



LFUCG SIGNALIZED CROSSWALK STUDY

RFP #10-2026
APRIL 2, 2026



April 2, 2026

Division of Traffic Engineering
Lexington Fayette Urban County Government
200 East Main Street
Lexington, KY 40507

RE: Proposal for RFP #10-2026, Lexington Fayette Urban County Government, Signalized Crosswalk Study

Dear Members of the Selection Committee:

WSP is pleased to submit this proposal for the Signalized Crosswalk Study. As a longstanding and trusted partner to the Lexington-Fayette Urban County Government (LFUCG) and their partners, WSP has consistently delivered innovative, actionable solutions that advance the community's vision for safer and better-connected corridors that are more efficient for all users. WSP is excited to implement strategies determined by the Council-led StrEEEt Taskforce.

We have worked on several projects with LFUCG and KYTC District 7, demonstrating our knowledge of internal processes and a track record of project implementation, as shown in the most recent study of Imagine Nicholasville Road, which received unanimous approval from the LFUCG Council. We have also worked on multiple signal timing and vulnerable roadway user (VRU) safety projects in Fayette County and neighboring counties, highlighting our knowledge of traffic operations and VRU-specific improvements. Our team shares the goals of improving safety and mobility with LFUCG, as our core team lives and works in Lexington, directly benefiting from projects and studies like this one.

WSP stands ready to help LFUCG realize a thoughtful vision for Lexington's Signalized Crosswalk Study: one that supports safe mobility and a strong sense of place for all corridor users. Thank you for the opportunity to continue this valued partnership and to contribute to another successful study for Lexington.

Respectfully Submitted,



Cameron Manley, PE, PTOE
Project Manager



Aaron Detjen, PE, RSP¹
Local Business Leader, Kentucky



Drone footage from Madison County Active Monitoring / Richmond Bypass Signal Timing



Example RRFB

WSP and HDR have supported LFUCG through a wide range of planning and traffic engineering initiatives, delivering services across all areas of the community. This experience includes leading complex transportation and land use studies, such as the Imagine Nicholasville Road Study, and implementing innovative solutions that reflect both national best practices and a deep understanding of local needs.

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SECTION 1

FIRM INFO

FIRM INFO

WSP is partnering with HDR to bring the best transportation team to improve VRU safety at signalized crosswalks throughout Lexington.

WSP USA, Inc.

WSP Lexington has proudly served our community for over 25 years, with a team of more than 50 professionals dedicated to supporting LFUCG, KYTC, and other Kentucky clients. As a trusted local partner, we lead in transportation and urban planning, delivering solutions in Complete Streets, Vision Zero, active transportation, signal operations, flexible engineering design, and multi-jurisdictional initiatives. We are prequalified with KYTC in the following applicable categories:

- ✓ Advanced Transportation Planning Engineering
- ✓ Conceptual Transportation Planning
- ✓ Pedestrian & Bicycle Planning & Design
- ✓ Transportation Planning Engineering
- ✓ Traffic Engineering
- ✓ Urban Roadway Design

Behind our local strength is the global reach of WSP — one of the world's leading professional services firms. Operating in over 50 countries and employing approximately 73,000 professionals, WSP unites engineering, advisory, and science-based expertise to shape communities and advance humanity. This global network allows us to bring international best practices and specialized experts to your projects whenever needed, ensuring innovative, world-class solutions for Kentucky and beyond.

HDR

With an office in Lexington, HDR has supported KYTC and LFUCG on various projects for over 25 years.

In 1996, employees took control of our destiny and purchased HDR after more than a decade of ownership by an outside company. Today, when you join HDR, you become part of a 100% employee-owned company with colleagues across the world who benefit from this ownership model.

You can feel the impact of our employee ownership culture every day. That means the success of our company is shared by the people who make it happen. It makes us accountable to ourselves and to each other. Because it's our company, your actions and engagement make a difference — both today and in the future.



SECTION 2

TEAM SUMMARY

TEAM SUMMARY

How the WSP Team is Uniquely Qualified

LFUCG and the StrEEET Taskforce are reimagining what it means that a community thrive. A collective understanding that seamless integration of land use, transportation planning and efficient operations of all modes is increasingly being prioritized. Achieving the City's Comprehensive Plan goals – growing successful neighborhoods, protecting the environment, creating jobs, and balancing urban and rural needs – requires actionable vision matched with contextualized solutions to create a safe, connected transportation network. Our team's experience clearly reflects LFUCG's vision and needs to truly deliver a reimagined Lexington.

Proven Results and Implementation of Similar Plans

Our work on the Imagine Nicholasville Road Study exemplifies WSP's innovative, collaborative approach. By working closely with local agencies, WSP delivered a plan that earned unanimous Planning Commission approval and the backing of both KYTC and Lextran. WSP is currently supporting KYTC with the follow-up study focused on traffic and transit forecasting analyses. Our team partnered with LFUCG to recalculate and update all of Lexington's clearance signal intervals and has conducted a fully enveloping VRU RSA of Lexington's transportation network. KYTC District 7 is advancing several signal and pedestrian recommendations into the 2026 Six-Year Highway Plan, demonstrating WSP's ability to deliver actionable plans that move beyond vision to implementation, with broad agency buy-in.

Deep Local Roots, National Perspective

WSP's Lexington team offers a unique blend of local understanding and national best practices, thanks to their years of service in the region and involvement in projects nationwide. Project Manager Cameron Manley's long-standing commitment to Lexington, along with local partner, HDR, ensures a nuanced understanding of the area's land use, traffic patterns, and community needs. Our team has teamed with LFUCG and KYTC D7 on numerous studies: Lexington Clearance Intervals, Brighton Trail, the Campus to Commons Trail Connectivity Study, the Euclid Avenue & South Limestone Commercial Corridor Study, Downtown Lexington Master Plan, D7 Intersection Studies, D7 Midblock Crosswalk Guidance & Designs. This local insight is complemented by best practices from similar projects across Kentucky and nationwide, such as the Preston Corridor Plan, Broadway Master Plan, and West Kentucky Street

Corridor Master Plan in Louisville; Innovation Mile in Indiana; Armour Road and Community Mobility Hubs in Missouri; the Michigan Avenue PEL Study in Michigan; and USDOT's Thriving Communities projects throughout the country. The WSP-HDR team will draw from these experiences to bring innovative, tailored, and implementable solutions.

Consensus-Building Across Stakeholders

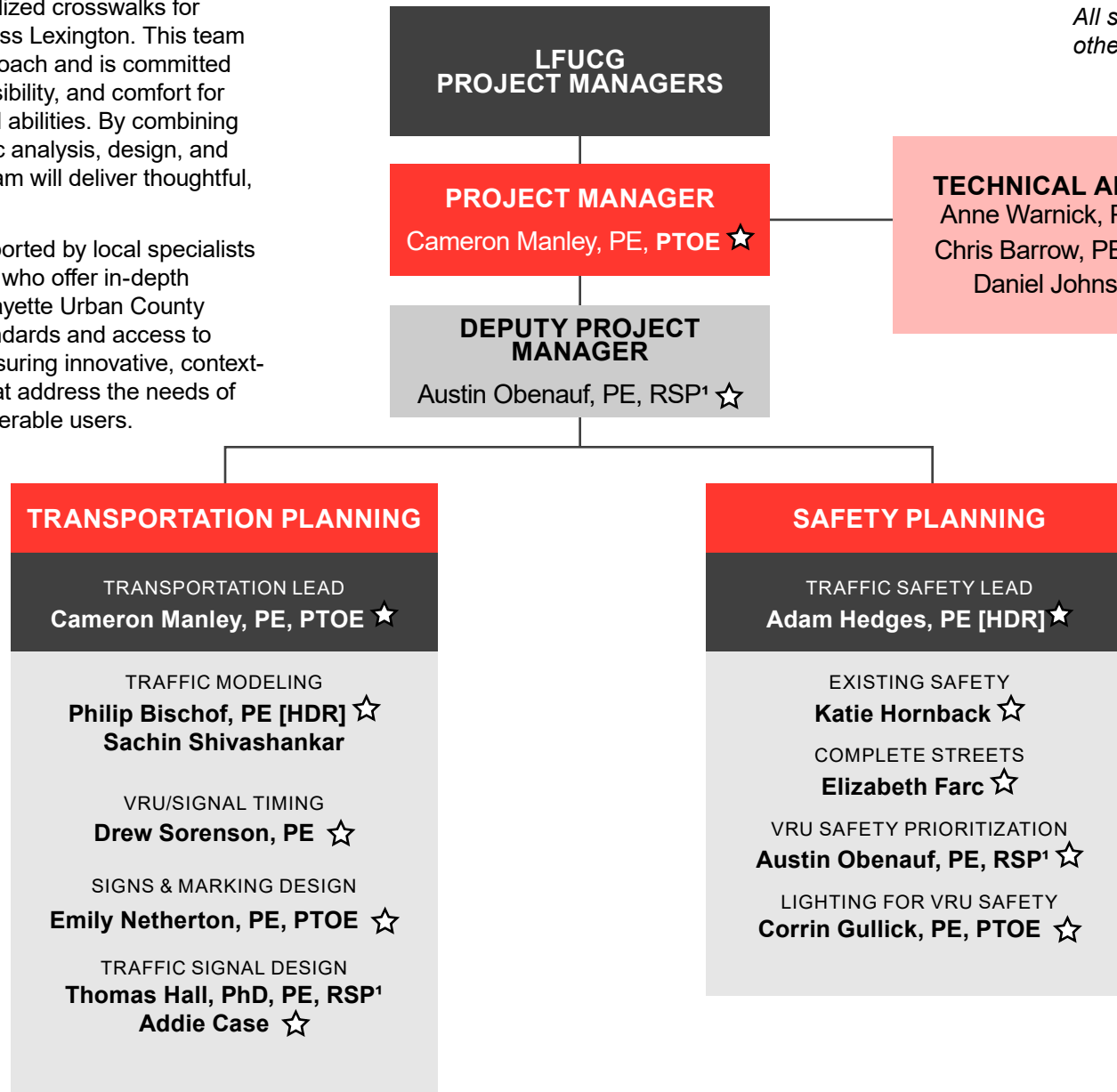
Often, network purposes from planning, design, implementation, and development create fragmented priorities. Our team is tailored to unify Lexington's priorities. Our team is comprised of planners and engineers who live, work, and play in and around downtown Lexington – who plan, design, develop and operate. Cameron is a vital member of the traffic operations engineers in Kentucky, developing timing strategies and implementing advanced features to enhance safety and maintain efficiency. Austin Obenauf, DPM, has a storied involvement planning, developing, and traversing Lexington's roadway network. As a running-enthusiast, Traffic Safety Lead, is a role that suits he and our team for a project focused on developing a cohesive system. Having completed Lexington's VRU RSA through HSIP and the Lexington-Fayette Safety Action Plan and SS4A Grant Application, Adam Hedges, HDR, is well-versed in our city's priorities and growth areas. Philip Bischof's, HDR, experience through Louisville Metro provides our team with an even greater understanding of opportunities and limitations of local agencies. The members of this team have a strong partnership and are all forward-thinking engineers with a proven track record both together and with LFUCG. Our team is committed to working with LFUCG to reimagine a Lexington that is inclusive, accessible, and efficient for all.

SECTION 3
PROJECT TEAM
ORGANIZATIONAL
CHART & RESUMES

OUR TEAM

The core team of Cameron, Austin, Adam and Philip will provide a strong foundation for the evaluation and enhancement of signalized crosswalks for vulnerable road users across Lexington. This team brings a collaborative approach and is committed to improving safety, accessibility, and comfort for pedestrians of all ages and abilities. By combining technical expertise in traffic analysis, design, and public engagement, the team will deliver thoughtful, people-focused solutions.

The core team will be supported by local specialists and regional professionals who offer in-depth knowledge of Lexington-Fayette Urban County Government (LFUCG) standards and access to national best practices, ensuring innovative, context-sensitive improvements that address the needs of the community's most vulnerable users.



LEGEND

☆ - Local Kentucky Staff

[HDR] - HDR

All staff are from WSP unless otherwise noted



CAMERON MANLEY, PE, PTOE

PROJECT MANAGER

10 YEARS OF EXPERIENCE

WSP

Education: BS, Civil Engineering, University of Louisville

Qualifications: Professional Engineer (KY), Professional Traffic Operations Engineer

68%
AVAILABILITY

Cameron is a traffic engineer with a wide variety of experience. He brings expertise in signal timing and operations, traffic modeling and analysis, traffic studies, and utilizing new data and technologies to improve operations and reduce costs. He has an eye for innovation and advocates to include and configure hardware for future technologies, helping to enhance safety and reduce costs while increasing the longevity of projects at the statewide to local levels. Cameron also has experience analyzing signalized intersections and alternative roadway networks, preparing lighting design plans, and digital mapping using AGI and AutoCAD.

RELEVANT EXPERIENCE

- KYTC, STATEWIDE & D7 ON-CALL TRAFFIC ENGINEERING CONTRACT, STATEWIDE, KY:** Since 2017, WSP has held the Statewide Traffic Engineering contract with Cameron now serving as deputy project manager, focusing on interfacing with KYTC and overseeing project delivery. With his responsibilities evolving and increasing, Cameron has significantly contributed to more than a dozen projects, most recently:
 - US 60 at KY 4 Intersection Study & Design, Fayette County, KY:** Cameron conducted the original intersection study of the intersection. The study resulted in the immediate design of a signal to be constructed with Kentucky's first DARE system as a safety countermeasure to prevent high speed crashes.
 - Louisville Signal Conversions, Louisville, KY:** Cameron served as the QA/QC specialist and project point of contact for the conversion of 150 signal databases from WAPITI to MaxTime.
 - US 31W & US 231, Bowling Green, KY:** Cameron coordinated the retiming effort of 12 intersections on two corridors. WSP programmed databases in Kinetic Signals and Mobility. Multiple intersections in the

study area were recoded with updated pedestrian intervals and Max 2 clamp phase timings, which allow a phase to operate a reduced split time if pedestrian actuations are not present.

- Richmond Bypass, Madison County, KY:** Cameron has been working with D7 on the optimization of the entire Richmond Bypass and multiple other intersections in Madison County since 2019. The original retiming effort consisted of seasonal, weekend, and special operation patterns. Since then, specific intersections have been targeted for special event plans, and Cameron has conducted an Active Monitoring Task of every intersection in Madison County, purposed to modify, test, and analyze timing adjustments and the resulting effect through ATSPM results.
- LFUCG, HAMBURG WEEKEND SIGNAL RETIMING, LEXINGTON, KY:** As a key Traffic Engineer, Cameron developed Saturday and Sunday Synchro timing plans for Man O' War Blvd, Sir Barton Way, and Winchester Road and coded the new plans into MaxTime database files. Once implemented, Cameron and WSP staff were on-site the following two weekends fine-tuning plans and coordination through the Hamburg network.
- LFUCG, LEXINGTON CLEARANCE AND PEDESTRIAN INTERVALS, LEXINGTON, KY:** Cameron managed the contract for WSP, to deliver remeasured clearance and pedestrian intervals for 40 signalized intersections across Lexington.
- KYTC, STATEWIDE TE & TSMO:** WSP was selected to assist KYTC in forming a framework for the integration of system management, operational tools, and strategies into KYTC's existing processes.
- Advanced Traffic Performance Applications, Various Locations, KY:** Cameron was responsible for coordinating online demonstrations with various ATSPM vendors. Cameron worked with involved KYTC parties to develop a scoring criterion to determine the suitability of interviewed vendors with the needs of KYTC.

✓ **Cameron is well positioned to successfully lead this project, bringing a strong understanding of the client's needs and proven experience delivering similar intersection safety improvements. His leadership, supported by a capable and diverse team, will ensure the application of thoughtful, data-driven strategies to enhance operations and safety for vulnerable road users.**



AUSTIN OBENAUF, PE, RSP¹
DEPUTY PROJECT MANAGER
 9 YEARS OF EXPERIENCE
 WSP

45% AVAILABILITY

Austin is a "People First" transportation engineer with experience working on transportation operations, safety, planning, and On-Call contracts for various agencies in and around Kentucky. In his role as WSP's Kentucky Safety and Traffic Lead, Austin utilizes his experience and strong relationships with WSP's experts to develop innovative multimodal solutions with a connectivity-focused mindset. He is adept with Kentucky transportation tools and datasets and familiar with the infrastructure of the Lexington area, allowing him to provide data-driven local expertise.

Education: BS, Civil Engineering, University of Kentucky

Qualifications: Professional Engineer (KY), Road Safety Professional, Small Unmanned Aircraft System (sUAS) Drone Pilot's License

Home Office: Lexington, KY

RELEVANT EXPERIENCE

- **KYTC, D7 UNCONTROLLED INTERSECTIONS AND MIDBLOCK CROSSWALKS, VARIOUS LOCATIONS, KY:** *Transportation Engineer* – For the initial study, Austin served as a safety and pedestrian task lead. This involved gathering data and providing recommendations for prioritization and implementation of crosswalks. In design, Austin is the project manager and leads the team in designing crosswalks that help bring vehicles to the appropriate target speed and align with natural movements for pedestrians.
- **KYTC, SECOND & SHORT CORRIDOR STUDY, LEXINGTON, KY:** *Safety and HIS Data Lead* – Austin worked with the HDR team to review the corridors and provide a Complete Streets approach to recommendations, showing trade offs between two-way conversions and one-way, people centered traffic calming concepts. The recommendations from this study helped inform concepts for the Lexington Downtown Master Plan as LFUCG evaluated two-way conversions in the downtown area.
- **LAMPO, CAMPUS TO COMMONS TRAIL STUDY, FAYETTE COUNTY, KY:** *Deputy Project Manager* – Austin led WSP's team in innovative intersection design centered around bicycle and pedestrian safety. The major intersections along the Forbes/Red Mile/Virginia corridor include S Limestone, Broadway, Versailles Road, Old Frankfort Pike, and Leestown Road.



ADAM HEDGES, PE
TRAFFIC SAFETY LEAD
 8 YEARS OF EXPERIENCE
 HDR

60% AVAILABILITY

Adam will support traffic engineering efforts for this project. His expertise includes traffic operations, simulation modeling, safety analysis, and corridor planning, with a strong focus on improving safety and mobility for all users. He has supported a wide range of public sector clients—including the Kentucky Transportation Cabinet, Louisville Metro Government, and local agencies—using advanced operational and safety analysis tools such as HSM, ISATe, and IHSDM to develop practical, context-sensitive recommendations.

Education: MS and BS, Civil Engineering, University of Kentucky

Qualifications: Professional Engineer (KY)

Home Office: Lexington, KY

RELEVANT EXPERIENCE

- **KYTC, LEXINGTON VULNERABLE ROAD USERS (VRU) ROAD SAFETY ASSESSMENT (RSA), LEXINGTON, KY:** *Technician Lead* – Adam conducted data-driven VRU RSAs as part of the KYTC HSIP program for Lexington-Fayette County, focusing on improving pedestrian and bicyclist safety. He analyzed crash data to identify high-risk corridors, intersections, and pedestrian focus areas, and participated in multidisciplinary field reviews to assess existing roadway conditions. Contributed to the development of safety-based improvement strategies designed for future implementation or integration into ongoing projects, aligning with Vision Zero, Complete Streets, and statewide highway safety initiatives.
- **LEXINGTON-FAYETTE SAFETY ACTION PLAN AND SS4A GRANT APPLICATION, LEXINGTON, KY:** *Technical Lead* – Adam served as the technical lead for both the Safety Action Plan (SAP) and the Safe Streets for All (SS4A) grant application, overseeing the technical strategy and execution of the project.
- **KYTC, STATEWIDE HSIP, VARIOUS LOCATIONS, KY:** *Technical Lead* – Adam has been the technical lead with regard to safety and operational analysis for HSIP assignments. He has helped to provide the technical expertise regarding best practices for historic crash analysis to evaluate safety performance as well as evaluating the potential benefit based on predictive methods. He has assisted in providing intersection and corridor level analysis to validate proposed improvements.



PHILIP BISCHOF, PE
TRAFFIC MODELING

4 YEARS OF EXPERIENCE

HDR

65%
AVAILABILITY

Philip brings a strong blend of technical expertise and local insight to his role as a Traffic Engineer. Based in Louisville, he has four years of experience at HDR, supporting more than 30 public and private clients, including the Kentucky Transportation Cabinet and Louisville Metro Government. His expertise in traffic operations, safety analysis, and simulation modeling enables him to contribute to data-driven solutions that enhance mobility and pedestrian safety. Known for his collaborative and responsive approach, Philip works closely with multidisciplinary teams to support technical analyses and help translate findings into practical, community-focused recommendations.

Education: BS, Civil Engineering, University of Louisville

Home Office: Louisville, KY

RELEVANT EXPERIENCE

- **KYTC & LOUISVILLE METRO, JEFFERSON COUNTY, KY: *Traffic Engineer*** – Philip was a key member of the KYTC and Louisville Metro team responsible for upgrading Jefferson County's traffic signal infrastructure from legacy 170 controllers to Intelight/Q-Free 2070 ATC controllers. During his time at Louisville Metro and KYTC, he and his fellow engineers deployed over 500 2070 ATC controllers. With 2070 controller deployments he incorporated safety features like Negative Peds and Leading Pedestrian Intervals into the existing signal timing patterns, making those options standard among Jefferson County intersections.
- **LOUISVILLE METRO, KY 864 (POPLAR LEVEL RD) SIGNAL RETIMING, JEFFERSON COUNTY, KY: *Traffic Engineer*** – Philip utilized Synchro 11 software to develop new signal timing at 21 intersections while at Louisville Metro. He converted and deployed MaxTime 2070 signal timing on the corridor. His proficiency in Synchro allowed him to develop timing patterns that efficiently carried traffic through the corridors.
- **LOUISVILLE METRO, CONNECTION-21, JEFFERSON COUNTY, KY: *Deputy Project Manager and Technical Lead*** – Philip oversaw the conversion and development of signal timing from Wapiti 170 timing to MaxTime 2070 databases at over 100 intersections. He led the field deployment of the signal controllers for the project.



KATIE HORNBACK
EXISTING SAFETY

9 YEARS OF EXPERIENCE

WSP

60%
AVAILABILITY

Katie is a civil engineer who specializes in traffic and data analysis for safety and corridor studies. Passionate about creating safe, mobile, and efficient transportation networks for all roadway users, Katie has been deeply involved in WSP's HSIP contract overseeing safety analysis on several task orders. Katie previously worked as a civil engineer in KYTC District 4 for seven years supporting planning and traffic projects.

Education: BS, Civil Engineering, University of Kentucky

Home Office: Lexington, KY

RELEVANT EXPERIENCE

- **KYTC, D7 UNCONTROLLED INTERSECTIONS AND MIDBLOCK CROSSWALKS, VARIOUS LOCATIONS, KY: *Traffic & Design Engineer*** - Katie is a key member of the KYTC HSIP On-Call contract, supporting crosswalk improvement projects across Fayette and Jessamine Counties. She led field investigation efforts, collected and analyzed existing roadway data, and developed improvement concepts for multiple locations. Katie also served as the lead designer, applying MUTCD standards and LFUCG design preferences to ensure practical, compliant, and effective solutions.
- **KYTC, US 31E CORRIDOR STUDY, HODGENVILLE, KY: *Letter Agreement Manager*** - Katie played a significant role in a comprehensive corridor study, contributing to multiple phases of project development. She collected and analyzed existing conditions data, coordinated and prepared materials for project team meetings, and engaged with local officials to support stakeholder coordination. Katie also assisted in developing improvement concepts, including the incorporation of LaRue County's first shared use path, helping to advance multimodal connectivity and enhance corridor functionality.
- **KYTC, KY 1931 CORRIDOR STUDY, LOUISVILLE, KY: *Traffic & Safety Lead - ICE Analysis and Public Involvement*** - Katie led the ICE analysis and public involvement efforts for the project, playing a key role in evaluating and prioritizing improvements along the corridor. She facilitated stakeholder engagement and incorporated public feedback to help guide decision-making.



62%
AVAILABILITY

10 YEARS OF EXPERIENCE | WSP

Education: Master of Urban Planning, University of Louisville; BA, History, Centre College **Home Office:** Louisville, KY

Elizabeth is a transportation planner dedicated to improving how people travel around their communities safely across the public and private sectors. Before WSP, Elizabeth spent four years working at the KIPDA MPO in Louisville. She led KIPDA's 2050 Transportation Plan update and the creation of a regional Complete Streets Policy, adopted in 2022.

RELEVANT EXPERIENCE

- **LFUCG, LEXINGTON DOWNTOWN MASTER PLAN, LEXINGTON, KY:** *Mobility Lead*
- **KYTC, D7 UNCONTROLLED INTERSECTIONS AND MIDBLOCK CROSSWALKS, VARIOUS LOCATIONS, KY:** *Transportation Planner*
- **KYTC, HIGH FIVE RURAL TRAFFIC SAFETY PROGRAM RSAs, KY:** *Project/Letter Agreement Manager*



64%
AVAILABILITY

5 YEARS OF EXPERIENCE | WSP

Education: MS and BS, Civil Engineering, University of Louisville **Qualifications:** Professional Engineer (KY) **Home Office:** Lexington, KY

Emily is a traffic engineer with a passion for improving the safety operations of Kentucky's transportation network. Prior to working for WSP, she worked in Louisville Metro's Department of Traffic Engineering, where she specialized in signing and striping, which makes her a great resource for identifying low cost safety improvements at the intersections evaluated as part of this project. Emily also works with a variety of traffic software programs including VISSIM, Maxtime and Synchro.

RELEVANT EXPERIENCE

- **LOUISVILLE METRO SIGNAL CONVERSIONS, LOUISVILLE, KY:** *Traffic Engineer*
- **KYTC, D7 UNCONTROLLED INTERSECTIONS AND MIDBLOCK CROSSWALKS, VARIOUS LOCATIONS, KY:** *Traffic Engineer*
- **KYTC STATEWIDE HIGHWAY SAFETY IMPROVEMENT PROGRAM (2024-2026):** *Traffic/Safety Engineer*

EMILY NETHERON, PE, PTOE
SIGNS & MARKINGS



61%
AVAILABILITY

7 YEARS OF EXPERIENCE | WSP

Education: MS and BS, Civil Engineering, University of Louisville **Qualifications:** Professional Engineer (IN), Small Unmanned Aerial Systems (sUAS) Pilot's License **Home Office:** Lexington, KY

Drew has recently joined WSP after 6 years working in the Traffic Management Center at the Indiana Department of Transportation (INDOT). In his role as a freeway operations engineer at INDOT he worked on a variety of traffic projects, specializing in ITS and TSMO. He excels at listening to and understanding clients' needs and utilizes his experience to advocate for safety and mobility for all roadway users.

RELEVANT EXPERIENCE

- **KYTC, D7 UNCONTROLLED INTERSECTIONS AND MIDBLOCK CROSSWALKS, VARIOUS LOCATIONS, KY:** *Traffic Operations Support*
- **KYTC, CUMBERLAND GAP TUNNEL ITS UPDGRADES, KY:** *Traffic Engineer*
- **KYTC, SYSTEM ENGINEERING SUPPORT FOR ATMS CONCEPT OF OPERATIONS, KY:** *Traffic Engineer*

DREW SORENSON, PE
VRU/SIGNAL TIMING



47%
AVAILABILITY

18 YEARS OF EXPERIENCE | WSP

Education: MS and BS, Civil Engineering, University of Kentucky **Qualifications:** PE (KY, GA, NC, OH), PTOE; IMSA Traffic Signal Field Technician Level II

ANNE WARNICK, PE
TECHNICAL ADVISOR

Anne is a seasoned transportation professional and has spent the past several years delivering a multitude of projects to KYTC and LFUCG. Anne provides expertise in traffic signal conversion and timing, electrical construction inspection, and traffic modeling. She has continually delivered cost-effective, innovative solutions and understands the attention to safety for all roadway users.

RELEVANT EXPERIENCE

- **LFUCG, IMAGINE NICHOLASVILLE ROAD, LEXINGTON, KY:** Deputy Project Manager
- **LFUCG, HAMBURG AREA SIGNAL RETIMEING, LEXINGTON, KY:** Project Manager
- **KYTC, U.S. 27 BYPASS, NICHOLASVILLE, KY:** QA/QC Manager



35%
AVAILABILITY

15 YEARS OF EXPERIENCE | WSP

Education: MS and BS, Civil Engineering, Georgia Institute of Technology **Qualifications:** PE (KY, GA, NC), RSP Level 1, IMSA Traffic Signal Field and Technician Level II

CHRIS BARROW, PE, PTOE
TECHNICAL ADVISOR

Chris is WSP's Strategic Growth Leader and a traffic engineer with a diverse background in planning and implementing innovative ITS and TSMO solutions for transportation systems. Chris understands that a holistic approach is the only to maximize operations and that transportation must be viewed as a network and not focused on a single mode to maximize safety and properly serve all users.

RELEVANT EXPERIENCE

- **KYTC, D7 TRAFFIC ENGINEERING ON-CALL, VARIOUS LOCATIONS, KY:** Project Manager
- **LFUCG, HAMBURG AREA SIGNAL RETIMEING, LEXINGTON, KY:** Project Manager
- **KYTC, WRONG WAY DRIVING PREVENTION, VARIOUS LOCATIONS, KY:** Project Manager



45%
AVAILABILITY

21 YEARS OF EXPERIENCE | WSP

Education: BS, Electrical Engineering, North Carolina State University **Qualifications:** PE (KY, FL, GA, NC, PA, SC, VA), IMSA Traffic Signal Field Technician Level III

DANIEL JOHNSON, PE
TECHNICAL ADVISOR

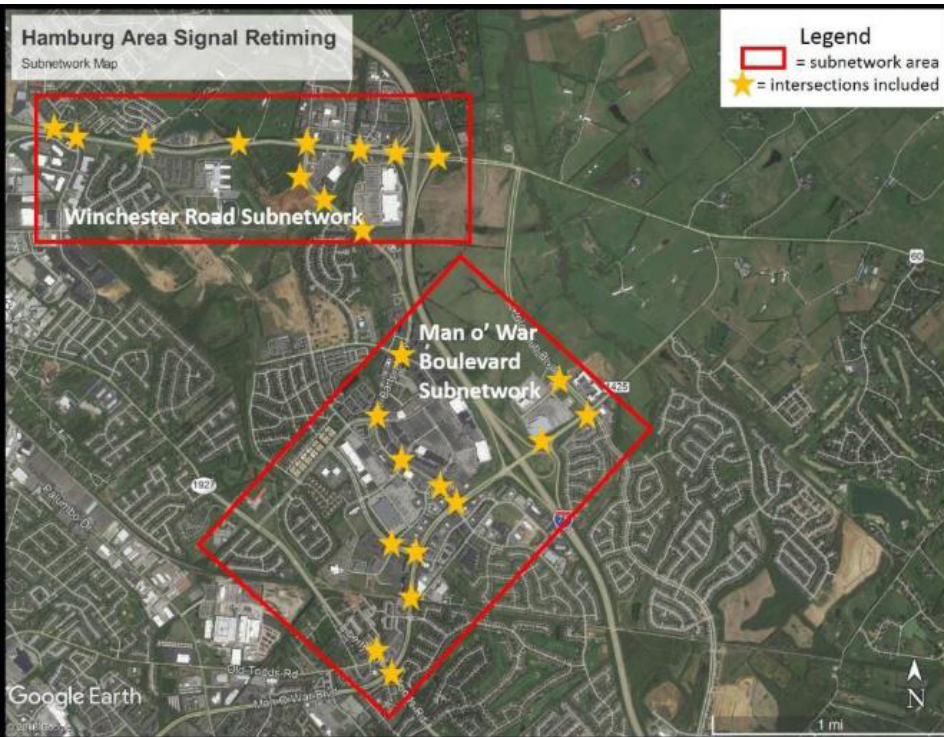
Daniel is an electrical engineer specializing in the design, construction, operation, and maintenance of arterial traffic signals and ITS. He also has specialized experience in advanced applications of traffic signal controllers and cabinet hardware, signal timing and optimization, detection systems, fiber optic and wireless communication systems, and IP network switching and devices. Daniel works with clients to provide technical knowledge, support, and direction in the selection, implementation, and utilization of traffic signal and ITS solutions.

RELEVANT EXPERIENCE

- **LFUCG, TRAFFIC SIGNAL RETIMING, LEXINGTON, KY:** Technical Advisor
- **KYTC, U.S. 27 BYPASS, NICHOLASVILLE, KY:** Technical Advisor
- **KYTC, KY 879 BYPASS, RICHMOND, KY:** Technical Advisor

SECTION 4

SIMILAR PROJECTS



Hamburg Weekend Signal Retiming Lexington, KY

WSP was contracted by the Lexington Fayette Urban County Government of Traffic Engineering (LFUCGTE) to develop weekend coordinated signal timing patterns for the Hamburg Area. This project included the assessment, optimization, and retiming of 23 intersections between three corridors in Lexington: Man o' War Boulevard, Sir Barton Way, and Winchester Road. The weekend traffic volumes and flow patterns contrast starkly between weekends and average weekdays. Hamburg serves land uses varying from retail, office, residential, hotels, restaurants, entertainment venues, and churches. WSP developed coordinated timing plans to serve changes in flow. Traffic responsive operation was developed to help the system automatically choose the best plan for the prevailing traffic conditions.

CLIENT /
LFUCG

YEARS /
2018-2019

REFERENCE /
Jason Allinder, JAllinde@lexingtonky.gov

RELEVANT STAFF /
Cameron Manley, Chris Barrow, Anne Warnick, Daniel Johnson, Austin Obenauf



Lexington Clearance and Pedestrian Intervals Lexington, KY

WSP served as a subconsultant to Crawford, Murphy & Tilly, Inc. (CMT) in the review and recalculation of Lexington's clearance and pedestrian intervals. WSP was responsible for measuring each clearance measurement (signal and pedestrian phases) to a prescribed methodology for 40 intersections owned, operated, and maintained by LFUCG.

CLIENT /
LFUCG

YEARS /
2024

REFERENCE /
Jason Allinder, JAllinde@lexingtonky.gov

RELEVANT STAFF /





Downtown Louisville Traffic Signal Retiming Louisville, Kentucky

The Downtown Traffic Signal Retiming project involved the creation of new timing plans for over 80 traffic signals within 1.2-square miles of downtown Louisville.

One of the project team's goals was to enhance pedestrian mobility in the downtown network so HDR collected updated crosswalk measurements in this initial stage of the project. HDR then gathered all available turning movement counts for the project area intersections and other surrounding areas. Traffic volumes were balanced with consideration given to the existing turning movement counts, StreetLight counts, and the sinks and sources within the network. In addition to existing traffic conditions, future volume scenarios were developed to account for known projects within the CTD.

Traffic models were developed in Synchro for four time-of-day periods across the existing and future conditions of the CTD: weekday morning peak, weekday afternoon peak, weekday offpeak, and weekend peak. Following the development of the traffic models, timing plans were developed for the eight scenarios mentioned above. The timing patterns were developed to minimize overall delay in the network while meeting cycle length needs for minimum pedestrian and bicycle clearance thresholds. Minimum walk times were increased from 7 seconds to 11 seconds. The timing patterns were developed to limit queuing in the most congested areas of downtown.

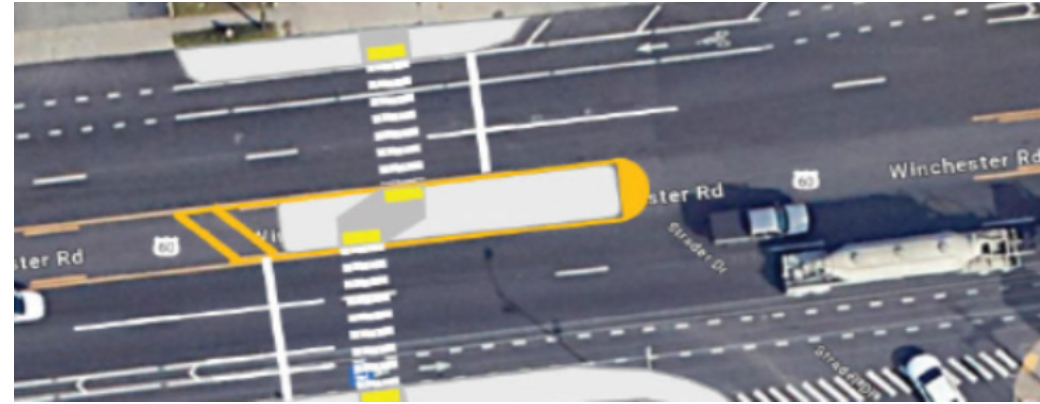
Following the initial deployment, HDR spent several days observing the operation of the timing patterns and modified them as needed until Louisville Metro indicated they were satisfied with the results

CLIENT /
Louisville Metro Government

YEARS /
2021-2022

REFERENCE /
Jason Yeager, jason.yeager@louisvilleky.gov

RELEVANT STAFF /
Adam Hedges, Philip Bischof



Lexington VRU RSAs Lexington, Kentucky

As part of the KYTC HSIP program, HDR has been contracted to conduct a Vulnerable Road User (VRU) Road Safety Assessment (RSA) program for Lexington (Fayette County), Kentucky. This program focuses on promoting potential safety improvements for vulnerable road users using a data-driven approach. The RSA program focuses on identifying locations of historic crashes and/or systemic risk factors for vulnerable road users; investigating them with a multi-agency, multi-disciplinary team to observe existing conditions and brainstorm potential solutions; and develop safety-based solutions to implement as future projects or integrate into existing projects. The data analysis includes recent pedestrian and bicyclist crash data for Fayette County and the prioritized corridors, intersections, and pedestrian focus areas identified in the Lexington-Fayette Safety Action Plan (completed by HDR in 2023). This project is ongoing and aligns with the focus of the HSIP initiatives for Kentucky as well as the Lexington Vision Zero and Complete Streets initiatives.

CLIENT /
KYTC HSIP

YEARS /
2024-Present

REFERENCE /
Mike Vaughn, mike.vaughn@ky.gov

RELEVANT STAFF /
Adam Hedges, Philip Bischof



Madison County Signal Timing/ Richmond Bypass Lexington, KY

WSP has been contracted to conduct multiple signal retiming, conversion, monitoring, and intersection study projects through the KYTC D7 Traffic Engineering Contract. Also, WSP completed a Small Urban Area Study for Richmond, which has resulted in multiple projects being brought to life through the D7 Traffic Engineering contract.

WSP studied and optimized timing patterns along the Richmond Bypass during school and summer seasons. 18 signals were divided into two subnetworks with five priority intersections selected for incorporating detailed observation, analysis, and optimization. An initial \$5.5 million cost-savings in two years were estimated due to initial timing efforts.

WSP was also tasked with monitoring signal operations on the Richmond Bypass to identify inefficiencies, failures in detection/comm., and locations for making timing adjustments. WSP provided D7 with monthly packages which included notes, ATSPM printouts, changes made to operations, and summarized metrics realized. An estimated project investment of \$1,500 is shown to produce up to \$55,000 in annual delay and fuel savings.

CLIENT /
KYTC

YEARS /
2019 - 2025

REFERENCE /
Natalia McMillan,
natalia.mcmillan@ky.gov

RELEVANT STAFF /
Cameron Manley, Chris Barrow,
Daniel Johnson, Anne Warnick,
Sachin Shivashankar



US 60 at KY 4 Dynamic All-Red Extension Lexington, KY

WSP was contracted through the KYTC D7 TE contract to design a new traffic signal at the intersection of US 60 (Versailles Road) and KY 4 southbound. The intersection consists of one conflict point: westbound US 60 left turn traffic onto KY 4 with opposing thru vehicles on US 60. Therefore, the westbound thru movement will operate continuously green. Due to the high-speed characteristics of US 60 to the west of the intersection, a Dynamic All-Red Extension (DARE) system is being installed with the signal. The system will use loop pairs upstream of the intersection to estimate necessary stopping distance, and, if a yellow/red light running violation is predicted, an extension to the All-Red time will be triggered to ensure the signal does not switch to green before the violating vehicle has cleared the intersection. The purpose of this system is to prevent the most violent potential crashes from occurring in a high-speed section of road.

CLIENT /
KYTC D7

YEARS /
2025-2026

REFERENCE /
Natalia McMillan,
natalia.mcmillan@ky.gov

RELEVANT STAFF /
Cameron Manley, Daniel
Johnson, Corrin Gulick, Chris
Barrow





**KYTC HSIP
On-Call Contract
Various Locations, KY**

D7 Uncontrolled Intersections and Midblock Crosswalks - Through the KYTC District 7 Traffic On-call services, WSP was assigned a study to evaluate over 20 locations for crosswalk reviews and analysis, create a guide to assist with improvement options and recommendations, and produce project sheets to prioritize locations based on safety and feasibility. Upon completion of the study, KYTC HSIP assigned WSP to finalize recommendations and design locations for construction, currently ongoing as of March 2026. Designs will vary from markings and signs through median refuge installation, lighting, and traffic control devices like Rectangular Rapid Flashing Beacons (RRFBs) and Pedestrian Hybrid Beacons (PHB). All locations have a specific VRU focus and evaluated sites based on existing pedestrian traffic and proposed pedestrian traffic due to land use and/or roadway contexts like residential areas and schools.

I- 471 at Park Ave Ramp Termini Study and Design - WSP was assigned the study and design for the I-471 at Park Ave ramp in Newport, Kentucky. The ramp termini ends in a residential area in Newport and has an existing crash history involving VRUs. Our team evaluated safety and design metrics centered around traffic calming and proposed improvements like a raised intersection, raised crosswalk, RRFB, and curb bumpouts to assist with signal timing and safety. Improvements were prioritized by proposing a five-year crash benefit/cost ratio specifically targeted at VRU improvements.

KY 1931 Corridor Study - The KY 1931 corridor study in Louisville, KY was assigned to WSP due to the corridor being on Vision Zero Louisville's High Injury Network and a higher concentration of VRU crashes. This study utilized existing crash data, speed data, and traffic information to better understand the

CLIENT /
KYTC

YEARS /
2024-present

REFERENCE /
Mike Vaughn; mike.vaughn@ky.gov

RELEVANT STAFF /
Cameron Manley, Austin Obenauf, Katie Hornback, Emily Netherton, Elizabeth Farc, Thomas Hall, Drew Sorenson



corridor. Viva sensors were utilized as a solar solution to monitor areas with VRU crash concentrations and better understand where people are crossing and evaluate near-miss data. The study area showed that a roadway reconfiguration was possible due to the performance being well under capacity, as well as improvements such as roundabouts, a two-way cycle track, and mid-block crosswalks aimed to slow vehicles down and provide facilities for all users.

**Second & Short Street
Lexington, KY**

WSP was teamed up with HDR on the KYTC Statewide Planning contract to evaluate one-way to two-way concepts for Second and Short Streets in Lexington, KY. The team evaluated existing conditions, one-way concepts with multimodal infrastructure, and two-way concepts via the Safe Systems Approach, the first urban-style safe System Approach framework for KYTC. The study provided

curbside management concepts and focused on multimodal safety by design centered around slowing vehicles down and physically separated multimodal infrastructure. This project included stakeholder involvement with major stakeholders along the corridor, as well as collaboration between KYTC and the City of Lexington.

CLIENT /
KYTC

YEARS /
2024-present

REFERENCE /
Casey Smith;
casey.smith@ky.gov

RELEVANT STAFF /
Austin Obenauf, Katie Hornback, Thomas Hall, Emily Netherton



**Lexington Downtown
Master Plan
Lexington, KY**

WSP teamed with MKSK on the Lexington Downtown Master Plan. As the transportation lead, our team was responsible for incorporating the existing conditions data into the plan and pairing with solutions from the land use and economic development recommendations. As the plan progressed, our team understood that the public has emphasized safety needs, discussing through two-way conversions and more people-focused facilities. By receiving feedback from the Division of Traffic and other members of LFUCG, signal timing plays a role throughout the city for setting target speeds, reducing red lighting running, and developing signal timing plans for VRU safety.

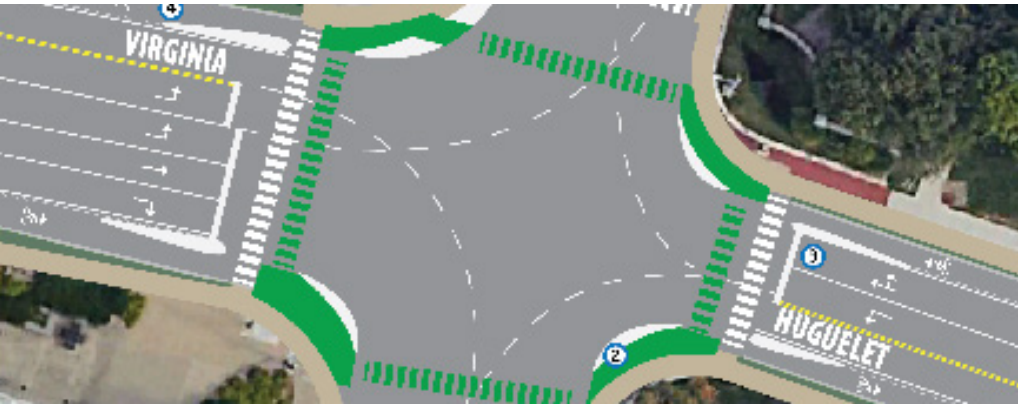
CLIENT /
LFUCG

YEARS /
2025-present

REFERENCE /
bswewe@lexingtonky.gov

RELEVANT STAFF /
Austin Obenauf, Elizabeth Farc, Anne Warnick





Campus to Commons Trail Connectivity Study Fayette County, Kentucky

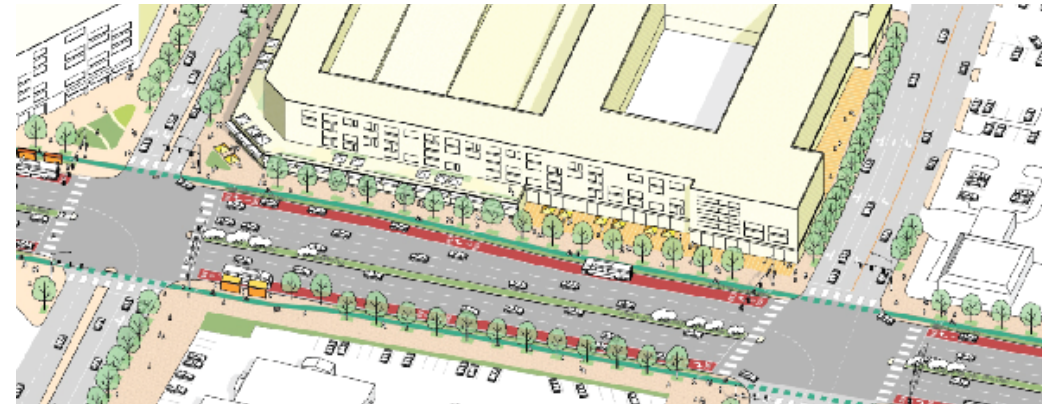
WSP teamed with LFUCG and Clark Dietz on the Campus to Commons Trail Study along Virginia Avenue, Red Mile Road, and Forbes Road in the heart of Lexington, Kentucky. The study placed bicycle and pedestrian mobility and safety at the forefront of the report as all improvements took a Safe Systems and Complete Streets approach to best serve the citizens and tourists of Lexington. The trail study looked at major intersections and traffic calming strategies throughout the study area. More specifically, the area near the University of Kentucky was important in identifying appropriate short term connections at the Limestone intersection while understanding the complexities of the long term connections as noted in the Imagine Nicholasville Road Study. The study also identified links to the Town Branch Trail and ways to provide safer bicycle and pedestrian routes to and from downtown as Main Street has environmental barriers near the Lexington cemetery.

CLIENT /
LFUCG

YEARS /
2023-2024

REFERENCE /
Hannah Crepps, hcrepps@lexingtonky.gov;
Scott Thompson,
pthompson2@lexingtonky.gov

RELEVANT STAFF /
Austin Obenauf, Elizabeth Farc



Imagine Nicholasville Road / US 27 Corridor Study Fayette County, Kentucky

The Nicholasville Road (US 27) corridor serves as one of Lexington-Fayette County's most vital corridors: an economic engine, a major trip attractor, and a heavy commuter route. WSP examined the corridor from several angles to serve LFUCG in further implementing the goals of **Imagine Lexington**, including enhancing walkability, attracting more compact and street-oriented development, and creating an environment that can help make premium transit a reality.

The Imagine Nicholasville Road Study establishes the relationship between traffic flow and transit ridership while looking at both vehicular and active transportation and the associated land use. This information informed the Complete Streets approach to the Nicholasville Road corridor. The study also highlighted specific needs on a segment-by-segment basis, which was the foundation for the follow up KYTC sponsored US 27 Corridor Study. This project included a traffic forecast, ridership, and feasibility analysis of the transportation improvement concepts set forth in INR.

WSP brought in national experts to compliment local Kentucky staff, coupling local knowledge of community interests with the collective knowledge and know-how of the nation's best, most relevant practices to transportation planning as well as BRT and transit-oriented development.

CLIENT /
LFUCG / KYTC

YEARS /
2019-2021 / 2023-Present

REFERENCE /
Kenzie Gleason, KGleason@lexingtonky.gov;
Casey Smith,
casey.smith@ky.gov

RELEVANT STAFF /
Cameron Manley, Austin
Obenauf, Anne Warnick,
Elizabeth Farc



SECTION 5

PROJECT

UNDERSTANDING &

APPROACH

PROJECT UNDERSTANDING

Introduction

The safety of our traveling public is the utmost importance. By seeing the comprehensive list of recommendations outlined by the Shared Travel Requires Engineering, Education, and Enforcement of Traffic (STREET) task force, our team became eager and excited to be a part of the solution to improving safety and operations for all users of the transportation network in and around the City of Lexington. Our understanding is that the emphasis of this project is to holistically evaluate Lexington's signalized crosswalk infrastructure with the intention of improving safety via traffic operations for vulnerable roadway users (VRUs) while maintaining vehicular traffic. Our team, comprised of WSP-HDR team, brings local traffic engineers and planners who understand Lexington's and the Kentucky Transportation Cabinet's (KYTC's) traffic operations and processes, while also having a strong background and emphasis on VRU safety through the Safe System Approach and Complete Streets methodology. Our values and priorities are congruent with the purposes and goals of this Signalized Crosswalk Study – improving conditions for all network users.

Building Safer Mobility

Our WSP-HDR team is committed to partnering with the City of Lexington to provide safe mobility for all users and assist in improving Lexington's transportation infrastructure. Our team was created due to our experience with traffic operations and VRU safety. We understand the LFUCG and KYTC signal systems and have investigated areas for prioritization via Road Safety Assessments (RSAs), crosswalk evaluation and design, and network/corridor signal timing in the area. The focus is on operations for safety, without major disruptions that create public push back that can be common with congestion. Our team is learning, not on our own, but with LFUCG – embracing challenges, seeking innovative solutions, and applying lessons learned to deliver high quality, lifesaving plans, operations, and designs.

The word “traffic” can have negative connotations in Lexington. Whenever discussed, tension typically follows. For many, the subject is either safety or operations, drivability or walkability, more lanes or alternating lanes. We recognize that priorities differ across the board, but also that safety and operations can both be accomplished with proper analysis and prioritization. It is merely more thoughtful consideration that must be practiced to balance and prioritize both simultaneously.

Our team is fully equipped with some of the best transportation engineering minds in Kentucky, as well as national leadership experts with rooted connections throughout the Commonwealth. Members have been selected based on their history working together and with LFUCG, each specializing in their own practice – bringing all priorities together.

Project Manager and Kentucky Traffic Lead, Cameron Manley, PE, PTOE, has focused his career on traffic operations in Kentucky and brings consistency in management for the LFUCG team. Cameron will be the single point of contact for Lexington and is ready to coordinate with the consultant team members, cutting down on any communication barrier that can come up throughout the project. He is supported by Deputy Project Manager and WSP Kentucky Safety Lead, Austin Obenauf, PE, RSP1. Austin will assist Cameron by ensuring tasks are on track and meet the quality that LFUCG expects.

Adam Hedges, PE of HDR and Project Safety Lead, brings extensive Lexington experience, having recently conducted the data-driven VRU RSA and Safety Action Plan and SS4A Grant Application for LFUCG through HSIP. Philip Bischof, HDR, is an expert in traffic modeling and signal timing operations, with experience incorporating safety features such as Negative Peds and Leading Pedestrian Intervals.

Our advisors and experts will be brought in at appropriate times to ensure we provide the best solutions and options for LFUCG. Daniel Johnson is an expert in signal operations and traffic design and will be available to maximize any operational solution and bring new ideas to the team. Anne Warnick has a history of working on projects with LFUCG and will provide expertise on project analysis, prioritization, and coordination with other projects in the area like the Nicholasville Road project and Winchester Road study. Chris Barrow is our National Intelligent Transportation Systems (ITS) lead and will provide feedback and options on any ITS device or vendor that can help with addressing VRU safety through operations, similar to the technology used through the Wrong Way Driving Prevention project on interstate ramps in the Lexington region. Although we have identified three that we expect to involve on this project, we have more national experts that we can involve for items or ideas that may arise throughout project.

TECHNICAL UNDERSTANDING

Traffic Operations

Efficient traffic operations across a growing urban network are achievable, often through an innovative, thoughtful, problem-solving approach, rather than an immediate-need or stiff-thinking approach which tends to sacrifice one priority for another. Our team has local experience in exactly this approach to traffic operations. In the past several years, we have implemented weekend signal timing to Hamburg along Man O' War Boulevard, Sir Barton Way, and Winchester Road, conducted the field measurements for the recent Lexington Clearance and Pedestrian Intervals project, and is actively designing mid-

block crosswalk improvements across Fayette County. We consistently pursue operational improvements in parallel to producing safer networks.

Across Kentucky, our team has converted more than 500 signals from 170 to 2070 controllers operating MaxTime on the MaxView and Mobility platform. Over the past decade, the WSP-HDR team has actively monitored, reviewed, optimized and deployed hundreds of signals throughout Lexington, Louisville, and the majority of KYTC districts.

Our team has also overseen and conducted the conversion and development of retiming efforts on major corridors in Lexington (US 27), Louisville (Poplar Level Road), Northern Kentucky (Buttermilk Pike), and dozens of other counties.

On the Richmond Bypass, WSP has developed seasonal, weekend, and phase recall patterns while including advanced coding features such as double left turn phase service, detector duplication logic, and Max 2 clamps for extensive pedestrian phases. Our team has carried additional signal timing updates to intersections with recommended improvements being deployed.

This same team has been a vital part of the US-60 and KY 4 Dynamic All-Red Extension (DARE) deployment and the development of the District 7 Midblock Crosswalk Guidance and Design projects.

In Louisville, we've implemented and maintained hundreds of signal plans with Leading Pedestrian Intervals, Negative Peds, Ped Recalls, and Exclusive Ped Phases.

Through our work with KYTC, we have the pre-qualifications for Traffic Engineering and ITS System, Maintenance, Management, and Operations.

Safety Improvements

Crashes are preventable. We understand where crashes are happening, the severity of the crashes, and solutions that can improve safety. The STREET task force and Fronrunner's of Lexington have also identified growing problems like red light running and accessibility for intersections of focus. Our team is implementing innovative technologies and strategies that specifically focus on preserving safety of users in the highest-risk scenarios. We are partnering with LFUCG and KYTC to design Kentucky's first Dynamic All-Red Extension (DARE) system at the intersection of US-60 and KY 4 while also leading efforts across the state with the Wrong Way Driving (WWD) Prevention project. We have also investigated safety solutions to Second and Short Streets where we evaluated signal warrants or infrastructure improvements that can improve operations and safety, like curb bump outs that short crosswalk distance and pedestrian exposure.

Our team has a strong track record with Local Road Safety projects, STEP action plans, and Road Safety Assessments. As highlighted above, the HDR team is actively working on RSAs and studies to improve areas with VRU safety risks within Lexington. With our growing local team, we are helping local agencies understand the value of safety investments, communicate effectively with the public, and implement practical improvements to create safer roadways. We are also supporting the City of Winchester in piloting a Complete Streets project, working them through the KYTC permitting process and demonstrating how even modest investments can yield meaningful safety impacts. Since we work regularly with KYTC District 7, we understand their processes and can work quickly to implement solutions specifically on state-maintained routes.

Accessibility + Prioritization

WSP has experience prioritizing VRUs in every scenario. We will focus our improvement on operations for pedestrians, evaluating crosswalk distances and detection to help understand signal timing adjustments that may be necessary. Leading pedestrian intervals and barn dance style improvements can be evaluated to see the impact on all users. We will also investigate proper lighting for intersections as well as opportunities to reduce crossing distances, improving safety and operations with one improvement. Audible pedestrian buttons will be evaluated on a case-by-case basis, as noise can be a hurdle from an environmental viewpoint.

As part of our KYTC D7 Mid-Block Crosswalk Study and Design project, we evaluated crosswalk locations throughout the district for safety and feasibility, referencing the KYTC Complete Streets Design Guide. A prioritization scoring metric was created to



show a score from zero to ten, helping the district prioritize which improvements to evaluate further and which ones to implement. A project sheet can be shown for a location in Anderson County.

For this project, we will evaluate current operations and crash data, investigate locations from an RSA review, and pull in prioritization metrics for LFUCG. That would include a return on investment for safety, costs of implementation, feasibility, and other potential red flags.

Efficient Mobility

Optimized signal timing should improve operations and safety for all road users. WSP brings technical strength in this area, demonstrated through our work on the Statewide and District 7 Traffic Engineering contracts. Key initiatives have included active traffic management deployment along the Richmond Bypass, Lexington VRU RSA, Leading Pedestrian Intervals (LPIs) in Louisville and Lexington, and District 7 intersection studies with a focus on safety. Additionally, we have local staff who consistently work with 2070 controllers on complex intersections, like our work on the Richmond Bypass with specialized signal timing needs for high speed/congestion corridors interacting with pedestrians from ECU and Tates Creek Road ATSPM monitoring.

APPROACH

Our task approach was created to show each major task and the work breakdown we propose for this study.

Task 0 – Project Management

Project Manager, Cameron Manley, will oversee all project management and administrative activities, ensuring clear communication, scheduling and quality control throughout the study. Cameron has 10 years of experience, becoming a key contributor to enhancing Kentucky's transportation network. Cameron brings an ideal perspective to the management of this contract, consistently delivering advanced safety features into optimization projects. Supported by Deputy PM, Austin Obenauf, and Technical Advisors Anne Warnick and Daniel Johnson, our team provides an unmatched ability to deliver a thoroughly analyzed and thoughtful approach to enhancing Lexington's traffic network for VRU while maintaining vehicular operation.

0.1 Kickoff Meeting

At project kickoff, we will meet with LFUCG to confirm the scope and finalize the Work Plan Document (WPD). The WPD will define communication protocols, project schedule with engagement dates, key milestones, delivery timelines, and goals for each deliverable.

0.2 Monthly Project Management Team Coordination

Key staff will join monthly coordination calls with the LFUCG project manager(s) (and others, as desired) to ensure efficient delivery. One or more of these meetings may include an in-person site visit to special-interest locations.

Task 1 – Existing Conditions Review

We will begin by reviewing all available existing conditions data, model(s), analyses, and any relevant documents for the LFUCG signal network. Any existing data needs can be supplemented through a desktop or field review. Existing review items include Synchro, StreetLight Data, signal timing databases, and the Mobility Platform from the operations standpoint. We will also review available data from the LFUCG and KYTC GIS databases for efficient geolocating of project evaluation.

1.1 Field Review / Observations

The Field Review period will be one of three initial data-ingestion tasks that will set the tone and direction for the remainder of the project. Context of a network lies in the details; our team will visit and document existing conditions of each site (intersection/corridor).

1.2 Existing Model(s) Review

We will conduct a review of each model to ensure the modeled network(s) accurately reflects the most up to date operations. These details include signal timing inputs by time of day, geometric configurations, and specific operations.

1.3 Data Screening

The data screening task will be the final, third data-ingestion task in which we will confirm the accuracy and comprehensive coverage of data from the Field and Model Reviews, as well as any data from third-party sources, e.g., StreetLight Data or Strava. This will also include any crash data or study/project review in the area.

1.4 Identify VRU Segments

Once the data-ingestion period is complete, the identify and prioritize period begins. Our team will take the collective datasets and target deficiencies, inconsistencies, high-volume/speed locations, multimodal segments. We will conduct high-level assessments of multimodal level of service, bike traffic stress, and Vision Zero, along with gathering metrics for base measurements prior to evaluating potential alternatives.

1.5 Identify Accessibility Needs

Concurrently to identifying VRU Segments, we will use existing data to identify accessibility needs. These needs will include lack of ADA compliance, gaps in connectivity, lack of cohesion between modes of transportation, inefficient pedestrian operations, or needs for specialized accommodation, such as audible pedestrian signals and any potential environmental red flags associated.

1.6 Prioritize Facilities

The final task of the Existing Conditions Review will entail a prioritization period in which our team will use the now contextualized data and identified improvement locations to prioritize facilities to degree of need. Prioritization will also layer time-dependent improvements required to address the identified need.

Task 2 – Traffic Operations

After prioritizing the identified VRU segments and accessibility deficiencies of the Lexington network, we will begin a process to address concurrent signal/pedestrian operations. Our team is intentionally curated to ensure the priorities of all users are maintained throughout this project. Vehicular travel is not to be negatively impacted due to proposed recommendations. Our team will identify operational needs and requirements of signals and signal corridors that must be maintained to achieve this goal. This process will create the windows of opportunity which our team is uniquely able to reach through and extract valuable recommendations which will prioritize all users.

2.1 Signal/Ped Timing Review

The WSP-HDR team will review signal databases, available high-resolution data, and potential opportunities to adjust pedestrian facilities and operations in case-by-case scenarios. Signal timing operation opportunities include recommendation of coordination, Cycle Length/Offset adjustments detection upgrades, Max 2 phase clamps, addition/removal of pedestrian recalls, time of day operation changes.

2.2 Pedestrian Operation Alternatives

Additionally, pedestrian opportunities may include Leading Pedestrian Intervals, Negative Peds, Audible Pedestrian Signals, blankout sign use, Exclusive Ped Phases, Lagging Peds, or Pedestrian Red Extension Timing. Finally, our team will evaluate the condition of pedestrian facilities as they encounter the roadway network to determine potential adjustments required in the crossing of vehicular traffic.

2.3 Traffic Modeling

Our team will model, when relevant, potential and preferred recommendations to measure improvement concepts against existing conditions. Modeling will be completed holistically, in that where concepts can be combined or carried through multiple locations, resulting measurements will reflect network-wide and intersection/approach/movement improvements.

Task 3 – Accessibility

3.1 Pedestrian Facility Improvements

We will review each location on a case-by-case basis. We will identify items for ADA accessibility and recommendations that are consistent and support safety and operations. As some locations may benefit from improvements like curb

bump outs, we will identify and discuss them with the Project Team to see if we can decide if physical infrastructure improvements are feasible and/or identify a funding mechanism for implementation.

Task 4 – Documentation and Deliverables

4.1 VRU Reports

We will create a summary report on the VRU prioritization metrics and recommendations. A spreadsheet will be created and include information such as existing crashes and severities, existing conditions from an RSA-style review like existing count data, and recommended improvement options.

4.2 Synchro Models

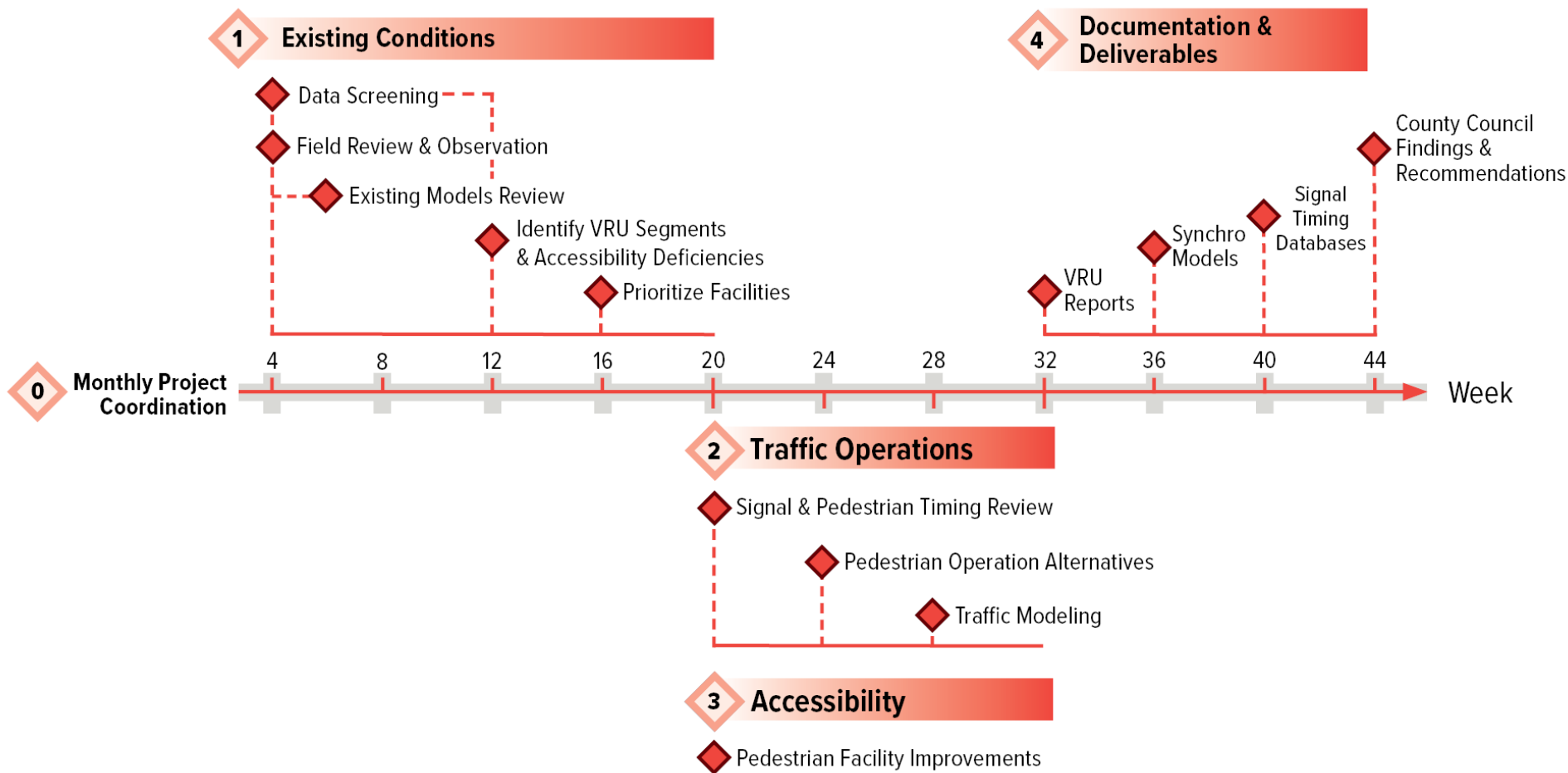
Synchro (version 12.3.0.6) models with proposed improvements will be provided to LFUCG upon completion of the project.

4.3 Signal Timing Databases

MaxTime (version 2.15.0) signal databases with proposed improvements will be provided to LFUCG upon completion of the project, and, when applicable, directly uploaded or changed in Mobility. High-resolution data that is used to identify and support recommendations will be provided to LFUCG upon completion of the project.

4.4 County Council Findings and Recommendations

Our team will complete two presentations to the Urban County Council upon completion of the project to discuss the findings and recommendations within the listed documentation and deliverables.



SECTION 6

REQUIRED FORMS

AFFIDAVIT

Comes the Affiant, Aaron Detjen, and after being first duly sworn, states under penalty of perjury as follows:

1. His/her name is Aaron Detjen and he/she is the individual submitting the proposal or is the authorized representative of WSP USA 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.

8. Proposer will comply with all registration requirements as a contractor where required by Section 5-85 of the Code of Ordinances of the Lexington-Fayette Urban County Government. Proposer will utilize as subcontractors on the contract only contractors who are registered as required by Section 5-85 of the Code of Ordinances. Proposer will maintain a "current" status with regard to all contractor registration requirements during the life of the contract and will ensure that all subcontractors maintain a "current" status with regard to all contractor registration requirements during the life of the contract. Proposer has authorized the Division of Procurement to verify the registration of Bidder and Bidder's subcontractors with the Division of Building Inspection.

Further, Affiant sayeth naught.

STATE OF Kentucky

COUNTY OF Fayette

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

by Claron Detjen on this the 2 day of April,

2026.

My Commission expires: April 12, 2026

Felicia Renee Reeves-Cecil
NOTARY PUBLIC, STATE AT LARGE



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

WORKFORCE ANALYSIS FORM

Name of Organization: WSP USA 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	73	34	30	3	3	1	0	0	1	0	0	0	0	0	0	39	34
Professionals	5656	2154	1568	274	199	148	158	11	9	527	456	15	20	57	60	3186	2470
Superintendents																	
Supervisors	4005	2274	850	140	80	97	57	10	2	317	131	6	4	21	16	2865	1140
Foremen																	
Technicians	1495	816	168	181	31	146	15	2	1	77	18	15	6	17	2	1254	241
Protective Service																	
Para-Professionals																	
Office/Clerical	865	127	363	36	101	38	104	2	2	17	50	3	2	0	20	223	642
Skilled Craft																	
Service/Maintenance																	
Total:	12094	5405	2979	634	414	430	335	25	14	939	655	39	32	95	98	7567	4527

Prepared by: AARON DETSEN, VP, LBL Date: 4, 2, 26
 (Name and Title) Revised 2015-Dec-15

**DIRECTOR, DIVISION OF PROCUREMENT
LEXINGTON-FAYETTE URBAN COUNTY GOVERNMENT
200 EAST MAIN STREET
LEXINGTON, KENTUCKY 40507**

**NOTICE OF REQUIREMENT FOR AFFIRMATIVE ACTION TO ENSURE EQUAL
EMPLOYMENT OPPORTUNITIES AND DBE CONTRACT PARTICIPATION**

The Lexington-Fayette Urban County Government has a Certified Minority and Women Business Enterprise seventeen percent (17%) minimum goal including minimum subgoals of five percent (5%) for Minority Business Enterprises (MBE) and a subgoal of twelve percent (12%) for Women Business Enterprises (WBE); a three (3%) minimum goal for Certified Veteran-Owned Small Businesses and/or Certified Service- Disabled Veteran Owned Businesses; and a goal of utilizing Disadvantaged Business Enterprises (DBE), where applicable, for government contracts.

For assistance in locating certified DBEs, MBEs, WBEs, VOSBs and/or VOSBs, contact Sherita Miller at 859/258-3320 or by writing the address listed below:

Sherita Miller, MPA, CPSD
Minority Business Enterprise Liaison
Division of Procurement
Lexington-Fayette Urban County Government
200 East Main Street
Lexington, Kentucky 40507
smiller@lexingtonky.gov
859-258-3323

Firm Submitting Proposal: W S P U S A I n c .

Complete Address: 2 0 1 E M a i n S t L e x i n g t o n , K Y 4 0 5 0 7
Street City Zip

Contact Name: A a r o n D e t j e n Title: L o c a l B u s i n e s s L e a d e r

Telephone Number: 859-245-3884 Fax Number: N/A

Email address: aaron.detjen@wsp.com



LEXINGTON

MINORITY BUSINESS ENTERPRISE PROGRAM

Sherita Miller, MPA, CPSD
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OUR MISSION: The mission of the Minority Business Enterprise Program (MBEP) is to facilitate the full participation of minority and women owned businesses in the procurement process and to promote economic inclusion as a business imperative essential to the long- term economic viability of Lexington-Fayette Urban County Government.

To that end the urban county council adopted and implemented Resolution 272-2024 – a Certified Minority and Women Business Enterprise seventeen percent (17%) minimum goal including minimum subgoals of five percent (5%) for Minority Business Enterprises (MBE) and a subgoal of twelve percent (12%) for Women Business Enterprises (WBE); a three (3%) minimum goal for Certified Veteran-Owned Small Businesses and/or Certified Service- Disabled Veteran Owned Businesses; and a goal of utilizing Disadvantaged Business Enterprises (DBE), where applicable, for government contracts.

The resolution states the following definitions shall be used for the purposes of reaching these goals:

Certified Disadvantaged Business Enterprise (DBE) – a business in which at least fifty-one percent (51%) is owned, managed and controlled by a person(s) who is socially and economically disadvantaged as define by 49 CFR subpart 26.

Certified Minority Business Enterprise (MBE) – a business in which at least fifty-one percent (51%) is owned, managed and controlled by an ethnic minority (i.e. Black American, Asian American, Hispanic American, Native American)

Certified Women Business Enterprise (WBE) – a business in which at least fifty-one percent (51%) is owned, managed and controlled by a woman.

Certified Veteran-Owned Small Business (VOSB) – a business in which at least fifty-one percent (51%) is owned, managed and controlled by a veteran who served on active duty with the U.S. Army, Air Force, Navy, Marines or Coast Guard.

Certified Service -Disabled Veteran Owned Small Business (SDVOSB) – a business in which at least fifty-one percent (51%) is owned, managed and controlled by a disabled veteran who served on active duty with the U.S. Army, Air Force, Navy, Marines or Coast Guard.

The term “Certified” shall mean the business is appropriately certified, licensed, verified, or validated by an organization or entity recognized by the Division of Procurement as having the appropriate credentials to make a determination as to the status of the business.

The following certifications are recognized and accepted by the MBEP:

Kentucky Transportation Cabinet (KYTC), Disadvantaged Business Enterprise (DBE)

Kentucky Minority and Women Business Enterprise (MWBE)

Women’s Business Enterprise National Council (WBENC)

National Women Business Owners Corporation (NWBOC)

National Minority Supplier Development Council (NMSDC)

Tri-State Minority Supplier Development Council (TSMSSDC)

U.S. Small Business Administration Veteran Small Business Certification (VetCert)

Kentucky Service- Disabled Veteran Owned Small Business (SDVOSB)

To comply with Resolution 272-2024, prime contractors, minority and women business enterprises, veteran owned small businesses, and service-disabled veteran owned small businesses must complete monthly contract compliance audits in the Diverse Business Management Compliance system, <https://lexingtonky.diversitycompliance.com/>

A list of organizations that certify and/or maintain lists of certified businesses (i.e. DBE, MBE, WBE, VOSB and/or SDVOSB) is available upon request by emailing, Sherita Miller, smiller@lexingtonky.gov.



LEXINGTON

LFUCG MWDBE PARTICIPATION FORM Bid/RFP/Quote Reference #10-2026

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 the Division of Procurement for approval immediately. **Failure to submit a completed form may cause rejection of the bid.**

MWBE Company, Name, Address, Phone, Email	DBE/MBE WBE/VOSB/SDVOSB	Work to be Performed	Total Dollar Value of the Work	% Value of Total Contract
1. N/A	N/A	N/A	0	0.0%
2.				
3.				
4.				

The undersigned company representative submits the above list of MDWBE and veteran 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.

WSP USA Inc.

Aaron Detjen

Company

Company Representative

4.2.2026

Local Business Leader

Date

Title



LEXINGTON

LFUCG MWDBE SUBSTITUTION FORM Bid/RFP/Quote Reference #10-2026

The substituted MWDBE and/or veteran subcontractors listed below have agreed to participate on this Bid/RFP/Quote. These substitutions were made prior to or after the job was in progress. These substitutions were made for reasons stated below and are now being submitted to the Division of Procurement for approval. By the authorized signature of a representative of our company, we understand that this information will be entered into our file for this project. **Note: Form required if a subcontractor is being substituted on a contract.**

SUBSTITUTED DBE/MBE/WBE/VOSB Company Name, Address, Phone, Email	DBE/MBE/WBE/VOSB/SDVOSB Formally Contracted/ Name, Address, Phone, Email	Work to Be Performed	Reason for the Substitution	Total Dollar Value of the Work	% Value of Total Contract
1.					
2.					
3.					
4.					

The undersigned acknowledges that any misrepresentation may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and false claims.

WSP USA Inc.

Company

4/2/26

Date

AARON DETJEN

Company Representative

VP, LOCAL BUSINESS LEAD

Title



LEXINGTON

DOCUMENTATION REQUIRED FOR GOOD FAITH EFFORTS AND OUTREACH PLANS

As affirmed in Resolution Number 272-2024, the Urban County Council has adopted an annual aspirational goal of utilizing at least seventeen percent (17%) of public funds spend from certain discretionary agreements with certified Minority Business Enterprises (MBEs) and certified Woman Business Enterprises (WBEs); utilizing at least three percent (3%) of public funds from certain discretionary agreements with Certified Veteran-Owned Small Business and Certified Service-Disabled Veteran-Owned Small Businesses (VOSBs); and utilizing Disadvantaged Business Enterprises (DBEs) where applicable. Bidders should make every effort to achieve these goals.

Therefore, as an element of the responsiveness of the bid, all Bidders are required to submit documentation of their good faith and outreach efforts to ensure all businesses, including small and disadvantaged businesses such as minority-, woman-, and veteran-owned businesses, have an equal opportunity to compete for and participate in the performance of any subcontracts resulting from this procurement. Examples of good faith and outreach efforts that satisfy this requirement to encourage the participation of, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs include:

1. 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, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs to participate.
2. Attended LFUCG Procurement Economic Inclusion Outreach event(s) within the past year to meet new small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs to partner with on LFUCG contracts and procurements.
3. Attended pre-bid/pre-proposal meetings that were scheduled by LFUCG to inform small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs of subcontracting opportunities.
4. Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs.
5. Requested a list of certified small, DBE, MBE, WBE, VOSB and/or SDVOSB subcontractors or suppliers from LFUCG and showed evidence of contacting the companies on the list(s).
6. Contacted organizations that work with small, DBE, MBE, WBE, and VOSB companies for assistance in finding certified DBEs, MBEs, WBEs, VOSB and/or SDVOSBs to work

on this project. Those contacted and their responses must be a part of the bidder's outreach efforts documentation.

7. Sent written notices, by certified mail, email, or facsimile, to qualified, certified small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs 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.
8. Followed up initial solicitations by contacting small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs via tailored communications to determine their level of interest.
9. Provided the interested small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs with adequate and timely information about the plans, specifications, and requirements of the contract.
10. Selected portions of the work to be performed by small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs in order to increase the likelihood of subcontracting participation. This includes, where appropriate, breaking out contract work items into economically feasible units to facilitate small, DBE, MBE, WBE, VOSB and/or SDVOSB participation, even when the prime contractor may otherwise perform these work items with its own workforce.
11. Negotiated in good faith with interested small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs, not rejecting them as unqualified without sound reasons based on a thorough investigation of their capabilities. Any rejection must be so noted in writing with a description as to why an agreement could not be reached.
12. Included documentation of quotations received from interested small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs that 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.
 - a. 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 small business', DBE's MBE's, WBE's, VOSB's and/or SDVOSB's quote. Nothing in this provision shall be construed to require the bidder to accept unreasonable quotes in order to satisfy the participation goals.
13. Made an effort to offer assistance to or refer interested small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs to obtain the necessary equipment, supplies, materials, insurance and/or bonding to satisfy the work requirements of the bid proposal.

14. Made efforts to expand the search for small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs beyond the usual geographic boundaries.
15. Other – any other evidence that the bidder submits that may demonstrate that the bidder has made reasonable efforts to include small, DBE, MBE, WBE, VOSB and/or SDVOSB participation.

Bidder must document, with specificity, each of the efforts it made to include small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs as subcontractors in the procurement, including the date on which each effort was made, the medium through which each effort was made, and the outcome of each effort.

Note: Failure to submit 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 review by the MBE Liaison. Documentation of Good Faith and Outreach Efforts must be submitted with the Bid, regardless of the proposed level of small, DBE, MBE, WBE, VOSB and/or SDVOSB participation in the procurement. If the Good Faith and Outreach Effort documentation is not submitted with the bid response, the bid may be rejected.

OUTREACH EFFORTS EVALUATION

Outreach efforts demonstrated by the bidder or respondent will be evaluated on a pass/fail basis.

ATTACHMENT A – SMALL AND DISADVANTAGED, MINORITY-, WOMEN-, AND VETERAN-OWNED BUSINESS OUTREACH PLAN

Proposer Name: WSP USA Inc.	Date: 4.2.2026
Project Name: Signalized Crosswalks Study	Project Number: 10-2026
#10-2026Contact Name: Aaron Detjen	Telephone: 859-245-3884
Email: Aaron.detjen@wsp.com	

The mission of the Minority Business Enterprise Program is to facilitate the full participation of disadvantaged businesses, minority-, women-, veteran-, and service-disabled veteran-owned businesses in the procurement process and to promote economic inclusion as a business imperative essential to the long-term economic viability of Lexington-Fayette Urban County Government.

To that end, small and disadvantaged businesses, including minority-, woman-, veteran-, and service-disabled veteran-owned businesses, must have an equal opportunity to be utilized in the performance of contracts with public funds spent from certain discretionary agreements. By submitting its offer, Bidder/Proposer certifies that it has taken, and if there are further opportunities will take, reasonable steps to ensure that small and disadvantaged businesses, including minority-, woman-, veteran-, and service-disabled veteran-owned businesses, are provided an equal opportunity to compete for and participate in the performance of any subcontracts resulting from this procurement.

The information submitted in response to this clause will not be considered in any scored evaluation. Failure to submit this form may cause the bid or proposal to be rejected.

Is the Bidder/ Proposer a certified firm? Yes No

If yes, indicate all certification type(s):

DBE MBE WBE SBE VOSB/SDVOSB

and supply a copy of the certificate and/or certification letter if not currently listed on the city's Minority Business Enterprise Program's (MBEP) certified list.

1. Include a list of firms that Bidder/ Proposer has had a contractual relationship with within the last two years that are minority-owned, woman-owned, veteran-owned or small businesses, regardless of their certification status.

WSP has contracted with the following firms on projects in Kentucky: EHI Consultants; Taylor Siefker Williams Design Group; Third Rock Consultants LLC; Grey Engineering; Metric Engineering, Inc.; and Bryant Associates, Inc.

2. Does Bidder/Proposer foresee any subcontracting opportunities for this procurement?

Yes No

If no, please explain why in the field below. Do not complete the rest of this form and submit this first page with your bid and/or proposal.



Reviewed the list of certified small, DBE, MBE, WBE, VOSB and/or SDVOSB subcontractors or suppliers from LFUCG and showed evidence of contacting the companies on the list(s). We do not foresee any work outlined in this RFP that the list of small and disadvantaged businesses can assist with. If we anticipate any supplemental work, we will consider a small and disadvantaged business to help LFUCG meet or exceed their goals for this program.

If yes, please complete the following pages and submit all pages with your bid and/or proposal.

Describe the steps Bidder/Proposer took to solicit small and disadvantaged businesses, including MBEs, WBEs, VOSBs, and SDVOSBs, for subcontracting opportunities for this procurement.

3. Check the good faith and outreach efforts the Bidder/Proposer used to encourage the participation of small and disadvantaged businesses including, MBEs, WBEs, VOSBs and SDVOSBs:

- Bidder placed advertisements in search of prospective small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs for the solicitation.
- Bidder attended LFUCG Procurement Economic Inclusion Outreach event(s) within the past year.
- Bidder attended pre-bid and/or pre-proposal meetings for this solicitation.
- Bidder sponsored an Economic Inclusion Outreach event.
- Bidder requested a list of certified small, DBE, MBE, WBE, VOSB and/or SDVOSB subcontractors or suppliers from LFUCG.
- Bidder contacted organizations that work with small, DBE, MBE, WBE, VOSB and/or SDVOSB companies.
- Bidder sent written notices to certified small, DBE, MBE, WBE, VOSB and SDVOSB businesses.
- Bidder followed up to initial solicitations with interested small, DBE, MBE, WBE, VOSB and/or SDVOSB.

- Bidder provided small, DBE, MBE, WBE, VOSB and/or SDVOSB businesses interested in performing the solicited work with prompt access to the plans, specifications, scope of work, and requirements of the solicitation.
- Bidder made efforts to segment portions of the work to be performed by small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs, including dividing sub-bid/partnership opportunities into economically feasible units/parcels, to facilitate participation.
- Bidder negotiated in good faith with interested small, DBE, MBE, WBE, VOSB and/or SDVOSB businesses.
- Bidder provided adequate rationale for rejecting any small business', DBEs, MBEs, WBEs, VOSBs or SDVOSBs for lack of qualifications.
- Bidder offered assistance in obtaining bonding, insurance, financial, equipment, or other resources to small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs, in an effort to assist them in meeting project requirements.
- Bidder made efforts to expand the search for small businesses, DBEs MBEs, WBEs, VOSBs and/or SDVOSBs beyond the usual geographic boundaries.
- Bidder made other reasonable efforts to include small businesses, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs participation.

4. Bidder/Proposer must include documentation, including the date each effort was made, the medium through which each effort was made, and the outcome of each effort with this form, regardless of the level of small, DBE, MBE, WBE, VOSB and/or SDVOSB participation. Examples of required documentation include copies of email communications, copies of newspaper advertisements, or copies of quotations received from interested small businesses, DBEs, MBEs, WBEs, VOSBs or SDVOSBs.

 (Click or tap here to enter text.)

For detailed information regarding outreach efforts that satisfy the MBE Program's requirements, please see "Documentation Required for Good Faith Efforts and Outreach Plans" page.

Note: The Bidder/Proposer must be willing to report the identity of each subcontractor and the

value of each subcontract to MBEP if awarded a contract from this procurement.

Failure to submit the documentation requested may be cause for rejection of the bid. Bidders may include any other documentation deemed relevant to this requirement, which is subject to review by the MBE Liaison. Documentation of Good Faith and Outreach Efforts must be submitted with the bid, regardless of the proposed level of SBEs, DBEs, MBEs, WBEs, VOSBs and/or SDVOSBs participation in the procurement. If the Good Faith and Outreach Effort Form and associated documentation is not submitted with the bid response, the bid may be rejected.

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.

WSP USA Inc
Company
4/2/26
Date

AARON DETJEN
Company Representative
LOCAL BUSINESS LEAD, JP
Title

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



LOCAL BUSINESS LEAD
VICE PRESIDENT

Date

4/2/26