

PROPOSAL

# ARCHITECTURE AND ENGINEERING SERVICES



CHESTNUT STREET MULTIMODAL STATION  
& SHARED SERVICES FACILITY  
& CITY OF OXFORD  
PASSENGER RAIL PLATFORM

#2020-014

# Table of Contents

## RFP COVER PAGE & COVER LETTER

|    |   |     |
|----|---|-----|
| 01 | Qualifications and Capabilities                             | 4   |
| 02 | Related Experiences and References                          | 49  |
| 03 | Technical Proposal  | 82  |
|    | <i>A. Multimodal Station &amp; Shared Services Facility</i> |     |
|    | <i>B. Passenger Rail Platform</i>                           |     |
| 04 | Disadvantaged Business Enterprise                           | 102 |
| 05 | Attachments (Attachments A&C)                               | 108 |
| 06 | Forms   | 111 |

**\* Cost Proposal will be included in separate envelope.**



# Request for Proposals (RFP) Cover Page

Issue Date: September 1, 2020

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

Issuing & Using Agency:

|  |   |
|--|---|
| Multimodal Station & Shared Service Facility:<br>Butler County Regional Transit Authority<br>Attn: Procurement<br>3045 Moser Court<br>Hamilton, OH 45011 | Passenger Rail Platform:<br>City of Oxford<br>Attn: Michael Dreisbach<br>15 S. College Ave.<br>Oxford, OH 45056 |
|--|---|

**Proposals for Furnishing the Product(s)/Service(s) Described Herein Will Be Received Until:**

October 19, 2020 3:00 PM (EST)

All Inquiries for Information should be directed to address listed above or [purchasing@butlercountyrta.com](mailto:purchasing@butlercountyrta.com)

IF PROPOSALS ARE MAILED OR HAND DELIVERED,

SEND DIRECTLY TO:

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

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

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

Name and Address of Firm:

Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC

375 Essjay Road, Suite 200, Williamsville, NY

Zip Code: 14221

Telephone: (716) 688.0766

Fax Number: (877) 293.6335

Date: 10/13/2020

By:   
(Signature in Ink)

Name:

Title:

(Please Print)

FEI/FIN Number: 45-3680766

E-Mail Address:

[SHaney@wendelcompanies.com](mailto:SHaney@wendelcompanies.com)

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

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



October 19, 2020

Multimodal Station & Shared Service Facility  
Butler County Regional Transit Authority  
Attn: Procurement  
3045 Moser Court  
Hamilton, OH 45011

Passenger Rail Platform  
City of Oxford  
Attn: Michael Dreisbach  
15 S. College Avenue  
Oxford, OH, 45056

**RE: #2020-014 ARCHITECTURE AND ENGINEERING SERVICES FOR THE CHESTNUT STREET MULTIMODAL STATION & SHARED SERVICES FACILITY & CITY OF OXFORD PASSENGER RAIL PLATFORM**

Dear Project Selection Committee Members:

We are excited about the synergies of this combined opportunity and want to help BCRTA, the City and Miami University be successful in creating one cohesive project. Since 2006, Wendel's architects and engineers have completed more than 125 public transportation facility projects across the country, resulting in over one billion dollars in construction. Like this one, many of these facilities have joint uses and multiple stakeholders. Our operations and maintenance and intermodal facilities have received accolades from clients and professional organizations alike for the quality of our work and our innovative designs.

Throughout the enclosed proposal, you will find examples of our experience, leadership, and technical expertise. Nearly all of our public transportation projects have been funded with combinations of federal, state, and local revenues, so we are very familiar with the expectations and requirements of varying governmental entities.

Our outstanding team will be led by Architect Scott Neal AIA, NCARB, LEED AP and Project Manager Susan Sherwood, PMP. Both of us have extensive experience with facility planning, design and operations. Susan will be dedicated to meeting the project schedule and to ensuring your satisfaction throughout this project. Complementing our team are Bayer Becker, CTL Engineers and DBE firms Stone Environmental and Costing Services Group. Key to our team for the City of Oxford is our rail subconsultant Mott McDonald who have already worked with Wendel on two recent Amtrak/CSX projects; the Niagara Falls Intermodal and Amtrak station and the Schenectady Amtrak Station. Our entire team will be dedicated to ensuring your satisfaction throughout this project. All team members will be readily available to attend all meetings for this project.

I will serve as the contact person responsible for this project. My contact information is Scott Neal, AIA, NCARB, LEED AP and Principal for Wendel, 401 2nd Avenue North, Suite 206, Minneapolis, MN 55401, phone 716-983-4443, email: sneal@wendelcompanies.com. Originally established in 1940 the legal name of the company for this proposal is Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, P.C. Stewart C. Haney, President/CEO has the authority to enter into contracts based on this proposal.

We believe that once you have reviewed our proposal in response to your RFP and Addenda you will understand why we think the Wendel Team is the ideal partner for planning and developing these two important projects. We look forward to presenting our qualifications and capabilities to you in person as well. Please do not hesitate to contact us if you have questions.

Sincerely,

Scott R. Neal AIA, NCARB, LEED AP  
Principal in Charge  
[SNeal@Wendelcompanies.com](mailto:SNeal@Wendelcompanies.com)

Susan Sherwood, PMP  
Project Manager  
[SSherwood@Wendelcompanies.com](mailto:SSherwood@Wendelcompanies.com)



## Qualifications and Capabilities

Here at Wendel our philosophy is simple: to create a better world through knowledge and leadership. What Leon Wendel began 80 years ago as a one-man operation, providing traditional civil engineering and survey services in Western New York, has evolved into a firm of over 280 employees in 16 offices nationwide.

Today, we boast a full complement of professionals in every engineering discipline, including a robust energy efficiency department; a talented team of architects and landscape architects; construction managers, planners and interior designers. Our diverse collection of expertise allows us to solve any problem and build to the limits of your imagination. It is Wendel's core values that set us apart from the crowd of competition.

We live and breathe our four pillars of team first, quality, promises made, promises kept and first class communication. These traditions have permeated our culture and drive every proposal we submit, every project we complete and every interaction we engage in, both internal and external. Our commitment to these four tenets enables us to see our efforts through from concept to completion. This holistic approach invariably benefits our clients, who develop a real relationship with us, and come to find in Wendel a trusted adviser that we are the right team to deliver the best value for what you need in this TOD analysis. We look forward to further discussing our qualifications and engaging with you in completing this project.



Stewart C. Haney, PE, PMP, LEED AP



## FINANCIAL CONDITION

Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, P.C. is a member of the Wendel group of companies (“Wendel”). Wendel is privately-held and employee-owned . For calendar year 2019, Wendel had net assets of approximately \$12,000,000 and annual revenues of \$101,000,000. Wendel has available to it a \$1,900,000 operating line of credit. We believe that our current operations and borrowing capacity is sufficient to sustain current and future operations. Wendel’s financial information is confidential and a sealed package containing our financial statements can be delivered upon request.

### Evaluation of Proposals Scoring - 15% for Performance History

For the last five years with respect to: (a) termination for default, (b) litigation by or against the Proposer and/or its consultants, and (c) judgments entered for or against Proposer and/or its consultants.

Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, P.C

(a) No - termination for default

(b) Yes - litigation by or against the consultant.

The following litigation involving Wendel was resolved within the last five years. Settlements noted were in amounts that were a fraction of alleged damages and well within Wendel’s insurance limits.

Two former employees of BJCTA filed a qui tam lawsuit naming Wendel Architecture, P.C. and several other defendants. The US Attorney’s office declined to prosecute the case; the case was litigated by private citizens against the defendants. Wendel was served notice of the case on 4/4/19. The claim against Wendel alleges that Wendel provided erroneous advice to BJCTA with respect to FTA regulations. Wendel strongly disagreed with these allegations. **Judge dismissed Wendel from the case in 6/2020.**

Turner Construction filed a construction fee claim against Washington Metro Area Transit Authority (WMATA) for delay costs relating to the construction of a bus maintenance facility in Fairfax County, VA. WMATA denied the claims and brought the Wendel entities (among others) into the lawsuit as third-party defendants. Wendel was brought into the lawsuit as a result of an indemnification clause in Wendel’s contract with the project’s developer, Iskalo CBR, LLC. **The case was settled via mediation 12/23/2019.**

Wendel was engaged to provide design and consulting services to the State University of New York at Buffalo for sound and lighting improvements at the university’s Alumni Arena. Wendel had no construction responsibility nor was Wendel responsible for construction site safety. SUNY Buffalo engaged a full-time construction manager on the project. A laborer of an electrical contractor was allegedly injured while performing construction work on the project and filed a personal injury lawsuit against Wendel. **The case was dismissed 10/1/2015.**



Wendel was engaged to provide professional services for stadium renovations and an addition to a middle school in Tonawanda, NY. Pike was engaged as the contractor and was responsible for cost estimating. When bids were received for the middle school addition, the bids were significantly higher than the costs estimated by Pike (and higher than the school district's budget). The addition was not able to be redesigned to meet the school district's requirements while remaining within budget. Instead of an addition to the middle school, the project became a significant renovation project, which was well-received by the school's administration that was in place at the time of the project. Several key positions in the school's administration and on the school board turned over after the project was completed. The school district attempted to collect perceived damages resulting from the incorrect initial cost estimates. **The case was dismissed 1/11/2016.**

(c) No - judgments entered for or against consultant.

#### **Mott MacDonald (MM)**

(a) No - termination for default

(b) Yes - litigation by or against the consultant. As of October 1, 2020: MM's operating entities have worked on thousands of projects involving major infrastructure improvements in the United States and Canada. Given the contentious nature of construction work, as well as personal injury risks attendant thereto, MM has been named as a party in dozens of lawsuits over the past five years. Not once has an adverse material finding been made by any Court against MM that was based upon a claim by any owner, contractor, or subcontractor that the quality and/or function of the design submitted by MM was not consistent with good engineering practices.

(c) Yes - judgments entered for or against consultant. One judgment in the amount of \$66,516.84 was entered against Mott MacDonald Alabama, LLC in July 2017 with the Circuit Court in and for Jefferson County, Alabama. That action was entitled IDB Trussville v. Mott MacDonald Alabama, LLC. The basis for that judgment was a bookkeeping error made by Paragon Engineering, Inc. before MM acquired that entity in 2008. That judgment was immediately paid and a satisfaction piece filed with the Court. Additional details can be provided upon request.

#### **Bayer Becker**

(a) No - termination for default

(b) Yes - litigation by or against the Proposer and/or its consultants:

1. 2019, Hasten Watters vs Archways Crittenden dba MacDonald's (17-0278), et. al Bayer Becker, Inc, Grant Co, KY, Circuit Court, Case No. 19-CI-00236

a. Case is still in discovery phase. Defense counsel is confident plaintiff's claim of injury while on restaurant's property/site was not caused by site design, and that case or Bayer Becker as a Defendant will likely be dropped.

(c) No - judgments entered for or against consultant.

#### **Stone Environmental**

Answers No for (a), (b), (c)

#### **CTL Engineering**

Answers No for (a), (b), (c)

#### **CSG**

Answers No for (a), (b), (c)



## WENDEL'S PUBLIC TRANSPORTATION GROUP

### YOUR TRUSTED ADVISOR

Your goal is to have a successful public transportation system that is an integral part of the communities you serve. Our goal is to work with you to find creative and cost-effective solutions that meet your goals. Our team of nationally recognized transportation planners, architects and engineers discover ways to combine resources, leverage assets and create non-traditional partnerships to help you provide satisfying customer service and complete trips with seamless connections.

### PERSONALIZED SOLUTIONS

Our emphasis is on the specific needs of our clients and the comfort and safety of the traveling public. We know that each project's success depends on our ability to listen carefully, to then respond with personalized solutions that are cost effective and sustainable and to communicate regularly with our clients throughout the lifecycle of the project. We make that commitment to you.



### INDUSTRY LEADER

Since designing our first transit project in 1975, Wendel has completed several hundred transportation projects and initiatives from coast to coast and has become a transit industry design leader in:

- multimodal transit centers
- maintenance facilities
- livable communities
- transit oriented development
- grant writing & management
- transportation planning & management
- public private partnerships
- historic architecture
- mobility hubs
- rail coordination

### STEWARDS OF THE ENVIRONMENT

We are Stewards of the Environment in how we operate as a company, how we pursue our work and interface with the world in our daily lives. Our culture is built upon behaviors respecting both the needs of our community and our planet. Wendel is recognized as a Bronze Signatory for APTA's sustainability commitment.

Our goal is to bring projects to life, balancing the environmental, social and economic dynamics through sustainability. Sustainability is more than just taking steps to be green, it's about collaboration; it's about improving and protecting the things we consider valuable; and it's about social equity and celebrating the character of our communities.







Mott MacDonald is an award-winning, employee-owned consulting engineering firm with worldwide experience and strong technical specializations in planning, project management oversight, design, and construction management of transportation infrastructure, particularly rail transit projects.

Mott MacDonald has more than 16,000 employees worldwide with 2,300 employees and 63 offices across North America. We are proud of our role on major projects across North America, providing the engineering expertise needed to overcome project challenges and exceed clients' expectations. Mott MacDonald also provides planning solutions across multiple sectors including rail, transit, highway, ports and logistical analysis. We have excellent relationships with Class I's, short lines, Amtrak, and transit agencies. We have worked with these entities on the planning and design of rail freight and passenger projects. Our planning expertise enables us to deliver comprehensive project feasibility studies, crossing safety evaluations, freight and intermodal studies to leverage multimodal transportation connections, and strategic plans. Specifically, Mott MacDonald serves clients in the following sectors of the transportation industry:

- Rapid Transit, Light Rail and Commuter
- Transportation Systems Engineering
- Passenger Stations and Intermodal Facilities
- Urban Transit
- Bridges and Highways
- Tunnels
- Tunnel Systems

Mott MacDonald's roots go back to its founders' involvement with the London Underground in 1902.

We have successfully designed and supervised construction of transportation projects throughout the world valued at more than \$15 billion, including over 100 rail infrastructure projects.

Mott MacDonald is committed to fulfilling our clients' expectations. We strive to cultivate long-term relationships through responsiveness and service.

# Firm Overview

Bayer Becker grew from two entrepreneurs who saw a need in the marketplace and had the drive to build it from the ground up. Founded on strong values and a commitment to the client, you can find that same entrepreneurial spirit today in every level of the organization, from principal to technician. This has positioned Bayer Becker as an industry leader, providing innovative and practical solutions, for over 50 years.

Our firm offers integrated professional design consulting services, including civil engineering, transportation engineering, land surveying, landscape architecture and planning. Our collaborative approach, extensive local network, and commitment to technology ensure that we are an advocate for our clients and are continuously designing for success.

**Years In Business:** 52

**Corporation Type:** Private S-Corp

**Contact:** Etta M. Reed, PE | Principal

ettareed@bayerbecker.com

513-336-6600

110 S. College Ave

Oxford, OH 45056

*0.6 mi from project site*



**Offices:** 4 (Oxford OH, Mason OH, Cincinnati OH, Ft Mitchell KY)

**Employees:** 65

**Financial Status:** Bayer Becker is in good financial standing and can provide contact information with our financial institutions to attest to this or provide a written letter of financial standing upon request.

## Expert Capabilities



Civil Engineering



Land Surveying



Geovisualization



Transportation Engineering



Landscape Architecture & Planning

## ODOT Prequalified

Bicycle Facilities & Enhancement Design

Basic Signal Design

Complex & Non-Complex Roadway Design

Interchange Justification / Modification Study

Level 1 Bridge Design

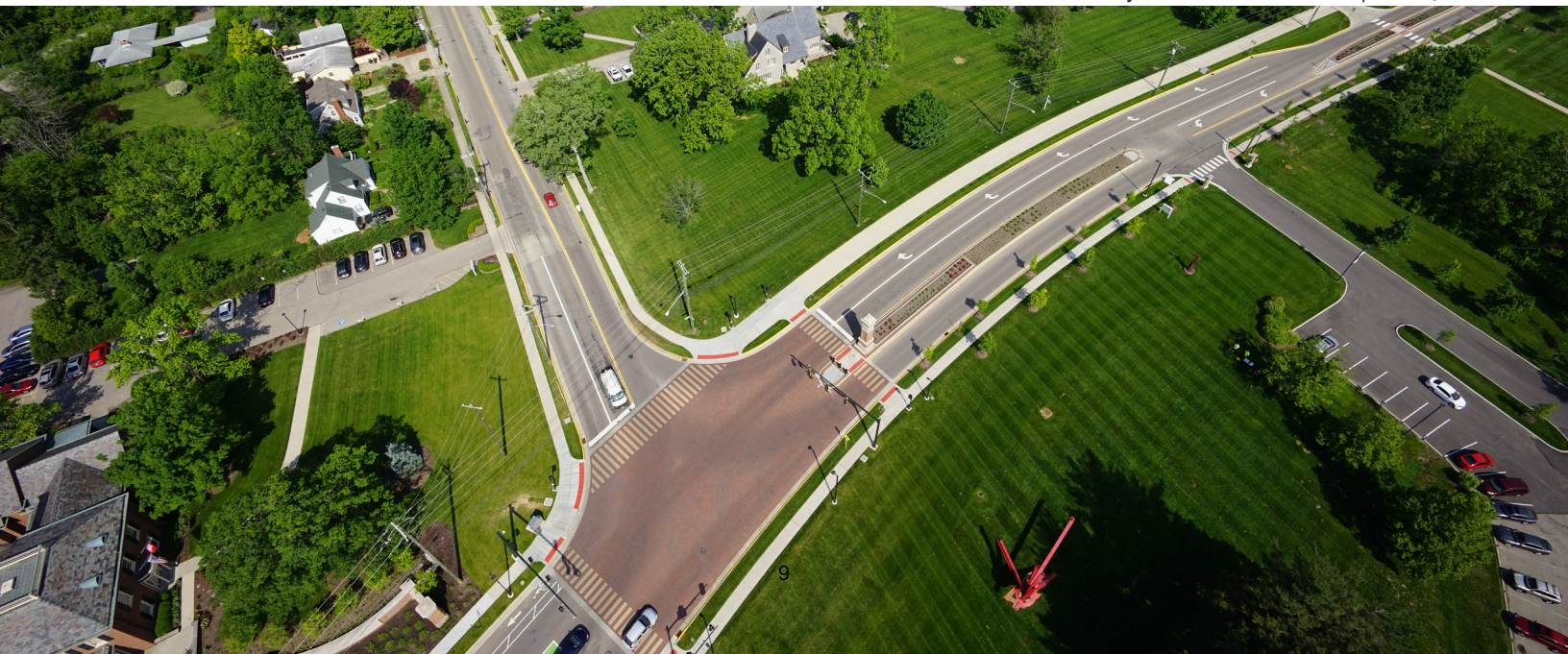
Right of Way Plan Development

Traffic Signal System Design

Safety Study



*MU Gateways - Chestnut St & US 27 | Oxford, OH*





CTL Engineering, Inc. (CTL) is a full service Consulting Engineering, Testing, Inspection, and Analytical Services Company. Formerly known as Columbus Testing Laboratory, the company was established in 1927 as a privately held independent engineering and testing laboratory serving the local community. During its early years, the company focused mainly on soils, foundation engineering, and construction testing and inspection services. The successes, experience, equipment, and expertise gained in these areas led to a natural expansion into the Metallurgical, Non-Destructive Testing, Mechanical, Mining, Roofing, and Environmental Service Industries.

CTL Engineering maintains a staff of over 250 employees, including Registered Engineers, Chemists, Environmental Engineers & Scientists, Geologists, Hydrogeologists, Non-Destructive Testing Specialists, Certified Welding Inspectors and Technicians.

Initially, CTL's client base was mostly limited to Columbus, Ohio and its surrounding communities, but has grown significantly since. Today, CTL regularly performs services for private and public clients not only throughout Ohio, but also in all of the Mid-Atlantic and Midwestern states. In addition to our corporate headquarters in Columbus, Ohio, we have expanded our service centers to include 12 other regional offices.



As our client base continued to grow, along with diversifying our services in areas beyond the Geotechnical Engineering and Construction Services, CTL made the long term investment of acquiring a facility large enough to not only encompass already established laboratories for soils and material testing, but to also create additional space to accommodate our projected growth for the next decade and beyond.

## Recognition

- Business First Journal regularly lists CTL Engineering as one of the top engineering firms in Central Ohio in terms of employees and revenues.
- Inc. magazine has ranked CTL as one of the top 5000 fastest growing private companies in America.
- ENR magazine has ranked CTL as one of the top 500.

✓ **Employee-Owned**

✓ **MBE Certified**

✓ **28 Professional Engineers**

✓ **AASHTO Accredited Lab**



### AREAS OF EXPERTISE:

- Soils/Geotechnical Engineering
- Foundation Engineering
- Construction Testing & Inspections
- Construction Administration
- Roofing Design & Inspections
- Building Envelope Inspections
- Environmental Consulting
- Nondestructive Testing
- Mechanical Testing
- Metallurgical Testing
- Special Product Testing
- Forensic Investigations
- Mining Reclamation Design
- Special Inspections for Telecommunications Sites
- Audio/Visual/Security Systems

[www.ctleng.com](http://www.ctleng.com)



### PROFESSIONAL QUALIFICATIONS OF THE FIRM

ORC has provided management of land acquisition programs for public agencies since 1969, and we are recognized nationally in the field of ROW acquisition and relocation assistance for projects implemented under the provisions of the Uniform Relocation and Real Property Acquisition Policies Act of 1970 (Public Law 91-646, as amended); Title 49 Code of Federal Regulations Part 24; Housing & Community Development Act of 1974, and FAA Order 5100.37B, Land Acquisition and Relocation for Airport Development Projects.

**ORC has acquired more than \$2 billion dollars of real property for public agencies** and has provided relocation assistance to more than 20,000 residential owner-occupants, residential tenants, businesses, and non-profit organizations.

Our team has completed **400+ acquisition projects in the state of Ohio.**

In the past 3 years, our local appraisers have **completed more than 1,180 appraisals and 750 appraisal reviews** for highway related projects.

### EXPERIENCE WITH LOCAL PUBLIC AGENCIES (LPA'S)

Our experience with the preparation and implementation of procedures on federal, state, and local levels is extensive. ORC was awarded a contract by the Federal Highway Administration (FHWA) to prepare a Local Public Agency (LPA) guidebook for utilization throughout the United States on federal aid projects. Locally, much of ORC's staff has previous experience working with ODOT and has been involved in numerous LPA projects, where responsibilities required the implementation and oversight in accordance with ODOT real estate policies and procedures.

#### **City of Hamilton - BUT SR177-0.64**

The project consists of the conversion of a unconventional intersection alignment to a standard 4-way cross intersection. This project also involves construction of sidewalks on all legs of the intersection, replacement of the existing traffic signal, improvements to drainage, and traffic control improvements. The project consisted of 11 partial takes with WD, SW, T takings and no appropriations. Tasks performed consisted of project management, appraisal, title research, negotiations, and closings

#### **Butler TID - HAM South High Street Grade Separation**

The project consisted of a 0.50 miles connection of Grand Blvd. with University Blvd. including new bridge. Tasks performed consisted of appraisal and relocation review of approx. 45 appraisals and 57 relocations.

#### **City of Mason - WAR-Mont/Bethany Roundabout**

This project involved improving the intersection by constructing a two-lane roundabout with two lane approaches and departures. The project included curb & gutter, storm sewers, bike path, sidewalk, culvert replacement, and necessary utility relocation. This project consisted of approximately 11 acquisitions with partial takes. Tasks performed consisted of project management, appraisal, title research, negotiations, and closings

## FIRM PROFILE

**Stone Environmental Engineering & Science, Inc. (STONE)** is an Ohio-based consulting firm offering a full range of environmental, ecological, engineering, and surveying services. Our diverse team of engineers, ecologists, geologists, surveyors, and scientists are passionate about helping to improve the environment around us, both natural and manmade. Since our corporation's founding in 1989, our reputation has been built on a responsiveness and flexibility reflective of our commitment to project excellence and client satisfaction. We have served a variety of municipalities, county and state agencies, commercial developers, industries, and architects. *In 2018 STONE was awarded DBE Consultant of the Year by ODOT for our professionalism, integrity in work standards, and performance.* We have 18 employees within three Ohio offices – Dayton, Akron, and Columbus.

One of our key advantages is our in-house variety of professionals, who possess the following certifications: Certified Professional in Erosion and Sediment Control (CPESC); Certified Erosion, Sediment, and Stormwater Inspector (CESSWI); Professional Wetland Scientist (PWS), Geographic Information System (GIS) Certificate; Asbestos Hazard Evaluation Specialist (AHES); Asbestos Hazard Abatement Specialist (AHAS), and Asbestos Hazard Project Designer (AHPD). STONE personnel also hold Federal and State Permits for Mussel Surveys (Groups 1, 2, 3, and 4) and possess expertise with Running Buffalo Clover, Eastern Hellbender, and macroinvertebrate identification.

We are prequalified by the Ohio DOT for the following categories and can also provide Asbestos Survey services and Land Surveying:

- Environmental Document Preparation – EA/EIS
- Environmental Document Preparation – CE
- Environmental Document Preparation – Section 4(f)
- Ecological Surveys
- Stream and Wetland Mitigation
- Waterway Permits
- Air Quality Analyses
- Regulated Materials Review
- Bicycle Facilities & Enhancement Design
- Non-complex Roadway Design
- ROW Plan Development
- Bridge Design – Level 1
- Bridge Inspection – Level 1
- Construction Management
- Construction Inspection (Construction Engineer Level 1 and Level 2)



## **WHO WE ARE**

COSTING SERVICES GROUP, INC. (CSG) has been in the estimating and construction business since 1979 providing services that range from single phase building cost estimates to full Construction Document Estimates and VE evaluations. CSG formulates and communicates useful and meaningful information on construction projects from program inception through final completion. CSG has successfully participated in over 5,500 projects for more than 500 clients in 50 states, the Caribbean, Europe, Africa and Asia.

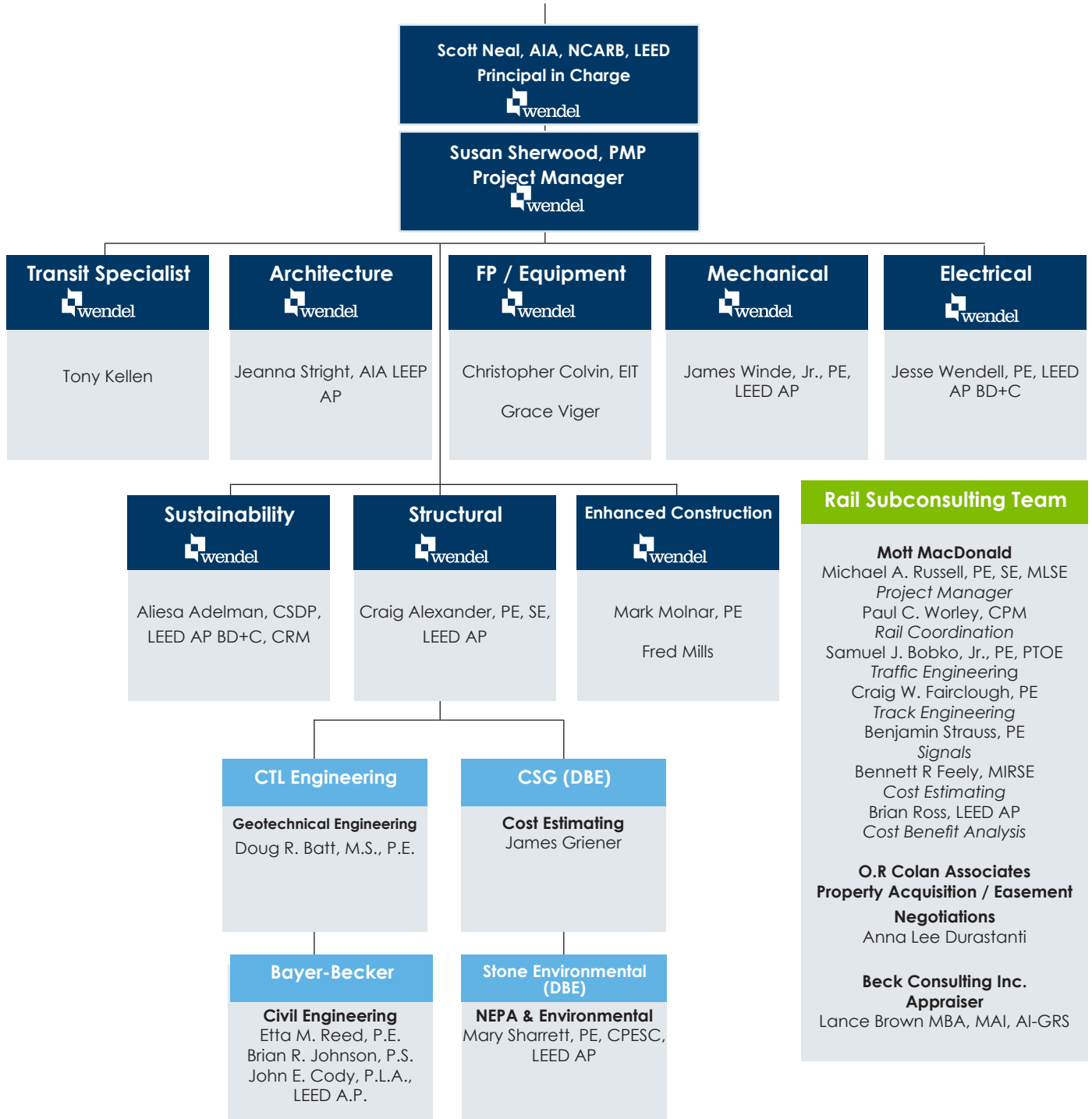
In our 41-year history, CSG has worked on nearly every project type. CSG's diverse project types include residential, higher education, governmental, medical, power and treatment plants, among others. All Cost Analysts have design and construction experience to relate to each discipline in a meaningful and practical manner. CSG has been a participant on more than 45 award-winning design teams.

CSG is a privately owned corporation. CSG qualifies as a small business and is certified as a 100% Woman Owned Business Enterprise (WBE) or a Disadvantaged Business Enterprise (DBE) by several states and government agencies, including: South Carolina, North Carolina, Florida, Virginia, Ohio, Maryland, Minnesota, New York, New Jersey, Pennsylvania, Connecticut, Massachusetts, Kansas, Kentucky, Indiana, Tennessee, Texas, Illinois, Arkansas, Alabama, and Georgia as well as the City of Atlanta, Fulton County and DeKalb County, Georgia. CSG is an equal opportunity employer.

CSG's project team has significant recent experience providing construction costs and system analysis in cost control, budget monitoring, design estimating, construction estimating, building evaluations, budgeting, project scheduling, cost management, value analysis, value engineering, cost-to-complete, change order evaluation and expert witness



# Organizational Chart



## WENDEL'S KEY STAFF



**Scott R. Neal, AIA, NCARB, LEED AP (WENDEL)** has more than 20 years of design and management experience in public transportation projects across the country including bus maintenance, bus intermodal, BRT and LRT as well as multiple international projects and competitions.



**Susan K. Sherwood, PMP (WENDEL)** is the Program Manager in Wendel's Public Transportation Group. Her primary responsibilities include development of complex project management plans, evaluation and mitigation of risk issues, as well as the management of day-to-day project tasks, coordination and management of large **client teams**.



**Tony Kellen (WENDEL)** joined Wendel in 2013 after 30 years of experience as a public transportation industry leader. He is our transit operations specialist and brings a unique perspective to our team. His advice on what works in the industry is accounted for in our designs.



**Grace Viger (WENDEL)** is a plumbing/fire protection engineer with 11 years of experience. Her experience includes plumbing and fire protection building systems for transit, educational, commercial and institutional facilities.



**James T. Winde, Jr., PE, LEED AP (WENDEL)** has more than 23 years of mechanical engineering experience. He is spearheading the design of systems associated with alternative fueling stations, garages, maintenance facilities, and fleet conversions for Wendel.



**Aliesa M. Adelman, CSDP, LEED AP BD+C, CRM (WENDEL)** is the Director of Sustainability at Wendel and collaborates with the architectural, engineering, and planning teams to integrate sustainable development principles and technologies into projects.



**Craig M. Alexander, PE, SE, LEED AP (WENDEL)** has 22 years of experience working as a civil/structural engineer. He has provided his engineering expertise on a variety of Commercial and Industrial projects.



**Jesse F. Wendell, PE, LEED AP BD+C (WENDEL)** is Wendel's Engineering Practice Area Leader, responsible for the overall performance and execution of the technical engineering services that we provide.



**Mark D. Molnar, PE (WENDEL)** is a licensed professional engineer with more than 32 years of practical experience in the planning, design and management of multi-disciplined facilities projects of all sizes.



## Scott R. Neal, AIA, NCARB, LEED AP

### Principal in Charge

Scott has more than 20 years of design and management experience in public transportation projects across the country including bus maintenance, bus intermodal, BRT and LRT as well as multiple international projects and competitions. As a firm principal in transit design, Scott's primary responsibilities include fulfilling the project management and lead project designer role in which he is intimately involved in project development from kickoff meeting through construction. Natural daylighting, sustainable building design and simplicity of form area focus of his design philosophy. He has designed projects around the country including Arizona, Utah, Wisconsin, Michigan, North Carolina, New York, Massachusetts, Minnesota, California, Illinois and Connecticut. He has co-authored multiple papers including "Smart Value Engineering", "Children in Transit, Inspiring the Next Generation of Transit Riders" and "Big Sustainable Ideas in Transit".

### Project Experience

**AAATA, Ypsilanti Intermodal Study, Ypsilanti, MI:** Analysis of the existing transit facility, community outreach process, and recommendations to enhance the facility on the existing site and including a site selection study for possible new intermodal facility locations. Transit operations specialist for the preliminary site selection and alternatives analysis study for an bus intermodal center including street station BRT.

**SCR Operations & Maintenance Campus, Chicago, IL:** Wendel led the design and construction of the renovation and adaptive reuse of an existing approximately 18,000 square foot former industrial warehouse building into a state of the art offices and call center facility located at the corner of South Greenwood Avenue and East 89th Street. The call center houses an expanded call center operations, IT facilities and management offices. The site also accommodate parking for 175 transit vehicles and 30 passenger vehicles.

**HART, Heavy Maintenance Facility, Tampa, FL:** Lead design team of the design/build of a new heavy maintenance facility. The new building will provide an efficient and safe working environment for all staff in a code compliant facility.

**Gainesville RTS, Operations & Maintenance Facility Master Plan, Gainesville, FL:** Master planning and phasing design of a new facility to accommodate fleet growth projected through 2025.

**City of Corning, Transportation Center, Corning, NY:** Site selection verification, programming and design of new 5,000 sf intermodal station that incorporate the city's "old and new" architectural contexts.

**WMATA, Southeastern Bus Garage, Washington, DC:** Conceptual design and facility function report analyzing existing conditions, operations, functions and equipment.

**NFTA, Niagara Falls Transportation Center, Niagara Falls, NY:** Design and construction of a new primary public transportation center for Niagara County, which will be the hub for the local bus service, and also be designed to accommodate potential future Greyhound and charter bus service. The facility includes a Park and Ride lot and a food concession component with both an interior and exterior seating area.

#### Principal

#### Licenses & Certifications

Registered Architect, AZ

Registered Architect, CO

Registered Architect, DC

Registered Architect, FL

Registered Architect, IL

Registered Architect, NY

Registered Architect, OH

LEED Accredited Professional

NCARB

#### Education

BS, Architectural Studies, University of Illinois

#### Years of Experience

27 years





## Susan K. Sherwood, PMP

### Project Manager

Susan is a Senior Associate Principal at Wendel and Program Manager of the firm's Public Transportation group. She has been a project manager at Wendel for 13 years, and has managed some of Wendel's most complex public transportation studies and projects.

Susan's leadership style is one of building personal working relationships and delivering on "promises made" by the design team, which has built a reputation of trust between her and her clients. She is truly more than a project manager – she is her client's trusted advisor. Her leadership in the transit industry is demonstrated by her being designated one of Mass Transit's 40 Under 40 in 2015. Additionally, Susan was recognized for her leadership, business acumen and contributions to the local community when Buffalo's Business First designated her as one of their 40 Under 40 recipients, also in 2015.

Susan has a unique set of skills that allow her to serve clients in whatever capacity is necessary as they navigate through their projects. Having previously worked for 10 years at a legal firm specializing in land use, environmental law and compliance, Susan's experience strikes the perfect balance of technical understanding relating to project design, and regulatory compliance regarding project feasibility and delivery. Quite often she is called upon to assist owners with such matters as project labor agreement development and negotiation, land acquisition and right of way issues, grant writing and administration, and other non-typical services in the A/E/C industry.

### Project Experience

**AAATA, Ypsilanti Intermodal Study, Ypsilanti, MI:** Analysis of the existing transit facility, community outreach process, and recommendations to enhance the facility on the existing site and including a site selection study for possible new intermodal facility locations. Transit operations specialist for the preliminary site selection and alternatives analysis study for an bus intermodal center including street station BRT.

**Rock Region Metro , Little Rock, AK:** Rock Region Metropolitan Transit Authority (METRO) was interested in exploring the viability of a Transit Oriented Development (TOD) at its River Cities Travel Center. The intent of the study was to assess the viability of a TOD project and the possibility of encouraging economic development in downtown Little Rock to provide for more diverse and affordable housing and create additional revenue sources for METRO.

**GHTD, Paratransit O&M Facility, East Hartford, CT:** The Greater Hartford Transit District (GHTD) previously operated out of a leased facility. A new facility was needed to provide improved maintenance and operation of the paratransit fleet and to accommodate diesel, gas and fleets that run on alternative fuels/CNG.

**Niagara Falls - Intermodal, Niagara Falls, NY:** Wendel coordinated the input and programming requirements from a host of involved stakeholders including the City of Niagara Falls, the Niagara Falls Bridge Commission, Amtrak, CSX Transportation, CN Rail, the United States Department of Homeland Security (DHS), New York State Department of Transportation (NYSDOT), Federal Highway Administration, Federal Transit Administration, Niagara Frontier Transportation Authority, and several other public and private entities.

#### Principal

#### Licenses & Certifications

Project Management Professional

Certified Paralegal

#### Education

AAS, Paralegal Studies, Keiser College and University of Phoenix

#### Years of Experience

21 years

#### Additional Training

Project Management Professional - Review and Training Series

Risk Management - PMI



## Tony Kellen

### Transit Specialist

Tony joined Wendel in 2013 after 30 years of experience as a public transportation industry leader. Formerly the Director of Operations and Technology at St. Cloud Metropolitan Transit Commission, he was responsible for directing the activities of 130 staff and \$10 million in budget authority in administration, planning, procurement, operations, maintenance, technology, training, risk management, community outreach and travel training areas. Tony has a wealth of hands-on experience having operated an urban system with several modes including fixed route, paratransit, commuter bus, and university services. Tony has extensive first-hand experience with Federal Transit Administration (FTA) regulations including participating in nine (9) FTA Triennial Reviews between 1983 and 2013.

#### Education

BS, Business, St. Cloud State University

#### Years of Experience

37 years

### Project Experience

**AAATA, Ypsilanti Intermodal Study, Ypsilanti, MI:** Analysis of the existing transit facility, community outreach process, and recommendations to enhance the facility on the existing site and including a site selection study for possible new intermodal facility locations. Transit operations specialist for the preliminary site selection and alternatives analysis study for an bus intermodal center including street station BRT.

**East Pasco Transit, Operations & Maintenance Fleet Transit Facility, Pasco County, FL:**

The Wendel design team was brought in to design the new facility, and in early March of 2017 began coordination and consultation with Pasco County representatives toward the creation of a master plan for the undeveloped site. The new facility was designed to include six (6) service bays, with the capacity to accommodate up to ten (10) additional bays as demand for service increases. Development of a master plan to house the East Pasco Operations for Fleet Management, Public Works – Stormwater, Utilities Field Services and Transit Operations.

**Fairbanks North Star Borough, Maintenance Facility, Fairbanks, AK:**

Leading Immersion Process for the site master planning and programming of a new operations and maintenance facility. Transit operations and CNG specialist completing an alternative fuels financial and operations feasibility analysis for fleet conversion to compressed natural gas (CNG), new CNG fueling station, CNG facility impacts on new facilities and assisted with the Immersion process for the new operations and maintenance facility programming.

**Rock Region Metro , Little Rock, AK:** Rock Region Metropolitan Transit Authority (METRO) was interested in exploring the viability of a Transit Oriented Development (TOD) at its River Cities Travel Center. The intent of the study was to assess the viability of a TOD project and the possibility of encouraging economic development in downtown Little Rock to provide for more diverse and affordable housing and create additional revenue sources for METRO.

**RGRTA, Paratransit Demand Evaluation, Rochester, NY:** Demand based services and facilities evaluation of RTS Access. Results of the study will identify the most suitable location and facility requirements necessary to sustain the paratransit services for the long-term. Recommendations are to meet current and future requirements based on forecasted ridership demand, staffing and vehicle information.



## Jeana M. Stright, AIA, LEED AP

### Architect

Jeana is one of Wendel's most experienced and creative transit architects. She is equally skilled at designing operations & maintenance facilities and intermodal transit centers. Jeana typically works on projects from beginning to end, from the programming and planning stages right through their construction, applying the lessons learned from each of her projects to her next assignment. While she is excellent with the planning, programming and aesthetic design of transit facilities, Jeana is also a very pragmatic architect due to her experience in working with clients and contractors during the construction phase of projects. As a result, she has a deep understanding of how to achieve our client's goals while balancing them with construction costs and the realities of bidding and construction in today's market place. In addition to her expertise and experience as a transit architect, Jeana is also expert in leveraging technology to serve our clients efficiently and accurately.

#### Associate Principal

**Licenses & Certifications**  
Registered Architect, CT

Registered Architect, VA

LEED Accredited Professional

#### Education

BArch, Architecture, Virginia  
Polytechnic Institute & State  
University

**Years of Experience**  
9 years

### Project Experience

**Connecticut DOT, Waterbury Maintenance Facility, Watertown, CT:** Wendel provided complete design for a new 280,000 sf, 3-level bus maintenance and storage facility. The new facility is located on a large open site that provides excellent opportunities for an efficient arrangement of building parking and site circulation. Due to the location of the site engineering studies were completed to determine how the necessary utilities (water sanitary storm electric and gas) will be brought to the facility. As a result off site design work includes bringing utilities from over one mile away.

**BJCTA - BRT Downtown Station Design , Birmingham, AL:** Design and construction services for 12 BRT stations in the downtown area and two terminus stations that anchor each end.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.

**GLTC, Operations & Maintenance Center, Lynchburg, VA:** The design team began by evaluating GLTC's current and future service demands and determined the programmatic needs for a new operations and maintenance facility. The design team provided preliminary layouts for all three sites to ensure program compatibility. With the site selected, the design team prepared detailed design documents for construction and provided enhanced construction administration services including commissioning, start up and move management.

**Fairfax County DOT, West Ox Maintenance Facility, Fairfax, VA:** Commissioning and Start-up of this new, state of the art facility that encompasses more than 33 acres in Fairfax, VA. The West Ox Facility is one of the largest "Shared" Bus Maintenance Facilities in the nation.

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.





## Jesse F. Wendell, PE, LEED AP BD+C

### Electrical Engineer

Jesse is Wendel's Engineering Practice Area Leader, responsible for the overall performance and execution of the technical engineering services that we provide. He directly oversees our engineering teams and also facilitates collaboration and coordination with the other practice areas – architecture, energy and construction. Jesse is a professionally licensed electrical engineer with decades of experience in the A/E/C industry; he understands planning, design, construction and long term operation. One of his key strengths is soliciting stakeholder visions and then interpreting those visions into productive goals and objectives. This ability has led Jesse to become a true project advocate by gaining a firm understanding of our clients' needs and then matching those needs with the appropriate technical experience, skillset and approach by our engineering teams. The result, simply put, is success.

#### Principal

**Licenses & Certifications**  
Professional Engineer, NY

LEED AP BD+C

#### Education

BT, Electrical Engineering, State  
University of New York College at  
Buffalo

**Years of Experience**  
24 years

### Project Experience

**BT/VT Multi-Modal Transfer Facility Re-Design, Richmond, VA:** The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

**Dash's Market North Buffalo, Buffalo, NY:** Wendel is providing full-service architecture, engineering, and construction management for a new 2-story Dash's Market on the corner of Hertel and Starin in North Buffalo; a significant redevelopment project for this neighborhood. The building includes a new market, café, full-service specialty shops, prepared foods, street side patios, offices, and parking. Special features will include historic brick detailing and a green roof open to the second floor. The project is pursuing LEED certification. The building is approximately 47,000 sf; budget is \$9-million. The new store is scheduled to open in late 2018.

**Frey Electric, Corporate Office Renovation, Tonawanda, NY:** Renovation of the entry, reception of the office to a contemporary space including a green wall. Adaptive reuse of warehouse space to create a new conference room suite.

**Acision: Rebranding Office, Richmond, VA:** This European technology company relocated its Richmond office with a desire to showcase its' image and branding in the new regional U.S. flagship office. Additionally, the Company wanted employees who were in a conventional workstation to be able to work together in teams in an open workspace environment. The Evolve design team transformed an outdated 1990 suburban office into a transparent, sleek space with bright whites, an abundance of glass, splashes of Acision's bright red logo color, and open collaborative spaces.



## James T. Winde, Jr., PE, LEED AP

### Mechanical Engineer

Jim has more than 23 years of mechanical engineering experience. He is spearheading the design of systems associated with alternative fueling stations, garages, maintenance facilities, and fleet conversions for Wendel. Jim's design experience includes heating, ventilating and air conditioning systems for new and existing buildings. He is well versed in compressor system technologies and vehicle conversion requirements, which are important to the design of CNG systems. Jim assists our clients with the transition to CNG, developing a cost effective design approach that fits each individual project and budget.

#### Senior Associate Principal

#### Licenses & Certifications

Professional Engineer, NY

Professional Engineer, OH

LEED Accredited Professional

Certified in Plumbing Design

#### Education

BS, Architectural Engineering  
Technology, Vermont Technical  
College

AAS, Architectural Engineering  
Technology, Alfred State College

#### Years of Experience

25 years

#### Additional Training

ANGI CNG Fuel Station Training

NGVi CNG Fuel Station Operation  
and Maintenance Training

NGVi CNG Fueling Station Design  
Training

### Project Experience

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.

**Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA:** Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility that will house forty buses, as well as provide for future expansion.

**City of Corning, Transportation Center, Corning, NY:** Site selection verification, programming and design of new 5,000 sf intermodal station that incorporate the city's "old and new" architectural contexts.

**NYS DOT, Schenectady Intermodal Station, Schenectady, NY:** Design of a new Amtrak station and passenger boarding platforms. The station provides linkages between various transportation modes. A pedestrian plaza is proposed to link an existing transit stop with the new station.

**East Pasco Transit, Operations & Maintenance Fleet Transit Facility, Pasco County, FL:** The Wendel design team was brought in to design the new facility, and in early March of 2017 began coordination and consultation with Pasco County representatives toward the creation of a master plan for the undeveloped site. The new facility was designed to include six (6) service bays, with the capacity to accommodate up to ten (10) additional bays as demand for service increases.

**City of Niagara Falls, International Intermodal Station, Niagara Falls, NY:** New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project.

**City of Jamestown, Gateway Intermodal Station, Jamestown, NY:** Detailed design documents and construction phase services for the rehabilitation and restoration of the existing Jamestown rail station into a new gateway intermodal station and visitors center. Constructed in 1931, the 26,000 sf former Erie railroad station is listed on the National and State Historic Register.



## K. Grace Viger

### Equipment Specialist

Grace is a plumbing/fire protection engineer with 11 years of experience. Her experience includes plumbing and fire protection building systems for transit, educational, commercial and institutional facilities. She also has special expertise in designing and specifying bus maintenance equipment for transit facilities. Understanding the state of the art in bus maintenance equipment brings great value to Wendel's ability to inventory and analyze existing equipment and select the most appropriate and cost effective choices for new equipment.

#### Associate Principal

##### Education

BS, Industrial Technology, Buffalo  
State College

AAS, Computer Aided Drafting and  
Design, Erie Community College

##### Years of Experience

12 years

### Project Experience

**ART, Heavy Maintenance Facility, Arlington, VA:** Wendel was hired through the Moseley on call contract with Arlington County to help with the design of the new ART heavy maintenance facility located in Fairfax County along Electronic Drive. Wendel provided expertise in setting up the project program, facility location, concept and schematic design. The project includes a nine (9) bay maintenance facility with parts, chassis wash and other service requirements for the ART transit fleet.

**Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA:** Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility that will house forty buses, as well as provide for future expansion.

**HART, Heavy Maintenance Facility, Tampa, FL:** Lead design team of the design/build of a new heavy maintenance facility. The new building will provide an efficient and safe working environment for all staff in a code compliant facility.

**NYS DOT, Schenectady Intermodal Station, Schenectady, NY:** Design of a new Amtrak station and passenger boarding platforms. The station provides linkages between various transportation modes. A pedestrian plaza is proposed to link an existing transit stop with the new station.

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.





## Christopher B. Colvin, EIT

### Fire Protection/Equipment Specialist

Chris has been a mechanical engineer designing with Wendel for over 14 years. His HVAC design experience includes air and water type heating and cooling systems, equipment sizing and selection, as well as cost estimation. With two strong focuses in Fire Protection and Compressed Natural Gas (CNG) station design for CNG vehicles, he offers a great diversity of experience. His fluency with International codes and NFPA codes including many state and local codes in these two trades has helped accelerate his design ability. Fire protection responsibilities include designing and laying out wet-pipe, dry-pipe, pre-action, chemical sprinkler systems including standpipe systems, and high rise systems with fire pumps. System designs include several different types of hazards ranging from light hazard office spaces to extra hazard group 2 indoor diesel fueling, and even specialty hazards such as high piled tire storage. He has performed CNG tasks such as analyzing fleets of all sizes ranging from just a few vehicles all the way up to several hundred buses for large transit authorities; sizing and selecting equipment and piping; and integrating other components such as electrical equipment, fencing, bollards and concrete pads into a station design for fast-fill and time-fill applications. Chris's experience also extends into evaluating existing maintenance garages for CNG compliance and designing cost effective systems to bring them to compliance with the current codes.

#### Associate Principal

**Licenses & Certifications**  
Engineer in Training, NY

**Education**  
BS, Mechanical Engineering,  
University at Buffalo

**Years of Experience**  
16 years

**Additional Training**  
NGVi CNG Fueling Station Design  
Training

### Project Experience

**Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA:** The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

**Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA:** Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility that will house forty buses, as well as provide for future expansion.

**HART, Heavy Maintenance Facility, Tampa, FL:** Lead design team of the design/build of a new heavy maintenance facility. The new building will provide an efficient and safe working environment for all staff in a code compliant facility.

**East Pasco Transit, Operations & Maintenance Fleet Transit Facility, Pasco County, FL:** The Wendel design team was brought in to design the new facility, and in early March of 2017 began coordination and consultation with Pasco County representatives toward the creation of a master plan for the undeveloped site. The new facility was designed to include six (6) service bays, with the capacity to accommodate up to ten (10) additional bays as demand for service increases.

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.



## Craig M. Alexander, PE, SE, LEED AP

### Structural Engineer

Craig has 22 years of experience working as a civil/structural engineer. He has provided his engineering expertise on a variety of transit and commercial projects where he has been responsible for design development, structural analysis and design, preparation of construction documents, specifications, and support throughout construction.

### Project Experience

**Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA:** Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility that will house forty buses, as well as provide for future expansion.

**HART, Heavy Maintenance Facility, Tampa, FL:** Wendel is the lead designer for the design/ build of a new heavy maintenance (HM) facility for HART. The proposed project involves the demolition of the current HM building then constructing a new modernized HM building. The new building will provide an efficient and safe working environment for maintenance staff and in compliance with current code requirements as well as Americans with Disabilities Act (ADA) regulations. Additionally, HART anticipates a bus replacement strategy with Battery Electric Bus (BEB) propulsion, and the new facility will be designed to accommodate up to 120 future electric charging stations as part of the facility design.

**FRED Regional Transit, Bus & Vehicle Maintenance Facility, Fredericksburg, VA:** FRED Transit was in need of a new bus maintenance facility and had identified a potential 4-acre site. The site was constrained and featured two existing pre-engineered buildings that had to be converted into a maintenance facility and an operations center. The location and size of the buildings were not ideal for the new program, and a tight budget provided an additional challenge. The scope of work included: Bus maintenance bays that feature daylighting and an open layout without a fire suppression system. The fire suppression system was eliminated to reduce cost while still maintaining code requirements and an open layout. Canopies for buses were provided to reduce the heat gain in the summer, reduce snow removal in the winter and provide electrical drops for each bus. A modern operations center featuring a meeting space with unique folding glass doors on either side which connect to an outside patio. Through creative design, Wendel was able to produce an economical design that serves both facility needs functionally as well as meeting the owner's expectations. The total cost of this project was \$4,200,000. It was completed in October of 2013.

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.

### Senior Associate Principal

#### Licenses & Certifications

Professional Engineer, CT

Professional Engineer, DE

Professional Engineer, FL

Professional Engineer, GA

Professional Engineer, IA

Structural Engineer, IL

Professional Engineer, KS

Professional Engineer, MA

Professional Engineer, NY

Professional Engineer, OK

Professional Engineer, SC

Professional Engineer, TN

Professional Engineer, TX

Professional Engineer, WI

LEED Accredited Professional

National Council of Examiners for  
Engineering and Surveying, Model  
Law – Structural Engineer 1/2013

#### Education

MS, Structural Engineering, University  
at Buffalo, The State University of  
New York

BS, Civil Engineering, University at  
Buffalo, The State University of New  
York

### Years of Experience

23 years



## Aliesa M.

Adelman, CSDP, LEED AP BD+C, CRM

### Director of Sustainability

Aliesa Adelman is the Director of Sustainability at Wendel, collaborating with the architectural, engineering, and planning teams to analyze opportunities for integrating sustainable design, principles, and technologies into projects. Ms. Adelman is a Certified Sustainable Development Professional, LEED BD+C Accredited Professional, with additional training as a Building Analyst, Building Envelope Specialist, and Carbon Reduction Manager. Aliesa currently serves on the Board of Directors for the U.S. Green Building Council New York Upstate Chapter, the Western New York Sustainable Business Roundtable, the Partners for a Livable Western NY, and Vision Long Island. She also serves on the Buffalo Niagara Partnership Energy Committee and the American Public Transportation Association Sustainability Committee. Aliesa's work focuses on resilience through energy and transportation efficiency planning as well as sustainable development, including LEED project certification.

#### Associate Principal

#### Licenses & Certifications

Certified Sustainable Development Professional

GPRO Fundamentals of Building Green Instructor

LEED Accredited Professional Building Design + Construction

#### Education

BA, Environmental Science, University at Buffalo

MS, Secondary Education, D'Youville College

#### Years of Experience

19 years

#### Additional Training

Association of Energy Engineers, Certified Carbon & GHG Reduction Manager

Building Analyst Certification

Building Envelope Specialist Certification

GHG Management Institute, Organizational GHG Accounting

GHG Management Institute, Project Level GHG Accounting

### Project Experience

**HART, Heavy Maintenance Facility, Tampa, FL:** Lead design team of the design/build of a new heavy maintenance facility. The new building will provide an efficient and safe working environment for all staff in a code compliant facility.

**NYS DOT, Schenectady Intermodal Station, Schenectady, NY:** Design of a new Amtrak station and passenger boarding platforms. The station provides linkages between various transportation modes. A pedestrian plaza is proposed to link an existing transit stop with the new station.

**City of Niagara Falls, International Intermodal Station, Niagara Falls, NY:** New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project. Responsible for utilizing energy efficient and sustainable design principles.

**GLTC, Operations & Maintenance Center, Lynchburg, VA:** The design team began by evaluating GLTC's current and future service demands and determined the programmatic needs for a new operations and maintenance facility. The design team provided preliminary layouts for all three sites to ensure program compatibility. With the site selected, the design team prepared detailed design documents for construction and provided enhanced construction administration services including commissioning, start up and move management.

**PVTA, Bus Maintenance Facility, Springfield, MA:** Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction.





## Mark D. Molnar, PE

### Enhanced Construction Services Manager

Mark Molnar is a licensed professional engineer with more than 32 years of practical experience in the planning, design and management of multi-disciplined facilities projects of all sizes. He serves as the primary client contact on facilities projects and is responsible for orchestrating the day-to-day activities of project teams, subconsultants, client teams and their stakeholders. He has managed a variety of projects throughout the United States, concentrating on public transportation, gaming/hospitality and industrial/commercial facilities. Mark has significant expertise in fast-track/design-build projects, managing environmental review studies and complex projects that involve collaboration and coordination of input and programming requirements from large groups of clients, stakeholders and involved agencies.

#### Principal

##### Licenses & Certifications

Professional Engineer, AZ

Professional Engineer, DC

Professional Engineer, MD

Professional Engineer, MN

Professional Engineer, NY

Professional Engineer, VA

National Council of Examiners for  
Engineering and Surveying

##### Education

ME, Civil Engineering, State University  
at Buffalo

BS, Civil Engineering, University of  
Notre Dame

BA, Mathematics, St. Vincent  
College

##### Years of Experience

35 years

### Project Experience

**SCR Medical, Administration & Operations Facility, Chicago, IL:** Design of the renovation and adaptive reuse for a former warehouse building into a state of the art office, dispatch and call center for a site accommodating 175 transit vehicles and 30 passenger vehicles.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.

**Greater Richmond Transit Company, Downtown Transfer Center, Richmond, VA:** Site selection and design of a new city bus intermodal facility. The site is to accommodate 12 city buses, 2 articulated, 60' buses and 2-25' vans, and requires approximately 50,000 sf.

**St. Cloud Metro Bus, CNG Fueling Station & Facility Renovations, St. Cloud, MN:** Design, procure and manage construction of a CNG fueling facility that includes a compressor island, public/private fast fill fueling stations and new aesthetic canopy facing the interstate. This fast-track project also included design modifications to the bus storage and maintenance facilities in order to accommodate CNG vehicles.

**PRTC, Bus Maintenance Facility, Manassas, VA:** Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.

**City of Petersburg, Intermodal Transit Center, Petersburg, VA:** Site selection and full-service design for a facility that expanded transit service in the area. Project includes a 15- bay center and 200 car parking ramp.

**Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA:** The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.



## Fred C. Mills

### Enhanced Construction Services Specialist

Fred Mills has over 20 years of experience in the construction industry. He has worked as a carpenter, foreman and field superintendent. He has managed projects worth over \$20 million and provides the highest level of quality – above and beyond the clients' expectations. Fred also has experience with estimating and scheduling. He has been an active member of Carpenter's Union Local 281 throughout his career.

### Project Experience

**City of Corning, Transportation Center, Corning, NY:** The Corning Transportation Center site is located adjacent to Historic Market Street which is the center of the downtown Gaffer District. Corning's reputation for fine arts overflows in this walkable community. The rows of studios, restaurants, and specialty shops are equally rich in their artisans and architectural details. Beyond the Market Street corridor, many different building typologies are found. These range from the historic Rockwell Museum of Western Art and Centerway Square, to the modernist style of the Corning Museum of Glass. One goal of the new intermodal facility was to achieve an aesthetic blend of this contextual "old and new." The Corning Transportation Center is comprised of a collision of two architectural typologies and two main masses. Because of the wide range of architectural building styles found within the Corning area, this transportation center is designed to provide a unique solution to blend the historic and the progressive fabric within an innovative design approach.

**St. Cloud Metro Bus, CNG Fueling Station & Facility Renovations, St. Cloud, MN:** Design, procure and manage construction of a CNG fueling facility that includes a compressor island, public/private fast fill fueling stations and new aesthetic canopy facing the interstate. This fast-track project also included design modifications to the bus storage and maintenance facilities in order to accommodate CNG vehicles. Design, procure and manage construction of a CNG fueling facility that includes a compressor island, public/private fast fill fueling stations and new aesthetic canopy facing the interstate. This fast-track project also included design modifications to the bus storage and maintenance facilities in order to accommodate CNG vehicles.

**Greater Bridgeport Transit, Term Contract, Bridgeport, CT:** A five- year design term contract starting in 2015. The project includes a master plan study, renovation of the existing maintenance area and service lanes, site security upgrades, maintenance expansion on-site, canopy renovation at the transfer center and pavement improvements at the maintenance and transfer facility.

**City of Niagara Falls, International Intermodal Station, Niagara Falls, NY:** New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project.

**Years of Experience**  
29 years

**Additional Training**  
First Aid and CPR Certified

OSHA 10-Hour Training

Satellite Communications Terminal  
Operator

**Samuel J. Bobko, Jr., PE, PTOE**

**Personal summary**

**Education:**

BS, Civil Engineering,  
The Ohio State University,  
2004

**Registrations:**

Professional Engineer

OH, 74023, 2009

Professional Traffic  
Operations Engineer, #4393,  
2018

IMSA Traffic Signal  
Technician, Level I,  
#AA\_125695, 2019

**Years with Mott MacDonald:**  
7

**Years with other firms:**  
9

**Professional memberships:**

American Society of Highway  
Engineers (ASHE)

Institute of Transportation  
Engineers (ITE) – Acting  
President for Lake Erie  
Chapter (Present)

Northeast Ohio Safe Routes  
to School Coalition

Mr. Bobko is a Senior Project Manager and Lead Traffic Engineer in Mott MacDonald's Cleveland office. He provides over 15 years of experience in safety studies, Road Safety Audits, traffic calming, traffic signals, Safe Routes to Schools, active transportation planning, roadway design, roundabouts, bicycle lanes, multi-use trails, and pedestrian facilities

**Selected projects**

**Transportation Engineering**

**VAR-STW-Railroad Preemption, Ohio Rail Development Commission (ORDC), OH:** Project Manager for task order contract to evaluate highway-railroad grade crossings near signalized intersections. Tasks to date have included:

- Developing preemption timing requirements using ORDC timing spreadsheet
- Plan review of proposed signal preemption project plans
- Field diagnostic reviews of rail crossings and final inspections of traffic signals and preemption equipment
- Conceptual roadway layouts of alternatives for preempted intersections
- Development of preliminary cost estimates for alternatives
- Developing summaries of analysis and alternative for client and stakeholders

**Jackson Boulevard Transit Study, Toledo Area Regional Transit Authority, City of Toledo, OH:** Project Engineer for a study that analyzed the utilization of the Toledo Area Regional Transit Authority (TARTA) bus routes and stations in relation to the roadway network in downtown Toledo. The study ultimately recommended relocating several bus stops along Jackson Boulevard to a transit center off the roadway network. Made accommodations for temporary bus staging during construction of transit center, pedestrian access and mobility, and future bike paths throughout the project area.

**DEL-23/36/42 Multi-Route Freight Study, Ohio Department of Transportation - District 6, Delaware County, OH:** Project Manager for comprehensive planning study to examine freight and the movements of goods on Ohio's Strategic Transportation System (STS) network, specifically routes US 23, US 36, SR 37 and US 42. Mott MacDonald provided planning services aimed at the identification and prioritization of incremental operational improvements to support the safe and efficient flow of freight on the system that will support the continuing economic growth of Ohio. The Study entailed four primary tasks: Stakeholder Outreach, Existing & Future Conditions Assessment, Evaluation of Potential Improvements, and Development of a Strategic Plan.

**JCMUA Phase 3-4 Sewer Rehabilitation MOT Impact Study, Port Authority of New York and New Jersey, Jersey City, NJ:** Project engineer for evaluating capacity of a proposed MOT scheme for a sewer rehabilitation project on 12<sup>th</sup> Street approaching the Holland Tunnel. Tasks included development of traffic simulation models and preparation of reports detailing the impacts of the proposed MOT scheme.

**NC 73 Capacity Analysis (R-5721/R-5710/U-5765), NCDOT, Mecklenburg County, NC:** Project Engineer responsible for the development of a traffic model to analyze capacity of a proposed seven-mile superstreet corridor. Analysis included Restricted Crossing U-turn (RCUT), left-over, Continuous Flow (CFI), roundabout, and other alternative intersections. Tasks included traffic simulation and reporting Measures of Effectiveness (MOEs).

**SUM-91-9.59, Intersection Improvements, City of Stow, OH:** Project Manager for an intersection improvement project at the Darrow Road (SR 91)/Graham Road intersection. Work included design of a new mast arm signal installation, upgrading signal timing/phasing, upgrading pedestrian facilities, and removing a channelized right turn lane plagued with crashes. Additional services included providing shop drawing reviews and answering Requests for Information (RFIs) during construction.

**VAR-D12-Traffic Engineering Services (PID 93342), Ohio Department of Transportation District 12, Cuyahoga, Lake and Geauga Counties, OH:** Traffic Engineer and day-to-day project manager responsible for District-wide Traffic Engineering Services. Contract included 50 tasks. Tasks included roadway design, traffic control design, plan review, intersection and interchange design, traffic studies, operational analyses, safety studies, speed zone studies, and signing work orders.

**ODOT Statewide Bicycle & Pedestrian Task Order Contract:** Project Engineer for statewide contract to encourage active transportation. Tasks to date have included School Travel Plans and evaluating and recommending ped/bike infrastructure improvements.



**ODOT Statewide Safety Studies:** Project Manager for a statewide contract to conduct Safety Studies and Road Safety Audits. All tasks to date have included assessing needs and making recommendations to improve safety for all roadway users including pedestrians, bicyclists, transit riders, and motorists. Tasks include:

- Clime Rd/Georgesville Rd RSA, Columbus
- Copley Rd RSA, Akron
- Carroll St RSA, New Lexington
- CR 25A/CR 45 Safety Study, Shelby County
- Highland Road RSA and Safety Study, Macedonia

**Pro Football Hall of Fame Traffic Impact Study, Ohio Department of Transportation - District 4, Canton, OH:** Traffic Engineer and Transportation Planner for a comprehensive Traffic Impact Study (TIS) related to Pro Football's \$1B Hall of Fame Village project, a large-scale development comprised of a mix of residential, commercial, retail, recreational, and other uses. Mott MacDonald worked with the Hall of Fame development team, ODOT, and other agency stakeholders, to perform a phased study to determine the impact the development would have on the local and regional roadway network, identified countermeasures, prioritized improvements, and developed a strategic implementation plan. Work also included conceptual planning, an Interchange Operations Study, operational analysis using HCS, Synchro, and VisSim (including three interchanges, a system interchange, 20 intersections, ten roadway segments, 15 freeway segments and 14 merge diverge areas), as well as development of trip generation, trip distribution, and traffic forecasts for the proposed development. Stakeholder coordination included monthly meetings with ODOT, Stark County, the Stark County Areawide Transportation Study (SCATS), the City of Canton, the Pro Football Hall of Fame, and representatives of the HOF development team.

**Craig W. Fairclough, PE**

**Personal summary**

**Education:**

BS, Civil Engineering,  
Clarkson University (formerly  
known as Clarkson College  
Technology), 1977

**Registrations:**

Professional Engineer

NY #60295, 1983  
PA #051834E, 1996  
OH #E60845, 1996  
MA #42422, 1999  
NJ #GE43039, 2001

IN #11100175, 2011  
FL #72686, 2011  
MI 6201061018, 2014

ONT. PEng 100501847

NCEES Record, #60634,  
2014

**Years with Mott MacDonald:**

37

**Years with other firms:**

5

**Professional memberships:**

American Society of Civil  
Engineers (ASCE)

American Institute of Steel  
Construction (AISC)

Mr. Fairclough has 40 years of experience in civil and structural engineering. He is experienced in the design of bridges, industrial buildings, subway stations, underground facilities, tunnels, dams, retaining walls, and other civil works. He has also participated in track alignments, railroad clearance studies associated with industrial and rapid transit projects, and highway clearance studies for railroad bridges. More recently, he has been involved with the design, rehabilitation, load rating, and inspection of various highway and railroad bridges. He also has experience in earthquake resistant design and the finite element method. His responsibilities include writing and reviewing specifications, inspection report production, and design.

**Selected projects**

**Schenectady Amtrak Station Reconstruction, Wendel-Duchscherer Architects & Engineers, City of Schenectady, NY:** Performed the inspection, structural load rating, and reconstruction design for an existing 54-foot-long two track deck girder bridge that was part of an Amtrak Station reconstruction project. The new bridge superstructure consisted of a three-span rigid frame integral abutment bridge supporting the two tracks and the proposal platform, canopy, and ancillary building structure. The rigid frame had a steel deck, rolled beam stringers, and welded fracture critical cross girders supported on steel columns. Structural reconstruction, waterproofing of the bridge, and adjacent pedestrian tunnel structures and excavation support were staged in order to permit continued rail traffic. The area below the bridge was used as part of the ground level of the reconstructed Amtrak Station.

**CDTA Schenectady Intermodal Facility, Wendel-Duchscherer Architects & Engineers, City of Schenectady, NY:** Performed a feasibility study for a high level set back platform at an existing low level Amtrak Station. Investigated clearances and set back requirements for freight trains along the two adjacent rail lines with both curved and tangent alignments.

**Gulf Coast High Speed Rail Corridor Passenger Rail Station Plan Development and Architectural Design Services, Mobile, AL:** Civil Engineer responsible for the conceptual design of the pedestrian platform layout and turnout track and alignment for a new Gulf Coast High Speed Rail Corridor-Passenger Rail facility in downtown Mobile.

**Niagara Falls International Railway Station and Intermodal Transportation Center, Wendel-Duchscherer Architects & Engineers, City of Niagara Falls, NY:** Developed final track plans, various track alignments, and construction staging schemes for the new track along a New Amtrak Station Platform and an existing railroad bridge. Developed the design drawings, cost estimate, and specifications for the rehabilitation of an adjacent existing 70-foot-long, two-track, through girder, open deck, single-span railroad bridge. The bridge design included the repainting, bearing and stringer replacement, addition of traction bracing, and the utilization of staged construction to maintain railroad traffic. Performed shop drawing review and field revisions engineering during the construction phase.

**Niagara Falls International Railway Station and Intermodal Transportation Center, Wendell-Duchscherer Architects & Engineers, City of Niagara Falls, NY:** Developed the final design drawings, cost estimate, and specifications for the trackwork involved with adding a new siding for a proposed Amtrak Station. In addition to the new siding and turnouts, relocation of a half mile of adjacent track and two existing turnouts were required while rail traffic was maintained through stage construction. The track relocation also required modifications to two railroad bridges.

**Heartland Corridor Clearance Improvement Project, Norfolk Southern Railway Corporation, Pocahontas Division, West Virginia & Southern Ohio:** Clearance improvements in railroad bridges at four locations. Developed the final design drawings, cost estimates, and specifications for the railroad clearance improvements at seven truss bridges and one through girder bridge on straight, skewed, curved, and spiral track alignments.

**Lorain County Amtrak Station, RL Bowen & Associates, Lorain County OH:** Performed an inspection, structural load rating, and rehabilitation concept design for an existing two span 42-foot-long two-track deck girder bridge that was part of an Amtrak Station relocation project. Investigated the construction costs and feasibility of various bridge rehabilitation schemes and a new tunnel scheme which incorporated new stairway and elevator shafts to the proposed low level platforms. Performed Peer Review of the design for the pedestrian bridge and platform design.

**East 55<sup>th</sup> Street Rapid Transit Station, Greater Cleveland Regional Transit Authority (GCRTA), Cleveland, OH:** Reviewed subconsultant's building and civil sitework final design drawings.

**Woodland Avenue and Crum Creek Bridges, Southeastern Pennsylvania Transportation Authority, Philadelphia PA:** Structural Engineer performing design reviews of the design of the embedded track for the replacement of the Woodland Avenue trolley bridge over a SEPTA commuter line and the overhead catenary support poles for the Crum Creek railroad bridge.

**Scarborough Rapid Transit Preliminary Rehabilitation/Reconstruction Design, TTC/Metrolinx, Toronto, Canada:** Performed preliminary (30%) design and analysis of the reconstruction of a 2-kilometer elevated prestressed concrete guideway needed to accommodate heavier transit carloads. The design included modifications to the existing substructures, design of the new substructures for the guideway extensions and design of the new segmental concrete superstructure. Also performed, preliminary design of the reconstruction of a 115-meter-long cast-in-place concrete railroad underpass to accommodate taller transit cars. Developed the 30% drawings and construction cost estimate for the project.

**CSX Bridge over Main Street (Route 104 Project), Wendel-Duchscherer Architects & Engineers, City of Niagara Falls, NY:** Performed design, cost estimating, and construction support services for a 74-foot-long, two-track, three-girder, single-span railroad bridge. The bridge also had an extra fourth girder for the support of the proposed Amtrak Station platform and canopy. The bridge was of fracture critical through-girder type construction with shallow depth floor beams to improve under clearance for highway traffic. The design included staged construction and demolition in order to maintain railroad traffic.

**Lower Main Street Rehabilitation LRT Design, Phase 4 (2016-2019), City of Buffalo, NY:** Civil-Structural engineer responsible for the catenary pole and foundation design. and the embedded track design of the double diamond cross-over slab, the track sections over an existing bridge and an underground parking structure. Also, worked on the layout of the precast track panels and coordination with train detector sensors.

**CTA O'Hare Line Signals Elevated Platforms, Kiewit Construction Co., Chicago, IL:** Performed preliminary structural design and estimating for the drilled shaft foundations and steel support structures for four elevated signal huts adjacent to Chicago Transit Authority Tracks.

**NSR Task Orders, Norfolk Southern Railway, Erie County, NY:** Reviewed contractors demolition and erection plans for the Cemetery Road Bridge and the Seneca Street Bridge replacements in Erie County.

**Heartland Corridor Clearance Improvement Project, Norfolk Southern Railway Company, Heartland Corridor, VA & OH:** This project involved the railroad clearance improvements to the 34 tunnels and five bridges of the Heartland Rail Corridor between Walton, VA and Columbus, OH. Work performed involved drainage improvements associated with changes in track profile and alignment in tunnels and tunnel approaches. Also included the construction staging of changes in track alignment, estimation of cut and fill quantities, and installation of underdrains, pipe culverts, and grade crossings. Developed specifications for the asphalt concrete track underlay for Cowen Tunnel in Virginia.

**Plattsburg Yard Relocation / Bluff Point Yard and P.A.R.C., Plattsburg, NY:** Completed the civil and trackwork design on a bypass and siding track project (P.A.R.C.) and a five-track rail yard project for the Canadian Pacific Railroad (Bluff Point Yard).



**Brian Ross, LEED AP**

**Personal summary**

**Education:**

BS, Civil Engineering, MBA,  
Hass School of Business, UC  
Berkeley  
MSE Civil Engineering  
Stanford University  
BS Construction  
Management, CalPoly, San  
Luis Obispo

**Registrations:**

Class A Contractors License  
LEED AP certified  
FINRA Series 65 (Investment  
Advisor)  
MSRB Series 50 (Municipal  
Financial Advisor)

**Years with Mott MacDonald:**

<1

Years with other firms:

18

Mr. Ross has over 18 years of experience in the development of major infrastructure projects. His wealth of experience in construction management, combined with his expertise in project funding and finance, provides a rare combination of skills that is valuable in all stages of the infrastructure project lifecycle. Additionally, he has a track record of proven leadership as an Army officer leading engineering missions in challenging environments around the world.

**Employment History**

|                        |   |
|------------------------|---|
| Current                | Mott MacDonald – Independent Consultant |
| 3/2017 - present       | Ross Infrastructure Development LLC     |
| 3/2016 – 3/2017        | Mott MacDonald                          |
| Aug. 2014 – March 2016 | Sperry Capital Inc.                     |
| Oct. 2012 – Jul. 2014  | Table Rock Capital                      |
| Dec. 2010 – Dec. 2011  | United States Army                      |
| Aug 2008 – Sept. 2012  | Skanska USA                             |
| Aug. 2005 – Dec. 2006  | Townsend Management Inc.                |

**Selected projects**

**Los Angeles County Metropolitan Transportation Authority (Metro):** Worked as a subconsultant to EY, participated in the market sounding for the Sepulveda Pass Transit Corridor PDA and was an integral part of the team developing the PDA procurement documents.

**Riverside County Transportation Commission (RCTC):** Developed the financial analysis and investment packaging strategy for the Commission's Long-Range Transportation Plan (LRTP).

**Los Angeles County Metropolitan Transportation Authority (Metro):** Led the financial modeling effort in developing an independent financial strategy for LA Metro's Sepulveda Transit Corridor as well as producing reports on topics such as Pre-Development Agreements (PDA), EB-5, RRIF lending, PAB's, and Design-Build-Finance P3s.

**California High Speed Rail Authority:** Worked as a subconsultant to KPMG, and part of the team that performed budgeting, commercial strategy, financial reporting and financial capacity analysis of bidders for the major construction work packages. He also participated in developing financing strategies involving TIFIA, RRIF, and Cap-and-Trade securitization.

**Caltrans:** As a sub-consultant to Sperry Capital, Brian supports financial advisory services including debt issues, federal loan applications (TIFIA), P3 structuring, financial modeling, Value for Money analysis, and procurement strategy advisory services to Caltrans.

**City of Fremont:** Brian developed the Benefit Cost Analysis for the City's BUILD grant application for their Traffic Signal Modernization project in 2018 and 2019.

**Alameda County Transportation Commission (ACTC):** Performed the Benefit Cost Analysis (BCA) for ACTC's INFRA grant application for the I-680 NB Express Lanes. Based on prior experience evaluating grant opportunities, conducted financial analysis to quantify the project's benefit relative to costs.

**Silicon Valley BART Extension, Milpitas CA:** Served as a Project Manager for Skanska on the \$880 million Design/Build extension of the BART system. Managed various subcontracts, worked on large material/equipment procurements, design coordination, environmental compliance, project scheduling, cost estimating, and public outreach.

**Honors and Awards**

Army Bronze Star  
2011 Engineer Platoon Leader of the Year  
2019 Engineering News Record Top 20 Under 40

**Benjamin Strauss, PE**

**Personal summary**

**Education:**

M.Eng., Civil Engineering,  
Cornell University, 2006

BS, Civil Engineering,  
Rensselaer Polytechnic  
Institute, 2005

**Registrations:**

Professional Engineer

NY #089679, 2011

**Years with Mott MacDonald:**

14

**Years with other firms:**

0

**Professional memberships:**

Member, American Society of  
Civil Engineers

Member American Railway  
Engineering and  
Maintenance-of-Way  
Association

Mr. Strauss has 12 years in the consulting engineering field, focusing mainly on rail and tunnel projects. He has gained experience in several tunneling methods, including NATM, SEM, Cut and Cover, as well as tunnel rehabilitation. He routinely performs geotechnical, rail, and structural design and cost estimating. Mr. Strauss' field work experience includes performing soil investigations and existing tunnel condition inspections.

**Selected projects**

**North Carolina Department of Transportation Raleigh Union Station, NCDOT, Raleigh and Charlotte, NC:** NCDOT and the City of Raleigh have constructed a new rail station. To put the new station in place, CSX had to move track and create grade separated crossings. NSR had to move an existing rail yard to a new siding track. As project oversight Project Engineer, was responsible for reviewing plans and creating the master estimate for all portions of the project. There were four different funding sources for this project, so the estimates had to be broken down to fit within each funding source. Created the updated Master project schedule.

**North Carolina Department of Transportation Passenger Improvement Program, NCDOT, Raleigh and Charlotte, NC:** NCDOT upgraded its existing line to the high-speed rail system between Raleigh and Charlotte. This consisted of more than 30 individual projects and sub-projects, over multiple counties. As Project Engineer was responsible for: creation of all project estimates for both NCDOT civil and Norfolk Southern rail and signal projects in the ARRA program; maintenance of the individual project budgets during design and construction; production of a project cash flow using current master schedules and budgets; creating several impact analyses to the project on changes in project costs; reviewing consultants and Norfolk Southern's estimates for scope and cost; scheduling, including producing linear construction schedules for each project that combined the NCDOT grading and bridge construction with Norfolk Southern's track construction; and maintenance of the construction schedules monthly based on actual filed production.

**Rail Fastener and Pad Replacement, Niagara Frontier Transportation Authority, Buffalo, NY:** The NFTA is in the process of replacing the Direct Fixation Pads in a section of Track 2 in their subway system. During the site investigation to determine the condition of the direct fixation pads, it was determined that some of the floating slabs need to be replaced. Project Engineer responsible for making the case to replace the floating slabs and for creation of project documents.

**Rail Fastener and Pad Replacement Phase 9, Niagara Frontier Transportation Authority, Buffalo NY:** The NFTA is in the process of replacing the Direct Fixation Pads on their system. This project continues on track 1 and track 2 at the Ferry Street curve. As Project Engineer, is responsible for reviewing technical specification for DFF procurement. Leading team to investigate the conditions to determine the condition of the rail, concrete plinths, and direct fixation fasteners. Prepares a design rational report on conditions found during the investigation and recommendations on replacements. Develops contract documents to replace the direct fixation fasteners, rail, and concrete repairs.

**Woodland Avenue Bridge Replacement, Southeastern Pennsylvania Transportation Authority (SEPTA), Philadelphia, PA:** SEPTA sought to replace the Woodland Avenue trolley bridge over a SEPTA commuter line. Mr. Strauss served as Mott MacDonald project manager responsible for design of the embedded track and overhead catenary support poles.

**Union LRT Station Expansion, Toronto Transit Commission (TTC), Toronto, ON:** The TTC expanded the existing Union LRT Station to accommodate a new East Bayfront (EBF) light rail line and the proposed future Bremner Boulevard and Port Lands lines. Was Project Engineer responsible for determining loading on and modeling of the concrete box cross sections using SAP 2000. Designed new concrete sections and determined if the existing structures met the new design code. The project widened the existing structure, constructing new enlarged platforms on the east and west sides of the existing light rail tracks. The project also included widening of the existing tunnels to accommodate crossover tracks for streetcar access from the proposed future lines to loading and unloading areas.

**Altavista District Clearance Improvements Project, Norfolk Southern Railway Company, Roanoke, VA:** Tunnel Engineer on clearance improvements at six tunnels in Virginia to allow double stack container trains to traverse the Altavista Corridor. Mr. Strauss served as Engineer responsible for developing and supervising the geotechnical investigation program. Utilizing the geotechnical data, determined the ground support class.

**Norfolk Southern Railroad Grade Separations and Parallel Encroachments, NY:** As Project Engineer, provided ongoing construction engineering and inspection (CE&I) services for

public projects, including the construction and replacement of two overpass bridges that parallel and encroach upon the Norfolk Southern right-of-way in New York. Delivered engineering representation for pre-bid and progress meetings, managed on-site observation on Norfolk Southern property, and performed final inspections.

**Toronto-York Spadina Subway Extension, Toronto Transit Commission (TTC), Toronto, ON:** Tunnel Engineer on the 8.5-kilometer extension of the TTC subway system, including 6.7 kilometers of bored tunnels, eleven mined cross passages, eight emergency exit buildings, and the 221m SEM double crossover section. Modeled the SEM using Phase 2, designed the temporary shotcrete and permanent liners, and determined overall quantities for the estimate.

**Heartland Corridor Clearance Improvements Project, Norfolk Southern Railway Company, Atlanta, GA:** Tunnel Engineer on clearance improvements at 28 tunnels throughout West Virginia and Virginia to allow double stack container trains to traverse the Heartland Corridor. Responsible for methods of clearance improvements. Developed lining removal and notching plan, specs, and GBR development, while reviewing submittals and alternatives.

Field Tunnel Engineer responsible for investigation tunnel condition, which included gathering tunnel liner condition and thickness and rock type and condition. Analyzed existing liner and void thickness to determine if notching the liner was a possibility and analyzed rock data to determine the required support.



**Paul C. Worley, CPM**

**Personal summary**

**Location:**

Raleigh, NC

**Education:**

BA, Campbell University,  
1988

**Years with Mott MacDonald:**

3

**Years with other firms:**

29

**Professional memberships:**

North Carolina Energy Policy  
Council 2018-Present

National Committee on  
Uniform Traffic Control  
Devices Railroad & Light Rail  
Transit Technical Committee  
2000-Present

TRB AHB60 Railroad-  
Highway Grade Crossing  
Committee 2014-2016

TRB AR040 Committee on  
Freight Rail Transportation  
2013-2017, 2018-Present

North Carolina Operation  
Lifesaver Board of Directors –  
Treasurer 2009-2020

American Association of State  
Highway and Transportation  
Officials Standing Committee  
on Rail Transportation – Vice  
Chairman 2013-2017

States for Passenger Rail  
Coalition, Inc. – Vice-  
Chairman 2017

States for Passenger Rail  
Coalition, Inc. – Treasurer  
2013-2017

FRA Railroad Safety Advisory  
Committee – Charter Member  
1997-2017

Mr. Worley is Mott MacDonald's Rail & Transit Practice Leader for the Eastern United States. He possesses thorough knowledge of transportation issues from a public sector point of view, with a focus on rail freight and passenger services, safety, funding, and public policy. In addition to his experience as Director of the North Carolina Rail Division and working with public and private clients across the country, he brings over 31 years of innovative and outcome-focused public service and skills in the management of state and federal rail initiatives. He is known for developing creative, productive and lasting collaborations among local, state, and federal governments and rail industry stakeholders that have resulted in improved system safety, delivery of capacity improvements and economic growth. He possesses a cross-modal knowledge of surface transportation programs and sectors and their interrelation with each other, land-use development, environmental sustainability and quality of life.

**Selected projects**

**Crossing Safety Improvements, Norfolk Southern Railway, Wythe and Smyth Counties, VA:**

Provided subject matter expert support in crossing diagnostic studies for potential crossing consolidation projects. Work included consolidation of three crossings.

**Virginia Rail Passenger Corridors Acquisition, Virginia Department of Rail and Public Transportation, Richmond, VA:**

Provided advisory support and expertise in the acquisition of more than 350 miles of railroad right-of-way and 225 miles of track from CSX Transportation between Washington, DC, and Richmond, VA; Doswell and Clifton Forge, VA, and Petersburg, VA into North Carolina. Developed negotiation strategies, agreement key terms and conditions, service plan requirements, and governance approaches.

**North Carolina Crossing Safety Action Plan, NC Department of Transportation Rail Division, Raleigh, NC:**

Advised and provided data and expertise in the development of a Crossing Safety Action Plan (CSAP) for the North Carolina Department of Transportation (NCDOT) in accordance with the Federal Highway Administration and the Federal Railroad Administration of the CSAP to identify specific goals, objectives, and actions that contribute towards the reduction of crashes and associated losses and improve the safety at public at-grade crossing locations across the state. NCDOT's innovative approaches to rail crossing safety were evaluated for effectiveness based on the level of improvements on a corridor basis in addition to project selection models.

**West Virginia State Rail Plan Update, West Virginia State Rail Authority, Moorefield, WV.**

Senior Advisor for an update of the State Rail Plan, establishing a public vision for the state's rail transportation mode, supporting goals and policies to improve passenger and freight use. Areas include analysis and prioritization of programs, improvement projects, rail corridors, an assessment of program funding options, a current inventory of the rail system, identification of trends, markets, and needs.

**Incremental Service Development Plan, NC Department of Transportation Rail Division, Raleigh, NC:**

Senior Advisor on plan to develop incremental construction options and implementation of intercity passenger rail service along the Southeast Corridor from Raleigh, NC to Richmond, VA. The deliverable includes a comprehensive plan of incremental improvements that guides corridor investment based on ridership, revenue, capital, operating and maintenance costs. (2018)

**Gulf Coast High Speed Rail Corridor Passenger Rail Station Plan Development and Architectural Design Services, City of Mobile, AL:**

Project Director and Senior Advisor to development of site plans/conceptual design and architectural design services in support of a new intercity passenger rail station and layover track in downtown Mobile, which also includes a documented analysis of the existing site and site constraints, existing freight rail system, and proposed passenger rail service.

**Wilmington Terminal Intermodal Planning Support, NC State Ports Authority (NCSPA), Wilmington, NC.**

Provided project management, coordination, and technical assistance for various studies involving land side connections to inland and hinterland markets via the freight rail network. Work includes rail line and intermodal facility operations and condition evaluations, and development of strategic capital plans to provide new capacity and accommodate increased train and container volume, velocity, and efficiency. **San Bernardino County Transportation Authority (SBCTA), San Bernardino, CA.** Provided technical support and quality assurance/quality control

for an \$85M state-funded grant for SBCTA's Greenhouse Gas Reduction Program in response to a notice of funding availability for the California State Transportation Agency's Transit and Intercity Rail Capital Program (TIRCP). Program includes procurement, conversion and testing of zero-emission battery and/or hydrogen power packs for the Redlands Passenger Rail Project and development of the West Valley Connector, a proposed 35-mile-long bus rapid transit (BRT) corridor serving the five cities of Pomona, Montclair, Ontario, Rancho Cucamonga, and Fontana, CA.

**Wilmington Terminal Intermodal Facility TIGER Grant Application, NC State Ports Authority (NCSPA), Wilmington, NC.** Provided project management and coordination for an \$11.8M grant application and supporting documents for a total \$22.2M program of capital improvements to design and construct an intermodal rail yard, laydown area, siding tracks, a run-around track and upgrade existing terminal access tracks for additional rail and container volume, velocity, and efficiency.

**CCX Intermodal Terminal, NC Department of Transportation Rail Division, Rocky Mount and Wilmington, NC.** Led North Carolina's efforts in a \$270M public private partnership to attract and site a major rail intermodal facility and related track improvements in Eastern North Carolina to serve as an east coast hub on the CSX Transportation National Gateway Corridor, the central NC consumer market and potential industrial and distribution sites across the region. In addition to the terminal project, the initiative involved line of road improvements and reintroduction of intermodal service between the State Port at Wilmington, Charlotte and the new facility. Service involved studies on readiness, port track capacity and expansion. Development, review and negotiation of essential agreements between parties including NCDOT, Port, CSX and the Wilmington Terminal Railway.

**Charlotte Gateway Station, NC Department of Transportation Rail Division and Charlotte Area Transit System (CATS), Charlotte NC.** Provided executive oversight and policy direction on the development of a new multimodal transportation facility anchored by intercity passenger rail service in Charlotte. Convened and led meetings involving funding and direction with federal, state and local officials as the project moved forward through planning, property acquisition and design. Led NCDOT efforts to develop and submit a 2015 TIGER (Transportation Investment Generating Economic Recovery) application, that resulted in an eventual Federal grant award of \$25M to the City of Charlotte. Coordinated evaluation and decision processes to provide for state and local match to the grant.

**Raleigh Union Station, NC Department of Transportation, Rail Division and City of Raleigh, Raleigh, NC.** Executive-level management of project to construct a new \$100M passenger train station in downtown Raleigh and associated rail infrastructure. Provided oversight and was responsible for federal grants, which included ARRA (American Reinvestment and Recovery Act) funds and two grants from the United States Department of Transportation TIGER (Transportation Investment Generating Economic Recovery) program. Presented budgets and schedules to department, legislative and municipal leaders and elected officials. Led negotiation of lease with Amtrak and supported work on project agreements with host railroads.

**North Carolina Piedmont Improvement Program, NC Department of Transportation, Rail Division, Raleigh-Charlotte, NC.** Led project executive management team for the implementation of the \$554M Piedmont Improvement Program (PIP) between Charlotte and Raleigh on the North Carolina Railroad Company (NCRR)/Norfolk Southern (NS) corridor. Involved approximately 22 main projects and some 45 sub-projects in the program with the outcome of extra capacity, safety and efficiency for two additional round trips of Piedmont passenger service. Development, review and negotiation of essential agreements between parties including NCDOT, NS and NCRR.

**ARRA Congestion Mitigation Program, NCDOT Rail Division, Weldon-Raleigh, NC.** NCDOT lead on project executive management team for the implementation of the \$43M Congestion Mitigation Program. Based on capacity modeling completed by NCDOT and CSXT, projects included crossover installations along CSXT's A-Line between Rocky Mount and Roanoke Rapids NC and a reconfiguration of the Boylan Wye in support of the Raleigh Union Station project.

**Bennett R Feely, MIRSE**

**Personal summary**

**Location:**

Pittsburgh, PA

**Education:**

Attended University of Pittsburgh

**Professional memberships:**

Secretary, AREMA Committer  
39 Positive Train Control

Member, AREMA Committee  
37 Signal Systems

Member, APTA Rail Safety  
Standards Committee

Member, Institution of  
Railway Signal Engineers

Member of AREMA Rail  
Technology delegation to  
Cuba, March 2012

Mr. Feely's career in the field of railway signaling has included extensive experience with an unusually wide range of technologies: relay and processor-based interlocking; mechanical trip stops; intermittent, continuous and semi-continuous train control systems; automatic train routing using vehicle-carried train identification coils; program-driven automatic train dispatching; automatic/unattended interlocking; and power interlocking machines with mechanical locking. He has designed new and upgraded signal systems and has been granted two patents in the signaling field.

Mr. Feely's experience includes system-level design, design review, specifications, and testing on a wide variety of signaling and communications projects. He served as Union Switch & Signals primary subject-matter expert for switch machines, track circuits, relays and train control systems, maintaining detailed databases covering world-wide developments and usage of signaling appliances. He began his career as a signal maintainer with SEPTA, gaining practical, hands-on experience in installation, operation, and maintenance of signaling equipment on the Market-Frankford, Broad Street, and Sub-Surf Lines.

**Selected projects**

**Rail Signal System Evaluation, Greater Cleveland Regional Transit Authority (GCRTA), Cleveland OH:** Technical lead and author of a systemwide condition assessment study for signal equipment presently in-service on GCRTA's Red, Green, and Blue Lines. The evidence-based report included return-to-SOGR vs. full replacement cost estimates, evolutionary strategies and alternatives, and technical-commercial survey of present and future trends in ATC and CBTC

**Alexandria and New Carrollton Yards, Washington Metropolitan Area Transit Authority (WMATA), Washington, DC:** Produced Basis of Design (BOD) reports outlining the scope of work and alternatives for renewal of signal equipment and facilities in existing WMATA yards.

**Blue Line, Chicago Transit Authority (CTA), Chicago, IL:** Requirements tracing and analysis of CTA signaling design criteria in plans and specifications.

**Blue Line Trackwork Renewal, Los Angeles County Metropolitan Transportation Authority (LACMTA), Los Angeles, CA:** Technical oversight of signaling modifications associated with renewal of trackwork at various locations on Blue Line.

**Crenshaw Line 96<sup>th</sup> St. Station, Los Angeles County Metropolitan Transportation Authority (LACMTA), Los Angeles, CA:** Technical oversight of signaling modifications associated with temporary shoofly at 96<sup>th</sup> Station.

**Chicago-Quad Cities Corridor, IDOT/Quandel, Chicago IL:** Technical oversight of signaling and PTC work for restoration of passenger service over IAIS trackage between Wyand and Moline, IL.

**Mass. Electric Construction Company, Houston Wheel Detector Study, Houston, TX:** Rail Signaling Specialist who performed detailed site inspections and analysis of as-found conditions relating to the reliability of the Siemens ACM-100 axle counter system installed on Houston Metro.

**Capital Metro, Enhanced Automatic Train Control, Austin, TX:** As Rail Signaling Specialist, revised plans and specifications for Cap Metro's implementation of Enhanced Automatic Train Control (E-ATC).

**Wellington Yard, Massachusetts Bay Transportation Authority (MBTA), Boston, MA** Acted as Rail Signaling Specialist who revised plans, specifications, and cost estimates for signal modifications to MBTA's Wellington Yard.

**CBTC, Massachusetts Bay Transportation Authority (MBTA), Boston, MA:** Rail Signaling Specialist who revised preliminary plans and specifications for implementation of CBTC on MBTA's Red and Orange Lines.

**Positive Train Control, METRA, Various Locations, WI:** Rail Signaling Specialist who designed circuits and software for VHLC, EC-4, and Electrobox wayside interface units (WIU) on METRA's University Park, Milwaukee, and Joliet Subdivisions.

**Marker Coil System, Washington Metropolitan Area Transit Authority (WMATA), Washington, DC:** As Rail Signaling Specialist, devised specifications for WMATA's station stopping marker coil system to reflect current practices.

**Monongahela Incline, Port Authority of Allegheny County (PAAC), Pittsburgh, PA:** Rail Signaling Specialist who drafted CONOPS and a proposal to PAAC for operation study of the Mon Incline propulsion and braking control systems. Project required accurate berthing of vehicles with zero overrun buffer distance.



**Miami Intermodal Transportation Center, Miami International Airport, Miami, FL:** Project Engineer responsible for the development of conceptual design for innovative method of detecting long versus short trains using a three-track 'sieve' technique, combined with VMS dynamic signage and wireless control of outlying traffic control devices.

**Field Testing, Chicago Transit Authority (CTA), Chicago, IL:** Field Test Engineer responsible for conducting weekend field test for signaling modifications associated with Cermak Station construction project. Work included safety testing of 40+ year old GRS-II audio frequency track circuit equipment.

**Assembly Square Station, Massachusetts Bay Transportation Authority (MBTA), Boston, MA:** Project Engineer responsible for the development of bid specifications and detailed designs for signaling alterations related to construction of a new station on MBTA's Orange Line. Work included headway analysis and block design in a system employing Alstom VPI and audio frequency ATP systems.

**New River Movable Bridge, Florida East Coast Railway/All Aboard Florida (FEC/AAF), Ft. Lauderdale, FL:** Project Engineer responsible for analyzing issues and options related to signaling over a two-track movable bridge located amid a dozen highway crossings in downtown Ft. Lauderdale.

**Signaling Technology Assessment/Roadmap, PT KAI, Indonesia:** Project Engineer responsible for developing signal technology procurement strategy recommendations for PT KAI on behalf of the US Trade Development Agency. Work included extensive field survey of existing mechanical, relay, and electronic interlockings in Jakarta and Bandung regions.

**Track Circuit Engineering, Long Island Railroad (LIRR), New York, NY:** Project Manager and Technical Lead for the LIRR *Jamaica Signal and Traction Power Negative Return Circuits* project. The work included analysis of negative return bonding issues concerning proposed track layout changes to Jay and Hall at Jamaica. The purpose of this investigation was to confirm that double rail track circuits and cab signal could be added for selected routes through Jamaica. Tasks included preparation of PSpice models for various turnouts and an AC model representing a vane track circuit. A key deliverable included a 142-page *Broken Rail Detection Code of Practice*. Other activities under this contract included field testing to determine propulsion current distribution and the effects of DC imbalance at Queens-2 and Farm.

**Michael A. Russell, PE,  
SE, MLSE**

**Personal summary**

**Education:**

MS, Project Management,  
Northwestern University,  
1998

BS, Civil Engineering,  
Northwestern University,  
1989

**Registrations:**

Structural Engineer

IL, 081-005305, 1995

UT, 5890542-2203, 2008

Professional Engineer

GA, PE042497, 2017

IN, PE10809236, 2008

IL, 062-048490, 1993

MI, 039436, 1993

MO, 2010007730, 2010

NV, 019951, 2009

OH, E-63230, 1998

WV, 22688, 2017

WI, 32740-6, 1998

**Certifications:**

NCEES – Certificate,  
International Registry  
Certificate, and Model Law  
Structural Engineer, 28690

**Years with Mott MacDonald:**

8

**Years with other firms:**

23

**Professional memberships:**

American Society of Civil  
Engineers (ASCE)

National Society of  
Professional Engineers  
(NSPE)

Structural Engineering  
Institute (SEI)

Women's Transportation  
Seminar (WTS)

Association for Bridge  
Construction and Design  
(ABCD)

Tau Beta Pi

Mr. Russell is a Principal Project Manager in the Cleveland office of Mott MacDonald. His experience includes close, multi-disciplinary collaboration on large multi-faceted projects, and has been recognized by his clients for "excellence in communicating with, and responding to, his clients" and "years of specialized expertise in the load rating, evaluation, and design of bridges." He has worked on complex urban freeway and transit projects, which have involved coordination and collaboration on roadway, geotechnical, utility, hydraulic, track, and systems issues. Other projects included collaboration with architects and landscape architects on projects involving sensitive historic and aesthetic concerns affecting both public and private institutions. He has led structural design teams comprised of as many as ten engineers across five offices, preparing work worth more than \$1.0M in fees annually.

**Selected projects**

**Massachusetts Bay Transit Agency (MBTA), Forest Hills Station Accessibility Upgrades,**

**MA:** Project Manager for the prime consultant for the accessibility assessment and upgrades study of the Forest Hills Transit Station. Located in Jamaica Plain, Forest Hills Station is a critical node for the MBTA system. On the LRT system, it is the end of the Orange Line. It provides connection to the Needham Commuter Rail Line and to over 15 bus routes. This project conducted field reconnaissance and surveys; and prepared 15% and 30% design reports, including detailed schedules of finding, itemized and rank-ordered recommendations, and construction cost and schedule estimates. Critical elements of the work involved identifying the locations, and preparing detailed recommendations, for providing additional vertical circulation between the upper and lower busways; as well as identifying the need for, and solutions to, providing alternate means of egress from the commuter rail platform. The work also included a detailed computational fluid dynamics analysis of the existing commuter rail tunnels; and identifying preliminary locations and sizes of supplemental exhaust fans. Led a team consisting of architects, civil, electrical, mechanical, and structural engineers, elevator/escalator and building code compliance experts, and construction cost and scheduling specialists. These professionals were located in six offices across three states and represented five companies (four subconsultants).

**Vernor Road Overpass, Michigan Central Station, Detroit, MI:** Engineer of Record for the field survey, condition assessment, capacity analysis and load rating studies, and repair plans and specifications for the Canadian Pacific Railway. The work involved removing and rehabilitating deteriorated concrete, confirming the structure's carrying capacity for the CPR's Class I Freight service.

**Lorain Transit Center, Lorain, OH:** Project Engineer responsible for performing field survey, condition assessment, and load ratings of the existing rail bridge structures for the upgrade of the transit center to incorporate Amtrak passenger service into this intermodal transportation facility.

**Airport Light Rail Transit Project, Final Design Services, Utah Transit Authority (UTA), Salt Lake City, UT:** Project Engineer for final structural design of this project, which constructs 5.9 miles of light rail through the airport, urban streets, and over rail corridors to connect the Salt Lake City Airport to downtown Salt Lake City. This is one of many UTA rail projects slated to expand the existing system by 70 miles in seven years. Work included preliminary and final design for the North Temple Bridge (a 525' long multi-span mixed-use roadway and LRT viaduct carrying an LRT station.), two other bridges, three box culverts, and providing construction phase services. Responsible for coordinating with all other disciplines, as well as preparing preliminary and final design plans for retaining walls and other miscellaneous structures. Prepared preliminary and final structure quantities and estimated costs.

**West Valley Light Rail Transit Project, Conceptual and Preliminary Engineering, Final Environmental Services, and Final Design Services, Utah Transit Authority (UTA), Salt Lake City, UT:** Project Engineer for conceptual and final structural design of the West Valley LRT Project, which constructed 5.2 miles of light rail through urban streets, and over new and old rail corridors to connect the second largest city in Utah to the eight-year old existing rail system. This was one of many UTA rail projects slated to expand the existing system by 70 miles in about seven years. The project won the 2011 Utah ACEC Engineering Excellence – Grand Award, as well as the 2010 AGC Utah awards for Partnering Project of the Year – Heavy Civil over \$25M and Transportation Project of Year – Transit. Structures work included providing preliminary and final design for the Roper Yard Bridge, Jordan River Bridge, and I-215 Bridge; coordinating with Utah DOT on the I-215 Bridge; and providing construction phase services. The Roper Yard Bridge is a 780-foot long, three-span bridge on a 900 foot

horizontal curve and carries two LRT tracks and a multi-purpose trail. Responsible for coordinating with all other disciplines, as well as preparing preliminary and final design plans for retaining walls and other miscellaneous structures. Prepared preliminary and final structure quantities and estimated costs.

**Euclid Corridor Transportation Project (ECTP), Greater Cleveland Regional**

**Transportation Authority, Cleveland, OH:** The ECTP is a Bus Rapid Transit concept that offers improved service for bus transit using an existing right-of-way in a dense urban corridor. The project links major elements of the City: Public Square, Downtown, Playhouse Square, Cleveland State University, the Cleveland Clinic, University Hospitals, Case Western Reserve University, and University Circle. Improvements included dedicated transit lanes, new stations, landscaping, new traffic signals, and control systems. The project won the 2010 Ohio ACEC Engineering Excellence – Grand Award. Provided structural engineering for the new station enclosure foundations and platforms and miscellaneous rehabilitation on the bridge over Interstate 90.

# Etta M. Reed, P.E.

## Principal | VP Transportation Engineering

---

Upon joining the firm in 1994, Etta developed the Transportation Engineering department. In 2000, she was named Principal and currently she serves as the Vice President of the Transportation Engineering Department and manages the Oxford, Ohio office.

Etta's technical expertise extends beyond the transportation engineering field to include site design, utility design, municipal engineering, and land development. She has managed and designed projects ranging from 1 acre to 500 acres.

Over the span of her career, Ms. Reed has become extremely familiar with zoning code and regulations as they pertain to land development. Her involvement with various organizations and committees is an asset, helping her understand the need and basis for the regulations/plans and how they could impact or enhance land development. Her project involvement has included all levels of the design process, from design and production through to the project management level. Her designs for the city and across the tri-state area have involved coordination with various agencies and her ability to proactively design ensures a successful project for the client and surrounding community. In addition to design, Etta has experience with public meeting facilitation helping to educate citizens about a project as well as listen to any questions and concerns they may have.

### selected project experience

#### + Miami University Gateways | Oxford, OH

*Project Manager and Principal In Charge for improvements to US 27 and SR 73 for multi-modal transportation users (vehicular, pedestrian, bicycle) including transit pull off areas, safety, roadway lighting, access, signal modifications, drainage, and landscape architecture services.*

#### + Oxford Area Recreational Trail phase II | Oxford, OH

*Principal In Charge for the 2 miles of multi-use trail connecting US 27 to SR 73, as well as parking lot improvements at DeWitt Cabin and Pepper Park. This is the second phase of the 12 mile network of multi-use trails for biking, running, and walking.*

#### + Kramer Elementary | Oxford, OH

*Project Manager for the \$10.8 million elementary school reconstruction in the Talawanda School District. Etta's relationships with the school district and the City of Oxford were critical in permitting and keeping the project on the tight timeline.*

#### + The Verge | Oxford, OH

*Project Manager for the residential housing facility located adjacent to the project site to the east on Chestnut Street.*

#### + Chestnut Street Signals | Oxford, OH

*Principal In Charge and Project Manager for the design of the traffic signals installed at the intersections of S. College Ave and Chestnut St, S. Main St and Chestnut St, and S. Campus Ave and Chestnut St. Design of the signal at S. Main St involved coordination with CSX for the design and installation of railroad pre-emption.*



### education / training

Bachelor of Science  
Civil Engineering  
University of Cincinnati, 1993

### experience

27 Years

### registered engineer

Ohio - #61606 | Since 1997  
Kentucky - #20659 | Since 1999  
Indiana - #19900247 | Since 1999

### certifications

ODOT Traffic Academy Courses  
Pavement Marking & Signage  
Safety Studies  
Traffic Signals  
Maintenance of Traffic  
Interchange Justification Studies

### professional affiliations

Institute of Transportation Engineers  
Ohio Soil & Water Conservation Commission-  
Governors Appointee  
Ohio Valley Development Council (OVDC)  
Past President

### community involvement

Oxford Rotary



# Brian R. Johnson, P.S.

Associate | Land Surveyor

---

Brian joined Bayer Becker in June 1994 as part of the Surveying Field Crew team. After 4 years of field experience, Brian became part of our office Surveying Department where he now serves as an Associate and Project Manager. As Survey Project Manager, he coordinates the field crews in addition to his other responsibilities which include ALTA surveys, Courthouse Research, Horizontal Road Layout, Right of Way Determination, Land Surveying, Easement Preparation, Boundary Resolution, Lot Splits/Combinations, Topographic Surveys, Legal Description, Rezoning Plats/Zoning Maps, Record Plats, Subdivision Layout, and Roadway Dedication Plats.

Through his work on these various projects and his field experience, Brian has gained valuable knowledge and insight into field and office uses of the survey data, which help him to provide a better project to our client.

Brian's recent projects include topographic and boundary surveys for both Kramer and Marshall Elementary for the Talawanda School District, topographic surveys and construction staking for Stanton, MacCracken, and Richard Halls on Miami University's campus and numerous boundary and topographic surveys within the City of Oxford.

## selected project experience

### + Miami University Gateways | Oxford, OH

*Land Surveyor for improvements to US 27 and SR 73 for multi-modal transportation users (vehicular, pedestrian, bicycle) including transit pull off areas, safety, roadway lighting, access, signal modifications, drainage, and landscape architecture services.*

### + Oxford Area Recreational Trail phase II | Oxford, OH

*Land Surveyor for the 2 miles of multi-use trail connecting US 27 to SR 73, as well as parking lot improvements at DeWitt Cabin and Pepper Park. Topographic survey was prepared using a combination of traditional field surveying and sUAS (drone) technology.*

### + Kramer Elementary | Oxford, OH

*Land Surveyor for the \$10.8 million elementary school reconstruction in the Talawanda School District. Since the site contained an existing elementary school, the location of the underground utilities was critical. Brian worked closely with an underground utility location service to have the existing utilities marked internal to the site. In addition to performing a boundary and topographic survey, a lot consolidation was necessary to combine several of the Talawanda School District parcels into a single parcel.*

### + Metroparks of Butler County River Center | Middletown, OH

*Land Surveyor for full service bicycle center along the Great Miami River Recreational Trail. The facility houses administration offices, restrooms, educational facilities, parking lot, and green infrastructure for stormwater management.*

### + Former Talawanda High School | Oxford, OH

*Land surveyor for the preparation of a boundary and topographic survey of the old Talawanda High School site prior to the demolition of the building and some pavement. The proposed multi-modal station will be located in the northeast corner of this property.*

### + New Talawanda High School | Oxford, OH

*Land Surveyor for the overall boundary and topographic survey for the construction of the new Talawanda High School. Provided construction layout for multiple contractors.*



## education / training

Bachelor of Science  
Construction Management  
*Northern Kentucky University, 2006*

Associate of Applied Science  
Civil Engineering/Surveying  
*Cincinnati State Technical & Community College, 2001*

## experience

25 Years

## registered surveyor

Ohio - #8484 | Since 2010

## certifications

ODOT Right of Way Plan Development  
Training Course

## professional affiliations

Professional Land Surveyors of Ohio  
National Society of Professional Surveyors

# John E. Cody, P.L.A., LEED A.P.

## Director of Landscape Architecture & Planning

---

John joined Bayer Becker in 2012, bringing over 13 years of design consulting, project and staff management experience. Shortly after joining the firm, John became an Associate and is part of the leadership team at Bayer Becker. He currently serves as the Director of Landscape Architecture and Planning for the company.

Prior to joining Bayer Becker, John managed the Landscape Architecture Department for a large, multi-disciplinary firm. He was responsible for staff and resource allocation for high profile projects, managed multi-disciplinary design teams, and provided quality control review for projects of varying scales and complexity. His design experience includes the design for municipal projects such as fire stations, police stations and libraries; parks and recreation; urban infill; waterfront renovation and enhancement; mixed-use community planning; community gateways and streetscapes; and healthcare campuses.

John's passion resides in bringing his client's vision to life. In order to be a good steward of the environment, design solutions must carefully consider and respond to the potential impacts upon nature. Successful projects balance the interaction between the built environment and natural systems. Finding this balance is a challenge that John embraces.

### selected project experience

+ Metroparks of Butler County River Center | Middletown, OH  
*Landscape Architect for full service bicycle center along the Great Miami River Recreational Trail. The facility houses administration offices, restrooms, educational facilities, parking lot, and green infrastructure for stormwater management.*

+ Wright's Stop Plaza Multi-Modal Station\* | Dayton, OH  
*Project Manager for a multi-million dollar transfer station in downtown Dayton, OH for the Greater Dayton Regional Transit Authority. The project converted Market St into a two-way bus station with a central island for patrons to conveniently access and transfer among bus lines that converge in downtown Dayton. The project also included a new pedestrian plaza and parking lot for GDRTA staff.*

+ US 27 Street Tree Planting Plan | Oxford, OH  
*Project Manager for the implementation of a street tree planting plan along US 27 between Southpointe Parkway and Miami University's campus. Establish the plant palette that responds to the preferred street trees for the City of Oxford. John worked closely with the City Environmental Specialist, David Treleaven, to provide variety of color, form and interest along this critical gateway into the City.*

+ Riverfront Commons Multi-Modal Transport Center Study\* | Covington, KY  
*Project Manager for the feasibility study for an urban transportation hub built around a 450 car Park & Ride garage and multi-use trail along the Ohio River.*

+ Oxford Community Arts Center Garden | Oxford, OH  
*Landscape Architect for the renovation of the City of Oxford Arts Center garden. Reconfigured the parking lot behind the center, upgraded the lights for the parking lot and paths internal to the garden, creating new gateways into the garden, the creation of a memorial garden, and a new outdoor stage / venue for events.*

+ Miami University Edwards Parking Lot | Oxford, OH  
*Project Manager for the site improvements for the renovation of the Edwards parking lot. John worked closely with the campus landscape architect to design a new 92 space parking lot, generate construction documents, and provide construction administration services.*



education / training  
Bachelor of Science  
Landscape Architecture  
University of Kentucky, 1998

Bachelor of Arts  
Economics  
Centre College, 1992

experience  
22 Years

professional landscape architect  
Ohio - #1017 | Since 2002  
Kentucky - #976 | Since 2019

certifications  
LEED Accredited Professional  
Since 2005

professional affiliations  
American Society of Landscape Architects  
Fort Thomas Tree Commission  
Ohio Parks & Recreation Association  
Green Umbrella

\* completed with previous firm

**Doug R. Batt, M.S., P.E.**  
*Project Manager – Geotechnical Engineering*



Mr. Batt is an Ohio Professional Engineer and manages CTL's geotechnical engineering department in the Cincinnati, Ohio office. He has over 28 years of experience providing geotechnical engineering consulting on water treatment and distribution, wastewater collection and treatment facilities, transportation, educational facilities, commercial and manufacturing projects primarily in Ohio, Kentucky and Indiana but also throughout the U.S.

Mr. Batt has also served as an expert witness in construction litigation cases and has performed forensic studies and failure analysis for post-construction projects. His technical and project management experience includes geotechnical explorations; shallow and deep foundation design and evaluations for water and wastewater treatment facilities, bridges, office buildings and retail developments; water and wastewater collection and distribution lines; landslide explorations, evaluations and remedial design; pavement explorations, evaluation and design; and construction materials testing and inspections.

**EDUCATION**

M.S. University of Cincinnati, Cincinnati, Ohio 1992  
B.S.C.E., University of Cincinnati, Cincinnati, Ohio 1989

**PROFESSIONAL REGISTRATION / CERTIFICATION**

Registered Professional Engineer, OH, KY & NJ

**PROJECT AVAILABILITY**

25%

**CTL PROJECT EXPERIENCE**

**TRANSPORTATION**

IORY Springfield Mainline Track Lowering, Springfield, Ohio  
Cincinnati East Terminal Railway, Culvert & Slide Area –  
Binning Road, Cincinnati, Ohio  
Little Miami River Trail Ft. Ancient Bridge, Warren Co, Ohio  
Wellston Bike Path Bridge, Wellston, Ohio  
BUT-Hamilton Pedestrian Bridge Replacements, Ohio  
Clinton-Fayette Friendship Trail, Clinton Co., Ohio  
ADA-CR100-4.035, Adams Co, Ohio  
CLE-132-18.54, Clermont Co, Ohio  
CLE-275-10.15, Clermont Co, Ohio  
CLI-CR12-0.00, Clinton Co, Ohio  
HAM-75-2.30, Cincinnati, Hamilton Co, Ohio  
HAM-75-3.85, Cincinnati, Hamilton Co, Ohio  
HAM-75-5.58, Cincinnati, Hamilton Co, Ohio  
HAM-74-0776, Hamilton Co, Ohio  
HAM-74-11.16, Hamilton Co, Ohio  
HIG-62-14.69, Hillsboro, Highland Co, Ohio

**HEALTHCARE, COMMERCIAL and INFRASTRUCTURE DEVELOPMENT**

Uptown Gateway, Cincinnati, Ohio  
Cave Lake Dam, Pike Co, Ohio  
Dayton International Airport, Vandalia, Montgomery Co, Ohio  
Speedway Facility, Hamilton Co, Ohio  
Indiana Ohio Railway Railroad, Springfield, Ohio  
Ark Encounter, Williamsburg, Kentucky  
1st National Bank Headquarters, Lebanon, Warren Co, Ohio  
ODOT Dryden Road Maintenance Facility, Montgomery Co, Ohio  
UC Health Gardner Neuroscience Institute, Cincinnati, Ohio  
InSite Real Estate Retail Development, Various Sites, Ohio  
Upper Valley Medical Center, Emergency Department, Troy, Ohio  
Fort Scott Residential Development, Hamilton County, Ohio  
Creation Museum, Hebron, Kentucky  
Cincinnati Eye Institute Medical Facility, Middletown, Ohio  
Storypoint Senior Assisted Living Facility, Union, Boone Co, Kentucky  
Clear Fork Lake Dam, Mansfield, Richland Co, Ohio  
Storypoint Senior Assisted Living Facility, Fairfield, Butler Co, Ohio  
Speedway Facility, Portsmouth, Scioto Co, Ohio  
Wal-Mart Manufacturing Facility, Ft. Wayne, Allen Co, Indiana

**K-12 EDUCATION**

Northeastern PK-12 School, South Vienna, Clark Co, Ohio  
Kenton Ridge PK-12 School, Springfield, Clark Co, Ohio  
Greenon PK-12 School, Enon, Clark Co, Ohio  
Carlisle PK-12 School, Carlisle, Warren Co, Ohio  
Clark Shawnee K-6 and High School, Springfield, Ohio  
Winton Woods K-6 School, Forest Park, Hamilton Co, Ohio  
Winton Woods 7-12 School, Forest Park, Hamilton Co, Ohio  
Fairborn Primary School Fairborn, Greene Co, Ohio  
Fairborn Intermediate Schools, Fairborn, Greene Co, Ohio  
Miami Trace High School, Fayette Co, Ohio  
Middletown New Middle School and High School Addition, Middletown, Warren Co, Ohio  
Kemp Elementary School, Dayton, Montgomery Co, Ohio  
Talawanda Local Schools, New Elementary School, Oxford, Butler Co, Ohio  
Miami Trace Elementary School, Fayette Co, Ohio  
Lebanon City Schools, Multiple School Additions, Lebanon, Warren Co, Ohio  
Hillsboro City Schools, Hillsboro Middle/High School, Hillsboro, Highland Co, Ohio  
Princeton City School District, 5 Elementary Schools, Cincinnati, Hamilton Co, Ohio  
Sugarcreek Local School District, Bellbrook High School & Middle School, Greene Co, Ohio



## CERTIFICATIONS / LICENSES

Professional Engineer – OH  
Leadership in Energy and Environmental Design (LEED AP)  
Certified Professional Erosion & Sediment Control (CPESC)  
OSHA 40-Hr HAZWOPER  
HAZWOPER Site Supervisor  
Certified Asbestos Hazard Evaluation Specialist (AHES)  
Certified Asbestos Hazard Project Designer (AHPD)  
Approved by USFWS for Running Buffalo Clover Surveys

## EDUCATION

BSCE, University of Cincinnati

## PROFESSIONAL AFFILIATIONS

American Society of Civil Engineers  
Women Transportation Seminar (WTS) – Board, Corporate Membership

Mary has over 27 years of engineering and environmental consulting experience and specializes in bringing projects from concept through final construction. She became sole owner of STONE in 2014, managing all aspects of the firm (environmental, engineering, GIS, surveying, ecological, and industrial compliance). She is skilled in Project Management for large-scale projects, possessing excellent leadership, organizational, and project management skills. Mary is responsible for managing a team of professionals, allocating staff resources for STONE, and managing a variety of subconsultants and subcontractors. Throughout her career, Mary has also been involved with public involvement meetings, agency meetings and negotiations, stakeholder sessions, and project Partnering Sessions to address public, stakeholder, and regulatory agency concerns. For one of STONE's largest projects, Mary served as the Environmental Protection Program and Procedure Manager for ODOT's \$480M Portsmouth Bypass construction project. In this role, she prepared the Environmental Consultation Management Plan (ECMP), which provided the procedures to review, confirm, and document that the construction is in compliance with all Environmental Commitments, regulations, and applicable Government Approval requirements for the project. Mary's Environmental Assessment (EA) documentation is also extensive, including: Trumbull MHA Parkman Landing, Warren, Ohio; Communities for Veterans, Kerrville, Texas; Kirby Manor, Cleveland, Ohio; Pickerington Point, Pickerington, Ohio; Village of Jefferson Run and Village at Lehner Woods.

**Project Manager – Environmental Protection Plan – Mansfield Lahm ANG Base, Ohio.** Project included interior demolition of concrete block/brick, asbestos abatement, and remodeling as well as exterior installation of utilities, storm sewer structures, concrete apron, and landscaping. Prepared Environmental Protection Plan (EPP) following a site walk through at the base. The EPP was developed to aid the contractor in compliance with environmental regulations and protection of environmental resources. The EPP describe roles and responsibilities, defined procedures, define training needs, and referenced other environmental documents (e.g., SWPPP).

**ODOT Statewide Environmental Site Assessment Task Order – ODOT – Various, Ohio.** Project Manager for WAS-7-17.6 Marietta Ph I ESA, MRG-37-9.59 Malta Phase I ESAs, and BEL-7-14.7 Right of Way Tier 1 / Delineation / Tier 2 / MW Abandonment. Responsible for scoping, contracting, overall company resource management, coordination of staff, addressing project challenges encountered by staff, and general review of project plans. Developed ODOT's 2018 Regulated Materials Review (RMR) Manual.

**Project Manager – CLE-Pierce Township Park, Pierce Township, Ohio.** Project Manager for CE Level 2 documentation for the construction of sidewalk and multi-use trail to extend the existing trail network into the southwest portion of Pierce Township Park. In addition, relocation of existing multi-use trail along the south side of Locust Corner Road to improve safety for users. Conducted RMR Screening for potential regulated materials.



**James Greiner, CPE**  
Senior Cost Analyst  
Costing Services Group,  
Inc.

**Location:**  
Atlanta, GA

**Years of Experience:**  
17 (15 with CSG, 2 with  
others)

**Education:**  
Masters of Science  
(Construction  
Management), 2007  
Southern Polytechnic State  
University  
Bachelor of Arts, 2003,  
University of North Carolina  
at Asheville

**Training & Certifications:**  
Certified  
Professional  
Estimator (CPE)



**Key Qualifications:**

Mr. Greiner is a Sr. Cost Estimator at CSG and also serves as Operations Manager providing architectural, civil and structural construction cost and system analysis in cost control, budget monitoring, design estimating, value analysis and construction estimating.

In addition to providing cost management services including estimate preparation, Mr. Greiner is responsible for assigning the appropriate personnel for Cost Models & trade-off-cost studies and budgeting efforts for each project.

**RELEVANT EXPERIENCE:**

**Metro Transit Heywood Facilities 1&2, Minneapolis, MN**

CSG prepared the phased cost estimates for this \$93 million, 822,000 SF maintenance facility, parking deck, and administrative offices. The offices are connected to the deck via a pedestrian bridge.

Role: Senior Cost Estimator

**Jamestown Gateway Intermodal – Jamestown, NY**

CSG coordinated the cost estimating on this 33,000 SF, \$10 million facility. Project scope included renovation and conversion of an early 1900's train station into a central bus terminal for the city of Jamestown NY. The building will be restored with period finishes and fixtures including the loading dock doors, waiting area benches and ticket counter.

Role: Senior Cost Estimator

**Greater Richmond Transportation Center – Richmond, VA**

CSG prepared cost estimates for this conversion of an existing 1901 train station into a commuter rail and bus terminal. The elevated rail bed, which served as a covered loading/unloading area, was designed as the new covered bus loading area. Approximately 60,000 square feet of covered space became available for future lease below the elevated area. The overall project was approximately 130,000 square feet with an estimated construction cost of \$80,000,000.

Role: Senior Cost Estimator

**Binghamton Intermodal – Binghamton, NY**

CSG prepared the estimates on this 18,000 SF, \$10 million terminal project. The scope of work involved the renovation of an Art Deco Greyhound station and the addition of a large covered bus pick-up and drop-off area behind the historic station. The covered bus area design complements the existing Art Deco architecture.

Role: Senior Cost Estimator



### Training

Ohio Department of  
Transportation  
US Department of  
Transportation  
National Highway Institute  
FHWA  
IRWA

### Licensure & Affiliations

**KY**- Project Management;  
Buyer; Relocation  
**ODOT** – Project  
Management; Titles;  
Negotiations; Relocation;  
Relocation Review; Closing  
**INDOT** Approved for  
Project Management,  
Relocation & Relocation  
Review  
**TDOT** Approved for  
Acquisition and Relocation  
Notary Public, OH  
Ohio State Licensed  
Realtor – 04036936

MS. ANNA LEE DURASTANTI has been involved with acquisition and relocation services for public agencies for the last 27 years. As a former ODOT employee, she has significant experience with ODOT policies and procedures. As a lead ORC Project Manager, Ms. Durastanti has managed 140+ right-of-way acquisition/relocation projects, including those provided as project experience in this application. She also specializes in Relocation, and she has ample experience as a Negotiator. In this respect, Ms. Durastanti has reviewed approximately 300 consultant title, closing, negotiations, relocation files and performed relocation services for complex residential and businesses for ODOT and Local Public Agencies.

### Experience

#### Transit

GCRTA - E. 55<sup>th</sup> St. Red Line Station Reconstruction, Cleveland, OH  
GCRTA - Euclid Corridor Project, Cleveland, OH

#### Airports

Cleveland Hopkins International Airport, Cleveland, OH

#### Roadway

BUT SR177-0.64 Project (City of Hamilton)  
HAM South High Street Grade Separation (Butler County TID)  
HAM CR90-0.60 (Hamilton Engineers)  
HAM 75-3.85 (ODOT – D8)  
HAM 75-6.78 (ODOT – D8)  
HAM 75-7.72 (ODOT – D8)  
HAM 75-2.30 (ODOT – D8)  
HAM CR209-0.55 (City of Cincinnati)  
HAM Clough Pike Sidewalk Project (Anderson Township)  
HAM-12.60 (ODOT District 8)  
SCI 823-0.00 (ODOT District 9)  
CLA 327-0.55 (Clark County Engineer's Office)  
CLA 794-0.60 (Springfield, OH)  
MOT 741-4.65 (ODOT-D7)  
MOT 741-4.56 (ODOT District 7)  
Kennedy Connector Road Project, Cincinnati, OH  
S.R. 41 (Northwestern School District)  
INDOT - I-465 - Northwest FastTrack, Indianapolis, IN  
INDOT - US 36 - Beam, Longest, & Neff, Pendleton, IN  
INDOT - Elkhart County Peer Review, Elkhart County, IN

#### Sewer & Water

NEORSD - Euclid Creek Tunnel, Cleveland, OH  
GCMSD – Lick Run, Cincinnati, Ohio

#### Redevelopment

East Bank Flats Project, Cleveland, OH  
Cleveland School District, Cleveland, OH

**LANCE R. BROWN, MBA, MAI, AI-GRS**

[lbrown@e-beck.com](mailto:lbrown@e-beck.com)

**BECK CONSULTING, INC.**



**EDUCATION:**

Master of Business Administration, University of Cincinnati  
December 1998; Major: Marketing and Real Estate

Bachelor of Science, University of Cincinnati  
December 1992; Major: Real Estate

**Appraisal Institute Instructor:**

- General Appraiser Income Approach/Part 1
- Uniform Appraisal Standards for Federal Land Acquisitions: Practical Applications
- Solving Land Valuation Puzzles
- Evaluating Commercial Leases
- How Tenants Create or Destroy Value

Adjunct Professor, Real Estate Appraisal—University of Cincinnati

Various courses and exams of professional appraisal organizations

**PROFESSIONAL  
EXPERIENCE:**

12/98 to Present—Executive Vice President, Beck Consulting, Inc.

5/95 to 12/98—Appraiser, Willingham Associates, Inc.

12/94 to 5/95 – Staff appraiser for the Appraisal Company of America.

1/89 to 12/94 – Appraiser, American Research and Appraisal Center.

2/86 to 1/89 – Self-employed appraiser and research consultant, providing services to independent appraisal companies in Cincinnati.

**SPECIALIZATIONS:**

Complete detailed condemnation/eminent domain appraisals, including partial acquisitions and severance damages, for the Ohio Department of Transportation, Army Corps, local public authorities, and private clients.

# 02

## Related Experience & References

“Wendel is one of the most innovative architectural, planning and engineering firms that I have had the pleasure of working with in my over 30-year career in the design and construction profession. They have always gone above and beyond, offering creative solutions to difficulties that naturally arise from the public processes and funding environment for transit projects.

We think of Wendel more as partners than as consultants. They offer a unique solution-based perspective to the design table- that we are all in this project together, aimed at a single goal.”

Stephen McNally  
Greater Richmond Transit  
Company  
Director of Engineering/  
Construction

### OPERATIONS & MAINTENANCE FACILITY REFERENCES

#### **DOUG HOLCOMB, CHIEF EXECUTIVE OFFICER**

GREATER BRIDGEPORT TRANSIT AUTHORITY  
1 CROSS STREET  
BRIDGEPORT, CT 06610  
O 203.366-7070 EXT 124 | DHOLCOMB@GOGBT.COM

#### **DAN RODRIGUEZ PMP, PROJECT MANAGER III**

HILLSBOROUGH AREA REGIONAL TRANSIT AUTHORITY  
1201 EAST 7TH AVENUE  
TAMPA, FL 33605  
O: 813.384.6438 | RODRIGUEZD@GOHART.ORG

#### **JASON FERBRACHE, TRANSIT & PARKING DIRECTOR**

EMBARK - CENTRAL OKLAHOMA TRANSPORTATION AND  
PARKING AUTHORITY 2000 SOUTH MAY AVENUE,  
OKLAHOMA CITY, OK 73108  
O: 405.297.2262 | JASON.FERBRACHE@OKC.GOV

### INTERMODAL REFERENCES

#### **CHARLES D. FRAZIER, EXECUTIVE DIRECTOR**

ROCK REGION METRO  
901 MAPLE STREET, NORTH LITTLE ROCK, AR 72114  
O: 501.476.3762 | CFRAZIER@RRMETRO.ORG

#### **MATT CARPENTER, CHIEF EXECUTIVE OFFICER**

ANN ARBOR AREA TRANSPORTATION AUTHORITY CITY  
HALL ROOM 347, NIAGARA FALLS, 14302  
O: 734.794.1767 | MCARPENTER@THERIDE.ORG

#### **STEPHEN McNALLY, FORMER PROJECTS ADMINISTRATOR**

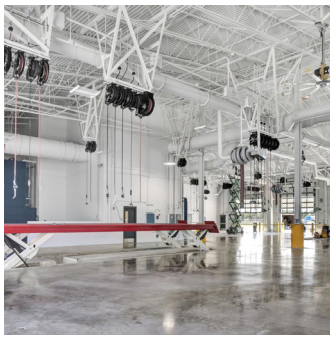
GREATER RICHMOND TRANSIT COMPANY  
301 EAST BELT BOULEVARD, RICHMOND, VA 23224  
O: 434.970.3351 | MCNALLYS@CHARLOTTESVILLE.GOV





## OPERATIONS & MAINTENANCE





### Project Description

Pasco County Public Transportation (PCPT) was struggling with an undersized operations and maintenance facility that failed to accommodate the current capacity of county staff and assets. The county received \$3.5 million in funding from the Federal Transit Administration in order to construct a new Transit Operations and Maintenance Facility for PCPT, to be developed on a new 25-acre site.

The Wendel design team was brought in to design the new facility, and in early March of 2017 began coordination and consultation with Pasco County representatives toward the creation of a master plan for the undeveloped site. The new facility was designed to include six (6) service bays, with the capacity to accommodate up to ten (10) additional bays as demand for service increases. Multiple progress meetings were held to inform key stakeholders and county

representatives of the plan's development throughout the following months. While the master plan is based on the future establishment of a shared-use facility between PCPT, Pasco Utilities and the Department of Public Works, Wendel designed the plan in such a way that each facility could stand alone if necessary. The Wendel design team utilized the site's existing pond, situating the facility nearby and using it as a storm-water management feature, while retaining and enhancing as much of the greenery on site as possible. Designs included HVAC, electrical, plumbing and fire safety. Equipment process systems were also detailed in the design process.

## East Pasco Transit Operations & Maintenance Fleet Transit Facility

**Client**  
Pasco County, Florida

**Project Location**  
Pasco County, FL

**Services Performed**  
Architecture, Landscape  
Architecture, Electrical  
Engineering, Mechanical  
Engineering, Project  
Management, Structural  
Engineering

**Completion Date**  
December 2019

**Project Cost**  
\$17,500,000

**Reference**  
Thomas (TJ) Pyche  
Chief Project Manager  
727-834-3292  
8919 Government Dr  
New Port Richey, FL 34654

The Wendel design team was brought in to design the new facility, and in early March of 2017 began coordination and consultation with Pasco County representatives toward the creation of a master plan for the undeveloped site.





# Augusta Public Transit

## Operations & Maintenance Facility

**Client**  
City of Augusta Augusta Public Transit Department

**Project Location**  
Augusta, GA

**Services Performed**  
Architecture, Master Planning, Landscape Architecture, Electrical Engineering, Mechanical Engineering, Structural Engineering, Site Selection

**Completion Date**  
July 2019

**Project Cost**  
\$14,500,000

**Reference**  
Augusta Public Transit Department  
Sharon Dottery  
1535 Fenwick Street  
Augusta, GA 30904  
(706) 821-1818  
sdottery@augustaga.gov

### Project Description

Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility that will house forty buses, as well as provide for future expansion. The facility space program was prepared in cooperation with Augusta Public Transit. All maintenance services, operations and administration functions will be housed in a contiguous building located closer to the core of operations. Wendel also provided site selection and master planning services as part of the design work.

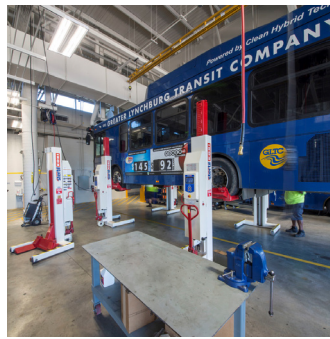
In anticipating future electric bus use, the design included a layout and infrastructure to accommodate both fast and slow charging of buses on site.

The City of Augusta utilized a Construction Management (CM) delivery method for the bidding and construction of the new facility. Wendel provided construction administration services to verify that the construction follows all required Federal Transit Authority (FTA) regulations, plans and contract documents. Design and bidding were completed in October 2017 and the groundbreaking was in November 2017. Construction was completed in the summer of 2019.

Wendel provided architecture and engineering services for the design and construction of a new operations and maintenance facility







## GLTC Operations & Maintenance Center

**Client**  
Greater Lynchburg Transit  
Company

**Project Location**  
Lynchburg, VA

**Services Performed**  
Architecture, Landscape  
Architecture, Programming/  
Planning, Electrical Engineering,  
Mechanical Engineering,  
Construction Administration, Site  
Selection

**Completion Date**  
March 2017

**Project Cost**  
\$21,500,000

**Reference**  
Karen Walton,  
Former General Manager  
(802) 417-1923  
karen.walton@firstgroup.com

### Project Description

After designing GLTC's LEED Platinum Bus Transfer Center, Wendel was retained to analyze potential sites for an operations and maintenance facility and provide preliminary environmental review for the preferred site as well as conceptual and final design for construction. The Wendel Site Selection Process is a valuable tool to help our clients objectively analyze system wide needs and potential sites for new facilities. The goal of the overall process is to reach consensus among the decision making parties on the preferred site on which to construct the needed facility.

The design team began by evaluating GLTC's current and future service demands and determined the programmatic needs for a new operations and maintenance facility. Once the top three sites had been determined and reviewed with the GLTC Steering

Committee, preliminary environmental and infrastructure reviews were conducted on the sites. The design team provided preliminary layouts for all three sites to ensure program compatibility. These sites were then individually graded by means of weighted scoring criteria, which resulted in a preferred site being selected. With the site selected, the design team prepared detailed design documents for construction and provided enhanced construction administration services including commissioning, start up and move management.

The facility opened in March 2017.

**The Wendel Site Selection Process is a valuable tool to help our clients objectively analyze system wide needs and potential sites for new facilities.**





## Project Description

The Potomac and Rappahannock Transportation Commission (PRTC), located in Virginia about 25 miles southwest of Washington, D.C., provides commuter bus service along I-95 and I-66 corridors and local bus services in Prince William County. Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction. PRTC made the decision early on to procure the project through Construction Manager at Risk (CMAR).

Located just off of I-66, PRTC's Western Bus Facility will provide service to approximately 120 buses. The project will complement the existing facility in the Eastern section of the county. Wendel identified modifications to the facility layout which would reduce

construction costs through a coordinated value engineering effort with the CMAR at 60% design stage. In addition, a new lighting plan was developed for the bus storage area as well as a revised layout for the service bays. Wendel also performed a traffic impact study at the request of Prince William County to ensure that constructing the facility would not result in performance failure at a nearby intersection and an interchange on the busy Prince William Parkway. Clark Construction was selected as the CMAR and worked with Wendel as well as the owner PRTC to complete the project on schedule and in budget. Battery Electric Bus (BEB) charging infrastructure was included in the design for future bus replacement.

Wendel was retained to review and verify a previous conceptual design, perform preliminary engineering, obtain site plans and permit approvals and to advance the project through final design and construction.



**PRTC**

Bus Maintenance Facility

**Client**

Potomac & Rappahannock  
Transportation Commission

**Project Location**

Woodbridge, VA

**Services Performed**

Architecture, Construction  
Management, Civil Engineering,  
Electrical Engineering,  
Mechanical Engineering

**Completion Date**

April 2020

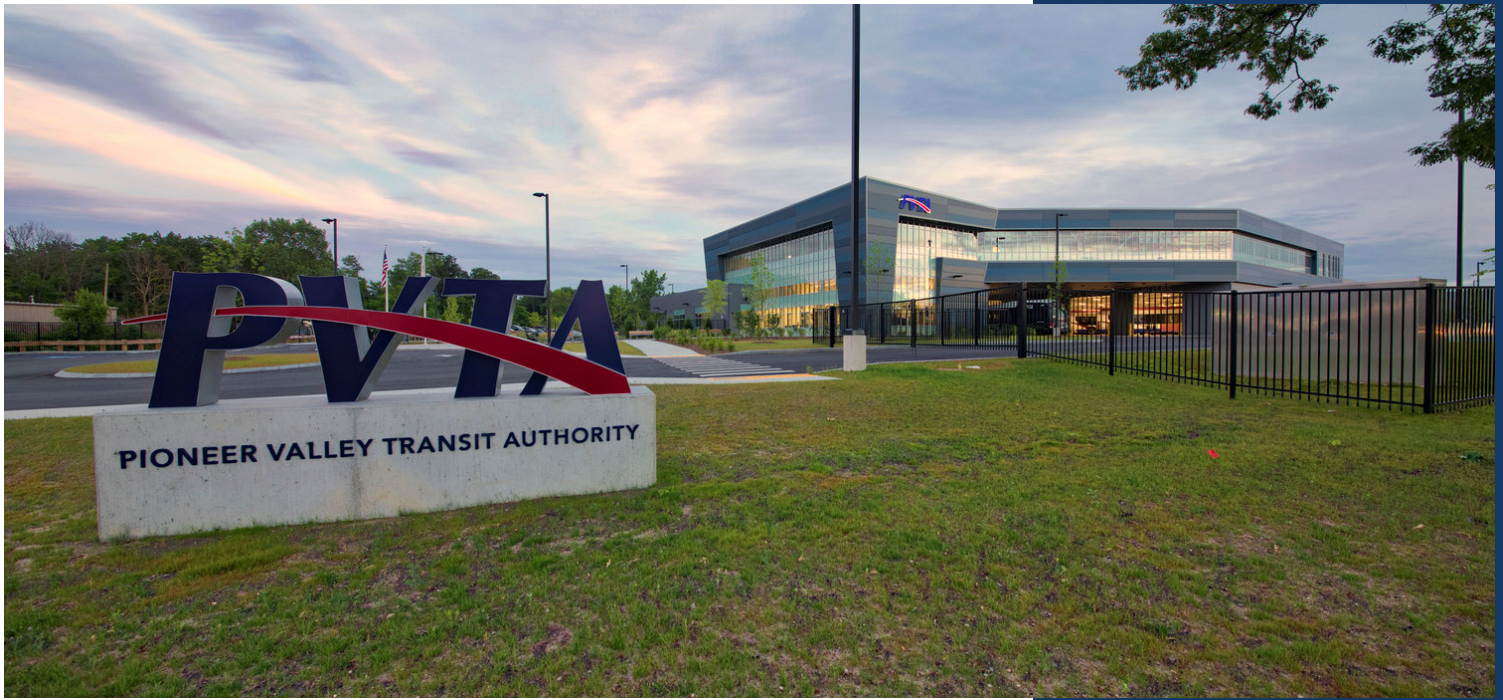
**Project Cost**

\$29,000,000

**Reference**

Betsy Massie  
14700 Potomac Mills Road  
Woodbridge, VA 22192  
(703) 580-6113  
bmassie@omniride.com





### Project Description

Pioneer Valley Transit Authority's existing 100 year old maintenance and operations facility was in a constrained urban site and offered no room for the authority's expanding fleet. Wendel worked with PVTA to evaluate the feasibility of staying on their existing site, programming, site selection, and complete design of a new bus maintenance and operations facility through construction. The new 204,000 sf, 20 bay facility provides a modern, energy efficient space for maintaining their fleet while planning for expansion.

The facility now utilizes natural light and ventilation strategies throughout to achieve bright spaces with healthy air quality. Interior bus storage houses 132 buses and allows for interior circulation for 40' diesel and electric buses along with future 60' articulated buses. The facility has 8 electric

trickle chargers and a future solar array on the roof to support the Battery Electric Bus (BEB) charging. The elevated management area provides modern office space with views to the exterior while making use of the site geometry and allowing driver functions to remain on the first floor.

The facility was completed in 2018.

The new 220,000 sf, 20 bay facility provides a modern, energy efficient space for maintaining their fleet while planning for expansion.



**PVTA**

Bus Maintenance Facility

**Client**

Pioneer Valley Transit Authority

**Project Location**

Springfield, MA

**Services Performed**

Architecture, Master Planning, Landscape Architecture, Programming/Planning, Electrical Engineering, Mechanical Engineering, Structural Engineering, Site Selection

**Completion Date**

November 2018

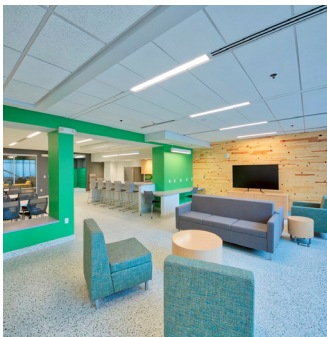
**Project Cost**

\$55,000,000

**Reference**

Pioneer Valley Transit Authority  
John Burke  
2808 Main Street  
Springfield, MA 01107  
(413) 627-7902  
jburke@pvta.com





## Connecticut DOT Waterbury Maintenance Facility

**Client**  
Connecticut State Department of  
Transportation

**Project Location**  
Watertown, CT

**Services Performed**  
Architecture, Landscape  
Architecture, Civil Engineering,  
Electrical Engineering,  
Mechanical Engineering,  
Structural Engineering,  
Construction Administration

**Completion Date**  
October 2018

**Project Cost**  
\$95,000,000

**Reference**  
Lisa Tilum  
2800 Berlin Turnpike  
P.O. Box 317546  
Newington, CT 06131-7546  
(860) 594-2000  
lisa.tilum@po.state.ct.us

### Project Description

Wendel provided complete design for a new 280 000 sf bus maintenance and storage facility. The new facility is located on a large open site that provides excellent opportunities for an efficient arrangement of building parking and site circulation. Due to the location of the site engineering studies were completed to determine how the necessary utilities (water sanitary storm electric and gas) will be brought to the facility. As a result off site design work includes bringing utilities from over one mile away.

Setting the building above flood levels played an important role in our design. In order to avoid extensive fill automobile parking is placed under the building saving costs while keeping buses and maintenance above the flood plain. A brownfield site water efficiency indoor air quality and

energy efficient measures are also central to Wendel's approach and design process. The facility includes interior bus servicing storage and maintenance for 50 full size buses 50 paratransit vehicles and covered employee parking.

An architectural image for four sided viewing from the highway scenic railroad and scenic river was a challenge as well as strict FM requirements and unsuitable soils. Dynamic compaction was used to increase soil bearing at minimal cost.

Wendel provided complete design for a new 280 000 sf bus maintenance and storage facility.







## INTERMODAL PROJECTS





## Project Description

The Corning Transportation Center site is located adjacent to Historic Market Street which is the center of the downtown Gaffer District. Corning's reputation for fine arts overflows in this walkable community. The rows of studios, restaurants, and specialty shops are equally rich in their artisans and architectural details. Beyond the Market Street corridor, many different building typologies are found. One goal of the new intermodal facility was to achieve an aesthetic blend of this contextual "old and new." The Corning Transportation Center is comprised of a collision of two architectural typologies and two main masses. The facility was designed with expansion in mind at a future date. In addition to the bus slips, a small facility includes patron waiting and information, restrooms, vending and employee lounge for drivers.

By successfully integrating historic elements with modern architecture, a transportation center was created that met the cultural and community needs of its riders. The facility as well as covered platform provides ADA accessible routes for patrons, amenities including waiting benches, receptacles, lighting, security cameras and other aspects that enhance the passenger experience.

By successfully integrating historic elements with modern architecture, a transportation center was created that met the cultural and community needs of its riders.

## City of Corning Transportation Center

**Client**  
City of Corning

**Project Location**  
Corning, NY

**Services Performed**  
Architecture, Landscape  
Architecture, Electrical  
Engineering, Mechanical  
Engineering, Site Selection, SEQ

**Completion Date**  
May 2013

**Project Cost**  
\$4,800,000

**Reference**  
Steve Dennis  
1 Nasser Civic Center Plaza  
Corning, NY 14830  
(607) 962-0340 ext 1117  
corningplanning@gmail.com





## Project Description

The vision for the Chatham Area Transit (CAT) Downtown Intermodal Transit Center is to provide visitors, citizens and transit employees with a modern facility that creates a foundation for the growth of the City and reinforces the importance of transit for Savannah. The site chosen for the new center was an existing Greyhound station. The goal of the project was to accommodate both CAT and Greyhound services, incorporate multiple modes of transit on a completely accessible site, and provide an iconic canopy design to foster civic pride and alter the perception of public transit.

After input from the Historic Savannah Foundation and Metropolitan Planning Commission, the design was developed around the existing Greyhound structure. The terminal was transformed from a deteriorating, unappealing facility to a welcom-

ing public space for visitors and travelers entering Savannah.

The resulting transit center is equipped to accommodate CAT, Greyhound and Trolley services, including two separate bus platforms. The CAT platform includes fourteen (14) sawtooth slips and waiting benches that are integrated via innovative engineering into the structural design. There are also electronic information kiosks and signage tied to the buses' AVL system.

The project achieved LEED Gold Certification. Recognized with the 2014 Preservation Award from the Historic Savannah Foundation.

The terminal was transformed from a deteriorating, unappealing facility to a welcoming public space for visitors and travelers entering Savannah.

## CAT Intermodal Station

### Client

Cogdell & Mandrala Architects  
Chatham Area Transit Authority

### Project Location

Savannah, GA

### Services Performed

Architecture, Electrical  
Engineering, Mechanical  
Engineering, Structural  
Engineering, Construction  
Administration, Site Selection

### Completion Date

October 2013

### Project Cost

\$9,300,000

### Reference

Bacarra Mauldin,  
Chief Executive Officer  
(912) 629-3925  
[bacarra.mauldin@catchacat.org](mailto:bacarra.mauldin@catchacat.org)



## Project Description

The intent of this project was to create an innovative intermodal transfer center while being respectful of the existing urban context. The building is sited in the City of Fort Wayne on the corner of Baker and Calhoun Street re-establishing and enhancing the urban fabric by strengthening the public space. The design includes eighteen bus slips within the limits of the available site. Wendel completed the site selection in 2001. The selected site's adjacency to the existing, elevated railroad and the historic Baker Street Station was considered important for future rail connectivity. In order to make the project viable within this constrained site, it was important to resolve the cantilevered canopies which protect the traveling public from inclement weather. Integrating the design of the canopy truss system with the form of the building became a main design feature. The southern elevation follows the bus slip configuration maximizing the depth of the

building while still allowing for pedestrian circulation.

The design of the building systems utilizes several sustainable design strategies that allow for a minimum environmental impact while maximizing public space within the site. Daylighting components both within the facility and the canopies ensure that the facility will function with minimal power use for much of the daylight hours. Geothermal radiant floor heating is incorporated throughout the facility. The canopy design allows for long, unobstructed site lines and transparency for visual security of the intermodal users. Large, integrated cantilevered arms illuminate the center drive aisles for evening transfer safety. The building façade celebrates an alternating rhythm of brick piers and zinc panels which reference the historic character of Fort Wayne within a modern facility.

The design of the building systems utilizes several sustainable design strategies that allow for a minimum environmental impact while maximizing public space within the site.

# Fort Wayne (Citilink) Intermodal Transfer Center

**Client**  
Fort Wayne Citilink

**Project Location**  
Fort Wayne, IN

**Services Performed**  
Architecture, Landscape  
Architecture, Programming/  
Planning, Project Management,  
Structural Engineering,  
Transportation Planning

**Completion Date**  
September 2012

**Project Cost**  
\$4,600,000

**Reference**  
Kenneth Housden  
801 Leesburg Road  
Fort Wayne, IN 46808  
(260) 408-0035  
kch@fwcitilink.com





### Project Description

Wendel was retained by Greater Lynchburg Transit Company (GLTC) to design their new transfer center with passenger waiting and cover canopy platform. The facility would be located next to the existing train station to promote multi-modalism. The facility would ultimately gain LEED Platinum status by the USGBC. The facility included passenger waiting, restrooms, vending as well as customer service, driver's lounge and room for street supervisors to perform work. Additionally, a community room was provided on the second level that could be used by both GLTC and the community for events and meetings.

The facility featured 10 covered slips with reserved area for expansion into the future. Parking for a park - n - ride was also provided that would hold up to 60 parking spaces. The covered platform featured many amenities including wi-fi, seating and safe walk zones where announcements were made when buses approached a crosswalk table. In addition, heating and windscreens were provided for the seating areas. The facility including ticket vending as well as snack vending, ample restrooms and customer service counter with information on routes, fare and other regional interests.

**GLTC**

Kemper Street Transfer  
Facility

### Client

Greater Lynchburg Transit  
Company

### Project Location

Lynchburg, VA

### Services Performed

Architecture, Landscape  
Architecture, Programming/  
Planning, Structural Engineering,  
Construction Administration, Site  
Selection

### Completion Date

April 2014

### Project Cost

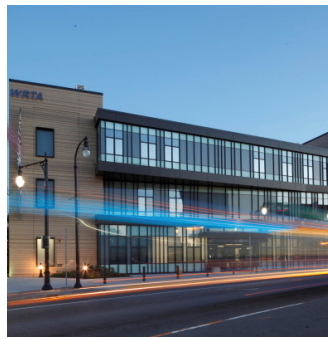
\$8,000,000

### Reference

Karen Walton  
First Transit  
(513) 241-2200

The facility featured 10 covered slips with reserved area for expansion into the future. Parking for a park - n - ride was also provided that would hold up to 60 parking spaces.





### Project Description

Wendel provided a design solution for a new transfer facility that bridged two city districts; the historic context of Union Station and the modern requirements of the Innovative Corridor along Foster Street. The new transfer facility links the intercity buses and trains with Union Station, creating a more complete intermodal center.

Though the design team was faced with a constrained site size and orientation, the team was able to develop a small satellite at the corner of Foster and Front Streets, with bus slips primarily accessed off of Foster Street.

The Wendel Team worked with WTRA from the initial programming phase including an economic development study evaluating a future transit oriented development (TOD). The transfer facility was constructed in

2013 and included a 4,500 sf station, an eight-slip transfer platform in a sawtooth arrangement, parking for 100 vehicles and a 9,000 sf WRTA office building. One of the bus slips was designed for an electric bus and included an overhead electric bus charging station.

Our team supported the TOD study with planning and graphics. It will be constructed in future phases as funding allows.

The Wendel Team worked with WTRA from the initial programming phase including an economic development study evaluating a future transit oriented development (TOD).

## WRTA

Hub @ Union Station

### Client

Worcester Regional Transit Authority

### Project Location

Worcester, MA

### Services Performed

Architecture, Landscape Architecture, Programming/Planning, Electrical Engineering, Mechanical Engineering, Structural Engineering

### Completion Date

June 2013

### Project Cost

\$19,000,000

### Reference

Tom Coyne  
Deputy Administrator, CFO  
508-791-2389 Ext 3045  
tcoyne@therta.com



# Broome County Transit

Intermodal Transportation  
Terminal

**Client**  
Broome County Dep. of Trans.

**Project Location**  
Binghamton, NY

**Services Performed**  
Architecture, Landscape  
Architecture, Structural  
Engineering, Construction  
Administration, Site Selection

**Completion Date**  
October 2010

**Project Cost**  
\$10,800,000

**Reference**  
Greg Kilmer, Broome County  
Commissioner  
(607) 763-4464  
gkilmer@co.broome.ny.us

## Project Description

B.C. Transit is a public transportation system owned and operated by Broome County. The County retained Wendel for the design and construction of a new intermodal center that consolidated into one central location the existing local bus service provided by B.C. Transit, along with the existing Greyhound and Coach / USA intercity bus terminals. In addition to these bus operations and their supporting functions, the facility also contains a mixed-use component designed for future expansion, as it is anticipated this facility will be a catalyst to leverage future economic development.

A space program was developed through a series of interviews with service providers, B.C. Transit, Greyhound, and Coach USA / Shortline. The new intermodal terminal has a total site and building area of 150,000 sf, with the Terminal Building itself being 20,000 sf of the total program. Twelve bus slips are utilized for B.C. Transit's local bus

service. Six bus slips will service Greyhound and eight bus slips are provided for Coach USA / Shortline, for a total 14 intercity slips. Total parking is 20 short-term spaces, with long-term parking provided in an existing parking structure across the street.

The project also involved a site selection study. Site evaluation criteria were developed with Broome County, and three sites were evaluated and given a weighted score based on the established criteria. This resulted in identifying a preferred site location. Conceptual site plan alternatives were then developed that showed various ways to accommodate the required program on site. Evaluation of these alternatives with Broome County resulted in a preferred site design alternative being identified.

The new intermodal terminal has a total site and building area of 150,000 sf, with the Terminal Building itself being 20,000 sf of the total program.





## INTERMODAL PLANNING STUDIES



### Project Description

The goal of the project was to select a site and provide a design for a new city bus intermodal facility. The site is to accommodate 12 city buses, 2 articulated, 60' buses and 2-25' vans, and requires approximately 50,000sf.

The unique solution developed by Wendel incorporates a two-level transfer center and other GRTC program needs, with city requirements for parking, retail and dining.

The facility was designed to be compatible with the surrounding historic structures, most notably the Carpenter Center and Richmond CenterStage.

Public participation took place and includes funding through FTA.

## Greater Richmond Transit Company

Downtown Transfer Center

### Client

Greater Richmond Transit  
Company

### Project Location

Richmond, VA

### Services Performed

Architecture, Landscape  
Architecture, Electrical  
Engineering, Mechanical  
Engineering, Site Selection, Site  
Analysis

### Completion Date

October 2018

### Project Cost

\$150,000

### Reference

Stephen McNally  
434-970-3351  
[mcnallys@charlottesville.gov](mailto:mcnallys@charlottesville.gov)

The unique solution developed by Wendel incorporates a two-level transfer center and other GRTC program needs, with city requirements for parking, retail and dining.





### Project Description

Central Midlands Council of Governments (CMCOG) initiated a study to determine the feasibility of constructing a regional intermodal transportation center (RITC) to enhance the traveler experience and also attract transit oriented development to the downtown Columbia area. The study also included a detailed site selection component that would provide ample space for the facility and facilitate "Transit Oriented Development". The Wendel team coordinated a station and economic feasibility study and led a public outreach program to determine the best plan moving forward.

The preferred site culled down from a list of 12 potential sites is the location of the current COMET bus station and would extend boundaries in the area. The proposed RITC would be constructed in saw-tooth configuration and could support as many as 20 bus bays for the regional and intercity bus operations.

The proposed station would include a passenger waiting area, public rest rooms, break rooms and facilities for drivers and office space, baggage handling rooms and a space for public meetings. Additionally, the site offered an opportunity for TOD in the form of residential and mixed use commercial uses. The proposed TOD would provide a stream of income to the city and COMET alike.

The seven phase study began in the spring of 2016 and a final was report was presented to CMCOG in the fall of 2017 with a preferred site and conceptual facility layouts.

The Wendel team coordinated a station and economic feasibility study and led a public outreach program to determine the best plan moving forward.

## CMCOG

### Intermodal Feasibility Study

#### Client

Central Midlands Council of Governments

#### Project Location

Columbia, SC

#### Services Performed

Architecture, Conceptual Design, Site Selection, Site Analysis, Public Involvement

#### Completion Date

October 2017

#### Project Cost

\$175,000

#### Reference

Reginald Simmons  
236 Stoneridge Drive  
Columbia, SC 29210  
(803) 744-5133  
[rsimmons@centralmidlands.org](mailto:rsimmons@centralmidlands.org)



## Project Description

The aging transit center in downtown Ypsilanti has reached its limits in terms of physical space needed to service an increased number of riders and amenities that enhance the rider experience. The YTC's ridership has more than doubled over the past five years and the Ypsilanti connection is one of importance in the greater Ann Arbor area fixed route transit system. Ann Arbor Area Transportation Authority (AAATA) selected Wendel to provide an evaluation of the existing 25-year old Ypsilanti Transit Center (YTC) and determine the next steps to improve or construct a new transit facility.

Our team worked with AAATA to lead an analysis of the existing facility, engaging in a public outreach program to gauge the needs of riders and the local community, make recommendations to enhance the facility on the existing site, or determine

needs and site requirements for a new facility.

Wendel completed an existing conditions evaluation and an assessment of the center's space needs. Concurrently the team facilitated an extensive public outreach program including public meetings and rider surveys to leverage community support for the project. When the initial needs assessment and public outreach program was completed, Wendel presented an analysis of alternative concepts and assisted AAATA with determining if a new site was needed, or if improvements could be made at the existing YTC. Recommendations were made to the client in early 2018.

Wendel completed an existing conditions evaluation and an assessment of the center's space needs.

## AAATA Ypsilanti Intermodal Study

**Client**  
Ann Arbor Area Transportation  
Authority

**Project Location**  
Ypsilanti, MI

**Services Performed**  
Architecture, Conceptual Design,  
Public Involvement

**Completion Date**  
March 2018

**Project Cost**  
\$400,000

**Reference**  
Matt Carpenter  
Chief Exec Officer  
2700 S. Industrial Hwy  
Ann Arbor, MI 48104  
Phone: 734-973-6500





# Rock Region Metro TOD Assessment

## Client

Rock Region Metropolitan  
Transit Authority

## Project Location

Little Rock, AR

## Completion Date

October, 2020

## Project Cost

\$140,815

## Reference

Charles D. Frazier, Executive  
Director

Rock Region Metro

O: 501.476.3762 | cfrazier@  
rrmetro.org

## Project Description

Rock Region Metropolitan Transit Authority (METRO) hired the Wendel Team to lead a Transit Oriented Development (TOD) feasibility study at its River Cities Travel Center. The Wendel team led a coordinated and robust public outreach program with key stakeholders and undertook a real estate market and feasibility assessment of the proposed redevelopment of the current downtown transit hub as a development anchor and downtown destination. The study assessed the viability of a TOD to provide opportunities for joint developments, establish spaces that serve both transit riders and non-riders, maintain adequate space for transit needs, and encourage economic development.

Over 50 real estate developers, property owners, public sector partners, and others were engaged to test the opportunities and challenges related to three redevelopment scenarios for the site. The recommendations focused on public/private uses including a ground floor grocery tenant, mixed-income workforce housing, and new state-of-the-art customer service operations to incorporate new technologies into Rock Region METRO's transit services.

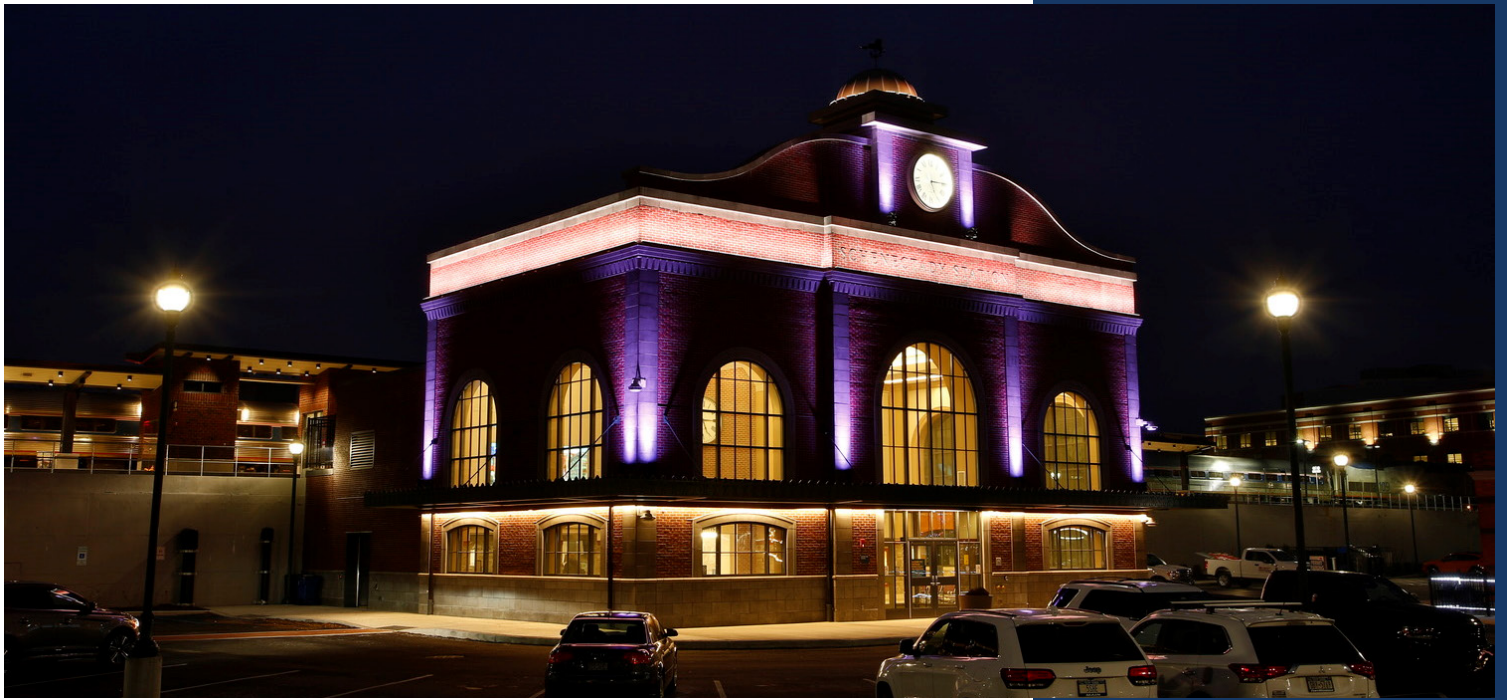
The recommendations focused on public/private uses including a ground floor grocery tenant, mixed-income workforce housing, and new state-of-the-art customer service operations to incorporate new technologies into Rock Region METRO's transit services





## AMTRAK INTERMODAL PROJECTS





## Project Description

The Wendel team was retained to perform detailed design and construction phase services for the reconstruction of Schenectady's Intermodal Station. The project would improve intercity travel, support the revitalization of downtown Schenectady, and accommodate New York State plans for high speed rail service in the Empire Corridor.

The station now provides a convenient, safe, and comfortable hub of transportation services that will improve linkages between various existing and proposed transportation modes including rail, bus (including bus rapid transit (BRT), auto, bicycling and walking. A pedestrian plaza is proposed to link the existing Broadway transit stop on State Street with the new Amtrak Station. The project will create a center of activity and access, bringing people from around the city, county and region to Schenectady. It will also serve as a hub to give new iden-

tity and character to downtown, and connecting neighborhoods and districts to one another. The project will produce an attractive station building and surrounding site that is sensitive to the historic character of the area and supportive of the revitalization of downtown Schenectady, the economic and cultural hub of Schenectady County.

The project included complete demolition of the existing station and replacing it with a new main station building and passenger boarding platforms with canopies. The building design is meant to be reminiscent of Schenectady's 1906 Union Station. Amenities include restrooms, ticketing services, an expanding waiting area, baggage room, vending machine area and a passageway between the waiting room and the stairs and elevator to the platform.

The station now provides a convenient, safe, and comfortable hub of transportation services that will improve linkages between various existing and proposed transportation modes

## NYS DOT

### Schenectady Intermodal Station

#### Client

Capital District Transportation Authority  
New York State Department of Transportation

#### Project Location

Schenectady, NY

#### Services Performed

Architecture, Construction Management, Landscape Architecture, Electrical Engineering, Mechanical Engineering, Structural Engineering, Plumbing Engineering

#### Completion Date

May 2019

#### Project Cost

\$13,500,000

#### Reference

New York State Department of Transportation  
Susan Andrews  
50 Wolf Road 6th Floor  
Albany, NY 12232  
(518) 457-6685  
Susan.Andrews@dot.state.ny.us





# City of Niagara Falls

International Intermodal Station

## Client

City of Niagara Falls

## Project Location

Niagara Falls, NY

## Services Performed

Architecture, Landscape Architecture, Civil Engineering, Electrical Engineering, Mechanical Engineering, Project Management, Structural Engineering, Site Selection, Environmental Engineering, Rail Agency Coordination

## Completion Date

December 2016

## Project Cost

\$25,000,000

## Reference

Thomas DeSantis  
City Hall Room 347  
Niagara Falls, NY 14302  
(716) 286-4477  
desantis@nfez.org

## Project Description

The City of Niagara Falls, which boasts a landmark tourist attraction—the majestic Niagara Falls, relocated the City's existing Amtrak passenger terminal to a site at the United States and Canadian border near the base of the Whirlpool Rapids International Passenger and Rail Bridge. The consolidated intermodal facility is now a focal point and an impetus for future development of the north Main Street commercial district of Niagara Falls, and provides a state-of-the-art portal for tourists and commuters alike.

Wendel coordinated the input and programming requirements from a host of involved stakeholders including the City of Niagara Falls, the Niagara Falls Bridge Commission, Amtrak, CSX Transportation, CN Rail, the United States Department of Homeland Security (DHS), New York State Department of Transportation (NYSDOT),

Federal Highway Administration, Federal Transit Administration, Niagara Frontier Transportation Authority, and several other public and private entities.

The design includes a new Amtrak passenger terminal, the renovation of the nationally registered historic United States Customhouse for DHS border inspection processing, and various retail and interpretative tourist uses. Additional modes of transportation include local bus, shuttles, Coach bus, pedestrians, bicyclists, taxis and park-and-ride users. Wendel was responsible for managing the complex NYS SEQR and NEPA requirements, and assisting the city in successfully applying for and receiving high speed rail funding for the project.

Provides a state-of-the-art portal for tourists and commuters alike.







## LRT & BRT PROJECTS





### Project Description

The Northwest Phase II Light Rail Extension project is a 1.55-mile northwestern extension of the existing Valley Metro light rail line from its current terminus at Dunlap and 19th Avenues to Metrocenter on the western side of Interstate 17 (I-17).

Wendel is the designer for three planned stations along the route: 1) at Dunlap and 25th Avenues, 2) just south of the intersection of Mountain View Road and 25th Avenue and north of the Arizona Canal Diversion Channel, and 3) at Metrocenter near W Cheryl Drive. The platforms are 280 feet long to accommodate up to three-car trains.

The light rail stations will include such amenities as seating, low-water landscaping, unobtrusive shade, trash receptacles, static and dynamic signs and ticket vending and validation machines.

Wendel is also responsible for the design and safety involved in the on-site intermodal connectivity. Access to and from adjacent streets will be provided by the appropriate passenger circulation elements such as platforms, sidewalks, ramps and stairs. The Metrocenter aerial station will also include escalators and elevators. Seven artists have been commissioned for the Art in Transit program. Wendel aids in the design implementation of their work on the stations.

## Valley Metro

### Northwest Phase II Light Rail Extension

#### Client

Jacobs Engineering - AZ Valley Metro, City of Phoenix

#### Project Location

Phoenix, AZ

#### Services Performed

Architecture

#### Completion Date

December 2023

#### Project Cost

\$160,000,000

#### Reference

Valley Metro, City of Phoenix  
Jay Yenerich  
101 N. 1st Ave, 302 North First Ave  
Ste. 1300, Suite 900  
Phoenix, Phoenix, AZ, AZ  
85003, 85003  
(602) 495-8269  
jyenerich@valleymetro.org

Wendel is the designer for three planned stations along the route





### Project Description

The City of Birmingham's Bus Rapid Transit (BRT) Project is key in a series of public transit initiatives meant to enhance quality-of-life, drive economic activity and increase mobility for citizens and visitors alike. The BRT project will connect a ten-mile corridor of downtown Birmingham, providing improved safety, economic competitiveness and environmental sustainability. The city brought in Wendel to perform services for the design of 12 BRT stations along the route plus two terminus stations that anchor each end.

The in-line stations are designed to provide a number of features, such as shelter with lighting designed to serve the expected number of riders while accommodating for future growth, while the terminus station include indoor passenger waiting and accommodate the fixed route service as well as BRT. All stations were designed to project the BRT service image, while fixed

signage clearly displays stop identification, maps and schedule information. Benches, leaning rails, bike racks and pedestrian scaled lighting ensure a comfortable and convenient experience for all riders. The Wendel team performed a variety of services for the City of Birmingham, including management and coordination, community outreach support, preliminary and advanced engineering and design, as well as post-design services. The BRT is expected to begin service in 2020.

The in-line stations are designed to provide a number of features, such as shelter with lighting designed to serve the expected number of riders while accommodating for future growth

## City of Birmingham

### BRT Station & Terminus Design

#### Client

Birmingham-Jefferson Co Transit  
Aut City of Birmingham

#### Project Location

Birmingham, AL

#### Services Performed

Architecture, Electrical  
Engineering, Structural  
Engineering, Public Involvement

#### Completion Date

June 2019

#### Project Cost

\$1,600,000

#### Reference

City of Birmingham  
Howard Richards  
710 North 20th Street 2nd Floor-  
City Hall  
Birmingham, AL 35203  
(205) 714-8665  
howard.richards@  
birminghamal.gov





### Project Description

As part of the Jacobs Engineering team, Wendel was retained by Valley Metro and City of Mesa to design two new light rail stations, traction power buildings, operator buildings and overall art installation coordination. The two stations that were planned were a relatively simple neighborhood station at Stapley Drive and a more celebratory station at Gilbert Road, the termination of the line.

A large park and ride was designed at this termination including 300 parking spaces, a bus transfer area, shaded bike parking and outdoor seating areas associated with the art installations.

Both the stations and park and ride are fully accessible. Wendel was also responsible for the design and safety involved in the on-site intermodal connectivity.

Art installations, out buildings and bus canopies were coordinated to maintain an overall sense of place to this major transportation corridor.

## Valley Metro

### Gilbert Road Light Rail Extension

#### Client

Jacobs Engineering Group, Inc.  
Valley Metro

#### Project Location

Mesa, AZ

#### Services Performed

Architecture, Landscape  
Architecture, Electrical  
Engineering, Mechanical  
Engineering, Transportation  
Planning

#### Completion Date

December 2018

#### Project Cost

\$110,000,000

#### Reference

Valley Metro  
Jay Yenerich  
101 N. 1st Ave Ste. 1300  
Phoenix, AZ 85003  
(602) 495-8269  
jyenerich@valleymetro.org

A large park and ride was designed at this termination including 300 parking spaces, a bus transfer area, shaded bike parking and outdoor seating areas associated with the art installations.

**Project**

Schenectady Amtrak  
Station Railroad Bridge

**Client**

Capital District  
Transportation Authority  
(CDTA)

**Location**

Schenectady, NY

**Expertise**

Bridge Inspection  
Load Rating  
Reconstruction  
Preliminary and Final  
Design



## Schenectady Amtrak Station Railroad Bridge

### Opportunity

The existing Amtrak station and platform in the City of Schenectady, New York, was evaluated for rehabilitation or replacement for the proposed reconstructed station. Mott MacDonald was retained to evaluate the two existing railroad bridges and provide a load rating for the existing railroad bridge structure over the Amtrak Station area. This work progressed to the final design of the reconstruction of the existing steel bridge over the station.

The existing bridge structure over the Amtrak Station consists of a 51-foot long, three-span steel stringer bridge on steel piers and concrete abutments. Each of the two steel piers consists of three steel columns which support a riveted, built up steel cross girder. The steel stringers support a steel deck plate which supports the stone ballast and two railroad tracks. The bridge structure was built in 1906 as part of a larger project that included a similar structure south of Liberty Street (over the Freight Area) and the bridges over Liberty Street and State Street. The portion of the bridge structure that currently remains over the station was originally built to support four tracks.

The proposed new bridge superstructure consisted of a 3-span rigid frame integral abutment bridge supporting the two tracks and the proposal platform, canopy and ancillary building structure. The rigid frame had a steel deck, rolled beam stringers and welded fracture critical cross girders supported on steel columns. Structural reconstruction, waterproofing of the bridge and adjacent pedestrian tunnel structures and excavation support were staged in order to permit continued rail traffic. The area below the bridge was used as part of the ground level of the reconstructed Amtrak Station.

### Solution

Mott MacDonald was responsible for the following:

- Bridge inspection
- Load Rating
- Repair concept development



## **Schenectady Amtrack Station Railroad Bridge**

- Repair estimating
- Design of the reconstructed bridge

### **Outcome**

- Review of historical Record Drawings for structures partially incorporated in current structure
- Measurement and estimation of percent section loss due to corrosion of steel members
- Load Rating per AREMA Manual Chapter 15 using Cooper E loading
- Proposed integral bridge design eliminated bridge deck joints for superior waterproofing.
- Abutment reuse saves construction cost and schedule
- Construction staging allows for the maintenance of rail traffic.

**Project**

NFITC Rail Bridge and Track Design

**Client**

City of Niagara Falls

**Location**

Niagara Falls, NY

**Expertise**

Structural Design  
Rail Alignment  
Final Design  
Construction Support  
Services  
Construction Inspection



**NFITC Rail Bridge and Track Design**

**Opportunity**

The City of Niagara Falls is constructing a new Niagara Falls Intermodal Transportation Center (NFITC) and International Railroad Station between Whirlpool Street and Main Street in Niagara Falls. The project includes creation of a passenger rail siding and platform, an industrial rail siding, and associated realignment of approximately 1/2 mile of mainline tracks between the Whirlpool Rapids Bridge and Main Street. The rail bridge over Whirlpool Street also requires modification to accommodate this work. This 70-foot long single span through girder bridge features an open deck and carries two tracks.

**Solution**

Mott MacDonald was retained to design new track alignments and complete contract documents for the rehabilitation of the railroad bridge over Whirlpool Street.

**Outcome**

- Highly constrained horizontal and vertical track geometry
- Relocation of existing vertical curve between new switch and platform
- Diverging tracks on bridge resulting in complicated geometry
- Vertical clearance issues
- Addition of traction bracing
- Replacement of open deck and stringers
- Use of staged construction of the track and bridge rehabilitation to maintain Railroad and Highway traffic
- Design Temporary Rail Bridge Supports to maintain rail traffic during bearing replacement
- Coordination and Passenger and Freight Railroads
- Feasibility study for second passenger siding and platform





**Project: IORY Springfield Mainline Track Lowering**

**Owner: Indiana and Ohio Railway**

**Location: Springfield, Ohio**

**Project Features**

CTL provided geotechnical exploration on a project that included the lowering of the IORY railroad track located in Springfield, Ohio. The lowering consisted of 1,600 feet of railroad mainline track from about 582 feet west of the Fountain Street bridge eastward to about 25 feet west of the Spring Street bridge.

The purpose of CTL's geotechnical exploration was to determine the subsurface conditions of the site in conjunction with evaluating its suitability for the lowering of the railroad track.

**Client Reference**

EMH&T

John Hilborn

614-775-6213

jhilborn@emht.com

**Project Completion**

2018

## **PROJECT PROFILES**

### **Limited Phase I ESA and Vapor Intrusion Study – Central Ohio Transit Authority (COTA) – Columbus, Ohio**

**Mr. Paul Bauer – APTIM Applied Sciences & Engineering – 500 Penn Center, Suite 1000, Pittsburgh, PA 15235 – 412-858-1594**

STONE conducted a Limited Phase I Environmental Site Assessment (ESA) and Vapor Intrusion Study with a focus on trichloroethylene (TCE). Ohio EPA requested that the Property conditions be assessed to ensure concentrations of TCE meet the new federally mandated indoor air levels. The ESA identified two potential sources of TCE from former Property uses - a dry cleaner and an automotive repair facility. The vapor intrusion study focused on these areas on the Property. STONE personnel installed five soil borings, collected soil samples, and collected soil gas samples using Summa canisters. The laboratory results were compared to Ohio EPA Voluntary Action Program (VAP) commercial/industrial indoor air standards due to vapor intrusion, the U.S. EPA Vapor Intrusion Screening Level (VISL) Calculator for commercial and residential near-source gas concentrations, and Ohio EPA's August 2016 "Guidance Document Recommendations Regarding Response Action Levels and Timeframes for Common Contaminants of Concerns at Vapor Intrusion Sites in Ohio".

### **Environmental Compliance Services – COTA - Various Sites, Ohio**

**Mr. Paul Bauer – APTIM Applied Sciences & Engineering – 500 Penn Center, Suite 1000, Pittsburgh, PA 15235 – 412-858-1594**

STONE performed site audits for three COTA transit terminals. The purpose of these audits was threefold:

- Perform a Gap Analysis identifying any potential environmental non-compliance concerns.
- Update the current Spill Prevention, Control & Countermeasure (SPCC) Plan, or verify that the an SPCC is not needed.
- Update the current Storm Water Pollution Prevention Plan (SWP3)

#### **Pre-Audit Planning**

STONE reviewed online sources to determine current permits, registrations, and reporting and reviewed existing permits and plans provided by the facility. This included air permits, hazardous waste status, registered underground storage tanks (USTs) and reported releases, storm water permit, registered water and monitoring wells, reported spills, City of Columbus GIS data, and satellite imagery.

#### **On-Site Auditing Activities**

STONE conducted an on-site audit of each facility, as escorted by knowledgeable COTA personnel and documented findings with photographs. Each visit began with a brief kick-off meeting to discuss any questions that came up during the document pre-audit planning, the purpose of the site visit, any facility rules or procedures to be aware of, and clarify expectations. Each facility was reviewed with respect to the design, construction, operation, or maintenance that materially affects the facility's potential for an oil discharge and compliance with SPCC regulations of 40 CFR part 112. The audit included potential sources of stormwater contamination and best management practices (BMPs) to mitigate that potential. STONE reviewed the hazardous material and hazardous waste management and storage at each facility, as well as evaluated the need for air permits based on existing emission sources (such as paint booths).

On-site document review included inspection reports (stormwater and SPCC), spill and incident reports, training records, hazardous and non-hazardous waste manifests, and safety data sheets. The site audit concluded with a close-out meeting to discuss preliminary findings.





## Butler County Metroparks River Center Middletown, OH

Rivercenter is a full service bicycle center located along the Great Miami River Recreational Trail. Strategically located to take advantage of view of the Great Miami River, the facility houses administration offices, restrooms, educational facilities, parking lot, and green infrastructure for stormwater management.

Rivercenter serves as a trailhead for access to the regional trail and can support events that take place at the AK Steel Performance Pavilion located directly north of the site. The paving for the outdoor spaces includes meandering scoring lines that celebrate the importance of the river's influence upon the community. Rain chains direct storm water into a series of bioswales and rain gardens promoting sustainable solutions to managing storm water runoff. Bayer Becker provided surveying, civil engineering, and landscape architecture services for the project. Our firm teamed with SMP Design + Construction and Schaefer Engineering on the project.

**Bayer Becker Team:** John E. Cody, Brian R. Johnson

### relevance

*Bike Path Facility  
Green Infrastructure Design  
Multimodal Traffic Solutions  
Pedestrian traffic  
Bike lanes  
Car/Truck traffic  
Located In Butler County*

### solutions provided

Green Infrastructure  
Park & Recreation Planning and Design  
Pedestrian/Bicycle Facility Design  
Signing & Striping Plan  
Sustainable Planting Design

### reference

Kevin Spector, AIA | Chief Creative Officer  
SMP Design + Construction  
4480 Lake Forest Dr, Cincinnati, OH 45242  
513-445-8490







## **A. MANAGING THE BCRTA CHESTNUT STREET MULTIMODAL STATION & SHARED SERVICES FACILITY**

When you select the Wendel Team you can rest assured a solid foundation will be put in place to start your project off right. We believe these first steps are not only necessary – but crucial to successfully plan, manage, and execute your project. We are in this together and we pledge to manage your resources to give you the best value and advance your project while keeping you fully informed of the progress and results along the way. For the Wendel Team the key is a well thought out establishment of a Project Management Plan and a properly planned and executed Project Kickoff.

### **PROJECT MANAGEMENT PLAN**

**Project Manager:** In the Wendel project and service delivery system, the project manager is the catalyst for the communications, resource allocation, cost control, quality control, schedule adherence and risk management of the project. Our project manager, Susan Sherwood, will be the main point of contact for both BCRTA and the City of Oxford on this project. Susan is a Principal at Wendel and Program Manager of the firm's Public Transportation group. She is a certified PMP and has been a project manager at Wendel for 13 years and has managed some of Wendel's most complex public transportation studies and projects.

### **PM STRUCTURE / ORGANIZATION**

Every person at every level of our team and organization is part of our project delivery system. Over the years we have been developing and continuously improving a company-wide Project Management Office (PMO) that provides our project managers and staff with a consistent, robust project management system that serves as the foundation of our project delivery system. The PMO provides a framework for the processes and the tools for integrated project management for all aspects of the job: planning, monitoring, controlling and communication. The PMO is intended to serve as a road map for the proactive integration of critical management activities throughout the study project life cycle.

Wendel will lead preparation of a customized detailed project work plan that will include the following:

- Preparation of project work breakdown structure (WBS) by phase and task.
- Development of a project interdependency chart which defines the interdependent activities of all team members and stakeholders with respect to WBS activities.
- Preparation of a detailed project network diagram and project schedule with critical milestones.
- Preparation of scope / requirement communication plan with change control procedures.
- Development of project budget and tracking procedures.
- Project work package and deliverable definition and development.
- Establish a quality management review plan and approval processes that includes BCRTA staff.

As we begin the project the team will prepare project work plans for both BCRTA Part 1 - initial Preliminary Architectural Concept Design/Engineering phase. Where there are coordination opportunities with our team and stakeholders, we will jointly manage this together to gain project efficiencies.

Should you select the Wendel Team and BCRTA upon satisfactory completion chooses to exercise additional parts of the Chestnut Facility project the Wendel Team would also prepare project plans for those parts as well.

### PROJECT KICKOFF MEETING

The purpose of our project kickoff meeting is to introduce the BCRTA, City of Oxford, and Miami University to the full Wendel Team. We do this with a well-planned scripted Agenda using Zoom Video.

A primary goal will be to get more background and clarity for what success looks like, understand what needs to be done, and agree on how to work together effectively – it's the right way to get everyone on the same page. With the challenges of COVID-19 this is vital and when done right, the project kickoff meeting will contribute enormously to the success of both project elements.

Our recommended agenda items will include:

- Developing a Project Goal Statement that defines the individual and joint project's objectives.
- How would the BCRTA, City of Oxford and Miami University stakeholders define success?
- Identifying key project team members and proper decision-making structure.
- Establishing lines of communication and reporting formats for BCRTA and the City.
- Establish a regular progress meeting schedule with BCRTA for during and after the joint Wendel Immersion Process we highlight later in our Work Plan.
- Identifying any sustainable design parameters and any energy efficiency requirements to be included in the project building programs.
- Confirming the overall project schedules, key milestones and deliverables.
- Establishing project funding and the long-term budget criteria.
- Reviewing and confirming pertinent project information and existing studies/documents.

**Note: As a unique project we will creatively set the Agenda to run some parts of the Kickoff both jointly and separately as needed with both BCRTA and City of Oxford and our team.**



### Existing Documentation Review

Before we start the project, our Team will familiarize themselves with any planning and study information available for BCRTA, City of Oxford, and Miami University that could impact the project. This could include:

- Existing site documents.
- Right-of-way and property information.
- Zoning data for the area.
- Existing environmental information.
- Applicable codes and local site plan approval process.
- Documentation supporting and describing any grants received for the project.

## PART ONE: Facility Planning, Program and Concept Design

### Task 1 Program Study

#### WENDEL'S UNIQUE IMMERSION PROCESS - KEY TO A QUICK AND EFFICIENT START

Once the Project Management Plan is created, Kickoff meeting is completed, and the Public Outreach Plan are in place, the Wendel Team will execute the Task 1: Program Study required by this RFQ with our "Immersion Process". This process is proprietary to Wendel. While other firms may perform similar work tasks, Wendel does it in an entirely unique way, which gets our projects off to a quick and efficient start and sustains momentum for the remainder of the work effort.

The Wendel Team will work with BCRTA Team to set a formal Agenda for the Immersion meetings. At least two weeks prior to the Immersion a virtual Zoom session will be conducted to layout the Agenda followed up with a customized questionnaire provided for BCRTA staff to complete. Our team will work with BCRTA transit staff and local project team members to collect administration, operations and route data, fleet rosters, fleet replacement/expansion plans, and other relevant information prior to starting the Immersion. BCRTA already has a good start:

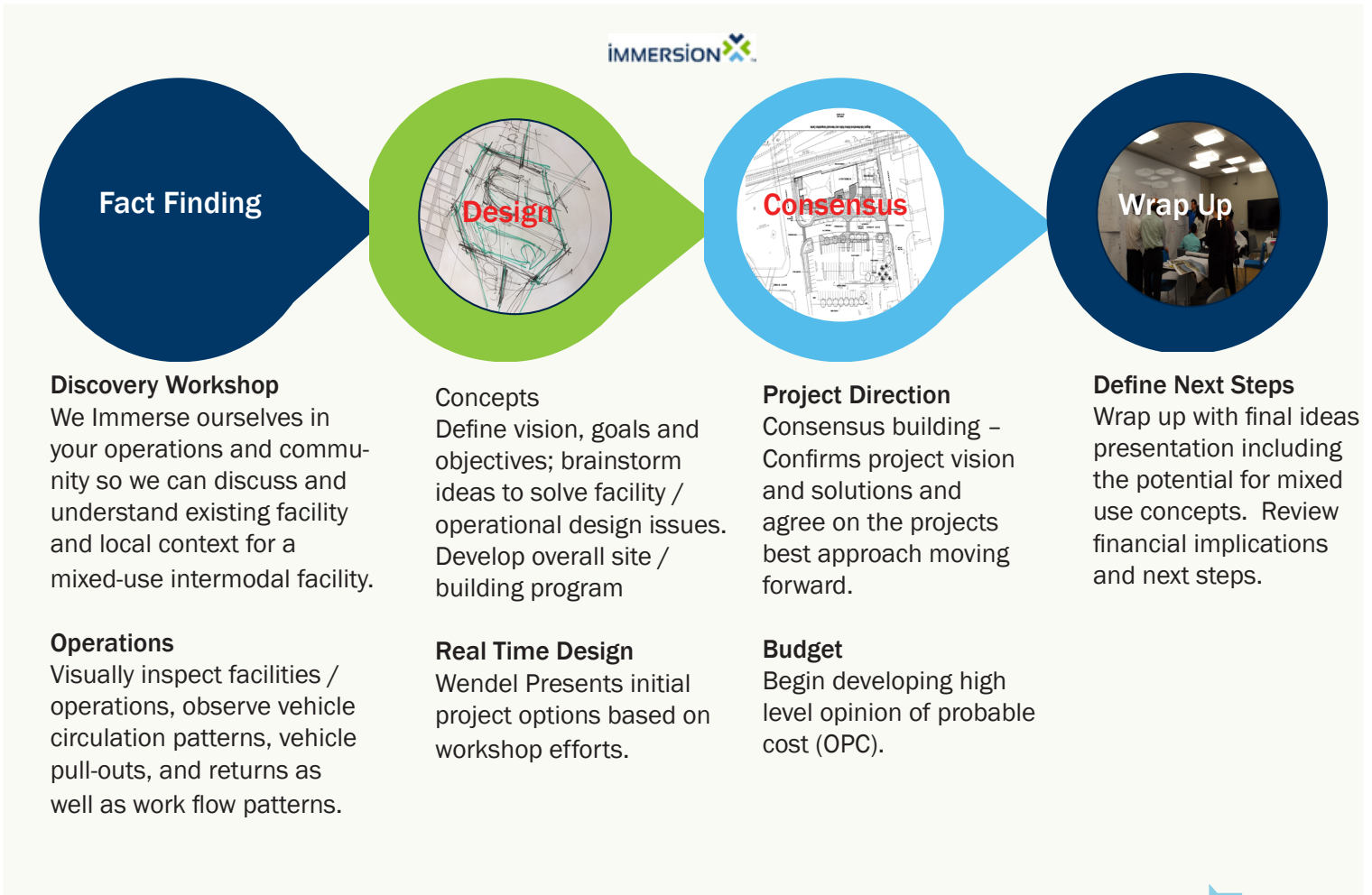
- a) Administrative office space for five BCRTA employees
- b) Administrative office space for four Talawanda School Transportation employees
- c) Administrative and employee breaks rooms, locker rooms, and restrooms
- d) Separated bus lanes and covered terminal for BCRTA local buses and interurban buses (7 routes)
- e) Indoor and outdoor passenger waiting space
- f) Customer service and ticketing area for BCRTA and future AMTRAK
- g) Real-time bus signage indoors and at bus staging areas
- h) Public restrooms
- i) Outdoor bike storage/lockers
- j) Indoor vehicle maintenance space for BCRTA, Talawanda, and Miami University
- k) Indoor Parking for 20 BCRTA buses and Miami University heavy equipment
- l) Relocated and covered fuel island and underground tanks
- m) Bus/truck wash
- n) Welcoming and cohesive connections to adjacent rail platform





The purpose of our Immersion Process is to further explore these 14 items and gain a first-hand understanding of your project and challenges – physical, functional and operational – and to identify the vision, goals and necessary outcomes for your project. For this assignment, we need to gain a thorough understanding of the complete BCRTA operation in its current condition and needs for this site for the next 20+ years, and possibly beyond. This information will be critical for Wendel in putting together your program study. As part of any program and site analysis the Wendel Team always performs an operational fatal flaw analysis that includes costs and many other factors.

*It will be our plan to also coordinate Immersion meetings with Wendel, the City of Oxford and our rail subconsultant Mott MacDonald as part of our Immersion program.*



The Wendel Team members will start our Immersion Process by spending 2-3 days in Oxford. This process includes interviewing and potentially shadowing key administrative, maintenance and operations staff. This will allow us to observe on-site in real time how BCRTA operations and tasks are performed at the site today and how existing systems function as they could affect the development of any potential project.

As we explore your operations and engage with the individuals who will be using the facility systems, we gain an understanding that positively impacts the speed of the space programming process of identifying needs for bus operations and co-located uses. We estimate we would be on site for approximately three continuous days.

Our Immersion process is uniquely suited to projects like yours with multiple stakeholders and allows us to quickly pull together the criteria and information – with a consensus concept vision and final report ready for you generally within 60 days of putting our feet on the ground at your site.

*Keeping in mind COVID-19 concerns we would take all necessary safety precautions but feel being on site for many activities are crucial. Interviews would be conducted with social distancing in mind including the potential to use Zoom video conferencing and other virtual techniques where appropriate.*

## TASK 2: SITE SELECTION ALTERNATIVE STUDY (OPTIONAL IF NEEDED)

If BCRTA felt this task was necessary the Wendel Team would hold a meeting with BCRTA personnel to define potential locations, in addition to the proposed site that are within the service area on which a shared use joint facility could be located. Upon identification of the most favorable locations, Wendel would work with representatives of BCRTA to identify sites within these areas and develop pass/fail and weighted evaluation criteria. The list of suitable properties would initially be evaluated using site criteria in a “pass/fail” manner. Evaluations could be made via a “windshield survey” approach and where appropriate and necessary the site could be walked. The final list of potential properties would include no more than five (5) additional sites and be prepared in a matrix. The Wendel Team would work with BCRTA to review these potential sites with representatives of local government before candidate sites were revealed publicly.

Using the weighted site selection criteria, BCRTA and the Wendel Team will narrow the list of properties down to a maximum of three (3) additional preferred potential sites in addition to the current site to perform test fits and a final ranking of final sites which the Wendel Team would review and study further.

*Note: Based on FTA Grant applications and funding it is likely this process is not required.*

## TASK 3: PRELIMINARY ENVIRONMENTAL STUDY

Our sub-consultant Stone Environmental, will perform the required a Phase 1 Environmental Site Assessment (ESA) of the site to ascertain if any environmental fatal flaws exist at the site. If the proposed layout affects existing buildings and/or structures on the site, the Phase 1 ESA will include an investigation of hazardous materials, (i.e., asbestos, lead paint, PCP's, etc.) to make certain the site is not environmentally fatally flawed.

## TASK 4: CONCEPT DRAWINGS

Using the information and feedback from the Immersion program and the other preliminary fact-finding tasks, Wendel will put together a final concept design. As stated in the Immersion narrative, we will have a basic building program, site plan and major program space adjacencies plan. We will then work with you to finish the detail on the building program and create a final concept floor plan.

Since we use Revit as our design tool of choice, everything on the floor plan is actually a 3D image, creating a live digital model showing the overall massing of the building. With this digital model, we will be able to show you how sustainable enhancements such as natural ventilation and daylighting affects the internal occupied spaces and task areas. This massing model will not show specific colors and detailed materials at this time but will adequately convey an accurate sense for the geometric volume of the facility.





We will also have a working structural system included in the model. Recommended building systems will be explained to you and the agreed upon so that systems narrative can be included in the concept design. As always with Wendel, none of this happens without a confirmed operational flow diagram of how buses maneuver around the site with a keen eye on internal circulation. We make sure that the operational adjacencies are implemented in the design.

Although not required in this task Wendel will be able to use this information in developing a high-level opinion of probable cost based on industry standards. This will give BCRTA the required information to evaluate the economic feasibility of proceeding with the project and whether it is right-sized or needs refinement moving forward. Wendel has considerable experience based on designed and built projects in multiple regions of the United States including recent projects in Ohio with Greater Cleveland RTA.

## PARTS TWO/THREE - Preliminary Architectural Concept Design/Engineering and 30-100% Final Design

BCRTA has provided an extremely thorough list of Scope Tasks for Part 2 - Preliminary Architectural Concept Design/Engineering, Part 3 - Final 30-100% Design. The Wendel team is fully qualified to perform all of the functions required by this part of the procurement and our team wants to earn the privilege of completing your entire project. When you review our resumes you will note that we have professionals with a wealth of experience designing and engineering transit maintenance facilities and intermodal projects. The mechanical, electrical and structural systems are unique and unlike a typical industrial or commercial facility. There are many lessons learned which we apply to our designs.

Key is structural issues in maintenance and parking bay spaces and the ability to understand how important these issues are in design. Our electrical engineers have done a number of electric bus implementations.

We have mechanical engineer Grace Vigor who has extensive experience with transit facility equipment of all varieties including most importantly bus wash and fueling systems. There will be considerable expertise required considering the flexibility you are looking for with your bus and vehicle wash system. We have that expertise with Grace on many projects including new facilities and complex system retrofits.

We also bring expertise with alternative fuels including major electric bus charging planning studies through implementation and installation. Due to the space we have already taken in this proposal for our projects, we chose not to add these project histories – but our CNG and electric bus experience is extensive. Electrical Engineer John Havrilla (not shown on our Team) is Wendel's Director of Alternative Fuels and is also available as a resource for this project.

As a firm with a national Transit practice, Wendel takes pride in the quality of service and level of attention we give to our clients in the many states we serve. We have a local Columbus, OH office and we also regularly team with local firms on projects. This is part of our success in serving clients well. We also take each submittal for a potential project **very seriously** and review the resource requirements and availability carefully.

Wendel would not submit this response unless we could fully commit the necessary time, resources and energy required to fully complete this entire project. As we move through the additional parts of this project, we fully understand the operational and security challenges in facility designs that will provide for multiple entities and uses. We have done many joint transit projects – like the East Pasco County Florida project in our examples. We will put our extensive knowledge and experience to work for your benefit to create the unique spaces you need, give you the best overall cost-effective solutions, and eliminate duplication of space and effort where feasible.

We have completed numerous transit projects in the past 10 years and have highlighted some of them in our project examples. This includes projects of similar scale and complexity, multimodal stations, bus operations and maintenance facilities, and transit-oriented developments. Durability, efficiency and functionality are core to our facility designs, making them potential showcases of sustainability and resiliency. Our experienced transit architects will guide you through planning scenarios and how to integrate sustainable principles into design.

We aspire to design higher environmental performance into our facilities which can lead to long term operational efficiencies and improved occupant well-being. In our design philosophy - trade offs need to be considered and many strategies are investigated to drive potential savings. Energy modeling can be used to compare various building types and systems. Simple design moves such as; evaluating building orientation for maximized daylighting/shading; reducing the size of HVAC loads for solar heat gain in your colder climate and leveraging cross ventilation opportunities through perpendicular orientation to prevailing winds are all no cost/high benefit opportunities to reduce your facility's overall EUI (Energy Use Intensity).



*The Chestnut  
Street Shared  
Services Facility  
and Multimodal  
Transit Station,  
supports regional  
connections to  
Miami University  
and the City of  
Oxford.*

Highly efficient mechanical systems and energy management/advanced control systems can monitor and regulate building operational efficiency. Incorporating radiant floor slab heating systems in bus maintenance and storage facilities helps with the added challenge of constantly opening and closing overhead bus entry/exit doors, creating inconsistent temperature that is inefficient to control. For your maintenance and storage areas radiant floor slab heating systems keep the heat source near the floor where work/tasks are being performed rather than heating voluminous spaces.

Building materials are considered for durability, environmental and health benefits. Product certifications help designers choose better products on the market that are third party certified for their sustainable attributes.

In the outdoor environment Wendel has utilized green roofs on projects to create additional space for landscaping and help to reduce and filter stormwater. Managing stormwater at sites can be even more important depending on the proximity to other sensitive areas and water that falls on the roof and other hard surfaces can also be directed to bio-retention planted areas where it can be filtered by a series of plants, soil and gravel. Storm water collection from large roofs can also be designed to offset water use in bus wash systems, irrigation, and offsetting potable water use for fixtures. It is hard to highlight on a project sheet but Wendel's portfolio of facilities showcase a variety of sustainability features our projects capture the latest technologies and trends.

Should we be selected and have the privilege of moving forward on Parts 2-4, Wendel and our sub-consultant team members are ready and highly qualified to execute these work tasks. We will consult with you where we believe there are efficiencies or cost savings that could be realized by refining any of the tasks in each part and we will assist with that during the final scoping phases for each part.

For Part 2 – NEPA Compliance Process, DBE Stone Environmental will continue based on what is learned in the Phase 1 Environmental Site Assessment (ESA) in Part 1 and continue with the completion of the required FTA NEPA processes. Wendel Project Manager, Susan Sherwood, PMP Wendel has also assisted in the completion of a number of environmental reviews for local, state, and federally funded projects. We regularly work with permitting and funding agencies affected by our client's projects to whatever level is necessary in support of our clients resolving environmental issues to the satisfaction of all parties.

Wendel will lead all inter-agency coordination in all segments of the project. We will be able to attend local meetings as required and will also be assisted by the local Oxford Civil Engineering firm Bayer Becker for assistance with local communications and coordination.

Our subconsultant CTL Engineering will be retained for any specialty geotechnical investigations as a result of the NEPA process, fuel tank relocation investigations, and other routine geotechnical services necessary for construction on this or any other selected site.

Our DBE subconsultant Costing Services Group has assisted Wendel with cost estimating on many of our transit projects over the years.

## PART FOUR - Construction Phase Services w/Commissioning and Project Close-Out/Warranty

BCRTA has also provided an extremely thorough list of Scope Tasks for Construction Phase Services, Commissioning and Project Close-Out and Warranty. The Wendel team is fully qualified to perform all of the functions required by this part of the procurement.

# MASTER BUILDER



### ENHANCED CONSTRUCTION SERVICES

For many transit agencies assembling a team of designers and constructors to complete a facility project can be daunting. The inexperienced procurement officer may not know where to begin, and the experienced likely has memories of the frustration of managing separate competing design and construction interests. Even when things are running smoothly this means dealing with multiple points of contact, spending time on the phone and sifting through emails. However, the real headaches begin when the project reaches a challenge. When different teams working on a project do not agree on how to move forward, it's left to the owner to step in like a referee and attempt to resolve the issue and manage change orders. This is as unproductive as it is unpleasant and forces the transit agency out of their preferred role; monitoring the project's triple constraint of scope, schedule and budget.

There is an alternative – and Wendel is equipped to provide Enhanced Construction Services. Wendel's Manager of this process Mark Molnar is a Principal and licensed professional engineer with more than 32 years of practical experience in the planning, design and management of multi-disciplined facilities projects of all sizes. Provided as an alternative to basic construction administration (CA) services, we offer an alternative project delivery method where the professional services firm leads for you. With this approach we can provide a single point of contact for BCRTA throughout the lifecycle of the project, ensuring a streamlined process so you receive a higher quality project for less cost. This improves on the traditional contractor-led design bid build concept and employs an open-book, transparent and ethical approach that BCRTA can trust. It expedites project delivery and involves BCRTA directly in each phase. Projects led by professionals have the best outcomes and long-term involvement.

### VALUE THROUGH TRANSPARENCY & PARTNERSHIP

Having Wendel, a professional design services firm, in the driver seat for your project means enjoying the perks of a trusted advisor who puts your needs and desires first. With Wendel's enhanced construction services, you have peace of mind that your project is being managed by someone who is focused on delivering the expected value in an efficient manner. We prioritize the owner's interests, working as client advocate.

### Stewards of the Environment

We are Stewards of the Environment in how we operate as a company, how we pursue our work and interface with the world in our daily lives. Our culture is built upon behaviors respecting both the needs of our community and our planet. Our goal is to bring projects to life, balancing the environmental, social and economic dynamics through sustainability. Sustainability is more than just taking steps to be green, it's about collaboration; it's about improving and protecting the things we consider valuable; and it's about social equity and celebrating the character of our communities.

Our pledge is to work with you to embrace your objective to design a cost-effective, sustainable, functional and aesthetically pleasing facility acceptable to BCRTA that meets both current operations and reflects considerations for future growth. In addition to our architects being LEED accredited, our team includes Wendel's Director of Sustainability, **Aliesa Adelman, CSDP, LEED AP BD+C**. Aliesa collaborates with the design teams to integrate sustainable development principles and technologies into projects.



## FTA EXPERIENCE

Wendel team members know and understands the Federal Transit Administrations (FTA) regulations and requirements that apply to these projects. While all FTA Circulars are important, our knowledge and experience with the requirements of FTA C9300.1B Capital Investment Program Guidance and FTA C 4220.1F “Third Party Contracting Guidance”, and the FTA’s Construction Project Management Handbook, are of particular importance, as this allows us to assist our clients with FTA requirements including compliance with Buy America and Davis Bacon. A large percentage of our office, operations, administration, maintenance, transit center and intermodal facility projects have been completed in partnership with the FTA.

The FTA’s Construction Project Management Handbook 2016, provides a comprehensive project management framework that needs to be followed from feasibility studies, project development and initiation through design, construction and close out, identifying key objectives and steps required for FTA funded projects. Recognizing the importance of this publication, Wendel has sent project managers to be trained in FTA project management. In addition, we have attended the FTA “New Grantee Workshops” in order to learn and clearly understand the FTA’s Triennial Review Program so we can proactively assist our clients with their FTA compliance.

## GRANT WRITING SERVICES

Wendel has also significant experience in providing grant writing assistance to transit agencies. Our transit experts regularly work with transit systems reviewing FTA issued guidance, required forms, and basic requirements for grant applications including Grants for Buses and Bus Facilities Program (49 U.S.C. 5339), Low or No Emission Vehicle Program (49 U.S.C. 5339c), and the Better Utilizing Investments to Leverage Development (BUILD) Transportation Grants Program (formerly TIGER). Wendel assists transit agency staff in securing the required information and supporting documentation for grant applications and prepares the necessary narratives such as project descriptions, policy priorities, demonstration of need and demonstration of benefits, coordination with local and regional priorities, local commitment, project implementation strategies, technical, legal and financial capacity, project timeline, budget, project phasing and scalability, and matching funds availability, and other innovative funding sources.

Other grant work includes helping identify and gather resolutions and/or letters of support from the local community, regional, statewide and national supporters of projects including MPO, DOT, elected officials, and others.

## QUALITY PROGRAM

Wendel is certified to ISO 9001:2015 through DNV GL – Business Assurance. Being ISO 9001:2015 certified shows an organization’s well defined Quality Management System (QMS) that demonstrates a commitment to consistency, continual improvement and customer satisfaction.

ISO 9001 is the most widely used quality management standard, and has recently undergone a periodic update to better reflect modern business challenges. The current standard requires greater involvement of senior management, broader understanding of processes and more focus on customer and stakeholder expectations. Our Quality Policy best summarizes how we use our quality systems: “At Wendel, we leverage our values of Team First, Quality, Promises Made Promises Kept, and First Class Communication to continuously improve our quality system, meet applicable requirements, and provide high value to our customers.”

## QUALITY PHILOSOPHY

Our high level philosophy can be captured in a few simple statements. “Do it right the first time,” “Quality is designed in, not checked in,” and “Follow the process.” Beyond those basic premises, we believe in and include a quality assurance process that supports the “done right” intent. We are a process driven company with a spirit of continuous improvement. This is how we achieve our high quality standard and ensure that it is maintained into the future using our ISO 9001 certification as the framework.

## QUALITY MANAGEMENT PROCESSES

Quality is designed into our processes from start to finish in order to provide maximum benefit. As part of the planning process, we assign experienced and knowledgeable professionals to all projects as key components to each design team. These people are part of the “0% Review” meeting, bringing the best personnel from each discipline in at the beginning of each project to clearly identify the approach, risks, boundaries, and creative aspects unique to each project. The project approach is then defined and shared



| Butler County Regional Transit Authority<br>Chestnut Street Multimodal Station & Shared Services Facility<br>Preliminary Schedule |   |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|---|---|----------|--------------|--------------|-------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| ID  | Task Name   | Duration | Start        | Finish       | 2020<br>Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct |
| 1   | Milestones  |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 2   | Consultant Selection  | 1 day    | Wed 11/18/20 | Wed 11/18/20 |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 3   | Project Kickoff   | 1 day    | Mon 12/14/20 | Mon 12/14/20 |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 4   | Part 1 - Planning and Programming   | 53 days  | Mon 1/4/21   | Wed 3/17/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 5   | Task 1: Program Study (Immersion)   | 5 days   | Mon 1/4/21   | Fri 1/8/21   |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 6   | Task 2: Site Selection Alternative Study (If Needed)                                |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 7   | Task 3: Preliminary Environmental Study   | 35 days  | Mon 1/4/21   | Fri 2/19/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 8   | Task 4: 10% Concept Drawings  | 45 days  | Mon 1/4/21   | Fri 3/5/21   |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 9   | BCRTA Approval  | 9 days   | Fri 3/5/21   | Wed 3/17/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 10  | Part 2 - Preliminary Architectural: 30% Concept Design/Engineering                  | 98 days  | Mon 4/5/21   | Wed 8/18/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 11  | Task 1: Preliminary Design Documents  | 85 days  | Mon 4/5/21   | Fri 7/30/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 12  | Task 2: NEPA Compliance Process   | 85 days  | Mon 4/5/21   | Fri 7/30/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 13  | Task 3: Interagency Coordination/Public Process                                     | 85 days  | Mon 4/5/21   | Fri 7/30/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 14  | BCRTA Approval  | 13 days  | Mon 8/2/21   | Wed 8/18/21  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 15  | Part 3 - Final Design: 30% - 100%   | 133 days | Mon 9/13/21  | Wed 3/16/22  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 16  | Task 1: Value Engineering   | 25 days  | Mon 9/13/21  | Fri 10/15/21 |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 17  | Task 2: Construction Bid Documentation  | 22 days  | Fri 10/15/21 | Mon 11/15/21 |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 18  | Task 3: 60% Architectural & Engineering Design                                      | 35 days  | Mon 11/15/21 | Fri 12/31/21 |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 19  | Task 4: 90% and 100% Complete Architectural Design/Engineering Docs                 | 42 days  | Fri 12/31/21 | Mon 2/28/22  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 20  | Task 5: Interagency Coordination  | 121 days | Mon 9/13/21  | Mon 2/28/22  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 21  | BCRTA Approval  | 13 days  | Mon 2/28/22  | Wed 3/16/22  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 22  | Part 4: Construction Phase Services w/ Commissioning and Project Close-Out/Warranty | 393 days | Wed 3/16/22  | Fri 9/15/23  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 23  | Task 1: Bid Phase Services - General Contractor, Publicly Bid                       | 61 days  | Wed 3/16/22  | Wed 6/8/22   |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 24  | BCRTA Approval of Contractor  | 6 days   | Wed 6/8/22   | Wed 6/15/22  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 25  | Task 2: Construction Phase Services (Optional - Enhanced Construction Services)     | 263 days | Wed 6/15/22  | Fri 6/16/23  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 26  | Task 3: Project Close-Out   | 66 days  | Fri 6/16/23  | Fri 9/15/23  |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 27  | Task 4: Warranty - Optional - 1 year  |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|   |   |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |
|   |   |          |              |              |             |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |     |

Page 1

## *B. Passenger Rail Platform Technical Approach*



## B. MANAGING THE OXFORD RAIL PLATFORM PROJECT

When you select the Wendel Team you can rest assured a solid foundation will be put in place to start your project off right. We believe these first steps are not only necessary – but crucial to successfully plan, manage, and execute your project. We are in this together and we pledge to manage your resources to give you the best value and advance your project while keeping you fully informed of the progress and results along the way. For the Wendel Team the key is a well thought out establishment of a Project Management Plan and a properly planned and executed Project Kickoff.

### PROJECT MANAGEMENT PLAN

In the Wendel project and service delivery system, the project manager is the catalyst for the communications, resource allocation, cost control, quality control, schedule adherence and risk management of the project. Our project manager, Susan Sherwood will be the main point of contact for the City of Oxford on this project. Susan is a Principal at Wendel and Program Manager of the firm's Public Transportation group. She is a certified PMP and has been a project manager at Wendel for 13 years and has managed some of Wendel's most complex public transportation studies and projects including rail projects. She will be assisted by Principal and Project Manager Michael A. Russell, PE, SE, MLSE with Mott MacDonald – they bring significant rail expertise and we have worked with them before on two Amtrak rail projects.

### PM STRUCTURE / ORGANIZATION

Every person at every level of our team and organization is part of our project delivery system. Over the years we have been developing and continuously improving a company-wide Project Management Office (PMO) that provides our project managers and staff with a consistent, robust project management system that serves as the foundation of our project delivery system. The PMO provides a framework for the processes and the tools for integrated project management for all aspects of the job: planning, monitoring, controlling and communication. The PMO is intended to serve as a road map for the proactive integration of critical management activities throughout the study project life cycle.

Wendel will lead preparation of a customized detailed project work plan that will include the following:

- Preparation of project work breakdown structure (WBS) by phase and task.
- Development of a project interdependency chart which defines the interdependent activities of all team members and stakeholders with respect to WBS activities.
- Preparation of a detailed project network diagram and project schedule with critical milestones.
- Preparation of scope / requirement communication plan with change control procedures.
- Development of project budget and tracking procedures.
- Project work package and deliverable definition and development.
- Establish a quality management review plan and approval processes that includes City of Oxford staff.

As we begin the project the team will prepare project work plans for the overall Oxford Rail Platform project. Where there are coordination opportunities with our team and stakeholders, we will work jointly with the BCRTA project to manage them together to gain project efficiencies. An example of this is our plan to kick off BOTH the Oxford and BCRTA project on site meetings together with the various stakeholders.

### PROJECT KICKOFF MEETING

The purpose of our project kickoff meeting is to introduce the BCRTA, City of Oxford, and Miami University to the full Wendel Team. We do this with a well-planned scripted Agenda using Zoom Video. A primary goal will be to get more background and clarity for what success looks like, understand what needs to be done, and agree on how to work together effectively – it's the right way to get everyone on the same page. With the challenges of COVID-19 this is vital and when done right, the project kickoff meeting will contribute enormously to the success of both project elements.

Our recommended agenda items will include:

- Developing a Project Goal Statement that defines the individual and joint project's objectives.
- How would the BCRTA, City of Oxford and Miami University stakeholders define success?
- Identifying key project team members and proper decision-making structure.

- Establishing lines of communication and reporting formats for BCRTA and the City.
- Establish a regular progress meeting schedule with the City of Oxford for during and after the joint Wendel Immersion Process we highlight later in our Work Plan.
- Confirming the overall project schedules, key milestones and deliverables.
- Establishing project funding and the long-term budget criteria.
- Reviewing and confirming pertinent project information and existing studies/documents.

**Note: As a unique project we will creatively set the Agenda to run some parts of the Kickoff both jointly and separately as needed with both the City of Oxford and BCRTA and our teams.**

### EXISTING DOCUMENTATION REVIEW

- Existing site documents
- Right-of-way and property information
- Zoning data for the area
- Existing environmental information
- Applicable codes and local site plan approval process
- Documentation supporting and describing any current funding for the project



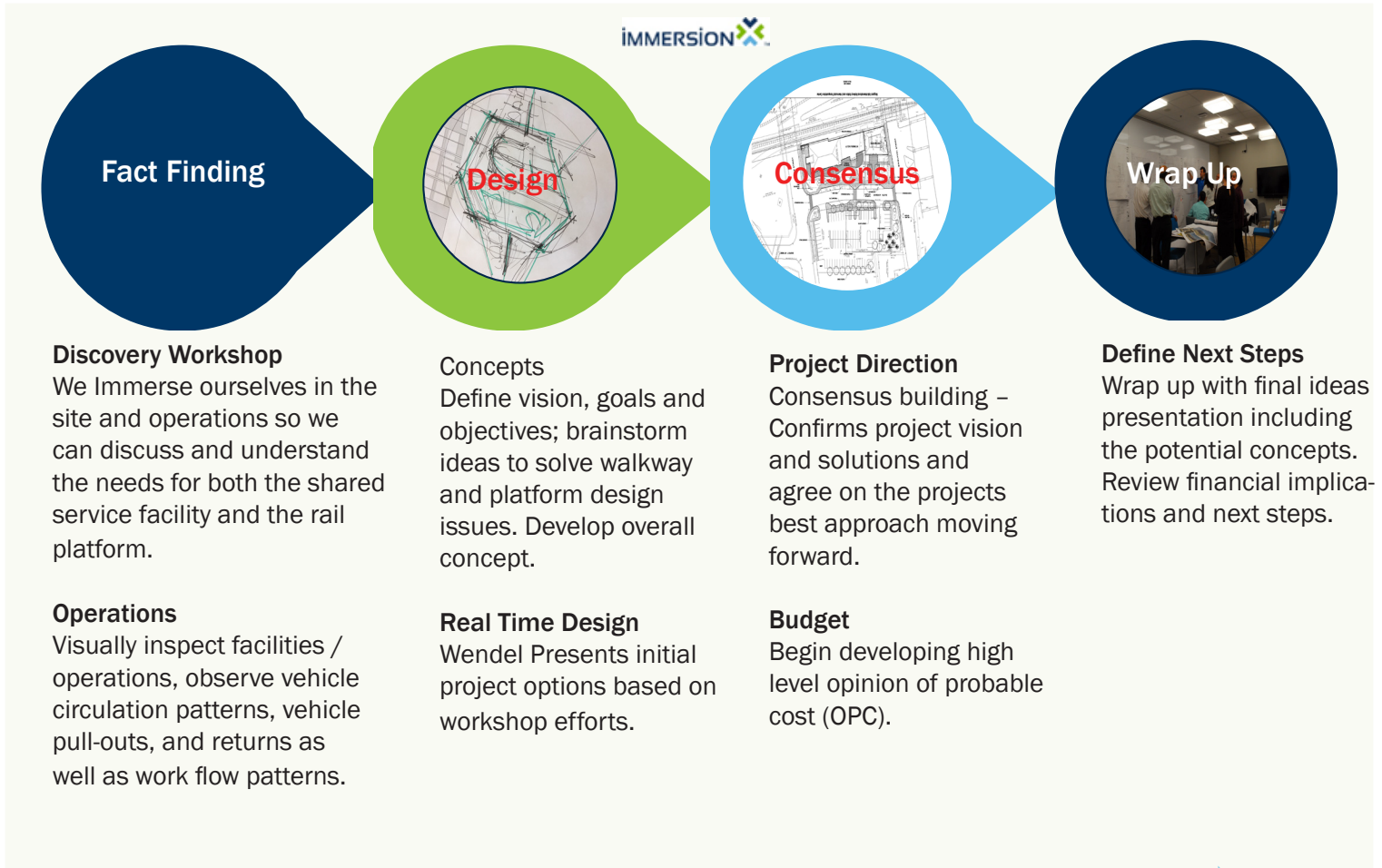




### WENDEL'S UNIQUE IMMERSION PROCESS - KEY TO A QUICK AND EFFICIENT START

Once the Project Management Plan is created, Kickoff meeting is completed, the Wendel Team will kick off the project with our “Immersion Process”. This process is proprietary to Wendel. While other firms may perform similar work tasks, Wendel does it in an entirely unique way, which gets our projects off to a quick and efficient start and sustains momentum for the remainder of the work effort. The Wendel Team will work with the City of Oxford and the BCRTA Team to set a formal Agenda for the Immersion meetings. At least two weeks prior to the Immersion a virtual Zoom session will be conducted to layout the Agenda followed up with a customized questionnaire provided for each Agency to complete. Our team will work with the city and transit staff and local project team members to collect data and other relevant information prior to starting the Immersion. We already recognize we have a focus on making sure we have a welcoming and cohesive connections from the BCRTA facility to the adjacent rail platform.

The purpose of our Immersion Process is to further explore and gain a first-hand understanding of your project and challenges – physical, functional and operational – and to identify the vision, goals and necessary outcomes for your project. This information will be critical for the Wendel Team in moving the platform project forward with Amtrak and CSX. It will be our plan to coordinate Immersion meetings with Wendel, the City of Oxford and our rail subconsultant Mott McDonald as part of our on-site Immersion program.





The Wendel Team members will start our Immersion Process by spending 2-3 days in Oxford. This will allow us to meet individually with City of Oxford staff and other designated stakeholders to consider all the differing aspects that will affect the development of any potential connected walkway and platform project.

As we explore the bus operations piece and engage with the rail stakeholders, we gain an understanding that positively impacts the speed of the initial planning process of identifying project needs and concepts. We estimate we would be on site for approximately three continuous days to cover both projects.

Our Immersion process is uniquely suited to projects like yours with multiple stakeholders and allows us to quickly pull together the criteria and information – with a consensus concept vision and final report ready for you generally within 60 days of putting our feet on the ground at your site.

Keeping in mind COVID-19 concerns we would take all necessary safety precautions but feel being on site for many activities are crucial. Interviews would be conducted with social distancing in mind including the potential to use Zoom video conferencing and other virtual techniques where appropriate.

### 1. TOPOGRAPHICAL / PROPERTY SURVEY AND 2. PROJECT CONTROL

Our local subconsultant Bayer Becker is familiar with the project area and will handle both of these tasks. Having surveyed the adjacent Verge multi-family residential development, as well as the previous Talawanda High School property. Utilizing the monumentation from the adjacent projects and in accordance with the City's requirements, they will perform the topographic and boundary survey of the project area. Prior to performing the field survey, Bayer Becker will coordinate with the City to send letters to the affected property owners, notifying them that they will be in the area.

### 3. RAILROAD COORDINATION

Railroad coordination will be critical to this project's success. Wendel has experience in this area on two recent projects including the Niagara Falls Intermodal and Amtrak project highlighted in our project histories. Our subconsultant team member Mott MacDonald has extensive, years-long, relationships with both rail companies that will be involved in bringing a passenger train stop to the Oxford area. Mott MacDonald's railroad knowledge, experience, and relationships will allow us to anticipate the needs of both the passenger and freight operations on the line, with the goal working towards those needs during planning and preliminary design. We will prepare a selection of options that meet the project goals while addressing the host railroad's concerns over operations, including safety and track capacity, and providing alternatives that considers the railroads' track structure, drainage, signals requirements, clearances, maintenance, etc.

The host railroad, or line owner is CSX Transportation (CSXT), a Class I freight carrier. CSXT operates approximately 12 freight trains per day on this line. CSXT has few alternate routes, so they would be very sensitive to potential disruptions and train delays.

Amtrak's Cardinal passenger train operates on this line as per the Rail Passenger Service Act of 1970 and further agreement with CSXT. The Cardinal, which is a long-distance train and part of Amtrak's national system, uses this corridor for three trains per week Chicago and NYC via Cincinnati and Indianapolis. This is their only service from Chicago to DC via central Indiana, southern Ohio, West Virginia, and western Virginia. Amtrak will also be very sensitive to potential disruption.

The presence of private utility encroachments and railroad signal lines on the rail right-of-way should be anticipated. As fiber optic networks were developed over the past 30 years, railroad rights-of-way provided ideal places to install long distance trunk lines. While the railroads can identify who and what is on their right-of-way, they cannot be entirely certain where they are buried. Subsurface utility location (SUL) services are invaluable for these projects.

Based on CSXT and Amtrak input, it will be determined if the solution necessitates track modifications or additional capacity. Mott MacDonald's experienced planners and designers will develop alternatives that involve track modifications that meet railroad design requirements while ensuring that the investment best meets the needs of the overall operation.

#### 4. TOPOGRAPHICAL SURVEY AND 5. PROPERTY SURVEY

These services will be handled by our subconsultant Bayer Becker. There is no cost proposal that has been prepared for this submission but in the event property purchase(s) or easement(s) are required, Wendel has retained subconsultant Anna Lee Durastanti with O. R. Colan Associates to conduct the process for the City. ORC also can provide an appraiser Lance R. Brown, MAI, AI-GRS to conduct any appraisal or value analysis that would be needed for that process.

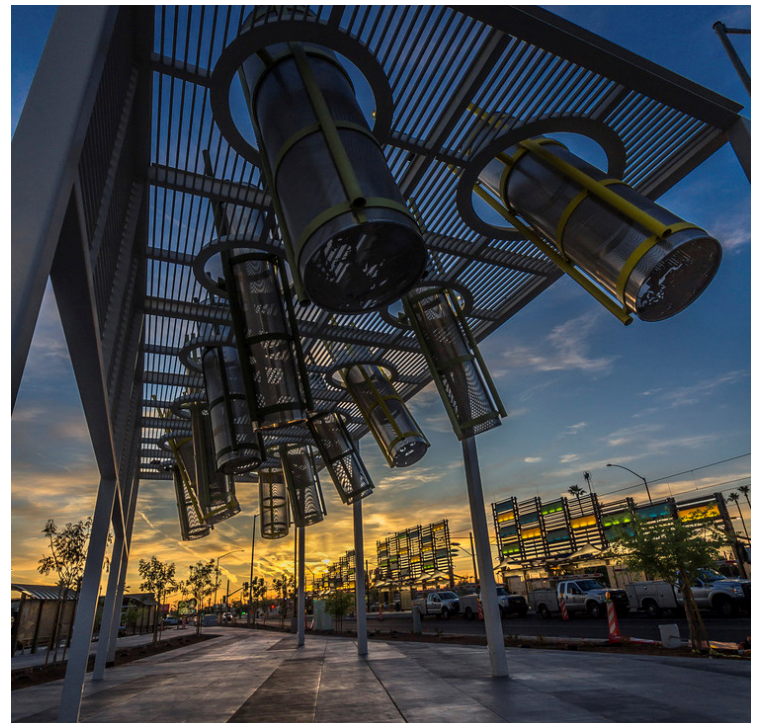
#### 6. UTILITIES

Subconsultant Bayer Becker will provide this service. The Ohio Utility Protection Service (OUPS) limits their location of underground utilities to only those located within the public right of way, they will not mark utilities on private property. While site plans and records may be available from the Talawanda School District and CSX, given Bayer Becker's knowledge of the project site and experience on similar sites and with the railroad, we have included a fee to utilize the services of an Underground Utility Location Service. This additional marking will aid in avoiding surprises during construction. Way too often there are underground facilities encountered which are not shown on any records.

#### 7. PRELIMINARY ENGINEERING (30%)

The design of station platforms requires that several conditions and specifications be met to accommodate passenger boarding and alighting, and railroad operations. Platforms must adhere to the Americans With Disabilities Act (ADA) while being adaptable as per FRA guidance to being located along railroads designed, maintained, and used primarily for freight service. Our team understands the necessary balance of function and aesthetics, constructability and cost, railroad coordination, safety and customer experience. We know where the hard points are, such as clearance, accessibility, and code requirements; but at the same time where there are usually multiple opportunities for solutions, such as in the platform's layout, drainage systems, foundations, materials, etc. The platform and related connecting walkways will also provide for aesthetic treatments in lighting, wayfinding, street furniture and other appurtenances, to form a unified connection to the Shared Services Facility.

An item we are already considering is what impact the embankment adjacent to the railroad right-of-way may have. Track drainage is an item CSXT will take very seriously; so, we will too from the outset. It will be critical to avoid traps or other work that would interfere with surface or below grade drainage and design improvements that can be maintained by the railroad. We will identify where it may be possible to install on-grade hardscape that won't interfere with the drainage. Where the platform would have to be elevated, we anticipate using circular piers and two-way slabs on the platform to avoid creating traps or concentrates flows. We will use railroad-approved pipe or structures only at those specific locations where conflicts are genuinely unavoidable.





As required, we have included CTL Engineers for the necessary geotechnical Investigation. For the geotechnical exploration work we plan for 4 test borings along the 300-foot long platform which is located southeast of the intersection of S. Main Street and W. Chestnut Street along the existing CSX railroad line. We have assumed the platform's maximum width will be 25 feet. The test borings will be placed at each end of the proposed platform location and at two equally spaced locations (one-third points) in between for a maximum spacing of about 100 feet in between the 4 borings.

The planned depth of the test borings will be 25 feet below existing ground surface for a total soil drilling and sampling footage of 100 feet. Split-barrel (spoon) samples will be obtained at 2.5-foot intervals within the upper 15 feet followed by sampling at 5-foot intervals thereafter. Standard Penetration Tests (SPTs) will also be obtained at the same sampling intervals. Undisturbed tube samples will be obtained at selected locations and depths, depending on the conditions encountered. The locations of the test borings will be determined in the field by CTL utilizing existing topographic features (e.g. streets, utility poles, manholes, etc.), a handheld GPS unit and internet-based satellite imagery to locate the borings. If possible, control survey points and/or approximate platform location limits should be provided to CTL for the purpose of confirming the planned test boring locations. The final test boring locations and their corresponding ground surface elevations will be determined by surveying methods performed by Bayer Becker, otherwise CTL will estimate this information from topographic site plans.

We will provide a geotechnical exploration report including recommendations for site preparation and foundation support of the platform in addition to test boring logs, a scaled site boring location plan, generalized subsurface profile(s) and a summary of the geotechnical laboratory tests results. It is anticipated that the information developed will be sufficient to prepare a final report for detailed design unless significant revisions are made to the facility plan after execution of the field exploration.

## 8. BASIS OF DESIGN REPORT (100%)

Background information will include observations from site visits, land surveys, geotechnical investigations, railroad requirements and a summary of the coordination, and summaries of stakeholder input. We will prepare a narrative of the options studied that will include discussion of the advantages and disadvantages, and reason(s) why they were discarded, advanced, or ultimately selected. Those items will be discussed across the range of project considerations like cost, schedule, constructability, and maintenance; architectural considerations such as accessibility, aesthetics, and serviceability; planning considerations like sustainability and service; engineering issues such as drainage, track, structures, utilities; etc. The BOD Report will also provide drawings and renderings as needed to illustrate the proposed solutions for each option advanced, and the one selected. These will include a general layout, typical section, and needed details.

## 9. NEPA REVIEW

Wendel subconsultant Stone Environmental will prepare NEPA documentation for the project and use of a Categorical Exclusion (CE) would be preferred. Since the site is generally developed and existing property will be utilized, it is anticipated that there will be minimal review efforts/concerns with wetlands, streams, floodplains, geotechnical, and threatened and endangered species. Archaeological resource concerns are anticipated to be minimal since the site has been developed, however review for historic structures/architecture would need to be confirmed for the defined Area of Potential Effects (APE). Resulting air, noise and traffic created from the project would need to be understood and evaluated, as well as environmental justice and community/neighborhood impacts. Additional review effort is expected due to the presence of the adjacent/nearby existing or former underground storage tank (UST) systems (including the Township Garage) and/or repair operations, various recorded environmental database listings in the area, and the industrial nature of the rail itself.





## 10. BENEFIT COST ANALYSIS (BCA)

Our subconsultant Mott MacDonald is very familiar with data driven methods that are critical for programming projects for public funds. A Benefit Cost Analysis (BCA), compares the economic and social values of the benefits of programs and policies with their associated costs. Our team is familiar with the methodology mandated by the United States Office of Management and Budget for federal grants and loans, as well as the methods used by rail, intermodal and shipping companies to evaluate their capital expenditures. BCA studies are used to calculate financial and social benefits for project proposals for Federal funding, including competitive grant applications. These studies are conducted as per the required program BCA methodology. Mott MacDonald's approach is built on delivering a product which enables program managers, investors and/or appropriators to quickly understand the financial and economic viability of a project, as well as the key risks of a potential investment. You benefit is decision-making that has been supported through our authoritative advice on a project's financial viability through cash flow forecasting, conceptual cost estimates, price structuring, expenditure modeling and planning, whole life valuation and project funding.

Mott MacDonald will prepare a BCA as part of the needed documents for to compete for or to secure Federal funding. A BCA compares anticipated benefits from a project to anticipated costs of that project over a particular period. That period normally being twenty years beyond the project's completion date. Project benefits are for both users (passengers) and non-users (the greater community); and could include such elements as increased safety, improved mobility and connectivity, or reduced congestion and carbon footprint. Costs are those required to realize the project's outcomes, again over that timeframe. These include the capital, operating, and ongoing maintenance costs necessary to deliver the project benefits. The BCA will follow the Federal Railroad Administration (FRA)'s, Benefit-Cost Analysis Guidance for Rail Projects, 2016. Mott MacDonald will systematically identify, quantify, and compare benefits and costs of those feasible options advanced beyond the initial study. In addition, a "No-Build" option will be prepared as outlined in the FRA's guidance document. Once the datasets are compiled, they will be prepared and compared against each other in defining the optimal solution. As many of the benefits accruing are based upon the shared objective of providing the platform and station, the estimated construction and maintenance costs of the various platform options studied will take a prepondering role in differentiating between them. Wendel's and Mott MacDonald's design teams and Mott MacDonald's BCA teams will work closely together and focus on providing the best practical estimates of construction and maintenance costs, and schedule for project delivery.

## 11. CONSTRUCTION MANAGEMENT OF RAIL PLATFORM

**Wendel will be the lead in providing services for the bidding, contracting and construction management services as required.**

### SUMMARY AND CONCLUSIONS

As noted in the RFP upon completion of the selection process, the Architect/Engineer (A/E) Scope of Services will be more fully described and negotiated when an A/E team is selected. The refined Scope of Services, together with the A/E fee, will be included in the final executed agreement. You have done a good job laying out the initial deliverables 11 major tasks for the rail platform project. We have reviewed the scope thoroughly and are confident that our team has what it takes to help you move this project forward. Particularly Wendel and Mott MacDonald have enjoyed an excellent working relationship on two recent Amtrak projects and that will bring value to your project. We look forward to discussing our qualifications with you and being a part of your successful project.

## QUALITY PROGRAM

Wendel is certified to ISO 9001:2015 through DNV GL – Business Assurance. Being ISO 9001:2015 certified shows an organization’s well defined Quality Management System (QMS) that demonstrates a commitment to consistency, continual improvement and customer satisfaction.

ISO 9001 is the most widely used quality management standard, and has recently undergone a periodic update to better reflect modern business challenges. The current standard requires greater involvement of senior management, broader understanding of processes and more focus on customer and stakeholder expectations. Our Quality Policy best summarizes how we use our quality systems: “At Wendel, we leverage our values of Team First, Quality, Promises Made Promises Kept, and First Class Communication to continuously improve our quality system, meet applicable requirements, and provide high value to our customers.”

## QUALITY PHILOSOPHY

Our high level philosophy can be captured in a few simple statements. “Do it right the first time,” “Quality is designed in, not checked in,” and “Follow the process.” Beyond those basic premises, we believe in and include a quality assurance process that supports the “done right” intent. We are a process driven company with a spirit of continuous improvement. This is how we achieve our high quality standard and ensure that it is maintained into the future using our ISO 9001 certification as the framework.

## QUALITY MANAGEMENT PROCESSES

Quality is designed into our processes from start to finish in order to provide maximum benefit. As part of the planning process, we assign experienced and knowledgeable professionals to all projects as key components to each design team. These people are part of the “0% Review” meeting, bringing the best personnel from each discipline in at the beginning of each project to clearly identify the approach, risks, boundaries, and creative aspects unique to each project. The project approach is then defined and shared with the entire team, creating a “roadmap” for the project.

## QA/QC PROCESS

Milestones are defined (typically 30%, 60%, 90% and 100%) to verify and validate that the project is on track to meet the client’s expectations of scope, budget, and schedule. They also provide an opportunity for our clients to provide feedback. At each of the milestone QA/QC reviews, we start with each discipline performing a comprehensive review of the client’s expectations and all internal requirements by an experienced design professional. As a second level of review, we perform a coordinated cross-discipline review.

For many of our projects, we utilize Bluebeam Studio Sessions to allow a secure, cloud-based review within and across disciplines. This tool allows for review and immediate feedback for all team members to address concerns and suggest corrections or responses. Our senior discipline leaders check that all mark-ups are addressed.



City of Oxford Passenger Rail Platform  
Preliminary Schedule

| ID | Task Name   | Duration | Start        | Finish       | Nov     | Dec | Jan | Feb | Mar | Apr | May | Jun | Jul | Aug | Sep | Oct | Nov | Dec |
|----|---|----------|--------------|--------------|---------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|
| 1  | Milestones  |          |              |              | ◆ 11/18 |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 2  | Consultant Selection                                    | 1 day    | Wed 11/18/20 | Wed 11/18/20 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 3  | Project Kickoff   | 1 day    | Mon 12/14/20 | Mon 12/14/20 | ◆ 12/14 |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 4  | Planning and Programming                                | 64 days  | Mon 1/4/21   | Thu 4/1/21   |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 5  | Amtrak Committee/Planning - Immersion                   | 5 days   | Mon 1/4/21   | Fri 1/8/21   |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 6  | Task 1: Topographic and Property Survey                 | 30 days  | Mon 1/4/21   | Fri 2/5/21   |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 7  | Task 2: Project Control, Utilities                      | 53 days  | Mon 1/4/21   | Wed 3/17/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 8  | Task 3: Railroad Coordination                           | 53 days  | Mon 1/4/21   | Wed 3/17/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 9  | Task 4: Preliminary Report                              | 45 days  | Mon 1/4/21   | Fri 3/5/21   |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 10 | City of Oxford Approval                                 | 20 days  | Fri 3/5/21   | Thu 4/1/21   |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 11 | Preliminary Engineering (30%)                           | 95 days  | Mon 4/5/21   | Fri 8/13/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 12 | Task 1: Design and Engineering                          | 85 days  | Mon 4/5/21   | Fri 7/30/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 13 | Task 2: Geotechnical Investigation and Design           | 85 days  | Mon 4/5/21   | Fri 7/30/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 14 | Task 3: National Environmental Policy Act (NEPA Review) | 85 days  | Mon 4/5/21   | Fri 7/30/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 15 | City of Oxford Approval                                 | 10 days  | Mon 8/2/21   | Fri 8/13/21  |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 16 | Basis of Design (BOD) Report                            | 51 days  | Mon 8/16/21  | Mon 10/25/21 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 17 | Benefit Cost Analysis (BCA)                             | 51 days  | Mon 8/16/21  | Mon 10/25/21 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |
| 18 | City of Oxford Approval                                 | 15 days  | Mon 10/25/21 | Fri 11/12/21 |         |     |     |     |     |     |     |     |     |     |     |     |     |     |





Wendel has a history of working with DBE/WBE/MBE firms on major public infrastructure projects including numerous projects funded with Federal Transit Administration grant funding. We fully intend to help you meet or exceed your Disadvantaged Business Enterprise Program goals for the design and construction of both projects. Initially we intend to use the following DBE firms:

**Stone Environmental Engineering and Science, Inc. (DBE)**

748 Green Crest Drive, Westerville, OH 43081

Services Provided: NEPA & Environmental

Mary Sharrett will be Wendel's main point of contact for Stone Environmental. Stone Environmental has provided a cost estimate of \$13,264 for Task 3: Preliminary Environmental Study for the BCRTA Multimodal Project. Further, Stone Environmental is qualified to work with additional pieces of the project later on for the BCRTA Multimodal Station & Shared Services facility after the Phase I Environmental Site Assessment (ESA). This could include Task 2: NEPA Compliance Process in Part 2 as well as anticipated additional review efforts due to the presence of the UST diesel fueling system on the site which has been in operation for a number of years.

Stone has also provided a cost estimate of \$14,138 for Task 5: Preliminary Environmental (NEPA) for the Oxford Rail Platform Project.

**CSG (DBE)**

1270 W. Peachtree St. NW, Suite 3, Atlanta, GA 30309

Services Provided: Cost Estimating

James Greiner will be Wendel's main point of contact for CSG and will be used on only the BCRTA project. Because there is no cost estimating or pricing for BCRTA Part 1, no fee information has been solicited from CSG. Historically though Cost Estimating constitutes between 1-2% of Professional Fees depending on the complexity of the project. If you assume a \$700,000 Professional Services fee on a \$10M construction project, the cost estimating fee could range from \$7,000 - \$14,000.

Addition of Other DBE Firms

*Throughout the remainder of the project for both BCRTA and the City of Oxford - efforts will be made as required or directed to meet or exceed the DBE goals set for the remaining design and construction Parts/Phases of both projects.*

## **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):

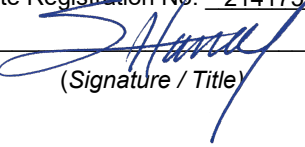
☒ The bidder/offeror is committed to a minimum of 2 % DBE utilization on this contract.

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

Name of bidder/offeror's firm: Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC

State Registration No. 2141752

By

  
(Signature / Title)

## PART 2: DBE PARTICIPATION CONFIRMATION

Name of bidder/offeror's firm: Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC

Address: 375 Essjay Road, Suite 200,

City: Williamsville

State: NY

Zip: 14221

Name of DBE firm: Stone Environmental

Address: 748 Green Crest Drive,

City: Westerville,

State: OH

Zip: 43081

Telephone: 614.865.1874

Description of work to be performed by DBE firm:

NEPA & Environmental

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 \$ 27,402.

### 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)

CEO

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.)



**PART 2: DBE PARTICIPATION CONFIRMATION**

Name of bidder/offeror's firm: Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC

Address: 375 Essjay Road, Suite 200,

City: Williamsville

State: NY

Zip: 14221

Name of DBE firm: CSG

Address: Suite 3 I27O W . Peachtree Street NW

City: Atlanta

State: GA

Zip: 30309

Telephone: 404-815-9555

Description of work to be performed by DBE firm:

Cost Estimating

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 \$ \$7,000 - \$14,000

**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)

CEO

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

(Submit this page for each DBE subcontractor.)

**ATTACHMENT L - EVIDENCE OF DBE CERTIFICATION**

**AFFIDAVIT OF DISADVANTAGED BUSINESS ENTERPRISE**

State of Ohio

County of Franklin

I hereby declare and affirm that I am the President  
and duly authorized representative of Stone Environmental Engineering & Science, Inc.  
whose address is 748 Green Crest Drive, Westerville, Ohio 43081

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: n/a

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] 10/12/20  
(Affiant) (Date)

On this 12<sup>th</sup> day of October, 20 20, before me,  
Mary Sharrett, 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: \_\_\_\_\_ (SEAL)



LESLEY C WALDEN  
Notary Public  
State of Ohio  
My Comm. Expires  
August 5, 2025

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

**ATTACHMENT L - EVIDENCE OF DBE CERTIFICATION**

**AFFIDAVIT OF DISADVANTAGED BUSINESS ENTERPRISE**

State of Georgia

County of Fulton

I hereby declare and affirm that I am the Operations Manager

(Title)

and duly authorized representative of Costing Services Group, Inc.

(Name of Company)

whose address is Suite 3 1270 W. Peachtree Street NW Atlanta, GA 30309

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: D87875815

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: James E. Greiner 12 Oct 2020

(Affiant)

(Date)

On this 12<sup>th</sup> day of October, 20 20, before me,

James E. Greiner, 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.

Michele M Candler  
(Notary Public)

My Commission Expires: Sept. 21, 2024 (SEAL)



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

65 of 65



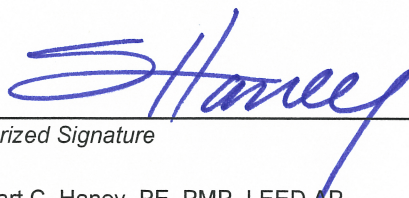


## ATTACHMENT A – SUMMARY OF PROPOSAL REQUIREMENTS

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.

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

|   |                            |
|---|----------------------------|
|  | <u>President &amp; CEO</u> |
| Authorized Signature  | Title                      |
| Stewart C. Haney, PE, PMP, LEED AP  | <u>President &amp; CEO</u> |
| Signature Name Printed  | Title Printed              |
| Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC         | <u>10/13/2020</u>          |
| Company Printed   | Date                       |

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

## ATTACHMENT C – RECEIPT OF ADDENDA

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

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

|                 |                             |       |                             |
|-----------------|-----------------------------|-------|-----------------------------|
| Addendum Number | <u>1</u>                    | Dated | <u>9/24/2020</u>            |
| Addendum Number | <u>2</u>                    | Dated | <u>10/12/2020</u>           |
| Addendum Number | <u>                    </u> | Dated | <u>                    </u> |
| Addendum Number | <u>                    </u> | Dated | <u>                    </u> |
| Addendum Number | <u>                    </u> | Dated | <u>                    </u> |
| Addendum Number | <u>                    </u> | Dated | <u>                    </u> |
| Addendum Number | <u>                    </u> | Dated | <u>                    </u> |

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.

  
\_\_\_\_\_  
Signature

**Stewart C. Haney PE, CEO**

\_\_\_\_\_  
Title





***ATTACHMENT B – PRICE PROPOSAL FORM (BID FORM)***

See Excel Document on website.

See Separate Envelope



WENDE-1

OP ID: SM

# 115 CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

04/09/2020

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).

| <b>PRODUCER</b><br>585-385-0428<br>Poole Professional B&B of MA<br>107 Audubon Rd, #2, Ste 305<br>Wakefield, MA 01880<br>Mary-Beth Rumble                   | <b>CONTACT NAME:</b><br>PHONE (A/C, No, Ext): 585-385-0428      FAX (A/C, No): 585-662-5755<br>E-MAIL ADDRESS: smiller@poole-ny.com  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
|---|--|-------------------------------|--------|---|-------|--------------------------------------|-------|------------------------------------|-------|--|-------|---|-------|------------|--|
| <b>INSURED</b><br>Wendel WD Architecture,<br>Engineering, Surveying &<br>Landscape Architecture PC<br>375 Essjay Road, Suite 200<br>Williamsville, NY 14221 | <table border="1" style="width: 100%; border-collapse: collapse;"> <tr> <th style="text-align: left;">INSURER(S) AFFORDING COVERAGE</th> <th style="text-align: left;">NAIC #</th> </tr> <tr> <td>INSURER A: Charter Oak Fire Insurance Co.</td> <td>25615</td> </tr> <tr> <td>INSURER B: Phoenix Insurance Company</td> <td>25623</td> </tr> <tr> <td>INSURER C: Travelers Indemnity Co.</td> <td>25658</td> </tr> <tr> <td>INSURER D: Travelers Casualty Ins. Co.</td> <td>19046</td> </tr> <tr> <td>INSURER E: XL Specialty Insurance Company</td> <td>37885</td> </tr> <tr> <td>INSURER F:</td> <td></td> </tr> </table> | INSURER(S) AFFORDING COVERAGE | NAIC # | INSURER A: Charter Oak Fire Insurance Co. | 25615 | INSURER B: Phoenix Insurance Company | 25623 | INSURER C: Travelers Indemnity Co. | 25658 | INSURER D: Travelers Casualty Ins. Co. | 19046 | INSURER E: XL Specialty Insurance Company | 37885 | INSURER F: |  |
| INSURER(S) AFFORDING COVERAGE   | NAIC #   |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER A: Charter Oak Fire Insurance Co.   | 25615  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER B: Phoenix Insurance Company  | 25623  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER C: Travelers Indemnity Co.  | 25658  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER D: Travelers Casualty Ins. Co.  | 19046  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER E: XL Specialty Insurance Company   | 37885  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |
| INSURER F:  |  |                               |        |   |       |                                      |       |                                    |       |  |       |   |       |            |  |

**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  |              |
|--|---|-----------|----------|---------------|-------------------------|-------------------------|---|--------------|
| <b>A</b>   | <input checked="" type="checkbox"/> <b>COMMERCIAL GENERAL LIABILITY</b>                                       |           |          | 6800J41612A   | 04/13/2020              | 04/13/2021              | EACH OCCURRENCE   | \$ 2,000,000 |
|  | <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR                                |           |          |               |                         |                         | DAMAGE TO RENTED PREMISES (Ea occurrence)                                       | \$ 1,000,000 |
|  | <b>Business Owners</b>  |           |          |               |                         |                         | MED EXP (Any one person)  | \$ 10,000    |
|  |   |           |          |               |                         |                         | PERSONAL & ADV INJURY   | \$ 2,000,000 |
|  |   |           |          |               |                         |                         | GENERAL AGGREGATE   | \$ 4,000,000 |
| GEN'L AGGREGATE LIMIT APPLIES PER:<br><input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PROJECT <input type="checkbox"/> LOC<br>OTHER: |   |           |          |               |                         |                         | \$ 4,000,000  |              |
|  |   |           |          |               |                         |                         | \$  |              |
| <b>B</b>   | <b>AUTOMOBILE LIABILITY</b>   |           |          | BA1E752848    | 04/13/2020              | 04/13/2021              | COMBINED SINGLE LIMIT (Ea accident)   | \$ 1,000,000 |
|  | <input checked="" type="checkbox"/> ANY AUTO  |           |          |               |                         |                         | BODILY INJURY (Per person)  | \$           |
|  | <input checked="" type="checkbox"/> OWNED AUTOS ONLY <input checked="" type="checkbox"/> SCHEDULED AUTOS      |           |          |               |                         |                         | BODILY INJURY (Per accident)  | \$           |
|  | <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input checked="" type="checkbox"/> NON-OWNED AUTOS ONLY |           |          |               |                         |                         | PROPERTY DAMAGE (Per accident)  | \$           |
|  |   |           |          |               |                         |                         |   | \$           |
| <b>C</b>   | <input checked="" type="checkbox"/> <b>UMBRELLA LIAB</b> <input checked="" type="checkbox"/> OCCUR            |           |          | CUP8818Y486   | 04/13/2020              | 04/13/2021              | EACH OCCURRENCE   | \$ 5,000,000 |
|  | <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE                                     |           |          |               |                         |                         | AGGREGATE   | \$ 5,000,000 |
|  | DED <input checked="" type="checkbox"/> RETENTION \$ 10000  |           |          |               |                         |                         |   | \$           |
| <b>D</b>   | <b>WORKERS COMPENSATION AND EMPLOYERS' LIABILITY</b>  |           |          | UB2K985587    | 04/13/2020              | 04/13/2021              | <input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTH-ER | \$           |
|  | ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH)                                   | Y / N     |          |               |                         |                         | E.L. EACH ACCIDENT  | \$ 1,000,000 |
|  |   | N         | N / A    |               |                         |                         | E.L. DISEASE - EA EMPLOYEE  | \$ 1,000,000 |
|  | If yes, describe under DESCRIPTION OF OPERATIONS below  |           |          |               |                         |                         | E.L. DISEASE - POLICY LIMIT   | \$ 1,000,000 |
| <b>E</b>   | <b>Prof Liab</b>  |           |          | DPR9953507    | 12/31/2019              | 12/31/2020              | <b>PER CLAIM</b>  | \$ 5,000,000 |
|  | <b>Pollution Liability</b>  |           |          |               |                         |                         | <b>AGGREGATE</b>  | \$ 5,000,000 |

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

**CERTIFICATE HOLDER****CANCELLATION**

|   |   |
|---|---|
| <b>EVIDE-1</b><br><br>Wendel WD Architecture,<br>Engineering, Surveying &<br>Landscape Architecture PC<br>375 Essjay Road, Suite 200<br>Williamsville, NY 14221 | SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.<br><br>AUTHORIZED REPRESENTATIVE<br> |
|---|---|



## ***ATTACHEMENT D – SCOPE CHECKLIST***

See template on website

## Butler County Regional Transit Authority

### RFP 2020-014 Chestnut Fields A&E

#### Attachment D Scope Checklist - Wendel

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

| Task   | Submitted    | Total Hours |
|--|--------------|-------------|
| <b>1. Preliminary Architectural Concept Design/Engineering</b>           |              | -           |
| <i>a. Program Study</i>  | Yes          | 349         |
| <i>b. Site Selection Alternative Study (OPTIONAL)</i>                    | Not required | -           |
| <i>c. Preliminary Environmental Study</i>                                | Yes          | 106         |
| <i>d. Concept Drawings</i>   | Yes          | 161         |
| <b>2. NEPA Compliance and Architectural Design/Engineering (10%-30%)</b> |              |             |
| <i>a. NEPA Compliance</i>  | n.a          | n.a.        |
| <i>b. Interagency Coordination/Public Process</i>                        | n.a          | n.a.        |
| <i>c. Architectural Design/Engineering (10%-30%)</i>                     | n.a          | n.a.        |
| <b>3. Final Architectural and Engineering Design (30%-100%)</b>          |              |             |
| <i>a. Value Engineering Charette</i>                                     | n.a          | n.a.        |
| <i>b. Construction Bid Documentation</i>                                 | n.a          | n.a.        |
| <i>c. 60% Architectural &amp; Engineering Design</i>                     | n.a          | n.a.        |
| <i>d. 90% and 100% Architectural &amp; Engineering Design</i>            | n.a          | n.a.        |
| <i>e. Interagency Coordination</i>                                       | n.a          | n.a.        |
| <b>4. Bid Phase Services</b>   |              |             |
| <i>a. General Contractor &amp; Public Bid</i>                            | n.a          | n.a.        |
| <i>b. Construction Phase Services</i>                                    | n.a          | n.a.        |
| <i>c. Project Close-Out</i>  | n.a          | n.a.        |
| <i>d. Warranty</i>   | n.a          | n.a.        |

## City of Oxford

### RFP 2020-014 Chestnut Fields Amtrak A&E

#### Attachment D Scope Checklist - Wendel

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

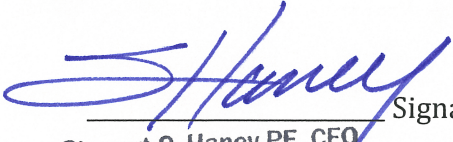
| Task  | Submitted | Total Hours |
|---|-----------|-------------|
| <b>1. Topographic and Property Survey</b>   | Yes       | 20          |
| <b>2. Project Control</b>   | Yes       | 6           |
| <b>3. Railroad Coordination</b>   | Yes       | 188         |
| <b>4. Topographic Survey</b>  | Yes       | 11          |
| <b>5. Property Survey</b>   | Yes       | 9           |
| <b>6. Utilities</b>   | Yes       | 9           |
| <b>7. Preliminary Engineering (30%)</b>   |           |             |
| <i>a. Platform, Shelter, Geotechnical Investigation and Design, Pedestrian Access, Signage, Electrical/Lighting, Communications/Data, and Landscaping</i> | Yes       | 768         |
| <b>8. Basis of Design (BOD) Report (100% Design)</b>  | Yes       | 628         |
| <b>9. NEPA Review</b>   | Yes       | 134         |
| <b>10. Benefit Cost Analysis (BCA)</b>  | Yes       | 210         |
| <b>11. Construction Management of Rail Platform</b>   |           |             |
| <i>a. Bidding, contracting, and construction management</i>   | Yes       | 557         |



## 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.

  
\_\_\_\_\_  
Stewart C. Haney PE, CEO  
\_\_\_\_\_  
10/13/2020  
\_\_\_\_\_  
Signature of Contractor's Authorized Official  
Name and Title of Contractor's Authorized Official  
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

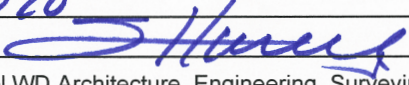
### **Debarment, Suspension, Ineligibility and Voluntary Exclusion**

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: 10/13/2020  
Signature:   
Company Name: Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC  
Title: Stewart C. Haney PE, CEO

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

59 of 65



**ATTACHMENT G - PERSONAL PROPERTY TAX AFFIDAVIT**

**(O.R.C. 5719.042)**

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

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

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

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

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

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

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

\$ \_\_\_\_\_ in due and unpaid delinquent taxes

\$ \_\_\_\_\_ in due and unpaid penalties and interest thereon

Name of Proposer: \_\_\_\_\_

Authorized Signature: \_\_\_\_\_

Title: \_\_\_\_\_

Company: Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC

Address: 375 Essjay Rd

City, State, Zip: Williamsville, NY 14221

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

, \_\_\_\_\_ 20\_\_\_\_ .

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



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

### **PART 1: GUIDELINES**

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

### **Demonstration of GFEs**

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

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

### **Documentation of GFEs**

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

### **Additional Considerations**

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

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

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

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

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

PART 2: DBE UNAVAILABILITY CERTIFICATION

\_\_\_\_\_  
(Affiant) \_\_\_\_\_ (Date)  
of \_\_\_\_\_  
\_\_\_\_\_  
(Prime or General Bidder)

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

Disadvantaged Service/Supplies

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Signature: \_\_\_\_\_  
\_\_\_\_\_  
(Prime or General Contractor)  
Date: \_\_\_\_\_  
\_\_\_\_\_

\_\_\_\_\_ was offered an opportunity  
(DBE firm)s  
participate on the above identified Legal Notice on \_\_\_\_\_ by \_\_\_\_\_  
\_\_\_\_\_  
(date) (Source)