposed to be located in close proximity to one another, these projects would provide much needed maintenance and operations support facilities for BCRTA and the City as well as greatly enhanced transportation opportunities for the surrounding community.

To ensure the success of this project, a holistic approach to implementing the shared services facility and passenger rail platform is required. The design team will draw on our vast expertise to present solutions that address the following principles and will serve as a guide in developing the design approach to these projects:

- Provide a vision for multi-modal transportation that will accommodate the needs of the community now and well into the future.
- Create a cohesive design that connects the facilities across the site and into the surrounding community
- Enhances the users overall experience and provide amenities for various modes of transportation.
- Ensure ease of access for a diversity of users.
- Improve safety and security throughout.

We also understand there are various stakeholders who could benefit from these facilities and the importance of engaging with each group throughout the process. The design team will coordinate multi-disciplinary workshops to take advantage of the broad knowledge and expertise of each of the groups involved. We will analyze the feedback and develop options to address the various needs. Through further feedback sessions and refinement, we will work toward a solution that all groups can support to be able to move forward and ensure the success of the projects.

DESIGN APPROACH/METHODOLOGY

MSA Design and WSP have an unsurpassed positive history designing, planning and coordinating public transportation projects. WSP has participated and led the design and planning of over 700+ maintenance and operations facilities in the past 35 years. These projects have been completed across North America in both the United States and Canada. WSP is also a leader in transportation planning and has extensive experience working on passenger rail projects. MSA Design has worked with various local and regional transit partners, including SORTA and TANK, to design a number of transportation facilities that integrate multiple modes of transportation and enhanced rider amenities.

Amtrak is currently undergoing a nationwide initiative of rehabilitating stations throughout their system for compliance with the requirements of the Americans with Disabilities Act (ADA). WSP is ideally qualified to serve as Amtrak's Designer of Record for this important undertaking as the WSP Team has and continues to deliver similar projects to Amtrak across the nation. Our team has successfully completed Issued for Bid (IFB) Documents nation-wide for Twenty (20) Task Orders, for Amtrak projects, at 17 stations nation-wide under Amtrak's FY'18 and FY'19 ADA Stations Program, some of which are nearing construction completion.

These experiences have proved time and time again that while each project, facility, site and agency is unique, there are consistent needs that all successful transit projects share. Chief among these qualities are Operational Flow, On-Site Vehicular Flow, Pedestrian and Staff Flow (both on-site and inside the facilities) and that great care must be taken with the organization of buildings, parking and the site. Every positive or negative facility design element is magnified by the sheer fact that this type of facility typically operates close to 24 hours a day, weekly for 15-35 years between major renovations. Even a small compromise in operational flow, such as having to drive fully around a site to park after fuel can add thousands of dollars a year in operational costs compounding into millions of dollars of extra cost over the life of the facility. Conversely, every enhancement in operational and vehicle flow from designs emphasizing reduced on-site bus circulation, separation of agency vehicles from staff vehicles, minimizing pedestrian traffic, and consistent routines for drivers and service staff, will save not only operational costs but also reduce the number of accidents.

We believe flexibility is the foundation of a good project, and we design to future-proof our facilities to meet the changing needs of fleets. For example, designing proper layouts to guide a massively expanded electrical service which would be necessary to charge Battery Electric Buses in the future from the site's utility service point to each individual charging position can be as simple and inexpensive as pulling cables through provided conduit in the ground or space in the main structure during the initial build, or it can be as disruptive as having to reroute mechanical and electrical systems or trench into existing paved areas at the time of implementation, depending on whether proper foresight is baked into the design. Our team understands how to approach and design the initial phase of the project while also allowing the flexibility to change its functionality as the operational demands evolve and mature. Through our understanding of today's technologies and where they are headed in the future and the discussions we will have to understand where the BCRTA and City of Oxford's key stakeholders see themselves in the future, we will craft and build facilities that can adapt beyond even what we dream of today.

We also understand the positive and transformational impact transit projects can have on the local community. Transit plays a vital role in connecting people and places, allowing people the freedom to go places and explore the world around them. Transit projects also have the ability to revitalize parts of a neighborhood and spur economic growth and community development.

Based on the RFP scope and MSA Design's and WSP's extensive knowledge of transit facilities, we see these projects as a chance to create a cohesive and fully integrated campus designed for both BCRTA's and the City of Oxford's current operational needs and for future growth. To achieve this, we propose the following design approach

TECHNICAL PROPOSAL (SECTION A)

MULTIMODAL STATION & SHARED SERVICES FACILITY

Scope of Services

The following is a detailed outline of the Team's technical approach to developing a comprehensive facility plan to support BCRTA's projected fleet size and well as much needed rider amenities and potential other future modes of transportation.

The scope of work has been divided in the following sections:

Basic Services

Part 0: Project Management

Part 1: Preliminary Concept Design phase

Part 2: Design Development phase

Part 3: Final Design phase

Part 4: Bidding & Construction Services Phase

PART 0: PROJECT MANAGEMENT

Work Elements:

1. Participate in a project kick-off meeting with the key BCRTA staff who will participate in the project. The purpose of the meeting will be to:

- Establish clear lines of communication.
- Review the scope of work and project schedule.
- Clearly define project goals and objectives.
- Identify the staff to be involved in the interview process.

2. Prepare and submit monthly progress reports. Each report shall include a summary of tasks in progress and completed, and projected tasks to be accomplished in the next month.

Deliverables (Task 0):

- Monthly Progress Reports (including updated project schedule)

Estimated Travel (Task 0): None. Kick-off meeting will be conducted via remote video platform.

PART 1: PRELIMINARY CONCEPT DESIGN PHASE

TASK 1: Program Development

Work Elements:

Data Gathering

In preparation for Workshop #1 (Programming), the design team will:

1. Develop a questionnaire to be completed by the BCRTA staff prior to the interviews.
2. Assemble and review copies of previous studies and/or reports pertinent to the project.
3. Assemble and review current BCRTA operations plans.
4. Review current and projected staffing plans and labor agreement(s).
5. Tour existing BCRTA facilities to fully understand their function and capabilities.
6. Review list of current vehicles and equipment and projected fleet growth.

Operational Requirements

The next step in the master planning process is to identify the functional requirements and operational characteristics of the proposed facility. This will involve active participation of the BCRTA staff in a series of in-depth interviews over a two to three-day period. The design team will:

7. Assist in identifying the staff to be involved in the interview process.
8. Workshop #1 (Programming): Interview key BCRTA staff personnel to determine functional requirements and operational characteristics for the functions to be included in the master plan. The workshop is anticipated to be conducted over the course of a two to three-day period. The workshop will start with a kick-off meeting (approximately 2-hours) with key staff that will be involved in the interviews. The purpose of the kick-off meeting will be to confirm project goals and the objectives of the workshop. Interviews (typically one to two hours each) will be conducted with the BCRTA staff appropriate for the specific areas being discussed. These interviews are critical to the success of the facility, as they provide essential input to understanding operational requirements, identifying space requirements, development of criteria, and ultimately development of a facility master plan that will meet BCRTA's current and future needs. Examples of topics to be addressed during the interviews include:

- a. Service Requirements and projected growth.
- b. Review impact of ADA requirements maintenance and operations.
- c. Review the projected use of battery electric buses or other alternative fuels. Note: This does not include a detailed evaluation of alternative fuels and their impact on facility design.
- d. Review requirements for repair bays, shops, material storage, and other maintenance functions.
- e. Review body repair activities and requirements.
- f. Review requirements for wheelchair lift and air conditioning repairs.

TECHNICAL PROPOSAL (SECTION A)

g. Review existing maintenance philosophy and policies, procedures, and maintenance techniques for scheduled and unscheduled maintenance, component rebuild, body repairs, and paint.

h. Identify components to be rebuilt in-house, component life, and time for rebuilding each component to determine the requirements for the component rebuild area.

i. Review vendor contracted activities and requirements.

j. Review revenue retrieval procedures to determine impact on site circulation and facility space requirements, if any.

k. Review fueling, interior cleaning, and exterior cleaning requirements.

l. Review existing preventive maintenance program to determine frequency of inspections and average time required for each.

m. Review requirements for radio and support vehicle repairs.

n. Review existing inventory control policies, procedures, and techniques to determine parts storage requirements. This will include a review of various storage systems available for parts storage.

o. Review facility maintenance requirements that may affect material selection, plumbing, electrical, heating, ventilation, and air conditioning.

p. Review site and building security requirements.

9. Review relationships between functional areas.

10. Review fleet size, mix, and projected growth.

11. Review current and projected staffing plans and labor agreement(s).

Space Program

Based on the interviews, a detailed space program will be developed which will:

12. Identify functional areas needed to be located at the new facility.

13. Identify space requirements for all administrative, maintenance, and operations and rider functions in the project including:

- a. Requirements for offices, mechanic areas, and driver areas.
- b. Quantity, size, and type of repair bays.
- c. Requirements for all shops (i.e. brake, tire, component rebuild, welding)
- d. Requirements for parts storage and warehousing.
- e. Storage requirements for tool boxes and portable equipment.
- f. Requirements for mechanical and electrical support space.
- g. Requirements for rider waiting areas and rider amenities

14. Identify parking requirements for BCRTA vehicles (buses and non-revenue vehicles), employee, visitor, and delivery vehicles.

Draft Design Criteria Document

The criteria to be used in the master planning and design of the new facilities will be developed for BCRTA approval. The design team will:

15. Prepare the Draft Design Criteria Document to include space program and criteria resulting from BCRTA interviews and previous on-site observations. The Design Criteria Document will include information on staffing levels, current and projected operations, a narrative of daily operations, site requirements, and specific requirements for each functional area. The Design Criteria Document will also identify preliminary functional requirements for building systems including architectural, structural, mechanical, electrical, and plumbing such as:

- a. Clearance requirements (doors, aisle widths, overhead) throughout the project.
- b. Floor, wall, and ceiling finishes.
- c. Functional areas and equipment items within each area to be included on an emergency power system.
- d. Lighting levels and type of lighting for all exterior areas and each functional area within the maintenance building.
- e. Lubrication and compressed air system requirements.
- f. Ventilation requirements for each functional area including offices, repair bays, maintenance shops, welding, battery, paint areas, chassis wash/component clean, pits, and storage areas.
- g. Drainage requirements for floor wash-down, waste oil, waste coolant, and spill containment.
- h. Minimum design temperatures for heating and cooling for each functional area.

16. Establish functional area relationships both between areas and between workstations within areas. Primary considerations to be industrial workflow, supervision, and safety. Diagrams showing these relationships will be included in the Design Criteria Document.

17. Identify major maintenance equipment items to be located in each functional area.

18. Assemble data on vehicles to be maintained. Include make and models, dimensions and weights, quantities, and operating characteristics.

19. Identify number of platforms needed to accommodate the various bus routes along with anticipated ridership numbers.

20. Identify other modes of transportation that will need to be accommodated in and around the facility and site.

21. Submit draft Design Criteria Document for BCRTA review and approval. The document will be finalized during Task 2.

Maintenance Equipment

22. Develop Preliminary Maintenance Equipment List based on the draft Design Criteria. Equipment shall be listed by functional area and include a description, price, quantity, dimensions, and general utility requirements for each equipment item. Incorporate equipment items identified as reusable on the Equipment Inventory. The Preliminary Equipment List will be reviewed with BCRTA at the design session in Task 2.

TECHNICAL PROPOSAL (SECTION A)

Deliverables (Task 1):

- Draft Design Criteria Document.
- Preliminary Maintenance Equipment List & Opinion of Probable Cost for Equipment

Estimated Travel (Task 1): Primary design team, three to four site visits; Two to three people, three-days for Workshop #1.

Items to be provided by BCRTA (Task 1):

- Copies of previous studies and reports.
- Current operations plan.
- Current and projected staffing plans and labor agreement(s)
- List of current and projected fleet size and mix.
- Current and projects ridership numbers for the buses routed through the facility.
- List of bus routes that stop at the facility.
- Identify all current and project types of transportation to be accommodated in and around the facility.
- Provide list of BCRTA staff that are to receive and respond to the programming questionnaire.
- Respond to the programming questionnaire in a timely manner.
- Actively participate in Workshop #1 interviews at dates and times to be coordinated with the BCRTA Project Manager.
- Timely review of draft deliverables.
- Feedback to the design team based on the review of deliverables.

TASK 2: Site Selection Study (Optional)

Work Elements:

1. Develop specific site selection criteria based on information developed in operational requirements and programming. Typical site selection criteria may include:
 - a. General geographic area based on projected service areas to minimize operating costs related to deadhead miles and hours.
 - b. Access requirements.
 - c. Functional areas to be located on site.
 - d. Vehicle types and quantities to be stored.
 - e. Acreage requirements.
 - f. General site requirements including utility availability (and cost to provide necessary utility infrastructure, if not available), clearance, configuration, and topography.
 - g. Consistency with Zoning Code and General Plan designations, as well as general conformance with community characteristics and existing adjacent uses.
 - h. Environmental considerations.
 - i. Acquisition costs and timeline.

2. Review the site selection criteria with BCRTA and jointly identify the relative importance of each criteria element. This will establish the weighting factor given to each criteria.

3. Review up to five potential sites identified by BCRTA that meet the selection criteria.

4. Evaluate the potential sites against the approved selection criteria. List the advantages and disadvantages of each site.

5. Rate each site to identify the top three sites to advance or further evaluation.

6. Identify the risks related to each identified site.

7. Analyze each site based on the established selection criteria, alternative site layouts, and projected additional operating, capital, and acquisition costs. The analysis will meet FTA guidelines.

8. Rate each site, based on the detailed analysis, and recommend the top site to be considered.

9. Document the site selection process and the recommended site.

Deliverables (Task 2):

- Site Selection Criteria
- Site Evaluation Report

Estimated Travel (Task 2): Potential one site visit to each of the sites (potential to combine visits depending on location and proximity to each other)

Items to be provided by BCRTA (Task 2):

- List of sites to be considered for site selection evaluation if the optional site selection criteria scope is included.

TASK 3: Preliminary Environmental Study

Work Elements:

1. Perform Phase 1 Environmental Site Assessment (ESA) to analyze the selected site and determine if any issues that would impact proposed development options.

2. Review findings with BCRTA to determine potential next steps, depending on the outcome of the assessment.

3. Incorporate findings and potential recommendations into the Design Criteria Document.

Deliverables (Task 3):

- * Phase 1 Environmental Site Assessment report

Estimated Travel (Task 3): Potential site visit

TECHNICAL PROPOSAL (SECTION A)

TASK 4: Conceptual Design

Work Elements:

Concept Design (10%) Plan Options

1. Identify potential alternative options to meet the requirements established in the previous task.
2. Workshop #2 (Concept Design): Conduct a one-day design charrette (virtual or in-person) working directly with the design team, BCRTA and participating stakeholders to develop alternative options for site configuration and general building design. During this workshop, options will be reviewed by the user staff. Based on review comments, selected options will be refined and presented for review. A final review meeting will result in a selected Conceptual Plan(s).
3. The site layouts will be developed with emphasis on:
 - a. Circulation patterns for vehicles, equipment, materials and personnel that will provide the most efficient, cost effective, and safest maintenance operation.
 - b. Ingress and egress routes that maximize safety and security and minimize vehicular and pedestrian conflict on and off the site.
 - c. Site area relationships. Include mechanic and operator facilities, fuel and wash, maintenance facilities, vehicle parking, bad order (or down vehicle) parking, employee and visitor parking, bus stops, and shipping and receiving.
 - d. Connection to anticipated passenger rail platform along with surrounding vehicle and pedestrian pathways.
4. The facility layouts will emphasize:
 - a. Circulation patterns for vehicles, equipment, materials and personnel and their relation to site circulation patterns.
 - b. Functional area relationships both between the various areas and between workstations within each area.
 - c. Efficient industrial workflow, supervision, and safety.
 - d. Rider waiting areas and amenities.
5. Develop an initial opinion of probable cost based on the selected Conceptual Plan.

Maintenance Equipment

6. Update the Preliminary Maintenance Equipment List based on the Conceptual Design.
7. Update the preliminary opinion of probable cost for maintenance equipment.

Final Design Criteria Document

8. Review comments from BCRTA on the draft Design Criteria Document.
9. Incorporate comments received from the staff and modifications that resulted from the on-site design process.
10. Update the space program to be consistent with the Concept Design.

Concept Design Quality Control

11. Coordinate operational and equipment related functional requirements during development of the Schematic Design.
12. Review the site and facility layouts for compliance with the approved design criteria and operational/maintenance concepts.

Concept 3D Views and Renderings

13. Produce concept views of the design vision that communicate the overall design intent and connections to the surrounding community.

Deliverables (Task 4):

- * Alternative Site and Facility Concept Design Drawings and 3D Renderings.
- * Updated Preliminary Maintenance Equipment List.
- * Final Design Criteria Document.

Estimated Travel (Task 4): Primary design team, two to three site visits; Two to three people, one-day for Workshop #2

Items to be provided by BCRTA (Task 4):

- * Actively participate in Workshop #2 at dates and times to be coordinated with the BCRTA Project Manager.
- * Timely review of draft deliverables.
- * Feedback to the design team based on the review of deliverables.

PART 2: DESIGN DEVELOPMENT PHASE

TASK 1: Schematic Design Documents

Work Elements:

Schematic Design (30%) Documents

1. Refine the concept design and prepare schematic design documents. Include all aspects of the design needed to effectively communicate the design intent to the stakeholders, as outlined in the RFP.
2. Develop final massing and roof forms of the facility along with exterior elevations. Provide options for exterior material selections.
3. Prepare preliminary building systems, including structural, mechanical, electrical, plumbing, and life safety. Coordinate selection of equipment with BCRTA.
4. Develop preliminary phasing and site staging plans. Consider current operations and maintaining existing services.

Maintenance Equipment

The type, quantity, location, and utility requirements of maintenance equipment is critical to the design of the maintenance facility. The design team will:

5. Develop initial maintenance equipment layouts that provide an efficient, cost effective, safe industrial workflow through the facility. Layouts will be prepared in REVIT. All functional areas identified in the equipment list to be included.
6. Obtain brochures and cut-sheets on maintenance equipment to be specified by the design team.

TECHNICAL PROPOSAL (SECTION A)

7. Review equipment list, cut-sheets, and layout with the client and the design team to ensure that all maintenance requirements have been addressed.

8. Update maintenance equipment list to be consistent with equipment layouts, facility design, and input received during the review session.

9. Update maintenance equipment cost estimate.

10. Update maintenance equipment layouts incorporating client and design team input received during the review session.

11. Develop Utility Requirements drawing(s) based on information developed with the client. These will include locations of air, electrical and water outlets not required for equipment, vehicle exhaust system outlets, drains, special grating, and overhead door controls.

12. Develop an equipment utility matrix to assure coordination of the design team specified equipment utility requirements with mechanical and electrical disciplines.

13. Develop draft specifications for maintenance equipment items. These draft specifications are to be reviewed by the various design team disciplines during the construction document phase to insure coordination between equipment and utility requirements.

Schematic Design Quality Control

14. Coordinate operational and equipment related functional requirements for human engineering and building systems and components including architectural, structural, mechanical, electrical, and plumbing. Items to be addressed include:

- a. Structural details for maintenance pits, vehicle lifts, and cranes, as needed.
- b. Lubrication and compressed air system requirements.
- c. Waste fluids, hazardous waste, and spill containment requirements.
- d. Vehicle exhaust location and configuration.

15. Review architectural and engineering (civil, structural, mechanical, electrical, plumbing) design for compliance with the approved design criteria, operational/maintenance concepts, and maintenance equipment requirements.

Deliverables (Task 1):

- * Schematic Design (10%) Drawings and Technical Specifications Narrative
- * Preliminary Maintenance Equipment Layout Drawings
- * Updated Maintenance Equipment List and Cost Estimate
- * Maintenance Equipment Brochure and Cut-sheet Manual
- * Utility Requirement Drawings
- * Equipment Utility Matrix
- * Draft Equipment Specifications
- * MEPT Engineering Systems Narrative
- * Preliminary Cost Estimate
- * Quality Control Review Comments.

TASK 2: NEPA Compliance Process

Work Elements:

NEPA Documentation

1. Review of existing environmental and cultural/historical reports, information, and data pertinent to the proposed site and surrounding community to gain compliance with the National Environmental Policy Act (NEPA).

2. 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.

Deliverables (Task 2):

- * NEPA Documentation

TASK 3: Interagency Coordination/Public Process

Work Elements:

Stakeholder Engagement

At this stage in the process, it is important to share the design direction with the various stakeholders, including the general public, to gather feedback and ensure the facilities are meeting stakeholder needs.

1. Assist BCRTA in preparing a project design presentation to share with stakeholder groups
2. Attend stakeholder meetings and facilitate feedback sessions to gather feedback
3. Gather feedback and summarize

Preliminary Coordinated Review

1. Review Schematic Design with local building and zoning entities to identify potential issues or concerns
2. Preliminary review process with Federal and State entities

Deliverables (Task 2):

- * Design presentation

TECHNICAL PROPOSAL (SECTION A)

PART 3: FINAL DESIGN PHASE

TASK 1: Value Engineering

Work Elements:

Value Engineering Process

1. Review building systems and components and analyze potential alternative options that still achieve the overall performance and operational goals of the project.
2. Include life cycle cost analysis info for BCRTA and the team to evaluate.
3. Meet with BCRTA and key stakeholders to review value engineering options and determine final direction.

Deliverables (Task 2):

- * Value Engineering list

TASK 2, 3, 4 & 5: Final Design Documents

Work Elements:

Design Development (60%) Documents

4. Finalize the design, develop details and prepare design development documents. Include all aspects of the design needed to effectively communicate the design intent to the stakeholders, as outlined in the RFP.
5. Finalize exterior design and materials.
6. Finalize building systems, including structural, mechanical, electrical, plumbing, and life safety. Incorporate findings from the value engineering process. Coordinate final selection of equipment with BCRTA.
7. Refine phasing and site staging plans. Consider current operations and maintaining existing services.
8. Update construction cost estimate.

Maintenance Equipment

1. Finalize maintenance equipment layout drawings in REVIT using background files provided by the architect. All functional areas identified in the equipment list to be included.
2. Finalize specifications.
3. Develop final maintenance equipment list and cost estimate for equipment.

Construction (90%) Documents

9. Prepare construction documents. Include all aspects of the design needed to effectively communicate the design intent to the stakeholders, as outlined in the RFP.
10. Finalize phasing and site staging plans. Consider current operations and maintaining existing services.
11. Update construction cost estimate.

Final Design Document Quality Control

4. Coordinate operational and equipment related functional requirements for human engineering and building systems and components including architectural, structural, mechanical, electrical, and plumbing. Items to be addressed include:

- a. Final coordination of utility requirements for all maintenance equipment.

5. Review architectural and engineering (civil, structural, mechanical, electrical, plumbing) design for compliance with the approved design criteria, operational/maintenance concepts, and maintenance equipment requirements.

Bidding & Permit (100%) Documents

12. Prepare bidding and permit documents as outlined in the RFP. Incorporate final comments from design and technical reviews.
13. Finalize site phasing and logistics plans.
14. Finalize construction cost estimate.
15. Submit documents to local entities for zoning and general building permit review and approvals.
16. Assist in submitting documents to Federal State agencies as required.

Deliverables:

- * Design development (60%) drawings and preliminary technical specification documents
- * Construction documents (90%) drawings and final technical specification documents
- * Bidding and permit documents (100%)
- * Equipment Layout Drawings
- * Equipment Specifications
- * Final Construction Cost Estimate
- * Quality Control Review Comments.

TECHNICAL PROPOSAL (SECTION A)

PART 4: BID PHASE SERVICES AND CONSTRUCTION PHASE SERVICES

TASK 1, 2, 3, 4: Bidding and Construction Related Services

Work Elements:

Bidding

1. Work with BCRTA to issue bid documents and notice to bidders. Distribute to plans rooms and print houses as needed.
2. Facilitate pre-bid meeting(s) and walk-through(s) with bidding contractors.
3. Review and respond to bidder's questions and requests for substitutions.
4. Prepare addendum items to clarify the intent of the bid documents.
5. Assist in the review of equipment bids for specification compliance.
6. Assist in the evaluation of bids received and selection process.
7. Assist in preparing and administering the construction contract as needed.

Construction

8. Facilitate pre-construction meeting with selected contractor(s).
9. Review and respond to contractor's submittals (shop drawings, product literature, and operation and maintenance manuals).
10. Review and respond to requests for clarification from the contractor.
11. Weekly site visits to review construction progress and ensure work is being completed per the construction documents. Additional visits can be made as needed to review installation of work or assist in resolving issues. Issue field reports documenting site visits and observations.
12. Daily on-site observations and inspections (optional services).
13. Review and respond to requests for change orders and assist in the preparation of change orders as necessary.
14. Assist in reviewing applications for payment.
15. Review disputes and assist in addressing resolutions.
16. Monitor installation, checkout, and testing of maintenance equipment specified.
17. Acquire and review final close-out documentation of the project.
18. Review substantial completion report(s)
19. Review and assist in addressing operational issues.
20. Perform punch list and pre-verification site visit.

Deliverables:

- * Written Response to Questions during Bidding.
- * Addendum Items, as necessary.
- * Response to Submittals.
- * Written Response to Requests for Clarification, as necessary.
- * Field Notes Documenting Observations During Site Visits.
- * Daily inspection reports (optional services)

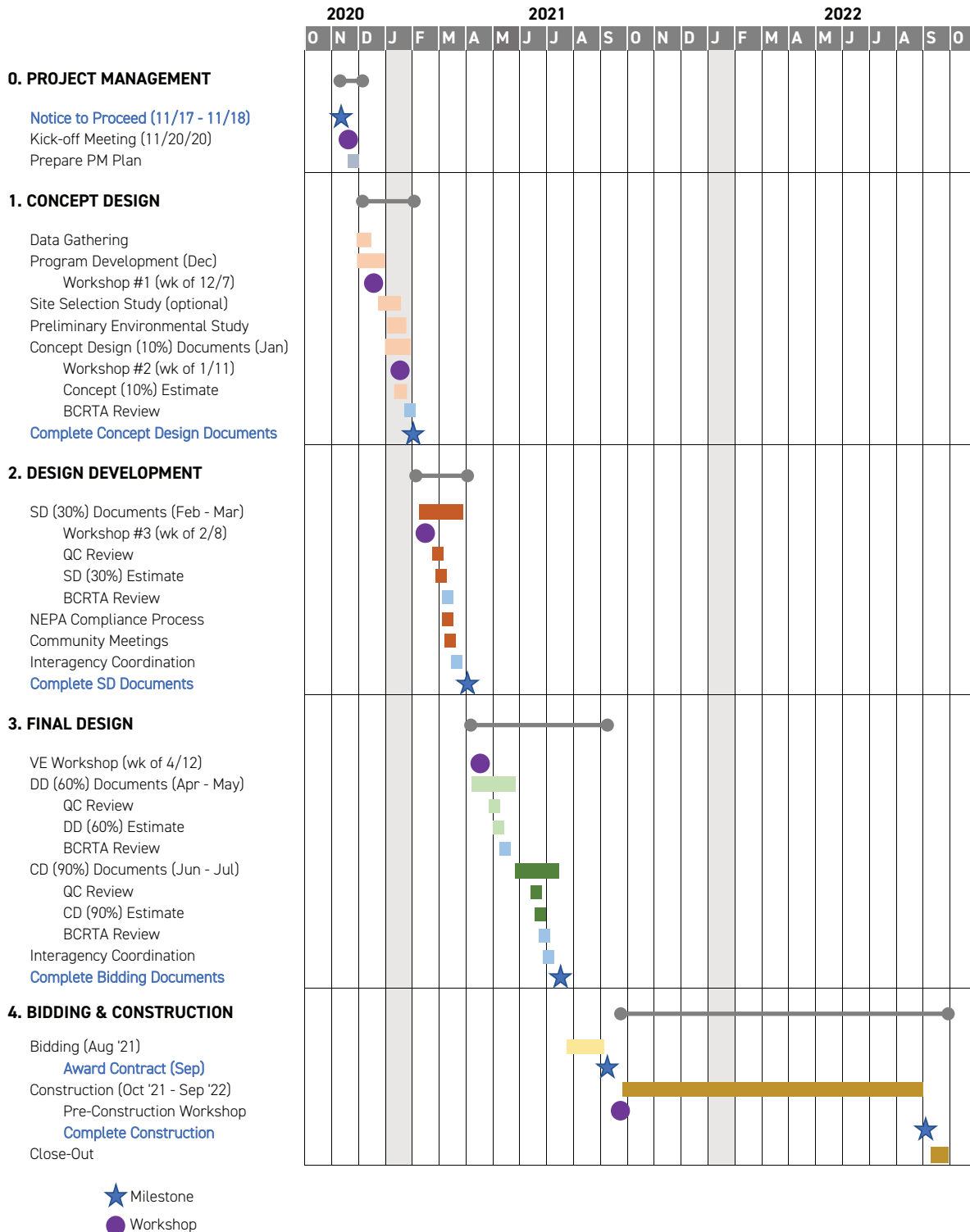
TECHNICAL PROPOSAL (SECTION C)

Multimodal facility:

The preliminary project schedule reflects the amount of time we anticipate to complete this work. We included anticipated timelines for bidding and construction for reference. The timeline for that work will depend on the award of the contract and final approval of the documents by the various reviewing entities. Completion of the project will depend on a number of factors, including weather, procurement of materials, and other potential unforeseen factors.

The schedule assumes a 5-7-day review period by BCRTA at each milestone. The schedule also assumes design development and final design would continue uninterrupted throughout the process.

Following the completion of the Concept Design Phase, the design team will evaluate the timeline for the remaining work with BCRTA to determine if adjustments need to be made to durations or milestones indicated.



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>	x	472
<i>b. Site Selection Alternative Study (OPTIONAL)</i>	x	166
<i>c. Preliminary Environmental Study</i>	x	69
<i>d. Concept Drawings</i>	x	534
2. NEPA Compliance and Architectural Design/Engineering (10%-30%)		
<i>a. NEPA Compliance</i>	x	40 - 80
<i>b. Interagency Coordination/Public Process</i>	x	40 - 80
<i>c. Architectural Design/Engineering (10%-30%)</i>	x	550 - 650
3. Final Architectural and Engineering Design (30%-100%)		
<i>a. Value Engineering Charette</i>	x	40 - 80
<i>b. Construction Bid Documentation</i>	x	
<i>c. 60% Architectural & Engineering Design</i>	x	550 - 650
<i>d. 90% and 100% Architectural & Engineering Design</i>	x	650 - 750
<i>e. Interagency Coordination</i>	x	40 - 80
4. Bid Phase Services		
<i>a. General Contractor & Public Bid</i>	x	120 - 240
<i>b. Construction Phase Services (assumes 12-month construction schedule)</i>	x	2,000 - 2,600
<i>c. Project Close-Out</i>	x	200 - 300
<i>d. Warranty</i>	x	30 - 50

TECHNICAL PROPOSAL (SECTION A)

PASSENGER RAIL PLATFORM

Scope of Services

The following is a detailed outline of the Team's technical approach to developing a new passenger rail platform and connecting it to the new multi-modal facility and neighboring community.

The scope of work has been divided in the following sections:

Basic Services

Part 1: Site investigation phase

Part 2: Design Development phase

Part 3: Final Design phase

Part 4: Bidding & Construction Services Phase

PART 1: SITE INVESTIGATION PHASE

Tasks 1, 2, 3 & 4 Program, Site Selection, Preliminary Environmental Study and Conceptual Design

The work in this phase will focus the design team on the necessary start-up work to understand the scope and existing conditions as well as to inform the approach for the City of Oxford Amtrak Station. The most critical aspect of any new installation is to investigate and document the existing conditions to understand existing layouts and constraints. A site survey will be performed within the existing CSX right-of-way at the onset of the project to identify site parcel information, topography information, including existing track elevation, alignment and profile and utility information. Survey limits include the entire CSX Right-of-Way.

Additionally, a geotechnical investigation accompanied by a geotechnical report for foundation design is required to support the design of the new platform. Our geotechnical plan includes a brief desktop study to identify nearby documented subsurface information prior to site investigations. This information will provide us anticipated soil and groundwater conditions and guide the investigation approach. The investigation will include limited borings to be drilled by our drilling sub. The drilling method is dependent on the groundwater level, based on nearby publicly-available data. An infiltration test will be completed in one of the borings to determine infiltration rates of the subsurface for drainage design.

Soil samples from the borings will be submitted for analysis of grain size, Atterberg limits, moisture, density, strength and corrosion potential.

WSP USA will be contacted at least 48 hours prior to the start of drilling. We understand RR safety training will be required for all on-site personnel and this Amtrak training is available on-line. Coordination with Amtrak will be made prior to field work to review work areas, schedule and safety requirements. A county drilling and inspection permit will be obtained prior to drilling.

The geotechnical report will describe and present data from the site investigation and provide recommendations for the design of the platform foundation. A foundation design analysis will be completed based on the results of the geotechnical investigation. Based on previous experience, it is understood that helical piles are the Host Railroad's preferred foundation system and as such this system will be analyzed, along with other viable options for foundation systems. The geotechnical report will also consider other geotechnical hazards (strong ground shaking, liquefaction, flooding, erosion, etc.) that may affect the final design of the platform.

WSP will summarize our field investigation findings in a Basis of Design Report (BoD). The BoD will include a narrative on the site findings, including any supplemental or updated survey data and will outline design criteria, scope of work and assumptions. This document will be considered a living document that will be updated through the project evolution and will serve as a foundation for the design development. A BoD Review Meeting will be held via telephone/ web-based conference call.

In conjunction with the ongoing site survey and geotechnical analysis, this phase will include the schematic design alternatives for the platform and accessible route to the public right of way. A minimum of two alternatives will be prepared for discussion with Amtrak and will take into consideration the proposed site improvements to be performed by the City of Oxford.

Deliverables:

1. Geotechnical Investigation and Report (Draft and Final)
2. Site Survey (Topographic, Parcel and Utility)
3. Meetings with Amtrak Planning Committee (2 maximum)
4. Conceptual Design Alternatives (2 minimum)
5. Basis of Design Report NTP/Kick-off Meeting via Conference Call
6. BoD & 15% Conceptual Review Meeting via Conference Call

PART 2: DESIGN DEVELOPMENT PHASE

Tasks 1, 2, & 3: Preliminary Design (30%), Environmental Documents, and Coordination

The work in this phase builds upon the work presented in the BoD. Upon completion of the initial site investigations, including site survey and geotechnical investigations, and the selection of the preferred alternative for conceptual design, preliminary documents will be prepared. This phase will include all aspects of the design by containing sufficient detail and documentation to effectively communicate the design intent to Amtrak stakeholders. In addition, a thorough review of all existing environmental and cultural/historical reports, information, and data pertinent to the proposed sites and the surrounding community will be conducted to gain compliance with the National Environmental Policy Act of 1969 (as amended.) This review shall consist of a preliminary site selection process of comparative site analysis, site level due-diligence, and transactional level due-diligence processes to focus on actual sites considered for acquisition. Third party coordination and presentation will occur at this time with various federal, state, county or local authorities.

TECHNICAL PROPOSAL (SECTION A)

Deliverables:

1. Updated Basis of Design Report
2. 30% Contract Drawings, including general project information (site plan, general notes, legends, etc.), code review, construction phasing and staging plans, demolition, site/ civil, architectural, structural and electrical.
3. Technical Specifications Table of Contents
4. Signage Memo identifying proposed signage
5. Preliminary Construction Cost Estimate
6. Preliminary Construction Schedule
7. Preliminary NEPA review
8. Amtrak Submission Review Comment Responses
9. Amtrak Submission Review Meeting Presentation via Telephone/ Web-Based Conference Call and Meeting Minutes

PART 3: FINAL DESIGN PHASE

Tasks 1, 2, & 3: 60% (Design Development) Submission

After review and approval of the 30% submission by the City of Oxford, the 60% submission will incorporate the 30% review comments and will illustrate and demonstrate the design advancement.

Additional Reviews:

This 60% Submission will be sent by the City of Oxford to by the Amtrak Signage Brand Management (SBM) for station signage and Amtrak Environmental to determine if sampling is required. The WSP Team understands that Amtrak will perform the environmental testing and sampling and if hazardous materials are impacted, Amtrak will provide the necessary reports, permits, drawings, specifications and other documentation that will be included in the package.

In addition, this submission will also be submitted by the City of Oxford to the host RR for review and comments. This will incorporate a value engineering charette.

Deliverables:

1. Updated Basis of Design Report
2. Updated Contract Drawings
3. Value Engineering Charette
4. Technical Specifications
5. Updated Construction Cost Estimate
6. Updated Construction Schedule
7. Engineering Calculations
8. Review Comment Responses to Submitted Comments
9. Review Meeting Presentation via Telephone/ Web-Based Conference Call and Meeting Minutes
10. City of Oakley Designer Review Meeting

Task 4: 90% Construction Document Submission and Benefit Cost Analysis

After review and approval of the 60% submission, the 90% submission will incorporate the 60% review comments and will illustrate and

demonstrate the near completion design by providing all pertinent details so that it is sufficiently detailed, coordinated and complete to serve as construction documents. Provide a BCA and with systematic, data driven analysis comparing monetized project benefits and costs.

Additional Reviews:

This submission will also be re-submitted to the host RR, and Amtrak liaison for review and comments.

Deliverables:

1. Updated Basis of Design Report
2. Contract Drawings
3. Completely Edited Technical Specifications
4. Updated Construction Cost Estimate
5. Updated Construction Schedule
6. Plan Reviews, Approvals and Permits
7. Engineering Calculations
8. Amtrak Submission Review Comment Responses
9. Amtrak Submission Review Meeting Presentation via Telephone/ Web-Based Conference Call and Meeting Minutes
10. Benefit Cost Analysis

Task 5: 100% Issued for Bid (IFB) Documents and Coordination

All comments from the 90% submission will be incorporated and the 100% issued for bid documents will be considered complete and ready for packaging for bidding purposes.

Deliverables:

1. Same as 90% Construction Document Submission Above
2. Master Submittal List

PART 4: BIDDING & CONSTRUCTION SERVICES PHASE

Task 1: Bid Phase Support Services

Tasks during Bid Support Services Phase for the scope of work captured in the Phase 1 design will include providing support to Amtrak during the Pre-Bid Meeting and Site Visit, responding to Contractor-initiated Request for Information (RFIs), preparing Addenda documents, assist Amtrak in evaluating the bids and preparing the Conformed Set.

Deliverables:

1. On-site Pre-Bid meeting
2. RFI Responses
3. Addenda Documents

Issued for Construction (IFC) Documents

Upon incorporation of comments from the 100% issued for bid submission, if any, along with revisions resulting from bidders' RFI'S, WSP will provide signed and sealed documents in the formats as required.

TECHNICAL PROPOSAL (SECTION A)

Deliverables:

1. Signed and Sealed Contract Drawings
2. Signed and Sealed Contract Specifications
3. Conformed Documents

TASK 2: CONSTRUCTION PHASE SERVICES

The intent of this phase to support Amtrak's construction team with the following services:

- Attend On-Site Pre-Construction Meeting
- Attend Bi-Weekly Progress Meetings (via conference call)
- Review shop drawings, samples, factory tests, O&M Manuals, etc.
- Respond to RFIs
- Assist Amtrak in preparation of Change Orders and Contractor's Non-Conformance Reports
- Attend Site Visits on an as-needed basis and prepare reports, including final inspections, testing and acceptance
- Support the Substantial Completion review, including development of punch list
- Review Contractor's as-built drawings
- Prepare Record Drawings

Deliverables:

1. RFI Responses
2. Shop Drawings
3. Reports, such as Site Visits, Final Acceptance/ Inspections/ Testing
4. As-Built Drawing Review
5. Record Drawings from red-lined markups provided by the general contractor
6. Pre-Construction Site Meeting
7. 50% Construction Completion Site Visit
8. Substantial Completion/Punch List Site Visit

DESIGN SCHEDULE

The design project schedule will be the map for the design effort from inception to completion, using Primavera or Microsoft Project at each design stage with realistic time durations for task completions, corresponding milestone dates for submittals and Amtrak review periods. The importance of the timely transfer of necessary information and materials cannot be overstated, and our schedule will be set for quick responses from all parties involved. Together with the Amtrak project management team, we will monitor the schedule to identify stalled activities and delayed responses in a timely manner and will work with the Amtrak Project Manager to resolve project schedule issues.

ASSUMPTIONS

General:

1. Division 01 and boiler plate specifications will be provided by the City of Oxford or third party liaisons.
2. Project will be developed using AutoCAD.
3. Community board presentations and approvals are beyond the scope of this project. The design team will assist by providing any material necessary from previous deliverables to support this process.
4. Provisions for flood resiliency are beyond the scope of this project.
5. Environmental testing and abatement of hazardous materials, such as asbestos, lead based paint, PCBs, etc., are beyond the scope of this project; however, WSP will provide support services to Amtrak. Any documents prepared by City of Oxford consultants and provided to WSP will be incorporated into our bid documents to provide a cohesive bid package for the City's use in procuring a contractor to perform the work.
6. Optional Services, such as Technical Advisory Committee Review, Art in Amtrak coordination, and Security/ Anti-Terrorism design are beyond the scope of this project.
7. Bollards as needed will be designed per section 1607.8.3 of the IBC (Vehicular Barriers) to resist a concentrated load of 6,000 lbs. Bollards designed to withstand blast are beyond the scope of this project.
8. All milestone deliverables are assumed to be submitted electronically; no reproduction expenses have been included.
9. All project review meetings, with the exception of those identified as being on-site within this technical proposal, are assumed to be conducted via teleconference.
10. Reference material provided by the City will be reviewed by WSP, as Designer of Record, and will be modified as required by the site-specific conditions and incorporated into contract documents.
11. Flagging for site survey and initial field investigations is assumed to be provided by CSX (Host RR).
12. Normal working day hours have been assumed for field work.
13. It is assumed that track work does not include signal design. Switch power design, if required, is beyond the scope of this project.
14. Construction Phase Support Services are assumed to be a total duration of 9 month. This is dependent on the final scope of work determined during the design phase as well as the contractor selection and on-site conditions. The design team will work with BCRTA, the City of Oxford, the contractor partner, and other stakeholders to determine the appropriate timeline to complete the work and will adjust our services as needed.

TECHNICAL PROPOSAL (SECTION B)

MSA Design and the proposed team do not have any disclaimers pertaining to the provision of services and start-up of services as described in the scope of work at this time.

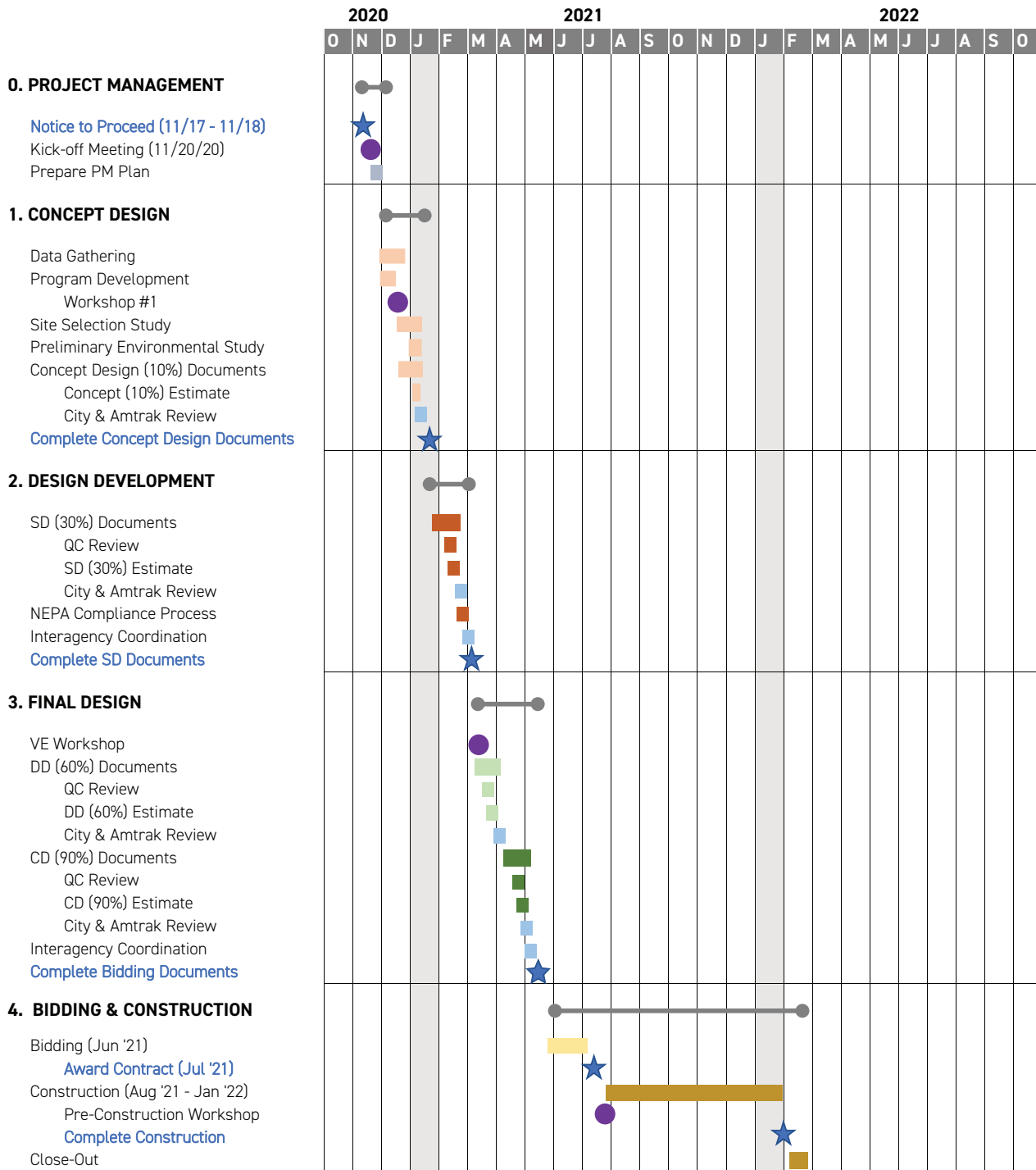
TECHNICAL PROPOSAL (SECTION C)

Passenger Rail:

The preliminary project schedule reflects the amount of time we anticipate to complete this work. We included anticipated timelines for bidding and construction for reference. The timeline for that work will depend on the award of the contract and final approval of the documents by the various reviewing entities. Completion of the project will depend on a number of factors, including weather, procurement of materials, and other potential unforeseen factors.

The schedule assumes a 10-14-day review period by the City and Amtrak at each milestone. The schedule also assumes design development and final design would continue uninterrupted throughout the process.

Following the completion of the Concept Design Phase, the design team will evaluate the timeline for the remaining work with the City and Amtrak to determine if adjustments need to be made to durations or milestones indicated.



★ Milestone
● Workshop

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
1. Amtrak Planning Committee & CSX Coordination	x	117
2. Topographic/Property Survey/Utilities and Control	x	122
3. Preliminary Engineering (30%)	x	335
<i>a. Platform, Shelter, Geotechnical Investigation and Design, Pedestrian Access, Signage, Electrical/Lighting, Communications/Data, and Landscaping</i>		
4. Basis of Design (BOD) Report (100% Design)	x	TBD
5. NEPA Review	x	28
6. Benefit Cost Analysis (BCA)	x	TBD
7. Construction Management of Rail Platform	x	1652
<i>a. Bidding, contracting, and construction management</i>		



4. THE PROPOSER'S
DISADVANTAGED
BUSINESS ENTERPRISE
PROGRAM

THE PROPOSER'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (SECTIONS A-C)

At the current scope of the project Lawhon Associates will comprise at least 12% of the overall workload as our DBE certified partner. Located at 1441 King Ave, Columbus, Ohio 43212, Lawhon & Associates will provide hazardous building material consulting as well as environmental site assessment as needed.

We understand that Butler County Regional Transit Authority treats proposers'/offerors' compliance with good faith effort requirements as a matter of responsiveness. We understand that Butler County Regional Transit Authority has an established goal to award 5% participation by EDGE certified firms participating in the project. The collective culture of our organizations is committed to diversity, and to this end we have selected the talented professionals at Motz Engineering, (MEPT) Julie Cromwell & Associates, (Structural Engineering) Lawhon & Associates (Hazardous Materials / Environmental Engineering) to complete our team. Not only are they EDGE (Encouraging Diversity, Growth and Equity) certified businesses, but they are recognized leaders in their field.

Our good faith efforts consist of having contacted multiple sub-consultants who are EDGE and DBE certified, reviewing their particular project qualifications to assess their alignment with the unique needs of this project and selecting the team members who would best provide professional services for this unique project type.

In the end, we selected Motz Engineering, Julie Cromwell & Associates, Lawhon Associates based upon their overall understanding of transit facilities. We have an outstanding working relationship that extends to you, the client, by creating an efficient and effective construction experience.

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 10 % 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: Michael Schuster Assciates, Inc (MSA Design)

State Registration No. FIRM.00252450

By  Principal

(Signature / Title)

THE PROPOSER'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (SECTION F)

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.
whose address is 1441 King Avenue, Columbus, OH 43212

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.

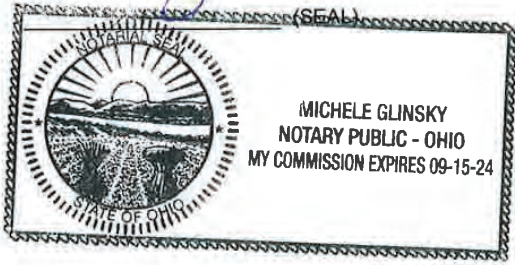
By: [Signature] 10/7/20
(Affiant) (Date)

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

THE PROPOSER'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM (SECTION F)

PART 2: DBE PARTICIPATION CONFIRMATION

Name of bidder/offeror's firm: MSA Design
Address: 316 W. 4th Street, Floor 6
City: Cincinnati State: OH Zip: 45202
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  _____
(Signature / Title) Susan S. Daniels, Principal

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.)

THE PROPOSER'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM



Mike DeWine, Governor
Jon Husted, Lt. Governor

Matt Damschroder, Director

04/22/2020

Patricia Murdock
Motz Consulting Engineers, Inc.
447 Morgan Street
Cincinnati, OH 45206

SUBJECT: Encouraging Diversity, Growth and Equity (EDGE) Program
Certification Number: EDGE-221485
Effective Dates: 04/22/2020 through 04/22/2022

Dear Patricia Murdock:

As you are aware, a company desiring to participate in the State of Ohio's Encouraging Diversity, Growth and Equity program must demonstrate to this Office that the company is owned and controlled by an individual that is socially and economically disadvantaged for at least the previous one year.

After careful review of the application and supporting documentation you provided to this office, the Equal Opportunity Division of the Ohio Department of Administrative Services (DAS) has determined that Motz Consulting Engineers, Inc. satisfactorily meets the requirements set forth in Section 123:2-16-01 of the Ohio Administrative Code as is required for participation in the program. This letter shall serve as the State's official certification to this effect.

This letter also acknowledges that Motz Consulting Engineers, Inc. has been categorized under the Architecture and Engineering procurement category for EDGE program participation.

Although the EDGE program does not require a company to demonstrate capability and/or experience with any code or classification prior to or during certification, the UNSPS code(s) listed below identify the company's stated capabilities. Please note: EOD does not validate that the company has demonstrated capability and/or experience in any of the following UNSPS code(s).

1. 81101500 Civil engineering
2. 81101600 Mechanical engineering
3. 81101700 Electrical and electronic engineering

Please note that one month prior to the expiration date of this certification, your company is required to submit a completed Recertification Affidavit form for our review relative to the company's qualifications for continuing participation in the EDGE program. Additionally, you must formally notify this division of any changes that occur within your company that effect ownership, managerial and/or operational control within thirty days of such changes occurring. Similar notification must be provided to us of any changes to the company's name, business address, telephone numbers, principal products/service or other basic contact and commercial activity information.

Failure to provide a completed Recertification Affidavit or to notify this office of such changes to your company in a timely manner may result in the revocation of your certification status.

If you need any assistance or have questions about the EDGE program, its objectives, or its operation, please contact the Business Certification and Compliance Unit at 614-466-8380.

Sincerely,

A handwritten signature in black ink that reads "Eric M. Seabrook". The signature is written in a cursive style.

Eric M. Seabrook



Small & Disadvantaged Business Enterprise

**UNIFIED
CERTIFICATION
PROGRAM**



WWW.OHIOUCP.ORG

*Certified
Disadvantaged Business Enterprise*

Lawhon & Associates, Inc.

This certificate acknowledges that the above named firm is certified (pursuant to the U.S. Code of Federal Regulations Title 49, Part 26 by the State of Ohio UCP as a Disadvantaged Business Enterprise under the following North American Industry Classification System (NAICS) codes:

NAICS CODE	DESCRIPTION
541330	Engineering Services
541620	Environmental Consulting Services
541690	Other Scientific and Technical Consulting Services
541720	Research and Development in the Social Sciences and Humanities
562910	Remediation Services

Vicki Krapf, Certifying Agent

Original Certification Date: 7/5/2012

THE PROPOSER'S DISADVANTAGED BUSINESS ENTERPRISE PROGRAM



December 11, 2019

Julienne Cromwell
Julie Cromwell & Associates, LLC
2114 Madison Road
Suite 2
Cincinnati, OH 45208

RE: Women Business Enterprise (WBE) Certification Approval

Dear Julienne Cromwell:

Congratulations! Julie Cromwell & Associates, LLC has been certified through the City of Cincinnati's Minority and Women Business Enterprise program as a Women Business Enterprise (WBE). Your certification is effective December 11, 2019 through December 11, 2021.

If there are any changes to your original application, you must notify the Department of Economic Inclusion immediately. Examples of changes include, but are not limited to, changes in company name/address, ownership, and/or control of the Women Business Enterprise (WBE) business. Failure to do so is reason for revoking your eligibility for participation in the Minority and Women Business Enterprise program.

While you should receive several email notifications for your Women Business Enterprise (WBE) renewal from our online software system prior to your certification expiration, it is your responsibility to be mindful of the date of your expiration and to submit a renewal application at least 60 to 90 days prior to expiration in order to avoid a lapse in your certification. Emails generated from the system may go to your Spam folder, so please check during that period for the link to your Women Business Enterprise (WBE) Renewal Application. If you don't receive a link, you can always apply at cincinnati@diversitycompliance.com.

If you have any questions or need additional information, please contact the Department of Economic Inclusion at (513) 352-3144 Monday through Friday between 8:00 a.m. and 5:00 p.m. or email us at cincinnati@diversitycompliance.com.

This firm is certified under the following commodity codes/area(s) of specialty:

CINCINNATI NIGP 91842: ENGINEERING CONSULTING
CINCINNATI NIGP 92542: FOUNDATION ENGINEERING
NAICS 541330: ENGINEERING CONSULTING SERVICES
NAICS 541330: ENGINEERING SERVICES
NIGP 92542: FOUNDATION ENGINEERING
NIGP 92588: STRUCTURAL ENGINEERING

Sincerely,

A handwritten signature in black ink that reads "Markiea L. Carter".

Markiea L. Carter
Director, Department of Economic Inclusion

805 Central Ave., Suite 610
Cincinnati, OH 45202
513 352-3144 Office
513 352-3157 Fax
<https://cincinnati.diversitycompliance.com>



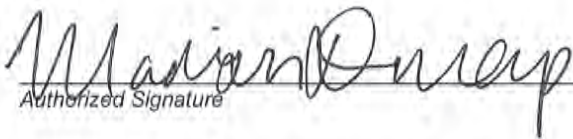
5. ATTACHMENTS

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
- Bureau of Worker's Compensation Certificate
- Employer Liability Insurance Certificate
- Commercial General Liability Insurance Certificate
- Commercial Auto Liability Insurance Certificate
- Proposer's Warranty Information (as required)
- Bid Bond (as required)
- Attachment B - Price Proposal Form (SEALED SEPARATELY)


Authorized Signature

Marketing Coordinator
Title

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

Madison Dunlap

Signature Name Printed

Marketing coordinator

Title Printed

MS A Design

Company Printed

10/15/2020

Date

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 1 Dated 9/24/2020
Addendum Number 2 Dated 10/12/2020
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.

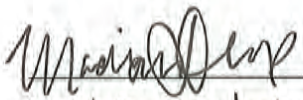
Madison Dwyer
Signature

Marketing / Business Development Coordinator
Title

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.

 Signature of Contractor's Authorized Official
Marketing Coordinator Name and Title of Contractor's Authorized Official
10/15/2020 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: 10/15/2020
Signature: *Madison Dwyer*
Company Name: MST Design
Title: Marketing/Business Development Coordinator

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 Ohio
COUNTY OF Hamilton

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 Hamilton County, Ohio
(County, State)

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

\$ _____ in due and unpaid delinquent taxes

\$ _____ in due and unpaid penalties and interest thereon

Name of Proposer: Madison Dunlap
Authorized Signature: Madison Dunlap
Title: Marketing Business Development Coordinator
Company: MS& Design
Address: 316 W 4th St Floor 6
City, State, Zip: Cincinnati, Ohio 45202

Sworn to before me and subscribed in my presence this 2nd day of October, 2020.

TERRI L. BOWMAN
Notary Public, State of Ohio
My Commission Expires 05-21-2022

#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)
10/02/2020

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 The Roehr Agency 4642 Ridge Ave. Cincinnati, OH 45209 Alvin F. Roehr, Jr.	513-985-4214		CONTACT NAME: Lori Garner	
			PHONE (A/C, No, Ext): 513-985-4214	FAX (A/C, No): 513-985-0359
E-MAIL ADDRESS: lgarner@roehrins.com				
INSURER(S) AFFORDING COVERAGE				NAIC #
INSURER A : Cincinnati Insurance Company				10677
INSURER B : Arch Insurance Company				11150
INSURER C : KESA - now Clear Path Mutual				
INSURER D :				
INSURER E :				
INSURER F :				

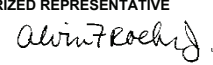
INSURED
Michael Schuster
Associates, Inc. / MSA Design /MSA Sport
Ms. Terri Gross
316 W. Fourth Street
Cincinnati, OH 45202

COVERAGES **CERTIFICATE NUMBER:** **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 INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			EPP0423216	01/20/2020	01/20/2021	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ 10,000 PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 Emp Ben. \$ 1,000,000	
A	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY			EBA0423216	01/20/2020	01/20/2021	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$	
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED \$ RETENTION \$			EPP0423216	01/20/2020	01/20/2021	EACH OCCURRENCE \$ 9,000,000 AGGREGATE \$ 9,000,000 \$	
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N <input checked="" type="checkbox"/> N/A If yes, describe under DESCRIPTION OF OPERATIONS below			EPP0423216 DEFENSE OHIO EMPLOYERS LIABILITY	01/20/2020	01/20/2021	<input type="checkbox"/> PER STATUTE <input checked="" type="checkbox"/> OTH-ER E.L. EACH ACCIDENT \$ 1,000,000 E.L. DISEASE - EA EMPLOYEE \$ 1,000,000 E.L. DISEASE - POLICY LIMIT \$ 1,000,000	
A	Employee Dishonest			EPP0423216	01/20/2020	01/20/2021	Crime	500,000
B	Professional Liab			PAAEP0021503	01/20/2020	01/20/2021	ea./agg.	\$2M/\$4M

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Project: Butler County Regional Transit Authority 20641.00

CERTIFICATE HOLDER <p style="text-align: center;">CITY OF O</p> <p>City of Oxford 101 East High Street Oxford, OH 45056</p>	CANCELLATION <p>SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.</p> <hr/> <p>AUTHORIZED REPRESENTATIVE </p>
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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
00899535

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

Michael Schuster Associates Inc
316 W 4TH ST FL 6TH
CINCINNATI, OH 45202-2677



www.bwc.ohio.gov
Issued by: BWC

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.