

Professional

Engineering

Services

Design
Services for
Liberty Road
Sidewalk

RFP#31 – 2018

Proposal for

Lexington-Fayette
Urban County
Government

September 28, 2018



Firm Submitting Proposal: Strand Associates, Inc.

Complete Address: 1525 Bull Lea Road, Suite 100, Lexington, KY 40511
Street City Zip

Contact Name: Michael Davis Title: Senior Associate

Telephone Number: (859)225-8500 Fax Number: (859)225-8501

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Strand Associates, Inc.®

1525 Bull Lea Road, Suite 100

Lexington, KY 40511

(P) 859-225-8500

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September 28, 2018

Mr. Todd Slatin, Purchasing Director
Lexington-Fayette Urban County Government
Room 338, Government Center
200 East Main Street
Lexington, KY 40507

Re: Proposal for RFP#31–2018 Design Services for Liberty Road Sidewalk

Dear Mr. Slatin:

Thank you for the opportunity to submit this proposal for the above referenced project. **Selecting Strand Associates, Inc.® for the Liberty Road Sidewalk Improvements Results in Roadway Improvements that Meet the Needs for Both Pedestrian and Vehicular Traffic.** Listed below are major factors that support this statement and demonstrates our Team's ability to meet your specific needs.

- **Project Team Members Have Experience Working on the Corridor Implementing Urban Roadway and Pedestrian Improvements**
- **Performance Track Record Demonstrates Know-How to Achieve Expectations on Both Small and Large-Scale Projects**
- **References with Satisfied Clients Attest to Strand's Ability to Help Clients Succeed through Excellence in Engineering**
- **Strand's Familiarity is Unmatched with Multiple Completed Projects within Current Project Limits**
- **Locally-Based Consultant Team Maximizes Depth of Project Understanding and Commitment to Successful Completion**

We look forward to the opportunity to continue our service on behalf of the Lexington-Fayette Urban County Government.

Sincerely,

STRAND ASSOCIATES, INC.®

A handwritten signature in blue ink that reads "Chase K. Wright".

Chase K. Wright, P.E.



Estimated Cost of Services

The project team and approach have been specifically developed to meet the intent of the Request for Proposal (RFP). Based on our history of work in the surrounding areas, previous project experience, and full understanding of the project scope, the Strand team developed the following fee proposal for the main tasks as listed in the RFP with a total lump sum fee shown for each task.

Strand's Fee Proposal includes more than 13% allocated to our DBE subconsultant.

Task	Description	Fee
1	Project Initiation and Review of Existing Information	\$1,900
2	Field Surveys and Preliminary Design	\$17,700
3	Final Design	\$12,500
4	ROW/Easement Plats and Descriptions (1)	\$4,200
5	Bid Administration Assistance (2)	\$2,500
		\$38,800

(1) Assumes two ROW/Easement Plats will be required as indicated in the proposal.

(2) Assumes LFUCG prepares contract documents.



Specialized Experience and Technical Competence

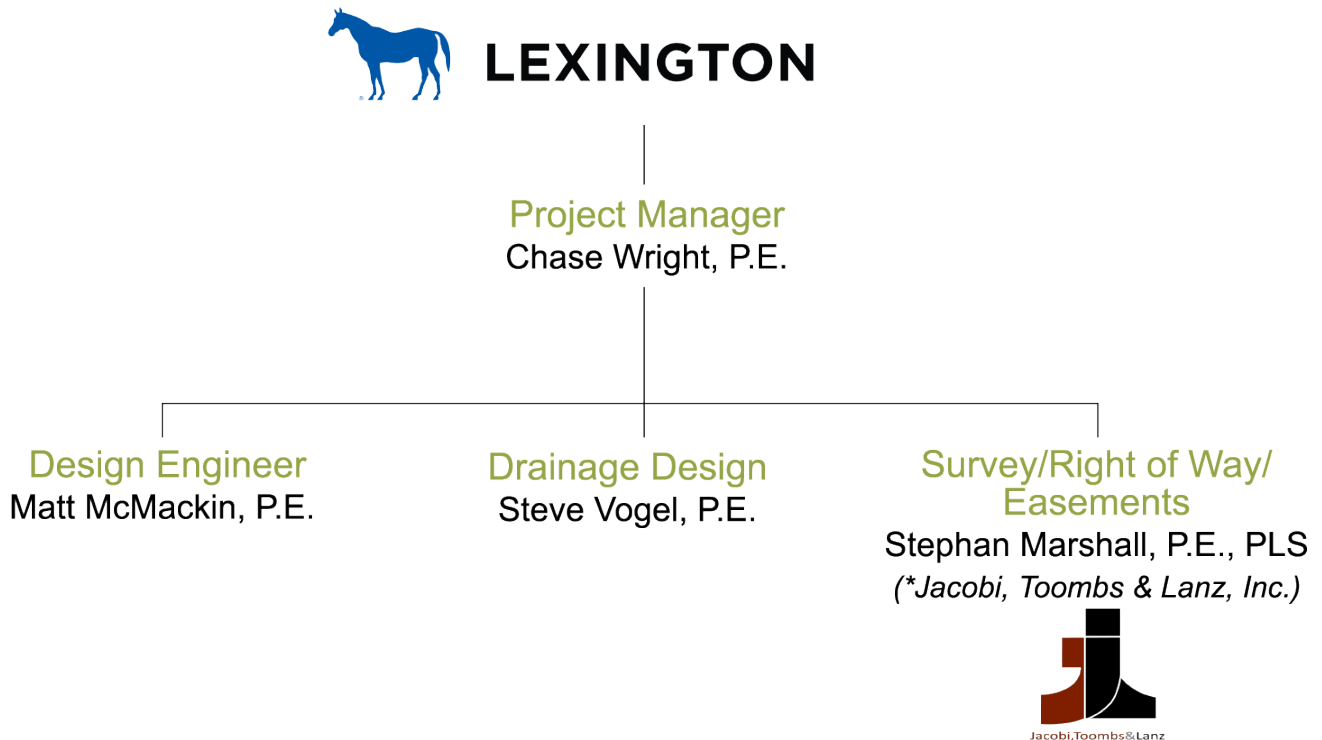
Project Team Members Have Experience Working on the Corridor Implementing Urban Roadway and Pedestrian Improvements

The Strand Project Team is composed of highly experienced and dedicated leaders in transportation with a specialization in urban roadway facilities planning and design. These team members have successfully collaborated on improvements to the Liberty Road and Winchester Intersection which includes work both adjacent to and within the limits of this improvement project.

Strand is on LFUCG's and KYTC's Prequalified Consultants for All Applicable Categories.

We have enlisted the support of Jacobi, Toombs and Lanz (JTL) a state certified MWDBE business for survey, right-of-way, and easements. JTL offers complimentary expertise by virtue of their past collaboration experience with Strand on similar projects.

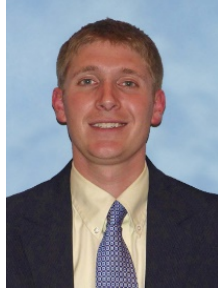
The organizational chart below offers specialization in all the essential areas required to address the challenges presented by this project.



* MWDBE and VOB Participation - The base scope of this project offers limited opportunities for both a MWDBE and VOB subconsultant to participate cost effectively. JTL's participation will be structured to exceed LFUCG's combined 13% goal.



CHASE WRIGHT, P.E. – PROJECT MANAGER



Chase Wright has worked for over 11 years helping communities plan and implement urban roadway, bike, and pedestrian infrastructure. As a Project Manager and Lead Design Engineer, Chase oversees a wide variety of transportation-related planning and design projects. He has extensive experience in both planning and implementing bicycle and pedestrian projects in Central Kentucky including over \$50 million in planned and completed projects. He has been involved in planning and design of over 10 miles of roadway corridor including enhancements to over 30 intersections.

Work History
11 Years

Education
B.S. Civil Engineering
University of Kentucky,
Lexington, 2007

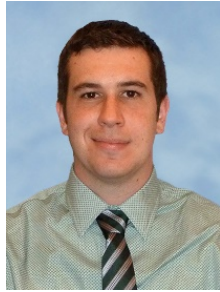
Registrations
Professional Engineer in
Kentucky

Selected Project Experience

- Winchester Road (US 60) and Liberty Road Intersection Improvements (LFUCG), Lexington, KY** – Chase was the Project Manager and Design Engineer for the intersection improvement project completed through Contract 1. The intersection improvements included addressing right-of-way constraints and improving pedestrian access at the intersection. The project also improved the existing drainage infrastructure to provide positive drainage away from the pedestrian route.
- Winchester Road (US 60), East Seventh Street, and Liberty Road Intersection Improvements (LFUCG), Lexington, KY** – Chase was the Engineer of Record for the sidewalk improvements that extended from Liberty Road to East Seventh Street. Strand and LFUCG Traffic Engineering collaboratively completed the plan set with LFUCG designing the signal improvements in house and Strand design the sidewalk improvements and assisting with project specifications.
- North Upper Street Improvements (LFUCG), Lexington, KY** – Chase was the Project Manager and Design Engineer for streetscape improvements along the 100 block of North Upper Street which includes the 21C Museum Hotel and the Historic Courthouse. The street reconstruction included profile grade and cross slope adjustments to address ADA accessibility and bump outs at Short Street for traffic calming, landscape, and outdoor seating.
- Fourth Street Corridor/Legacy Trail Phase 3 (LFUCG), Lexington, KY** – Chase is the Project Manager for the planning and final design of the downtown phase of the Legacy Trail Phase 3 focused along the Transylvania University’s Fourth Street Corridor. The project includes an off-road trail, bike lanes, and sidewalks. Roadway improvements were necessary in several areas to improve intersections, ADA accessibility, provide traffic calming, and maintain existing on-street parking inventory.
- Town Branch Commons Zone 7 (LFUCG), Lexington, KY** – Chase is currently serving as lead engineer for the Zone 7 improvements along KY 922 (Newtown Pike) from Manchester Street to Fourth Street. The Town Branch and Legacy Trail connector will be a shared use path along the east side of the roadway. To add the path, the roadway curb line will be shifted into the roadway. The project improvements include roadway cross slope/super elevation revisions, drainage improvements, and lighting design.
- East Main Street Streetscape Improvements, City of Scottsville, KY** – Chase served as Assistant Project Manager/Design Engineer on the streetscape improvement project. Project included providing bump outs to reduce the pedestrian crossing distance, ADA ramps to improve access to buildings along the block and undergrounding electric and communication lines for the KYTC LPA funded project.
- Downtown Streetscape Improvements (LFUCG), Lexington, KY** – Chase provided design and project management support on this \$23 million improvement to Main Street, Vine Street, and South Limestone Street in downtown Lexington. Chase’s role included bicycle/pedestrian/ADA improvements along the roadway corridors which included 16 signalized intersections. As a result of the project, Chase co-presented with KYTC - Designing for Tomorrow’s Urban Environments, at the 2011 KYTC/SASHTO Partnering Conference.



MATT McMACKIN, P.E., L.S.I.T. – URBAN ROADWAY DESIGN/SURVEYING



Matt has over five years of experience as a transportation engineer and planner. His experience includes urban and rural roadway design, multi-modal transportation planning and design, traffic analysis and modeling, and data collection and management assisted by geographic information systems (GIS). He has collaborated on numerous transportation projects including local and regional planning efforts, preliminary design and scoping, detailed roadway design, and urban, greenway, and rail-to-trail shared use paths.

Work History
5 Years

Education
M.S. Civil Engineering,
The Ohio State
University, 2013

B.S. Civil Engineering,
The Ohio State
University, 2011

Registrations
Professional Engineer in
Kentucky

Land Surveyor in
Training in Kentucky

Selected Project Experience

- Winchester Road (US 60), East Seventh Street, and Liberty Road Intersection Improvements (LFUCG), Lexington, KY** – Matt was a Design Engineer for the sidewalk improvements that extended from Liberty Road to East Seventh Street. Strand and LFUCG Traffic Engineering collaboratively completed the plan set with LFUCG designing the signal improvements in house and Strand design the sidewalk improvements and assisting with project specifications.
- US 25/West Main Street Streetscape, City of Richmond, KY** – Matt served as Design Engineer in the development of a corridor master plan and schematic design for a new streetscape and integrated multiuse path along West Main Street (US 25) in downtown Richmond. He provided key analysis and expertise on this urban roadway reconstruction project including evaluating alternatives for reallocating existing lane width, path safety and ADA improvements, storm sewer improvements, right of way impacts, and anticipated project costs. The schematic design was reviewed and approved by the Richmond City Commission and KYTC District 7. Matt is currently serving as the Project Manager and Lead Design Engineer for final design of Phase 1 of the project including providing coordination between the City of Richmond and KYTC District 7. Construction is expected to be complete in 2018.
- West Second Street Sidewalk Rehabilitation, City of Maysville, KY** – Matt served as Design Engineer in this urban sidewalk reconstruction project through a major access corridor to the city of Maysville. This KYTC LPA project will provide ADA-accessible walkways and curb ramps within limited right of way including reconstruction of existing curbs, utility relocation, traffic calming, improved stormwater conveyance, and pedestrian safety improvements. Matt also assisted with coordination among the City of Maysville, KYTC District 9, and public input during the design process. Construction is expected to be complete in 2018.
- Fourth Street Corridor/Legacy Trail Phase 3 (LFUCG), Lexington, KY** – Matt is Design Engineer for the planning and final design of the downtown phase of the Legacy Trail Phase 3 focused along the Transylvania University's Fourth Street Corridor. The project includes an off-road trail, bike lanes, and sidewalks. Roadway improvements were necessary in several areas to improve intersections, ADA accessibility, provide traffic calming, and maintain existing on-street parking inventory.
- Town Branch Trail Phase 6 (LFUCG), Lexington, KY** – Matt assisted with preliminary planning and design of the final phase of this shared use path connecting suburbs and businesses to downtown Lexington. Included in the planning and design process were data collection efforts to determine viable routes, numerous meetings with property and business owners along the corridor, development of alternatives for roadway, rail, and creek crossings, and development of anticipated project costs for future funding requests.



STEVEN VOGEL, P.E. – DRAINAGE



Steve has over seven years of applied experience, having a strong emphasis in the area of stormwater management. In addition to general civil engineering strengths, his background includes hydrologic and hydraulic modeling, stormwater management systems analysis and design, floodplain analysis and preparation of FEMA CLOMR/LOMR requests and local, state, and federal permitting for compliance with environmental regulatory requirements. Steve possess very capable working knowledge of modeling platforms including XPSWMM, HydroCAD, HEC-RAS, HEC-HMS, DAMBRK, and HY8 among others.

Work History

7 Years

Education
M.S. Secondary Education, University of Kentucky, 2011

B.S. Civil Engineering University of Kentucky, Lexington, 2005

Registrations

Professional Engineer in Kentucky

Selected Project Experience

- Winchester Road (US 60) and Liberty Road Intersection Improvements (LFUCG), Lexington, KY** – Steven was a design engineer for the intersection improvement project completed through Contract 1. The intersection improvements included addressing right-of-way constraints and improving pedestrian access at the intersection. The project also improved the existing drainage infrastructure to provide positive drainage away from the pedestrian route.
- KY 1927 (Liberty Road) Corridor Improvements, Kentucky Transportation Cabinet, KY** – Steve is serving as Drainage Engineer in this urban roadway widening project along Liberty Road from Graftons Mill Lane to New Circle Road. Roadway improvements will impact three tributary's that flow immediately through subdivisions.
- Legacy Trail Phase 3 (LFUCG) Lexington, KY** – Steven has been involved in the preliminary planning and design of this 2 mile on-road bike/ped connection through the urban core area of downtown Lexington. He is currently assisting with the final design for the project including review of drainage improvements at reconstructed intersections.
- Southland Area Drainage Study, Lexington, KY** – Steve is currently serving as the lead hydraulic and hydrologic modeler for a comprehensive study of the Southland Drive area drainage system. The modeling effort includes the incorporation of existing data from HEC-RAS, HEC-HMS, and other previous modeling efforts from multiple areas along with updated field data into a single XPSWMM 2D model. This model has been verified with project installed stream gages and will be used to develop and study the impact of proposed flood mitigation alternatives.
- Town Branch Commons (LFUCG), Lexington, KY** – Steve is currently serving as the lead drainage engineer for Zones 1-4 and Zone 7 of the Town Branch Commons project. The drainage design includes adapting the existing drainage system to the location of the relocated curb line, grade modifications, and green infrastructure requirements. A drainage folder is being prepared for the hydraulic analysis of the gutter spread and pipe capacities.
- Southland Christian Church-Upper West Hickman Drainage Improvements, Lexington, KY** – In conjunction with major redevelopment initiative, Steve served as Project Engineer for plan to reconfigure and upgrade existing stream and lake ecosystem. Required section 401/404 permitting and preparation of FEMA CLOMR/LOMR documentation.



STEPHEN MARSHALL, P.E., PLS – SURVEY/RIGHT OF WAY/EASEMENTS



Jacobi, Toombs & Lanz

Stephen has been in the engineering and surveying profession for over 24 years and has experience in boundary surveying, topographic surveying, roadway planning and design, and sanitary and storm sewer infrastructure. Steve's experience as project engineer enables him to interpret project requirements, allowing him to serve as an effective manager. As Director of Surveying, Stephen is responsible for supervising the successful completion of all surveying tasks associated with various company projects. His duties include client contact, proposal preparation, personnel management, implementation of technical procedures, and daily coordination of office operations and field logistics.

Work History

24 Years

Education

B.S. Land Surveying
Engineering

B.S. Civil Engineering

Registrations

Professional Land
Surveyor in Kentucky

Professional Engineer in
Kentucky

Selected Project Experience

- Winchester Road (US 60) and Liberty Road Intersection Improvements (LFUCG), Lexington, KY** – This project included detailed topographic surveying and property and right-of-way line resolution in the project area. The work involved control establishment using monuments from the local network, field mapping, utility locate and map requests, deed and plan research, and data processing and evaluation. Two Public Acquisition Minor Plats were also prepared for right-of-way acquisition.
- KY 1927 (Liberty Road) Corridor Improvements, Kentucky Transportation Cabinet, KY** – This project included conventional surveying for planimetric, right-of-way, and topographic data collection to supplement existing photogrammetric mapping. The area extended over 6,300 L.F. along Liberty Road. JTL performed this work according to the KYTC surveying standards
- KY 813 Interchange – Pennyriple Parkway, KYTC Item No. 2-8633.00, Hopkins County, KY** – This project included conventional surveying for planimetric and topographic data collection to supplement existing photogrammetric mapping. The area extended over 7,500 L.F. along the parkway and over 4,300 L.F. along the intersecting highway. JTL performed this work according to the KYTC surveying standards.
- Ohio River Bridges East End Project, Louisville, KY – Jeffersonville, IN** – JTL currently has an on-call general surveying services agreement with Walsh-Vinci Construction for the bridge/tunnel/heavy-highway construction in the Louisville, KY metropolitan area. To date the project has required a variety of tasks inclusive of a GPS control calibration along the 15-mile project corridor; survey control densification at the bridge crossing; tunnel construction QA/QC measurements; vertical positioning observations on ground surface monitors via daily bench-loops; and other miscellaneous surveying tasks.

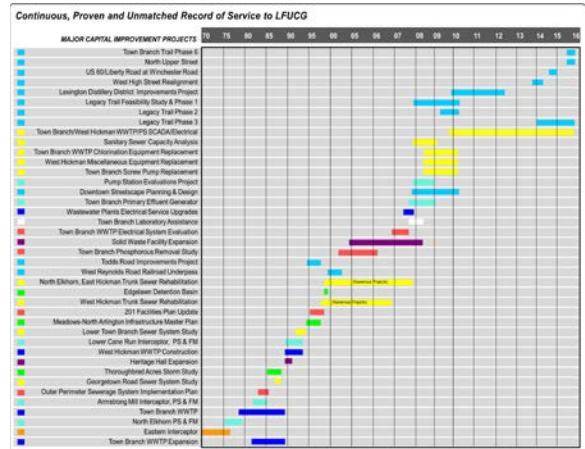
Project Completion Background

Performance Track Record Demonstrates Know-How to Achieve Expectations on Both Small and Large-Scale Projects

Our firm remains grateful for the opportunities that LFUCG has provided us over these many years. The knowledge and experience we have gained will continue to deliver for the city as we work hand in hand with you to help deliver successful improvement projects. Strand has served LFUCG on a variety of municipal and other public works projects continuously and successfully since 1968. These projects include urban roadway, wastewater collection and conveyance, and stormwater improvements and is evidenced with the many the high-profile opportunities outlined below that we have been entrusted to deliver. These achievements highlight our dedication to service on your behalf.

SIMILAR PROJECTS

In addition to our extensive experience with LFUCG, our Firm has completed many other similar projects involving urban roadway and pedestrian improvements. The below listing includes similar projects that have either been completed or designed that have meet or are on target to meet proposed timeframe and budget targets of our clients. In addition, we have included project descriptions for several projects on the following pages:



Strand's continuous record of service to LFUCG since 1968.

PROJECT NAME	YEAR COMPLETED
1.) South Limestone Street Streetscape – Lexington, Kentucky	2010
2.) West Main Street Streetscape, Lexington, Kentucky	2010
3.) West Vine Street Streetscape, Lexington, Kentucky	2010
4.) East Main Street Streetscape, Lexington, Kentucky	2011
5.) Safe Routes to School Project, Vanceburg, Kentucky	2013
6.) Safe Routes to School Project, Paris, Kentucky	2013
7.) Winchester Rd (US 60) and Liberty Road, Lexington Kentucky	2014
8.) East Main Street Streetscape, Scottsville, Kentucky	2014
9.) North Upper Street Streetscape, Lexington, Kentucky	2015
10.) US 60/Seventh St/Liberty Rd, Lexington, Kentucky	2017
11.) Legacy Trail Phase 3/Fourth Street, Lexington, Kentucky	2018 (Design)
12.) West Second Street Sidewalk, Maysville, Kentucky	2018 (Design)
13.) Flemingsburg Streetscape, Flemingsburg, Kentucky	2018 (Design)



Winchester Road (US 60)/Liberty Road Intersection – Lexington, KY

Strand is the prime consultant for the intersection improvement project at US 60 and Liberty Road in Lexington. The intersection is signalized and the Liberty Road approach intersects US 60 at a “Y” angle. The project was identified as a need to address deficiencies with pavement degradation, right-of-way encroachment, and providing improved pedestrian accommodations.

Client
Lexington-Fayette Urban
County Government

Completed
2014

Cost
\$125,000

The design includes adjusting the curb lines and lane markings to narrow the crossing distance and maintain the existing lane configuration, providing bump outs for ADA-accessible ramps and sidewalks, and replace deteriorated pavements. Drainage modifications at the intersection were included to prevent ponding near the curb ramp and improve drainage conveyance.

Jacobi, Toombs & Lanz, Inc. (JTL) worked with Strand to provide the detailed survey information required for the ADA-accessible grading and stormwater design solutions. JTL also completed the boundary resolution as well as the plat preparation for right-of-way and easement acquisition.

Strand evaluated truck turning movements at the intersection to confirm the desired layout would satisfy the WB-50 design vehicle. Strand also coordinated placement of traffic signal infrastructure to accommodate a future signalization upgrade project.





North Upper Street Improvements – Lexington, KY

The Lexington-Fayette Urban County Government (LFUCG) retained Strand for the design of the North Upper Street Streetscape Improvements in Downtown Lexington. The streetscape improvements were along the 100 block of North Upper Street which includes the 21C Museum Hotel and the Historic Courthouse and extends from West Main Street (US 25/60/421) to West Short Street. LFUCG desired to construct the improvements as part of the 21C Museum Hotel construction. The street reconstruction included profile grade and cross slope adjustments to address ADA accessibility, ADA accessible curb ramps, and providing bump outs at Short Street for traffic calming, landscape, and outdoor seating.

Client
Lexington-Fayette Urban
County Government

Completed
2015

Cost
\$100,000

The roadway lighting included replacing existing overhead roadway lights with decorative post top light fixtures to match the rest of downtown. A new electrical service was added for the roadway lighting improvements and outdoor receptacles. Utility coordination included relocation of an existing fire hydrant, installation of a water meter for landscape irrigation, and providing conduits and junction boxes for the future undergrounding of overhead utility services.

Project Features Include:

- Pavement Reconstruction.
- ADA Accessibility Improvements.
- Utility Coordination.
- Roadway Lighting.
- Intersection Bump Outs.
- Landscape and Irrigation.
- Coordination with Adjacent Development.
- Consideration for Future Improvements to Historic Courthouse.





Legacy Trail – Lexington, KY

Strand was selected to provide planning and design services for the Legacy Trail project which has become one of the premier recreational trails in the state of Kentucky. Once all phases are complete, Strand will have designed 9.2 miles of this 12.5-mile multi-use trail. The trail features a carefully developed blend of design elements that showcase local art, history and culture of the Central Kentucky Bluegrass region. Central to the planning effort for this project was an extensive public outreach component to solicit input and feedback relevant to the unique design segments that comprise the route which extends from the urban core of downtown Lexington to the rural scenic areas leading to the Kentucky Horse Park. Our planning and design efforts included public outreach, wayfinding signage, lighting, amenities, stormwater drainage improvements, bridge improvements and pedestrian access.

Client
Lexington-Fayette Urban
County Government

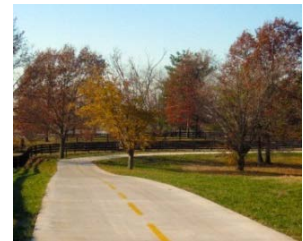
Completed
Ongoing

Cost
\$8,000,000 (Ph. 1 & 2)
\$3,500,000 (Est. Ph. 3)

Phases 1 of the Legacy Trail is 5.5 miles and includes the longest and most rural section of the trail as well as the transition area from rural to suburban through UK’s Coldstream Research Campus. The trail is 12 feet wide and much of the trail lies in close proximity to Cane Run Creek and required the construction of six bridges.

Phase 2 of the overall project is a 2.1-mile segment that begins the transition to the urbanized areas leading toward downtown Lexington. The route includes access to the YMCA which was deemed a priority for trail access for the public.

Phase 3 covers 1.6 miles of urban bike lanes and will be constructed in 2018. As part of this effort we analyzed the potential for a two-way protected bike lane application on a two-way street network in the urban section. Combined with the loss of on-street parking, bike lanes were selected as the approach for this segment. The project includes asphalt resurfacing to incorporate dedicated bicycle lanes, enhanced intersection treatments, including raised intersections at school crossings, sidewalk/ADA improvements, FHWA experimental bicycle boxes to improve safety, and signage/wayfinding.





College Town Corridor (S. Limestone St.) Improvements – Lexington, KY

To help fulfill LFUCG’s objectives for the College Town Corridor, Strand (part of a multi-disciplinary team) completed reconstruction of a 0.25-mile segment of South Limestone Street from Avenue of Champions to Vine Street. This important one-way arterial carries 12,000 vpd to the center of downtown. The reconstruction approach included careful planning to accommodate the potential for a future 2-way conversion of the street. As a vital commercial district with numerous access points and closely situated structures, intensive efforts were required in meeting objectives for ADA accessibility while properly managing drainage. The proposed solution also included use of a roadway-diet in reallocating areas for pedestrian and bicycle facilities. Aesthetic enhancements also included integration of green infrastructure, decorative pavers, planters and other amenities to address place-making objectives.

Client
Lexington-Fayette Urban
County Government

Completed
2010

Cost
\$13 Million

In developing the final program and implementation of improvements, the project overcame many challenges and achieved the following objectives:

- Enhanced Commercial District–Mix of improvements and new street character helped catalyze the re-birth of the old corridor.
- Improved Accessibility–Lane modifications supported by traffic analysis allowed for enhanced sidewalk and bicycle mobility.
- Infrastructure Rehabilitation–Utility and infrastructure investigations led to replacements and upgrades to storm, sanitary, water, and gas line and burial of unsightly and restrictive overhead utilities. Strand facilitated utility coordination from planning through construction.
- Walkability–New ADA compliant sidewalks and access improvements promote traffic calming and improved mobility throughout the corridor.





Downtown Streetscape Improvements (Main & Vine Streets) – Lexington, KY

This transformative street reconstruction project included 7,000 LF of improvements to Main Street and Vine Street, which are part of the National Highway System and under the jurisdiction of KYTC. With traffic volumes ranging from 19,000 to 24,000 vpd on this busy one-way pair, stakeholder engagement was key to meeting the accelerated project schedule. The schedule involved completing planning, design, and construction, for the entire project with the exception of a limited portion of East Main Street, in advance of the 2010 World Equestrian Games with the design and construction being completed in less than 14 months. Close and continuous coordination was required with project partners that included KYTC, Lexington Downtown Development Authority, University of Kentucky, Lexington Area MPO, LexTran, LexPark, Emergency Services, Central Business District, adjacent property owners, and utility service providers.

Client

Lexington-Fayette Urban County Government

Completed
2010

Cost
\$7.4 Million

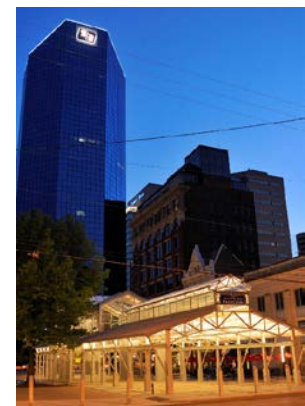


Reconstructed Vine Street and Mill Street intersection.

Strand provided comprehensive services including Planning, Phase I preliminary design, Phase II final design, and Construction Engineering for this \$7.4 Million Downtown Streetscape Initiative. The project scope included street reconstruction for curb line realignment/full intersection reconstruction for both Main Street and Vine Street. Other project elements included 11 intersection traffic signal replacements, street lighting, utility duct banks, sewer relocations, ADA compliant walkways and signals, bike lanes, improved roadway drainage, 25 urban rain gardens, increasing the on-street parking inventory, and providing Lexington’s first on-street ADA compliant parking space.

In addition to providing complete engineering design services for the improvements, Strand also provided planning, utility coordination, and construction engineering services for the project. The project planning services included a comprehensive traffic study and extensive subsurface utility investigations. The traffic study evaluated 81 intersections to help validate potential changes to the roadway lane configuration. Subsurface utility investigations included vacuum excavation and structure surveys to inform proposed signal pole placements. The utility investigations resulted in recommendations to rehabilitate and replace substandard utility infrastructure as well as to identify proposed infrastructure placement in this heavily congested utility corridor.

Strand continued to support LFUCG throughout construction by facilitating weekly construction progress meetings, providing engineering support for field modifications, and utility coordination activities. The shared success of this project led to its selection as the **2011 ACEC-KY Grand Award Winner and recipient of a “2011 ACEC National Honor Award, one of 24 such project distinctions from across the country.**





Heart of Scottsville Streetscape Improvements – Scottsville, KY

The City of Scottsville retained Strand for planning, design, and construction administration services for the East Main Streetscape from the town square to First Street. A unique attribute to this project involved challenges associated with ADA accessibility. The businesses on the north side were situated three to four feet above street level, requiring roadway grade modifications, steps, handicap ramps, planter terraces and retaining walls to accommodate changes in elevation. On-street parking spaces and pedestrian use areas were enhanced and made safer by reducing the roadway travel lane widths, adding traffic calming islands and a street level sidewalk on the north side.

Client
Heart of Scottsville

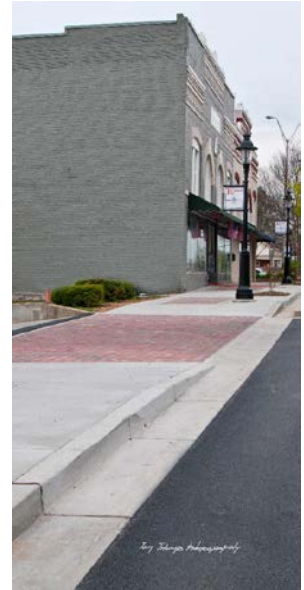
Completed
2014

Cost
\$403,000

The project was funded by the Federal Highway Administration through the Transportation Enhancement Program and located within The Kentucky Transportation Cabinet (KYTC) right-of-way. Federal funding required strict adherence to KYTC’s Local Public Agency (LPA) process. The KYTC District 3 office was included in our process and endorsed the design concepts. Due to lack of regionally positioned DBE, subcontractors for the project scope, Strand also assisted KYTC in optimizing its DBE participation goal to enhance the competitive bidding process and facilitate successful completion of the project.



Grade Separated Sidewalk System (After Improvements).



Completed East Main Street.



References from Similar Projects

References with Satisfied Clients Attest to Strand’s Ability to Help Clients Succeed through Excellence in Engineering

We encourage you to contact the following references, whom have had direct involvement in our projects and can give you the best assessment of our continuing service capabilities. We are confident their responses will further document our quality commitment and reinforce your confidence in our ability to address your specific engineering needs.

Strong client relationships are forged by successful project endeavors.

CLIENT NAME	SIMILAR PROJECTS COMPLETED
Mark Fiebes, PE Division of Engineering Lexington-Fayette Urban County Government, Lexington, KY (859) 258-3410 / mfeibes@lexingtonky.gov	US 60/Liberty Road Intersection
Keith Lovan, PE Division of Engineering Lexington-Fayette Urban County Government, Lexington, KY (859) 258-3410 / klovan@lexingtonky.gov	Legacy Trail Phase 3, KYTC Item No. 7-3103 & 7-3716 Town Branch Trail Phase 6, KYTC Item No. 7-3108 & 7-3718 (On-Going)
Stephen Parker, PE Division of Traffic Engineering Lexington-Fayette Urban County Government, Lexington, KY (859) 258-3488 / sparker@lexingtonky.gov	Winchester Road/Seventh Street/Liberty Road Intersection, KYTC Item No. 7-3204
Brandi Peacher, Director of Project Management Office of the Mayor Lexington-Fayette Urban County Government, Lexington, KY (859) 258-3100 / bpeacher@lexingtonky.gov	Town Branch Commons - (On-Going) South Limestone Streetscape West Main Street Streetscape West Vine Street Streetscape East Main Street Streetscape
George Milligan Department of Environmental Quality and Public Works Lexington-Fayette Urban County Government, Lexington, KY (859) 258-3402 / gmilligan@lexingtonky.gov	North Upper Street Streetscape
Joshua Samples, PE Commonwealth of Kentucky Kentucky Transportation Cabinet, District 7, Lexington, KY (859) 246-2355 / joshua.samples@ky.gov	<u>On-Going Projects</u> US 27 (North Broadway), KYTC Item No. 7-412 KY 1927 (Liberty Road), KYTC Item No. 7-8902
Dave Mauck, Community Development Director City of Richmond 239 West Main Street, Richmond, KY 40475 859-623-1000 / dmauck@richmond.ky.us	<u>On-Going Project</u> US 25/West Main Streetscape, KYTC Item No. 7-3208
Tim Cross, P.E. City of Nicholasville, KY 517 North Main Street, Nicholasville, KY 40356 859-8859-9385 / tim.cross@nicholasville.org	<u>On-Going Projects</u> East High Shared Use Path, KYTC Item No. 7-3214 West High Shared Use Path, KYTC Item No. 7-3215



Familiarity with Details of Project

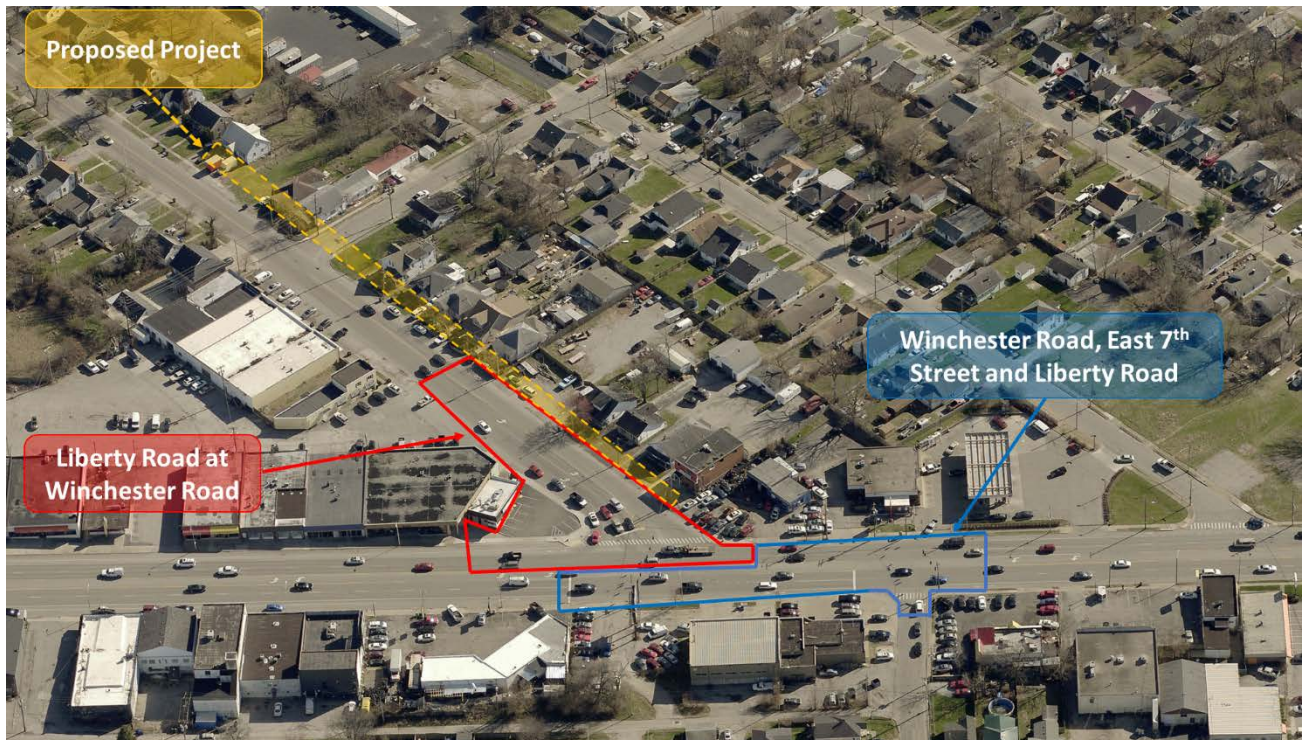
Strand’s Familiarity is Unmatched with Multiple Completed Projects within Current Project Limits

Strand is recognized as a leader in the planning and design of urban roadway improvements that include pedestrian and bicycle infrastructure. Our wide-ranging urban roadway experience includes working directly with LFUCG and the Kentucky Transportation Cabinet as well as many other Central Kentucky communities for projects that are implemented with federal funding.

Our familiarity and understanding of the Liberty Road corridor is informed by unmatched prior corridor experience that includes:

- **Liberty Road at Winchester Road Intersection Improvements** – This project was completed through the Indefinite Services Contract No. 1. The project included pavement reconstruction, ADA/Pedestrian improvements, providing a cross walk and shorting the crossing distance, defining the sidewalk from commercial parking areas, coordination with KYTC and LFUCG Traffic, turning movement study, and completion of public acquisition plats.
- **Winchester Road, East Seventh Street, and Liberty Road Intersection Improvements, KYTC Item No. 7-3204** – This LFUCG Traffic Engineering project has been designed and bid and is currently waiting on fabrication of signal mast arms before construction begins. The completed plans include sidewalk improvements along Winchester Road and traffic signal improvements. Strand and LFUCG Traffic Engineering staff worked collaboratively to design the project and develop contract documents for the project.
- **KY 1927 (Liberty Road), KYTC Item No. 7-8902** – Strand and JTL are currently working with KYTC on the Liberty Road improvements from New Circle Road to Graftons Mill Lane. The project includes modifying the roadway to an urban section with pedestrian and bicycle improvements.

Strand has experience working with LFUCG and other communities on CDBG neighborhood improvement projects.





Project Approach

Our extensive depth of experience dealing with similar projects and specific corridor familiarity allows us to develop our project approach from the most informed perspective on project-related needs.

Winchester Road to 924 Liberty Road

Continuing with our previous work at the Winchester Road intersection, the future urban roadway improvements cross multiple commercial properties with unrestricted access to Liberty Road. On-street parking is restricted in this section; however, the existing regulatory “No Parking” sign is faded and we observed several vehicles parked along this section. A small portion of the Liberty Road is sloped toward the properties that helps convey private property drainage to the existing surface inlet.



The commercial property at the corner of Winchester and Liberty is a vehicle repair shop. In the past, vehicles parked here encroached on the accessible path of the sidewalk. The picture on the bottom left shows the Liberty Road property access point with large vehicles overhanging the right of way and evidence of pedestrian traffic diverted through the mud. On our prior project, the curb was extended into the roadway at the corner to provide an ADA compliant walkway without requiring a right of way acquisition. The parked vehicles effectively use the raised curb at the back of the walk as a wheel stop and overhang onto the sidewalk, however the accessible route is maintained.

The right of way line is approximately 30-feet from the currently marked centerline. This wide roadway half-section provides opportunities that didn’t exist for Charlie’s Seafood. The bottom right photo shows the completed sidewalk adjacent to the parking lot. While this segment is a definite improvement, 10-12 feet of right-of-way was acquired to allow for sidewalk construction. With only one outbound lane, the curb line could be shifted into the roadway to provide a buffer between the back of the sidewalk and the right of way. Right turning truck traffic from eastbound Winchester Road would still have adequate space to avoid tracking over the curb. The buffer between the back of sidewalk and right of way would allow the opportunity to remove some of the existing pavement within right of way to reduce the vehicular/pedestrian conflict area.





The existing surface inlet is currently located between existing gas and water lines. The surface inlet location will likely need to be relocated. The two existing four-inch connections will need to be reconnected, redirected or confirmed to be abandoned.

928 Liberty Road to Dallas Avenue

The below picture shows the residential properties with minimal building setbacks to the south of Liberty Road. Private fences appear to encroach onto right-of-way by up to five feet. While on-street parking is allowed, the available space is minimal with driveways spaced 30 feet or less. Based on this spacing, a maximum of five spaces are physically able to be occupied, however the property owner at the first space appears to have installed their own “No Parking” sign as shown on the photo on the right.



The marked centerline begins to shift toward the south with distance from right-of-way varying from 30 feet at 928 Liberty Road to 25 feet at the Dallas Avenue intersection. If on-street parking and existing private property encroachments remain, integral sidewalk would be required with a reduced lane width. This type of construction, with short distance between driveways, will result in an undulating sidewalk making delineation between parking and sidewalk challenging. Nearby Dallas Avenue could provide on-street parking and is less than 200 feet away. To limit impact to existing fence, private property owners may accept the short walking distance on their new sidewalk. Early property owner outreach will be vital to help inform project direction.

Roadway drainage begins to flow southwest along outbound Liberty Road. No drainage structures are present along the south side of the roadway. The residential yards slope toward the roadway with minimal grade change. If the curb is shifted into the roadway the grade differential will be further reduced requiring additional evaluation to limit drainage impact to the private properties.



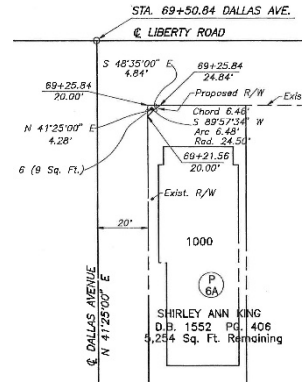


Dallas Avenue and Liberty Road Intersection

LFUCG currently anticipates the need for two public acquisition plats at the intersection. From our prior right-of-way efforts, we believe there is an opportunity to design sidewalk improvements to avoid requiring right of way acquisition. As part of our research for this proposal, we reviewed LFUCG’s Public Acquisition Plat (Cabinet J, Slide 142) from 1993 where LFUCG acquired 9 square feet of the corner of 1000 Liberty Road. This further confirms the potential to limit acquisition and reduce overall project cost and time.

If on-street parking remains, parking restrictions at the intersection would remain allowing curb extensions to be constructed. The curb extensions into Liberty Road would shift the Dallas Avenue crossing to the north. By bringing the crossing closer to Liberty, visibility of pedestrians crossing Dallas Avenue from Liberty Road traffic would improve. Improved intersection sight distance for traffic turning from Dallas onto Liberty could eliminate the need for vehicles to block the crosswalk to have adequate sight distance. The sidewalk would shift back away from the roadway once the right of way widens to tie to the existing sidewalk on the south side.

In addition to safety and cost benefits, this approach could also mitigate additional utility impacts. On the roadway side of the fence there is an overhead utility pole, fire hydrant, and light pole. Metro Net recently installed communication conduits and overhead utilities in the area. The underground lines go above ground on the utility pole at the south quadrant of the intersection. By extending the curb, relocations of the utility pole, fire hydrant, and light pole could be avoided which could minimize impact to the existing fence line.





Selecting the Strand Team

The Strand Team is excited to bring our working knowledge and capable resources to bear in fulfilling the expectations and requirements associated with this project. Having assisted LFUCG with the adjacent two projects, we are excited for the opportunity to bring our proven design solutions to the Liberty Road corridor. For the Liberty Road Sidewalk Improvement Project, we strongly believe that our corridor and urban roadway experience will lead to cost-effective implementation of the improvements. To this end, we trust you will find our team is the right partner for this important undertaking and we look forward to supporting LFUCG and others that will benefit from its implementation.



Office Status and Location of Employees

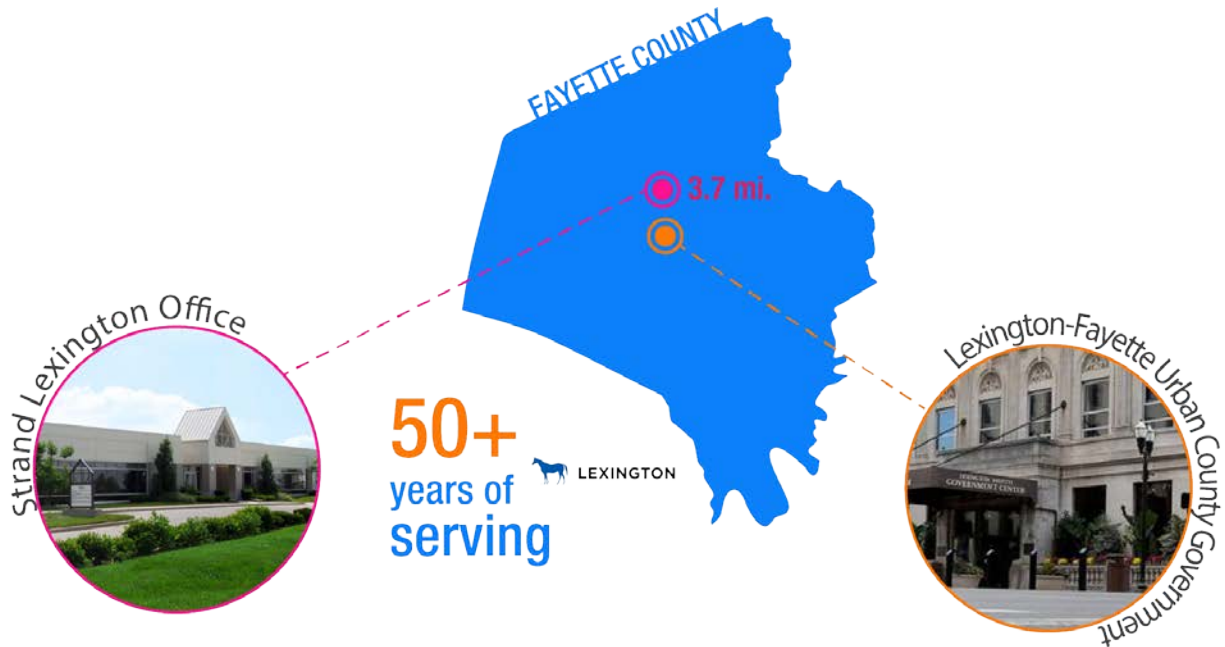
Locally-Based Consultant Team Maximizes Depth of Project Understanding and Commitment to Successful Completion

Selection of Strand for this project will maximize local employment utilizing our Lexington office to manage and deliver the project. While our corporate headquarters does not reside in Lexington or the Bluegrass Area Development District service area, we have a long-standing relationship with the Lexington community that extends back to our Lexington office's founding in 1968. Our Project Team is local, and invested in many aspects of our community. The following illustrates that our Lexington office and Project Team is local with team members that live in Lexington and have supported LFUCG initiatives for over 10+ years.

Strand's Project Team is Local.

Our Lexington Office is Local

- *Founded in 1968 (6 Years before Lexington and Fayette County Governments merged).*
- *Provided continuous record of service to Lexington since 1968.*
- *Design team works in our Lexington office and pays Lexington income taxes.*
- *Design team resides in Lexington and pays property taxes.*
- *Majority of the design team are University of Kentucky graduates.*
- *4.9 miles from the Lexington Office to the Project Site.*
- *3.7 miles from the Lexington Office to LFUCG Division of Engineering.*



AFFIDAVIT

Comes the Affiant, Matthew S. Richards, and after being first duly sworn, states under penalty of perjury as follows:

1. His/her name is Matthew S. Richards and he/she is the individual submitting the proposal or is the authorized representative of Strand Associates, Inc.®, the entity submitting the proposal (hereinafter referred to as "Proposer").

2. Proposer will pay all taxes and fees, which are owed to the Lexington-Fayette Urban County Government at the time the proposal is submitted, prior to award of the contract and will maintain a "current" status in regard to those taxes and fees during the life of the contract.

3. Proposer will obtain a Lexington-Fayette Urban County Government business license, if applicable, prior to award of the contract.

4. Proposer has authorized the Division of Central Purchasing to verify the above-mentioned information with the Division of Revenue and to disclose to the Urban County Council that taxes and/or fees are delinquent or that a business license has not been obtained.

5. Proposer has not knowingly violated any provision of the campaign finance laws of the Commonwealth of Kentucky within the past five (5) years and the award of a contract to the Proposer will not violate any provision of the campaign finance laws of the Commonwealth.

6. Proposer has not knowingly violated any provision of Chapter 25 of the Lexington-Fayette Urban County Government Code of Ordinances, known as "Ethics Act."

Continued on next page

7. Proposer acknowledges that "knowingly" for purposes of this Affidavit means, with respect to conduct or to circumstances described by a statute or ordinance defining an offense, that a person is aware or should have been aware that his conduct is of that nature or that the circumstance exists.

Further, Affiant sayeth naught.

Matthew S. Richards

STATE OF Wisconsin

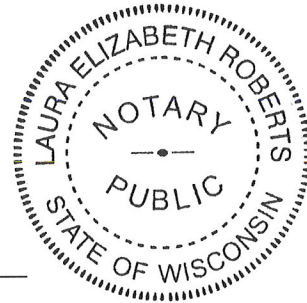
COUNTY OF Dane

The foregoing instrument was subscribed, sworn to and acknowledged before me

by Matthew S. Richards on this the 20 day
of September, 2018

My Commission expires: July 4, 2018

Laura Elizabeth Roberts
NOTARY PUBLIC, STATE AT LARGE



GENERAL PROVISIONS

1. Each Respondent shall comply with all Federal, State & Local regulations concerning this type of service or good.

The Respondent agrees to comply with all statutes, rules, and regulations governing safe and healthful working conditions, including the Occupational Health and Safety Act of 1970, *29 U.S.C. 650 et. seq.*, as amended, and KRS Chapter 338. The Respondent also agrees to notify the LFUCG in writing immediately upon detection of any unsafe and/or unhealthful working conditions at the job site. The Respondent agrees to indemnify, defend and hold the LFUCG harmless from all penalties, fines or other expenses arising out of the alleged violation of said laws.

2. Failure to submit ALL forms and information required in this RFP may be grounds for disqualification.
3. Addenda: All addenda and IonWave Q&A, if any, shall be considered in making the proposal, and such addenda shall be made a part of this RFP. Before submitting a proposal, it is incumbent upon each proposer to be informed as to whether any addenda have been issued, and the failure to cover in the bid any such addenda may result in disqualification of that proposal.
4. Proposal Reservations: LFUCG reserves the right to reject any or all proposals, to award in whole or part, and to waive minor immaterial defects in proposals. LFUCG may consider any alternative proposal that meets its basic needs.
5. Liability: LFUCG is not responsible for any cost incurred by a Respondent in the preparation of proposals.
6. Changes/Alterations: Respondent may change or withdraw a proposal at any time prior to the opening; however, no oral modifications will be allowed. Only letters, or other formal written requests for modifications or corrections of a previously submitted proposal which is addressed in the same manner as the proposal, and received by LFUCG prior to the scheduled closing time for receipt of proposals, will be accepted. The proposal, when opened, will then be corrected in accordance with such written request(s), provided that the written request is contained in a sealed envelope which is plainly marked "modifications of proposal".
7. Clarification of Submittal: LFUCG reserves the right to obtain clarification of any point in a bid or to obtain additional information from a Respondent.
8. Bribery Clause: By his/her signature on the bid, Respondent certifies that no employee of his/hers, any affiliate or Subcontractor, has bribed or attempted to

bribe an officer or employee of the LFUCG.

9. Additional Information: While not necessary, the Respondent may include any product brochures, software documentation, sample reports, or other documentation that may assist LFUCG in better understanding and evaluating the Respondent's response. Additional documentation shall not serve as a substitute for other documentation which is required by this RFP to be submitted with the proposal,
10. Ambiguity, Conflict or other Errors in RFP: If a Respondent discovers any ambiguity, conflict, discrepancy, omission or other error in the RFP, it shall immediately notify LFUCG of such error in writing and request modification or clarification of the document if allowable by the LFUCG.
11. Agreement to Bid Terms: In submitting this proposal, the Respondent agrees that it has carefully examined the specifications and all provisions relating to the work to be done attached hereto and made part of this proposal. By acceptance of a Contract under this RFP, proposer states that it understands the meaning, intent and requirements of the RFP and agrees to the same. The successful Respondent shall warrant that it is familiar with and understands all provisions herein and shall warrant that it can comply with them. No additional compensation to Respondent shall be authorized for services or expenses reasonably covered under these provisions that the proposer omits from its Proposal.
12. Cancellation: If the services to be performed hereunder by the Respondent are not performed in an acceptable manner to the LFUCG, the LFUCG may cancel this contract for cause by providing written notice to the proposer, giving at least thirty (30) days notice of the proposed cancellation and the reasons for same. During that time period, the proposer may seek to bring the performance of services hereunder to a level that is acceptable to the LFUCG, and the LFUCG may rescind the cancellation if such action is in its best interest.

A. Termination for Cause

- (1) LFUCG may terminate a contract because of the contractor's failure to perform its contractual duties
- (2) If a contractor is determined to be in default, LFUCG shall notify the contractor of the determination in writing, and may include a specified date by which the contractor shall cure the identified deficiencies. LFUCG may proceed with termination if the contractor fails to cure the deficiencies within the specified time.
- (3) A default in performance by a contractor for which a contract may be terminated shall include, but shall not necessarily be limited to:

- (a) Failure to perform the contract according to its terms, conditions and specifications;
- (b) Failure to make delivery within the time specified or according to a delivery schedule fixed by the contract;
- (c) Late payment or nonpayment of bills for labor, materials, supplies, or equipment furnished in connection with a contract for construction services as evidenced by mechanics' liens filed pursuant to the provisions of KRS Chapter 376, or letters of indebtedness received from creditors by the purchasing agency;
- (d) Failure to diligently advance the work under a contract for construction services;
- (e) The filing of a bankruptcy petition by or against the contractor; or
- (f) Actions that endanger the health, safety or welfare of the LFUCG or its citizens.

B. At Will Termination

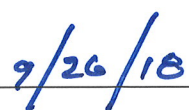
Notwithstanding the above provisions, the LFUCG may terminate this contract at will in accordance with the law upon providing thirty (30) days written notice of that intent, Payment for services or goods received prior to termination shall be made by the LFUCG provided these goods or services were provided in a manner acceptable to the LFUCG. Payment for those goods and services shall not be unreasonably withheld.

- 13. **Assignment of Contract:** The contractor shall not assign or subcontract any portion of the Contract without the express written consent of LFUCG. Any purported assignment or subcontract in violation hereof shall be void. It is expressly acknowledged that LFUCG shall never be required or obligated to consent to any request for assignment or subcontract; and further that such refusal to consent can be for any or no reason, fully within the sole discretion of LFUCG.
- 14. **No Waiver:** No failure or delay by LFUCG in exercising any right, remedy, power or privilege hereunder, nor any single or partial exercise thereof, nor the exercise of any other right, remedy, power or privilege shall operate as a waiver hereof or thereof. No failure or delay by LFUCG in exercising any right, remedy, power or privilege under or in respect of this Contract shall affect the rights, remedies, powers or privileges of LFUCG hereunder or shall operate as a waiver thereof.
- 15. **Authority to do Business:** The Respondent must be a duly organized and authorized to do business under the laws of Kentucky. Respondent must be in good standing and have full legal capacity to provide the services specified under this Contract. The Respondent must have all necessary right and lawful authority to enter into this Contract for the full term hereof and that proper corporate or

other action has been duly taken authorizing the Respondent to enter into this Contract. The Respondent will provide LFUCG with a copy of a corporate resolution authorizing this action and a letter from an attorney confirming that the proposer is authorized to do business in the State of Kentucky if requested. All proposals must be signed by a duly authorized officer, agent or employee of the Respondent.

16. **Governing Law:** This Contract shall be governed by and construed in accordance with the laws of the Commonwealth of Kentucky. In the event of any proceedings regarding this Contract, the Parties agree that the venue shall be the Fayette County Circuit Court or the U.S. District Court for the Eastern District of Kentucky, Lexington Division. All parties expressly consent to personal jurisdiction and venue in such Court for the limited and sole purpose of proceedings relating to this Contract or any rights or obligations arising thereunder. Service of process may be accomplished by following the procedures prescribed by law.
17. **Ability to Meet Obligations:** Respondent affirmatively states that there are no actions, suits or proceedings of any kind pending against Respondent or, to the knowledge of the Respondent, threatened against the Respondent before or by any court, governmental body or agency or other tribunal or authority which would, if adversely determined, have a materially adverse effect on the authority or ability of Respondent to perform its obligations under this Contract, or which question the legality, validity or enforceability hereof or thereof.
18. Contractor understands and agrees that its employees, agents, or subcontractors are not employees of LFUCG for any purpose whatsoever. Contractor is an independent contractor at all times during the performance of the services specified.
19. If any term or provision of this Contract shall be found to be illegal or unenforceable, the remainder of the contract shall remain in full force and such term or provision shall be deemed stricken.
20. Contractor [or Vendor or Vendor's Employees] will not appropriate or make use of the Lexington-Fayette Urban County Government (LFUCG) name or any of its trade or service marks or property (including but not limited to any logo or seal), in any promotion, endorsement, advertisement, testimonial or similar use without the prior written consent of the government. If such consent is granted LFUCG reserves the unilateral right, in its sole discretion, to immediately terminate and revoke such use for any reason whatsoever. Contractor agrees that it shall cease and desist from any unauthorized use immediately upon being notified by LFUCG.


Signature


Date

EQUAL OPPORTUNITY AGREEMENT

Standard Title VI Assurance

The Lexington Fayette-Urban County Government, (hereinafter referred to as the "Recipient") hereby agrees that as a condition to receiving any Federal financial assistance from the U.S. Department of Transportation, it will comply with Title VI of the Civil Rights Act of 1964, 78Stat.252, 42 U.S.C. 2000d-4 (hereinafter referred to as the "Act"), and all requirements imposed by or pursuant to Title 49, Code of Federal Regulations, U.S. Department of Transportation, Subtitle A, Office of the Secretary, (49 CFR, Part 21) Nondiscrimination in Federally Assisted Program of the Department of Transportation – Effectuation of Title VI of the Civil Rights Act of 1964 (hereinafter referred to as the "Regulations") and other pertinent directives, no person in the United States shall, on the grounds of race, color, national origin, sex, age (over 40), religion, sexual orientation, gender identity, veteran status, or disability be excluded from participation in, be denied the benefits of, or be otherwise subjected to discrimination under any program or activity for which the Recipient receives Federal financial assistance from the U.S. Department of Transportation, including the Federal Highway Administration, and hereby gives assurance that will promptly take any necessary measures to effectuate this agreement. This assurance is required by subsection 21.7(a) (1) of the Regulations.

The Law

- Title VII of the Civil Rights Act of 1964 (amended 1972) states that it is unlawful for an employer to discriminate in employment because of race, color, religion, sex, age (40-70 years) or national origin.
- Executive Order No. 11246 on Nondiscrimination under Federal contract prohibits employment discrimination by contractor and sub-contractor doing business with the Federal Government or recipients of Federal funds. This order was later amended by Executive Order No. 11375 to prohibit discrimination on the basis of sex.
- Section 503 of the Rehabilitation Act of 1973 states:

The Contractor will not discriminate against any employee or applicant for employment because of physical or mental handicap.

- Section 2012 of the Vietnam Era Veterans Readjustment Act of 1973 requires Affirmative Action on behalf of disabled veterans and veterans of the Vietnam Era by contractors having Federal contracts.
- Section 206(A) of Executive Order 12086, Consolidation of Contract Compliance Functions for Equal Employment Opportunity, states:

The Secretary of Labor may investigate the employment practices of any Government contractor or sub-contractor to determine whether or not the contractual provisions specified in Section 202 of this order have been violated.

The Lexington-Fayette Urban County Government practices Equal Opportunity in recruiting, hiring and promoting. It is the Government's intent to affirmatively provide employment opportunities for those individuals who have previously not been allowed to enter into the mainstream of society. Because of its importance to the local Government, this policy carries the full endorsement of the Mayor, Commissioners, Directors and all supervisory personnel. In following this commitment to Equal Employment Opportunity and because the Government is the benefactor of the Federal funds, it is both against the Urban County Government policy and illegal for the Government to let contracts to companies which knowingly or unknowingly practice discrimination in their employment practices. Violation of the above mentioned ordinances may cause a contract to be canceled and the contractors may be declared ineligible for future consideration.

Please sign this statement in the appropriate space acknowledging that you have read and understand the provisions contained herein. Return this document as part of your application packet.

Bidders

I/We agree to comply with the Civil Rights Laws listed above that govern employment rights of minorities, women, Vietnam veterans, handicapped and aged persons.



Signature

Name of Business



Strand Associates, Inc.®

1525 Bull Lea Road, Suite 100

Lexington, KY 40511

(P) 859-225-8500

(F) 859-225-8501

Equal Employment Opportunity Policy Statement

Strand Associates, Inc.® is committed to a policy of equal opportunity for all employees. It is our policy to seek and employ the best qualified personnel in all positions, to provide equal opportunity for advancement to all employees, including upgrading, promotion and training, and to administer these activities in a manner which will not discriminate against or give preference to any person because of race, color, religion, age, sex, national origin, handicap, marital status, or any other discriminatory basis prohibited by state or federal law.

Strand is further committed to providing a work environment in which employees are treated with courtesy, respect, and dignity. As part of this commitment, we will not tolerate any form of harassment, verbal or physical, with regard to an individual's race, sex, national origin, or any other protected characteristics. Therefore, all employees are encouraged to bring forth any concerns or complaints in this regard to the attention of management by contacting Human Resources, Shawn Cannon, or Ted Richards.

All complaints of sexual harassment, or harassment of any kind, will be investigated promptly and, where necessary, immediate and appropriate action will be taken to stop and remedy any such conduct. Any employee found in violation of this policy will be subject to disciplinary action which could include discharge.



LFUCG MWDBE PARTICIPATION FORM

Bid/RFP/Quote Reference # RFP #31-2018 Design Services for Liberty Road Sidewalk

The MWDBE and/or veteran subcontractors listed have agreed to participate on this Bid/RFP/Quote. If any substitution is made or the total value of the work is changed prior to or after the job is in progress, it is understood that those substitutions must be submitted to Central Purchasing for approval immediately. **Failure to submit a completed form may cause rejection of the bid.**

MWDBE Company, Name, Address, Phone, Email	MBE WBE or DBE	Work to be Performed	Total Dollar Value of the Work	% Value of Total Contract
1. Mike Harris, P.E., Vice President Jacobi, Toombs and Lanz, Inc. 1400 S 1st St., Louisville, KY 40208 (502) 636-1835 m.harris@jtleng.com	MBE	Surveying	*see note below	*see note below
2.				
3.				
4.				

The undersigned company representative submits the above list of MWDBE firms to be used in accomplishing the work contained in this Bid/RFP/Quote. Any misrepresentation may result in the termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

Strand Associates, Inc.
Company


Company Representative

9/28/2018
Date

Corporate Secretary
Title

* Note: Strand strives to achieve LFUCG's DBE and VOB participation goals. We regularly utilize DBE and VOB subconsultants as part of our project team. The base scope of this project offers limited opportunities for two DBE/VOB firms to participate. Strand will allocate the combined minimum goal of 13% for DBE and VOB participation to our DBE subconsultant.

LFUCG STATEMENT OF GOOD FAITH EFFORTS

Bid/RFP/Quote # _____

By the signature below of an authorized company representative, we certify that we have utilized the following Good Faith Efforts to obtain the maximum participation by MWDBE and Veteran-Owned business enterprises on the project and can supply the appropriate documentation.

_____ Advertised opportunities to participate in the contract in at least two (2) publications of general circulation media; trade and professional association publications; small and minority business or trade publications; and publications or trades targeting minority, women and disadvantaged businesses not less than fifteen (15) days prior to the deadline for submission of bids to allow MWDBE firms and Veteran-Owned businesses to participate.

_____ Included documentation of advertising in the above publications with the bidders good faith efforts package

_____ Attended LFUCG Central Purchasing Economic Inclusion Outreach event

_____ Attended pre-bid meetings that were scheduled by LFUCG to inform MWDBEs and/or Veteran-Owned Businesses of subcontracting opportunities

_____ Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and MWDBE firms and Veteran-Owned businesses

_____ Requested a list of MWDBE and/or Veteran subcontractors or suppliers from LFUCG and showed evidence of contacting the companies on the list(s).

_____ Contacted organizations that work with MWDBE companies for assistance in finding certified MWBDE firms and Veteran-Owned businesses to work on this project. Those contacted and their responses should be a part of the bidder's good faith efforts documentation.

_____ Sent written notices, by certified mail, email or facsimile, to qualified, certified MWDBEs soliciting their participation in the contract not less than seven (7) days prior to the deadline for submission of bids to allow them to participate effectively.

_____ Followed up initial solicitations by contacting MWDBEs and Veteran-Owned businesses to determine their level of interest.

_____ Provided the interested MWBDE firm and/or Veteran-Owned business with adequate and timely information about the plans, specifications, and requirements of the contract.

_____ Selected portions of the work to be performed by MWDBE firms and/or Veteran-Owned businesses in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work

items into economically feasible units to facilitate MWDBE and Veteran participation, even when the prime contractor may otherwise perform these work items with its own workforce

_____ Negotiated in good faith with interested MWDBE firms and Veteran-Owned businesses not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection should be so noted in writing with a description as to why an agreement could not be reached.

_____ Included documentation of quotations received from interested MWDBE firms and Veteran-Owned businesses which were not used due to uncompetitive pricing or were rejected as unacceptable and/or copies of responses from firms indicating that they would not be submitting a bid.

_____ Bidder has to submit sound reasons why the quotations were considered unacceptable. The fact that the bidder has the ability and/or desire to perform the contract work with its own forces will not be considered a sound reason for rejecting a MWDBE and/or Veteran-Owned business's quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy MWDBE and Veteran goals.

_____ Made an effort to offer assistance to or refer interested MWDBE firms and Veteran-Owned businesses to obtain the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal

_____ Made efforts to expand the search for MWBE firms and Veteran-Owned businesses beyond the usual geographic boundaries.

_____ Other--any other evidence that the bidder submits which may show that the bidder has made reasonable good faith efforts to include MWDBE and **Veteran participation.**

NOTE: Failure to submit any of the documentation requested in this section may be cause for rejection of bid. Bidders may include any other documentation deemed relevant to this requirement which is subject to approval by the MBE Liaison. Documentation of Good Faith Efforts must be submitted with the Bid, if the participation Goal is not met.

The undersigned acknowledges that all information is accurate. Any misrepresentations may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

Company

Company Representative

Date

Title

WORKFORCE ANALYSIS FORM

Name of Organization: Strand Associates, Inc.

Categories	Total	White (Not Hispanic or Latino)		Hispanic or Latino		Black or African-American (Not Hispanic or Latino)		Native Hawaiian and Other Pacific Islander (Not Hispanic or Latino)		Asian (Not Hispanic or Latino)		American Indian or Alaskan Native (not Hispanic or Latino)		Two or more races (Not Hispanic or Latino)		Total	
		M	F	M	F	M	F	M	F	M	F	M	F	M	F	M	F
Administrators	9	7	1						1							7	2
Professionals	289	223	53	4	1	1				7						235	54
Superintendents	0															0	0
Supervisors	0															0	0
Foremen	0															0	0
Technicians	49	42	4	1		2										45	4
Protective Service	0															0	0
Para-Professionals	0															0	0
Office/Clerical	51	9	36	1	1		2		1	1						11	40
Skilled Craft	0															0	0
Service/Maintenance	4	1				3										4	0
Total:	402	282	94	6	2	6	2	0	2	8	0	0	0	0	0	302	100

Prepared By: Ashley Pekul, H/R Assistant Date: 09 / 17 / 18
(Name and Title) *Revised 2015-Dec-15*



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)

7/3/2018

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 be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Ansay & Associates, LLC. 702 N High Point Road Suite 201 Madison WI 53717	CONTACT NAME: Susan Simoneau PHONE (A/C. No. Ext): 800-643-6133 E-MAIL ADDRESS: sue.simoneau@ansay.com	FAX (A/C. No): 608-831-4777	
	INSURER(S) AFFORDING COVERAGE		NAIC #
INSURED Strand Associates, Inc 910 W. Wingra Drive Madison WI 53715	STRAASS-01	INSURER A: CNA Insurance Companies INSURER B: INSURER C: INSURER D: INSURER E: INSURER F:	35289

COVERAGES

CERTIFICATE NUMBER: 1983236503

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 INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> Blkt. Contractual GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC			5099170059	1/1/2018	1/1/2019	EACH OCCURRENCE	\$ 1,000,000
							DAMAGE TO RENTED PREMISES (Ea occurrence)	\$ 900,000
							MED EXP (Any one person)	\$ 15,000
							PERSONAL & ADV INJURY	\$ 1,000,000
							GENERAL AGGREGATE	\$ 2,000,000
							PRODUCTS - COMP/OP AGG	\$ 2,000,000
								\$
A	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS			5099170062	1/1/2018	1/1/2019	COMBINED SINGLE LIMIT (Ea accident)	\$ 1,000,000
							BODILY INJURY (Per person)	\$
							BODILY INJURY (Per accident)	\$
							PROPERTY DAMAGE (Per accident)	\$
								\$
A	<input checked="" type="checkbox"/> UMBRELLA LIAB <input type="checkbox"/> EXCESS LIAB <input type="checkbox"/> DED <input checked="" type="checkbox"/> RETENTION \$ 10,000			5099170059	1/1/2018	1/1/2019	EACH OCCURRENCE	\$ 2,000,000
							AGGREGATE	\$ 2,000,000
								\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below			WC595126844	1/1/2018	1/1/2019	<input checked="" type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
A	Professional Liability Full Prior Acts			AEH113974097	7/11/2018	7/11/2019	Each Claim Aggregate Full Prior Acts	2,000,000 2,000,000

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

CERTIFICATE HOLDER**CANCELLATION**

Certificate Holder

SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

AUTHORIZED REPRESENTATIVE

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