



The LFUCG Division of Traffic Engineering currently utilizes the following ITS elements:

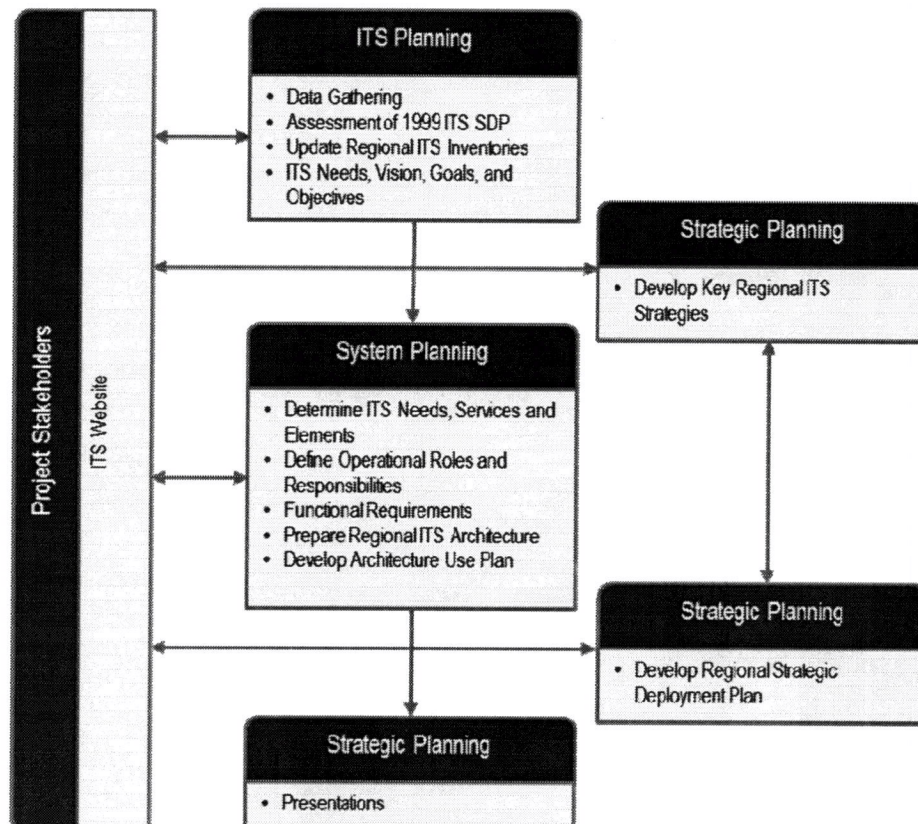
- Centrac's centralized traffic signal system
 - The majority of the system uses advanced 2070 traffic signal controllers
 - The signal system is supplemented by the InSync adaptive signal system hardware in the Winchester Road corridor and through the Hamburg area
 - Bluetoad travel time collection units report travel time and speed through a third party website as well as through the Centrac's system.
- Surveillance cameras primarily on arterial routes with a few on freeway facilities
- Hybrid communications network of fiber optic cable, wireless bridges and leased phone lines



PROJECT APPROACH

The URS Team's approach to ITS deployment planning and architecture update emphasizes the important role of stakeholder involvement, agency coordination, cooperation and consensus building. This key emphasis on outreach, communication and coalition building is the cornerstone in URS' proven success in developing ITS strategic deployment plans and architectures. The figure below illustrates this process.

Our team is very familiar with the ITS architecture development and update process from our involvement with a variety of ITS architecture projects across the United States. We will build upon our ITS architecture experience and local working knowledge to assist the LAMPO and stakeholders in efficiently updating the LAMPO ITS Architecture.





The URS Team will collect significant input from various stakeholders in Fayette and Jessamine Counties. The identification of appropriate stakeholders and transportation partners and the ability to engage them in open dialog to create consensus about the benefits of an ITS is required. This ITS Architecture Update shall include stakeholder workshops to accomplish, to identify, and to remain in compliance with the FHWA Final Rule and FTA Final Policy that utilize Highway Trust Funds for ITS Projects; and therefore, shall include, but not be limited to, the following ITS elements:

- Identification of existing ITS infrastructure

The listing in the project understanding section demonstrates our knowledge of the existing ITS elements within the LAMPO area. The URS Team will work with the LAMPO and regional stakeholders to further review the current ITS inventory. This includes identifying new technologies and systems that have been deployed or planned since 2004 BITS Technical Memorandum.

This task will include the creation of a GIS map showing the location of existing and planned ITS projects in the region. This information can be integrated into a GIS database, such as the KYTC's Highway Information System (HIS) and LFUCG GIS systems. Our team partner Integrated Engineering will provide the GIS Services.

- Changes in regional needs since the BITS Technical Memorandum was developed in 2004

In order to continually optimize the Fayette County transportation network, the local ITS needs of the LFUCG have grown. Some examples of this are:

- The fiber optic communications backbone continues to expand,
- Surveillance cameras are now digital and have high resolution images
- Adaptive signal systems change according to day to day fluctuations in traffic compared to rigid time of day scheduling of timing plans.
- The need for route reliability and measuring their performance

- New stakeholders

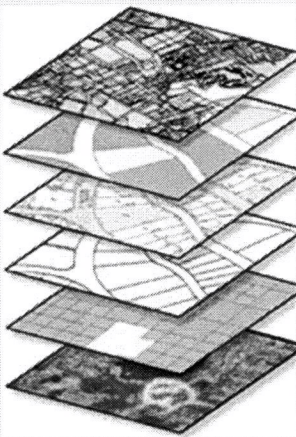
At the project kickoff meeting with the LAMPO, the project team will review the previously identified ITS Architecture stakeholders and discuss the inclusion of other transportation related groups, agencies, and individuals in the development of an updated Architecture.

- Changes in the range and scope of ITS services considered

Some of the current ITS services include the use of the LFUCG surveillance cameras in the dissemination of traffic reports to the media through the Traffic Information Network. The LFUCG Division of Traffic Engineering also has plans to make live traffic data, such as the Bluetoad travel time information, and camera views available via the internet. Our team will explore these and other options with the KYTC and LFUCG

- Changes in stakeholder and ITS element names;

At the onset of the project, we will coordinate with the LAMPO to develop a thorough list of stakeholders. We will also update/add new ITS elements that have evolved since 2004. Some of these elements include the updated Centracs signal system, TransPhat, which is the KYTC traffic signal management software, Bluetoad and InSync to name a few.





- Changes in relevant ITS architectures (e.g., Kentucky Statewide)

The current BITS memo was based upon the Kentucky Statewide ITS Architecture at the time it was developed. The updated architecture will be based upon the most recent statewide and national architectures.

- Description of the region;

Fayette and Jessamine Counties are geographically and demographically very diverse. From horse farms to agriculture, from dense urban centers to small urban areas and rural back roads to major urban arterials, the dual county area is very diverse on many fronts.

- Identification of the participating agencies and stakeholders;

The current list of stakeholders will be updated. Over the last 10 years, several of the listed individuals in the 2004 BITS Technical Memorandum have accepted different positions, retired, etc. At the project kickoff we will coordinate with the LAMPO staff to scrub this list of old information as well as explore opportunities for new stakeholders to be added.

- An operational concept that identifies roles and responsibilities of stakeholders;

Based on information gathered from stakeholders, the URS Team will define and document stakeholders' roles and responsibilities in planning, design, implementation, management, operations, and maintenance of ITS elements and systems in the region.

The Operational Roles and Responsibilities will identify the operational roles and responsibilities of each project stakeholder in the region. This identification of operational roles and responsibilities is especially important where ITS crosses institutional and jurisdictional boundaries. The operational roles and responsibilities will generally be bullet point lists, kept at a relatively high level that will identify "who does what" with regard to operation of ITS. The roles and responsibilities may include, but not be limited to the following subject areas

- Procurement of the System(s)
- Design and Implementation of the System(s)
- Day-to-Day Operation of the System(s)
- Day-to-Day Maintenance of the System(s)
- Long-Term Maintenance of the System(s)
- Funding Strategies for the System(s)
- Periodic Upgrades to the System(s)
- Replacement and Disposal of the System(s)

These operational roles and responsibilities will be reviewed with the regional stakeholders for accuracy and "buy-in." Operational roles and responsibilities will not be identified and assigned to any particular regional stakeholder without their understanding and consent

- Any agreements required for operations

There is an on-going maintenance agreement between LFUCG and KYTC for the operation and maintenance of state owned traffic signals within Fayette County. There is no such agreement in Jessamine County and none is expected in the near future. The LFUCG Division of Traffic Engineering has explored the possibility of operating some



signals in northern Jassamine County on US 27 and those located within the Brannon Crossing development. However it was ruled by the LFUCG' s Division of Law that LFUCG employees cannot perform such duties outside of Fayette County. URS will continue to investigate potential avenues for collaborative agreements between the various stakeholder agencies in the development of the plan.

- System functional requirements (high level);

The team will develop the functional requirements for the LAMPO region. Functional Requirements are key piece of the systems engineering process and are essential for developing systems and subsystems. Functional Requirements explain what a system is supposed to do, but not how it is done.

The URS Team will develop high level functional requirements for major categories of ITS projects. These functional requirements are a tool for developing more specific requirements for projects. The project sponsors can choose to use these requirements to advance regional goals or to supplement project-level requirements. The high-level project requirements will be grouped into major categories consistent with the Statewide and National ITS Architectures. The functional requirements will be written in easy to read, declarative statements consistent with the guidance from FHWA. They should have the following qualities:

- **Necessary** – The requirements must be important
 - **Concise** – Functional requirements must be short and to the point
 - **Attainable** – Functional requirements are not lofty goals that require unlimited resources to meet. They must be implementable within a reasonable amount of time and with reasonable resources
 - **Complete** – The requirements should not reference other documents or parts of the plan. They should be standalone statements
 - **Consistent** – The requirements cannot contradict each other or other portions of the plan
 - **Unambiguous** – The requirements must be specific
 - **Verifiable** – The requirements must be able to be checked or tested to determine if they were completed
- Interface requirements and information exchanges with planned and existing systems and subsystems

The URS Team will prepare the Regional ITS Architecture consistent with Version 7 of the National ITS Architecture, FHWA Rule 940.9, and Part V of the FTA National ITS Architecture Policy for Transit Projects. We will utilize the Turbo Architecture database to develop the ITS Architecture. This database provides a structure to show market packages, user services, and data connections between systems and subsystems.

- Identifications of ITS standards supporting regional and national interoperability

It is FHWA policy that ITS Architectures be developed to guide the development of ITS projects and programs and be consistent with ITS strategies and projects contained in applicable transportation plans. It is required that the National ITS Architecture be used as a resource in the development of a regional ITS architecture.

Currently, there is a document entitled the "ITS Standards Program Strategic Plan, 2011–2014" the describes the USDOT's four year strategy and goals for the interoperability,



cooperative systems, and a connected transportation environment. Of course, this is a document approaching its sunset year and it is not known at this time if the current direction of the USDOT will significantly change. This will be researched further during the course of the project.

- Sequence of projects required for implementation

Through the project process, we will structure a prioritized list of ITS projects that is consistent with the goals and objectives of Transportation Improvement Plan and fits within the projected funding for such projects.

ITS Architecture Update - Deliverables

The Updated LAMPO ITS Architecture Plan will be crafted to meet the minimum FHWA requirements. These include:

1. A description of the region;
2. Identification of participating agencies and other stakeholders;
3. An operational concept that identifies the roles and responsibilities of participating agencies and stakeholders in the operation and implementation of the systems included in the regional ITS architecture;
4. Any agreements (existing or new) required for operations, including at a minimum those affecting ITS project interoperability, utilization of ITS related standards, and the operation of the projects identified in the regional ITS architecture;
5. System functional requirements;
6. Interface requirements and information exchanges with planned and existing systems and subsystems (for example, subsystems and architecture flows as defined in the National ITS Architecture);
7. Identification of ITS standards supporting regional and national interoperability; and
8. The sequence of projects required for implementation.

The URS Team will check the Architecture against the FHWA's Regional ITS Architecture Assessment Checklist - Version 3.0 (5/07) to provide confidence that the FHWA will approve the Architecture or will have minimal commentary. This is another way the URS Team can compress the project schedule. This checklist can be found at

Why select URS?

URS technical leaders have committed to the success of this project. URS has the local experience with the LFUCG, KYTC, and other stakeholders. We have brought our Midwest expert on ITS Architecture to the project, receiving the commitment that the project will be as successful as his other Midwestern projects.

URS can educate and build consensus with the Stakeholders. Through our familiarity and previous local experience, our engineers and our subconsultant will work to deliver technical information in a relaxed, comprehensible format, allowing stakeholders the knowledge base to understand the technologies, deployments and benefits of ITS.

Schedule – Our familiarity with the current ITS elements and local operations will jump start this project, making a five to six month schedule feasible.

Quality – We promote a performance standard based on high quality professional services, where costs and scope are continuously managed.



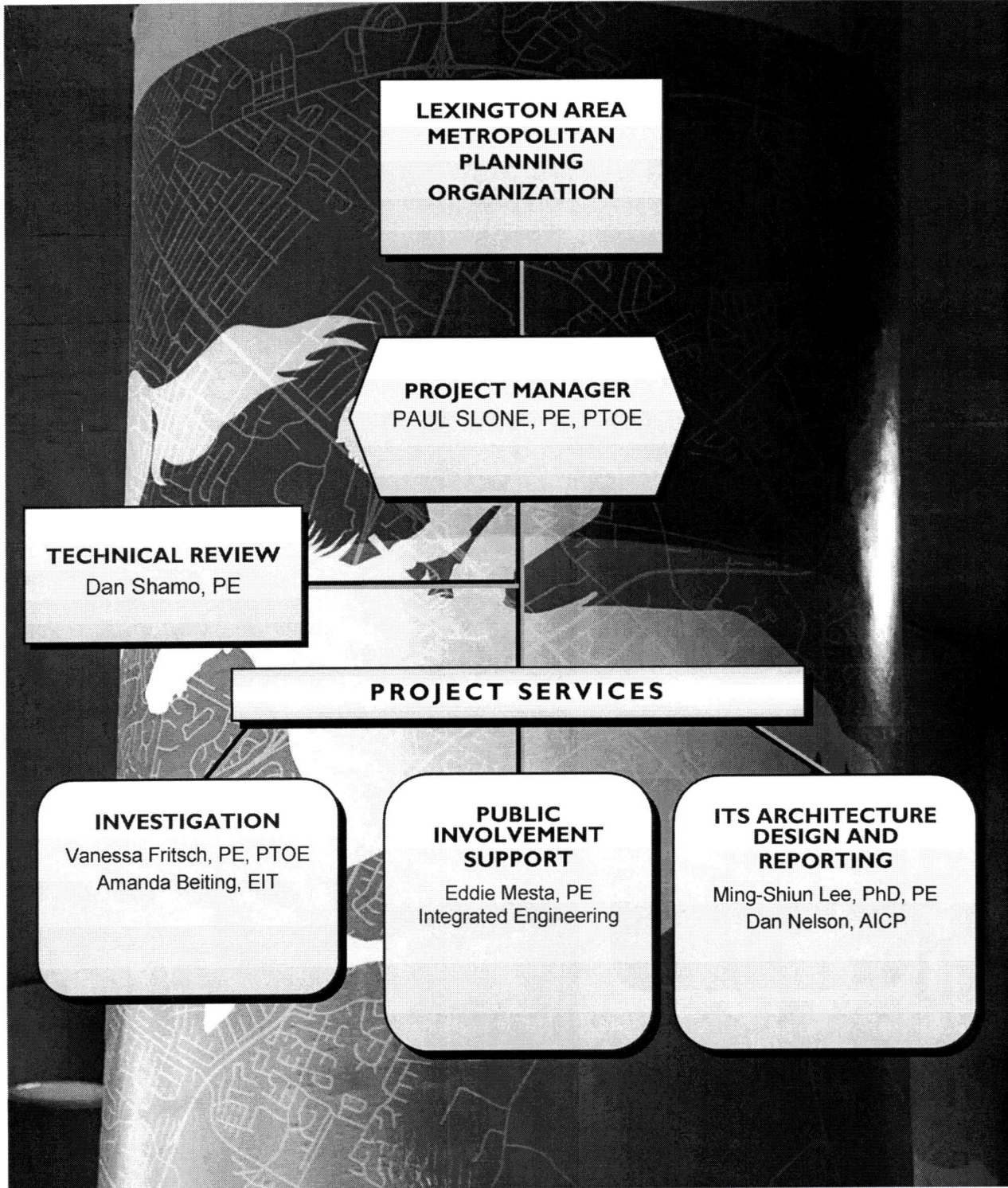
Local Employment

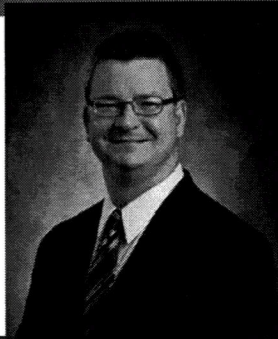
The URS team will be led locally from our Cincinnati Office. While not located in LAMPO area, our Cincinnati traffic/ITS staff all reside in Northern Kentucky and are located less than an hour and a half away from Lexington. Our teaming partner, Integrated Engineering is located in Lexington.

With the degree of stakeholder involvement, plus achieving 10-20 percent participation by Integrated Engineering, we estimate that 50 percent of the work would be performed locally.



PROJECT TEAM ORGANIZATIONAL CHART URS INTEGRATED ENGINEERING





Paul A. Slone, PE, PTOE

Project Manager

Education

BS/1992/Civil Engineering/ University of Kentucky

Registration/Certification

Professional Engineer, Kentucky – 19880

Professional Traffic Operations Engineer (PTOE)

Areas of Expertise

Traffic Operations & Analysis
 Traffic Signal Design & Timing
 Signal Timing Implementation
 Congestion Management
 Simulation Modeling
 Intersection/Interchange Design
 Traffic Impact Analysis

Years of Experience

22 Years, 9 with URS

Mr. Slone will serve as Project Principal for the ITS Architecture Project. Mr. Slone is one of the top traffic operations engineers in the region. He is highly skilled at finding solutions to today complex transportation problems. His well rounded experience with multiple public agencies gives him a unique perspective of the issues faced at the state and local levels. His attention to detail will serve this project well. **He lives in Northern Kentucky, previously worked for LFUCG, and is a proud alumni of the University of Kentucky.** He knows well the ITS architecture in the Lexington Area, having served as Project Manager of the recent Signal Timing Project. He has developed a team approach to this project that includes regional experts to address the concerns that may develop and contingencies for the challenges.

Experience Relevant to this project:

Lexington Signal Retiming Project, Lexington Fayette County Urban Government: Project Manager for this traffic operations project involving 35 intersections on four of Lexington's major arterial routes. A minimum of 12 unique coordinated timing plans were developed for weekdays and weekends. The timing plans were based on over 800 hours of traffic data collected for the project. URS was responsible for working in the Lexington Traffic Management Center to program and download signal timing to local controllers and well as provide field support to adjust the timing. Final project results indicated a benefit/cost ratio on each route ranging from 35:1 to 69:1 when considering fuel and delay (time) savings for motorists.

Project Manager, US 27 Access Management Study, Fayette and Jessamine Counties: This project was a small area study driven by the potential impacts of a large planned development. The Brannon Crossing development was proposed to have approximately one million square feet of retail, 400,000 square feet of office space, and eventually have new neighborhoods develop from an expanded street network. Paul was the lead professional responsible for oversight of traffic analysis and design recommendations of roadway improvements. The project involved complex trip generation, trip assignments, and detailed internal site circulation analysis.

Specialty ITS Services, Kentucky Transportation Cabinet, District 5: Mr. Slone has completed several specialty ITS services projects for District 5 in conjunction with other roadway services conducted by URS. He and his team designed the Over Height warning system in conjunction with the Eastern Parkway Improvements at the University of Louisville Campus, and a specialty railroad crossing signal to alert motorists on 265 to utilize a different exit while the train is crossing.

District 7 Traffic Engineering Services, Kentucky Transportation Cabinet (2007-present): Mr. Slone is the Program Manager for a staff augmentation contract for the KYTC District 7 Office (Lexington Area). Primary work activity is to assist on an as needed basis, with routine intersection studies to more specialized studies. Studies include traffic signal requests, speed studies plus various other traffic engineering studies, supervision of the district electrical contractor, and assisting with the day-to-day operation and management of the district's 277 traffic signals and 15 closed loop systems that are outside of Fayette County (Lexington maintains all state traffic signals in the county). **Specialized services for this contract include developing signal construction plans for Newtown Pike and US 25 (Berea Rd.). URS was reselected to maintain this contract in 2009 and 2011.**

Statewide Traffic Engineering Services, Kentucky Transportation Cabinet (2007-present): Project Manager for providing specialized traffic engineering services under this statewide task order contract. Services include review and management of assigned coordinated traffic signal systems, collecting travel time data, developing traffic simulation models, signal retiming, and intersection inventories. Under this two-year contract, four Letter Agreements were assigned to analyze and recommend improvements to six coordinated networks. Networks ranged from small rural towns (Irvine, West Liberty, Maysville & Radcliff) to urbanized areas (Owensboro & Ashland).



Ming-Shiun Lee, Ph.D., P.E.

Project Technical Lead

Education

PhD / Transportation Engineering/ Washington University
 MS / International Project Management & Finance/ Washington University
 MS / Transportation Engineering/Washington University

Registration/Certification

Professional Engineer, Minnesota — #43396

Areas of Expertise

Intelligent Transportation Systems
 ITS Planning and Architecture
 ITS Program Management
 ITS Evaluation

Years of Experience

21 Years, 14 with URS

As a project engineer of URS Minneapolis office, Dr. Lee is primarily involved with engineering projects in the Intelligent Transportation Systems (ITS) and Traffic Engineering areas. He has over 19 years of experience in the areas of program management, ITS planning and architecture, design and implementation, systems engineering, advanced traffic management systems (ATMS), active traffic management (ATM), transportation systems evaluation, traffic modeling and simulation, and signal design and analysis. He brings this experience to the team which will serve Lexington in its regional knowledge, allowing a fresh approach, yet with the proven track record of multiple Midwestern States' ITS Architecture.

Experience Relevant to this project:

Minnesota Strategic ITS Development Plan, Project Manager (2014-Present): Analyze ITS development needs and objectives to identify emphasis areas and strategies to address ITS projects and research development needs. Develop a strategic ITS development plan to help guide future Minnesota DOT's ITS development and deployment investments.

Fresno County ITS Strategic Deployment Plan Update, Project Support (2014-Present): Updates the ITS Plan to guide the planning and implementation of ITS in Fresno County. Addresses the expanded realm of ITS in Fresno County. Provides a vision for ITS, outlines a program of low, medium and high priority projects, identifies a funding strategy, and establishes a plan for managing, integrating, operating, and maintaining the ITS elements in the region.

Minnesota Statewide ITS Architecture Update, Project Manager (2011-Present): Coordinate with statewide and regional transportation planning efforts, refine ITS goals, develop S.M.A.R.T. objectives, and identify performance measures and targets. Maintain and update the Statewide ITS Architecture, and develop an implementation plan to guide future ITS deployment in Minnesota.

Omaha-Council Bluffs Regional ITS Architecture Update, Project Manager (2013): Identified stakeholder needs, developed ITS vision, goals and objectives, identified and recommended performance measures, developed ITS integration strategies; provided training to MPO staff on architecture updates and maintenance, and developed strategies for architecture maintenance.

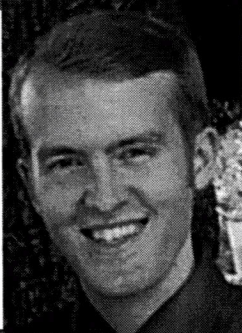
ARTS ATMS Master Plan Update, Task Manager (2013): Updated the ATMS plan that describes the ARTS ITS vision, operational concepts, projects and costs associated with deploying the vision. Responsible for developing an ITS architecture for the Augusta, Georgia metropolitan planning organization area.

Southwest Region ITS Concept of Operations and Design, Task Manager (2009-2010): Assist Michigan DOT with developing a concept of operations for ITS infrastructure in the Southwest Region.

Minnesota Urban Partnership Agreement Transit Technology Project, Task Manager (2008-2011): Developed concept of operations and requirements for transit arrival/departure information signs and systems, transit travel time displays, park and ride availability system, and transit signal priority system.

Mississippi Statewide ITS Architecture, Architecture Development Task Lead (2006-2007): Provided technical support for updating the Mississippi statewide ITS architecture as well as developing three regional ITS architectures.

Iowa Statewide ITS Architecture, Project Manager (2005-2007): Assisted Iowa DOT with the development of the Iowa Statewide ITS Architecture. Also developed a statewide DMS architecture and a DMS operations manual to assist with statewide DMS deployment and operations.



Dan Nelson, AICP

Project Planner

Education

MA / Urban and Regional Planning / University of Iowa
BA / Economics and American Studies / St. Olaf College

Registration/Certification

American Institute of Certified Planners / #024115

Areas of Expertise

Intelligent Transportation Systems
ITS Planning and Architecture

Years of Experience

8 Years with URS

Mr. Nelson has been an ITS Planner in URS' Minneapolis Office for over eight years. During this time, he has worked with multiple public sector clients on ITS Architecture projects and the application of all steps of the Systems Engineering process to multiple ITS projects. He will bring his planning expertise and the working relationship with Dr. Lee to the City of Lexington to find solutions for the Regional ITS Architecture.

Experience Relevant to this project:

Minnesota Strategic ITS Development Plan (June 2014 to present): Mr. Nelson is currently assisting MnDOT in developing a Strategic ITS Development Plan that will provide recommendations on ITS strategies and countermeasures that can help achieve MnDOT's ITS Development Objectives. Mr. Nelson will be gathering research on existing ITS studies, reports, and performance measures, and ultimately recommending a number of ITS Development Objectives to be further analyzed based on available data and performance measures to evaluate those objectives. Mr. Nelson will also highlight emphasis areas within the recommended ITS Development Objectives where the most progress can be demonstrated with recommended ITS strategies and countermeasures.

Minnesota Regional ITS Architecture Update (Aug. 2011 to present): Mr. Nelson is currently assisting MnDOT in updating its Statewide Regional ITS Architecture through the development of objectives and performance measures that conform to the S.M.A.R.T. (Specific, Measurable, Agreed, Realistic, and Time-bound) characteristics recommended by FHWA. Mr. Nelson is also developing an ITS Architecture Maintenance Plan that will provide guidance to MnDOT staff as they update the ITS Architecture over time. Mr. Nelson previously provided technical support to MnDOT in the development of the Statewide Regional ITS Architecture from Nov. 2007 to March 2009.

MAPA Regional ITS Architecture (April 2013 to Dec. 2013): Mr. Nelson is currently working for the Metropolitan Area Planning Agency (MAPA) on updating the Regional ITS Architecture for the Omaha-Council Bluffs MPO. To date, the work has involved conducting a stakeholder workshop with several regional stakeholders to understand the current state of ITS deployment in the region and planned ITS projects by various agencies. Mr. Nelson developed a survey that gathered information on existing and planned ITS in the region, and will be involved in providing training and guidance to MAPA staff on how to update the Regional ITS Architecture based on stakeholder feedback. Mr. Nelson will also be responsible for reviewing the work of MAPA staff to confirm the Regional ITS Architecture is in compliance with federal rules and regulations governing the use of ITS Architecture.

Augusta Regional Transportation Study (ARTS) ITS Architecture Update (June 2013 to December 2013): Mr. Nelson updated the Regional ITS Architecture for the Augusta, GA MPO region that included several cities and counties along the Georgia-South Carolina border. This included updating an inventory of existing and planned ITS technologies throughout the region, creating an extensive list of stakeholders, and identifying how future ITS projects could be accommodated for in the Regional ITS Architecture.

Regional Transit Signal Priority Implementation Program (December 2012 to present): Mr. Nelson has been involved with the Regional Transit Signal Priority Implementation Program (RTSPIP) since December 2012. Mr. Nelson is responsible for developing multiple ITS Systems Engineering documents for the Regional Transportation Authority (RTA) of Chicago, including the Program Management Plan, Systems Engineering Management Plan, Concept of Operations, and System Requirements documents. The Program is intended to define how Transit Signal Priority (TSP) can be implemented in a regionally interoperable manner by different transit agencies across multiple jurisdictions that operate multiple types of traffic signal controllers. Mr. Nelson will also be involved with Implementation Oversight and Program Validation activities through 2017.



Vanessa M. Fritsch, PE, PTOE

Senior Traffic Engineer

Education

BS/2003/Civil Engineering/ University of Kentucky

Registration/Certification

Professional Engineer, Kentucky – 26090

Professional Traffic Operations Engineer (PTOE)

Areas of Expertise

Traffic Operations & Analysis
 Traffic Signal Design & Timing
 Signal Timing Implementation
 Congestion Management
 Simulation Modeling
 Traffic Impact Analysis

Years of Experience

With URS: 6.5 Years

With Other Firms: 2.5 Years

Ms. Fritsch is a Senior Traffic Engineer with expertise in the fields of Signal Design, Signal System Timing, Traffic Control and Intersection Design. She has over 10 years of experience with consulting firms. Ms. Fritsch has experience in signal design, system timing, traffic studies, lighting, traffic control, signing, plan preparation, maintenance of traffic plans, quantity calculations, and construction cost estimates.

Ms. Fritsch has extensive experience in signal design and signal system timing. The majority of Ms. Fritsch's work has involved serving as an extension of local public agencies, such as the Kentucky Transportation Cabinet and the City of Cincinnati to assist in Traffic Engineering. She is a registered PE in both Kentucky and Ohio and a PTOE. **She is a resident of Northern Kentucky and a proud alumni of the University of Kentucky.**

Experience Relevant to this project:

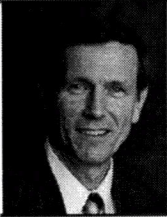
Lexington Signal Retiming Project, Lexington Fayette County Urban Government: Lead Traffic Engineer (for this traffic operations project involving 35 intersections on four of Lexington's major arterial routes. A minimum of 12 unique coordinated timing plans were developed for weekdays and weekends. The timing plans were based on over 800 hours of traffic data collected for the project. URS was responsible for working in the Lexington Traffic Management Center to program and download signal timing to local controllers and well as provide field support to adjust the timing. Final project results indicated a benefit/cost ratio on each route ranging from 35:1 to 69:1 when considering fuel and delay (time) savings for motorists.

Specialty ITS Services, Kentucky Transportation Cabinet District 5: Ms. Fritsch has been involved in the signal construction plans for the specialty systems designed for District 5 including the Over height warning system at the University of Louisville, Eastern Parkway improvements project and the 1-265 train crossing warning system. She has completed the training courses required and holds the prequalification for highway lighting with KYTC.

District 7 Traffic Engineering Services, Kentucky Transportation Cabinet (2007-present): Project Engineer providing staff augmentation to the KYTC District 7 Office Staff. Contractual duties include performing signal warrant studies, speed studies, performing signal installation inspections, managing 15 closed loop signal systems. In the first year of the contract, URS evaluated over 100 intersections. After renewal in 2009, the contract included traffic signal warrant studies, left turn evaluations, and a sign inventory that includes 65 miles of roadway. In 2011, the contract was renewed again. The services include and access management study on US 27 in Nicholasville, signal system retiming in Georgetown near the Toyota plant and continued intersection evaluations for left turn phases and signal warrants, and the US 27 Access Management study..

Statewide Traffic Engineering Services, Kentucky Transportation Cabinet (2007-present): Project Engineer providing a broad range of traffic engineering services under this statewide contract. Services include annual review and management of assigned coordinated traffic signal systems, collecting travel time data, speed studies, performing capacity analysis and developing traffic simulation models. From 2007-2010, URS has worked on five signal systems: KY 52/89 in Irvine (3 intersections), US 31W in Radcliffe (3 intersections), US 431 in Owensboro (19 intersections), US 460 in West Liberty (3 intersections) and US 62X in Maysville (4 intersections). URS continued this work with a renew contract from 2010-13, and have received 3 new letter agreements including: 3 signal systems in Paducah totaling 28 intersections evaluated, the downtown Covington area was evaluated and retimed totalling 55 signals, and the downtown Grayson system with 6 signals on two routes.

ARRA Traffic Signal Retiming, Louisville Metro Government (2010-2012): The study area includes Dixie Highway (US 31W), Bardstown Road (US 31E) and Fern Valley Road (KY 1737) totaling 67 intersections. Routes vary from 35,000 to 55,000 vehicles per day. This project involved an extensive data collection effort, development of new signal timing, signal programming using TransPHAT and Centrax, and field implementation. URS utilized a Bluetooth base data collection system to analyze the before and post implementation travel times in each corridor.



Daniel E. Shamo, PE

Senior ITS Engineer, Technical Review

Education

BS/1971/Civil Engineering/Purdue University

Registration/Certification

1975/ Professional Engineer/ Indiana/No. 600161165

Areas of Expertise

Transportation Engineering and Project Management

Years of Experience

With URS: 14 Years
With Other Firms: 29 Years

Mr. Shamo has an extensive background in transportation engineering and project management. His areas of expertise include Intelligent Transportation Systems (ITS) and Traffic Operations. His experience includes establishing the current Intelligent Transportation System (ITS) initiatives for the Indiana Department of Transportation.

Experience Relevant to this project:

Columbus, IN ITS Architecture: Dan led the project which created the ITS Architecture for the Columbus Indiana area (Bartholomew County). This work provided a basis for the ITS planning initiatives in this forward looking MPO.

ConOps Development Lead, I-94 ITS Program for the Michigan DOT: To support the systems engineering effort for Southwest Michigan, Dan led the development of a Concept of Operations for the stakeholders who manage or respond to incidents on I-94 in Michigan. This work entailed an extensive outreach program to identify the ITS needs of the stakeholders in their current and planned roles. Over a series of gatherings, consensus was reached on how these agencies could collaborate as they developed their ITS operational strategies. This ConOps was maintained in compliance with the Michigan ITS Architecture.

Illinois Statewide Architecture: Dan helped create the Statewide ITS Architecture for the State of Illinois. This work involved a substantial amount of consensus building and outreach to a wide variety of stakeholders.



Amanda J. Beiting, EIT

Graduate Traffic Engineer

Education

BS/2013/Civil Engineering/ University of Cincinnati

AAS/2009/Civil Engineering Technology—Surveying/
Cincinnati State Technical and Community College

Areas of Expertise

Data Collection
CADD Design

Years of Experience

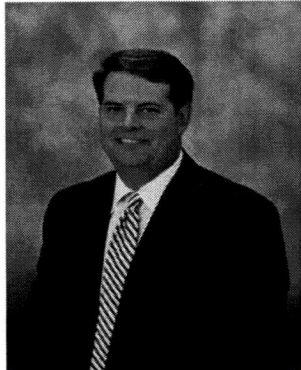
With URS: 5.5 Years

Ms. Beiting is a senior in the Civil Engineering Program at the University of Cincinnati. Previously, she completed an Associates degree program in Civil Engineering Technology – Surveying at Cincinnati State Technical and Community College. She has worked with URS in the Traffic Department for over five years. She's involved in both office and field work.

Experience Relevant to this project:

Lexington Signal Retiming Project, Lexington Fayette County Urban Government: Graduate Engineer for this traffic operations project involving 35 intersections on four of Lexington's major arterial routes. A minimum of 12 unique coordinated timing plans were developed for weekdays and weekends. The timing plans were based on over 800 hours of traffic data collected for the project. URS was responsible for working in the Lexington Traffic Management Center to program and download signal timing to local controllers and well as provide field support to adjust the timing. Final project results indicated a benefit/cost ratio on each route ranging from 35:1 to 69:1 when considering fuel and delay (time) savings for motorists.

District 7 Traffic Engineering Services, Kentucky Transportation Cabinet (2007-present): Co-op providing staff augmentation to the KYTC District 7 Office (Lexington Area). Contractual duties include performing signal warrant studies, speed studies, performing signal installation inspections, managing 15 closed loop signal systems. In the first year of the contract URS has studied over 100 intersections.



Eddie Mesta, PE

EDUCATION

- University of Kentucky, B.S. Civil Engineering (1995)

EXPERIENCE - 18 YEARS

PROFESSIONAL REGISTRATIONS

- PE - KY 22048
- PE - IN 10200289
- PE - TN 00107842

SPECIALIZED TRAINING

- KYTC Traffic Impact Study Training
- PSMJ Project Managers Bootcamp
- Kentuckians for Better Transportation (KBT) Conference 2014
- KYTC Basic Traffic Engineering Design Course
- KYTC Partnering Conference
- LPA Project Guide Training
- KSPE Annual Conference 2014
- Design Streets for Pedestrian and Bicycle Training
- Detention Ponds and Urban Hydrology Training
- SED-CAD4 Training

Eddie Mesta will be providing assistance with the public involvement component of this project. As Vice President of Integrated Engineering he has gained a significant amount of utility coordination and community involvement experience over the last 15 years in working with public infrastructure projects.

RELATED EXPERIENCE

Tates Creek Road Sidewalk Project (LFUCG), Lexington, KY – Project Manager for the site/civil engineering, surveying and streetscape layout for the design of over 16,000 linear feet sidewalks for both sides of Tates Creek Road from inside of Alumni Drive outbound to the Lansdowne Shoppes area. The design followed state and federal Local Public Agency (LPA) guidelines. Significant coordination was made with utility companies for the numerous relocations that were needed to retrofit the sidewalk into the existing infrastructure. Another key component of the project was overseeing the public involvement initiative which included meetings with key stakeholders, individual property owner meetings, and one overall public meeting. Coordination with LEXTRAN was also a key planning component in determining the optimal bus shelter locations.

New Circle Road N.E. Scoping Study, Lexington, KY - Served as Project Engineer in the scoping study for the 6 mile signalized portion of the New Circle Road N.E. corridor for the Kentucky Transportation Cabinet. Experience included helping facilitate numerous focus group and public meetings throughout the duration of the project. The results of the study produced various design alternatives with preliminary construction cost estimates. The Lexington Area MPO also participated in this study. Involvement also included participating in presentations to the Lexington-Fayette Urban County Council.

Lexington-Fayette Urban County Government (LFUCG) Capacity Assurance Program (CAP), Lexington, KY - Assisted LFUCG on its Capacity Assurance Task Force to determine how future sanitary sewer credits and tap on procedures will be administered for conformance with the Consent Decree. Responsibilities include providing due diligence and assistance in facilitating bi-weekly task force meetings, which consists of LFUCG Council Members and local stakeholders.

Lexington-Fayette Urban County Government (LFUCG) Redistricting Committee, Lexington, KY – Volunteered as one of twelve district representatives for LFUCG's Redistricting Committee. Responsibilities included attending bi-weekly meetings throughout the four month process to redistrict the twelve (12) council districts in accordance with the rules and provisions established in with LFUCG and KRS ordinances. 2010 census data and future planning and growth projections were the primary sources of data for the determination of the council districts that were established for the next 10 years.

**DIRECTOR, DIVISION OF CENTRAL PURCHASING
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**

Notice of requirement for Affirmative Action to ensure Equal Employment Opportunities and Disadvantaged Business Enterprises (DBE) Contract participation. Disadvantaged Business Enterprises (DBE) consists of Minority-Owned Business Enterprises (MBE) and Woman-Owned Business Enterprises (WBE).

The Lexington-Fayette Urban County Government has set a goal that not less than ten percent (10%) of the total value of this Contract be subcontracted to Disadvantaged Business Enterprises, which is made up of MBEs and WBEs. The goal for the utilization of Disadvantaged Business Enterprises as subcontractors is a recommended goal. Contractor(s) who fail to meet such goal will be expected to provide written explanations to the Director of the Division of Purchasing of efforts they have made to accomplish the recommended goal, and the extent to which they are successful in accomplishing the recommended goal will be a consideration in the procurement process. Depending on the funding source, other DBE goals may apply.

For assistance in locating Disadvantaged Business Enterprises Subcontractors contact:

Marilyn Clark, Division of Central Purchasing
Lexington-Fayette Urban County Government
200 East Main Street, 3rd Floor, Room 338
Lexington, Kentucky 40507
mclark@lexingtonky.gov

Firm Submitting Proposal: URS Corporation

Complete Address: 525 Vine Street, Suite 1800, Cincinnati, OH 45202
Street City Zip

Contact Name: Paul A. Slone, PE, PTOE Title: Transportation Department Manager

Telephone Number: 513.651.3440 Fax Number: 1.877.660.7727

Email address: Paul.slone@urs.com

EQUAL OPPORTUNITY AGREEMENT

The Law

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

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

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

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

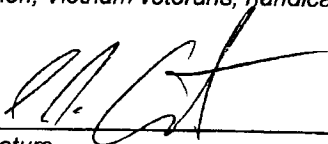
The Lexington-Fayette Urban County Government practices Equal Opportunity in recruiting, hiring and promoting. It is the Government's intent to affirmatively provide employment opportunities for those individuals who have previously not been allowed to enter into the mainstream of society. Because of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

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

Bidders

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

Signature



URS Corporation

Name of Business

AFFIDAVIT

Comes the Affiant, Glenn I. Armstrong, PE, and after being first duly sworn, states under penalty of perjury as follows:

1. His/her name is Glenn I. Armstrong, PE and he/she is the individual submitting the proposal or is the authorized representative of URS Corporation, the entity submitting the proposal (hereinafter referred to as "Proposer").
2. Proposer will pay all taxes and fees, which are owed to the Lexington-Fayette Urban County Government at the time the proposal is submitted, prior to award of the contract and will maintain a "current" status in regard to those taxes and fees during the life of the contract.
3. Proposer will obtain a Lexington-Fayette Urban County Government business license, if applicable, prior to award of the contract.
4. Proposer has authorized the Division of Central Purchasing to verify the above-mentioned information with the Division of Revenue and to disclose to the Urban County Council that taxes and/or fees are delinquent or that a business license has not been obtained.
5. Proposer has not knowingly violated any provision of the campaign finance laws of the Commonwealth of Kentucky within the past five (5) years and the award of a contract to the Proposer will not violate any provision of the campaign finance laws of the Commonwealth.
6. Proposer has not knowingly violated any provision of Chapter 25 of the Lexington-Fayette Urban County Government Code of Ordinances, known as "Ethics Act."

Continued on next page

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

Further, Affiant sayeth naught.

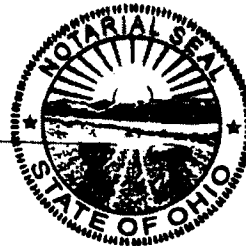

Glenn I. Armstrong, PE

STATE OF OHIO

COUNTY OF HAMILTON

The foregoing instrument was subscribed, sworn to and acknowledged before me
by GLENN I. ARMSTRONG, PE on this the 21st day
of July, ^{2014 ~~210~~} 2013.

My Commission expires: 12-22-2016



Becky L. Book
Notary Public, State of Ohio
My Commission Expires 12-22-2016


NOTARY PUBLIC, STATE AT LARGE

WORKFORCE ANALYSIS FORM

Name of Organization: URS Corporation

Date: 07 / 18 / 2014

Categories	Total	White		Latino		Black		Other		Total	
		M	F	M	F	M	F	M	F	M	F
Administrators	111	86	10	7	1	2	0	4	1	99	12
Professionals	6,398	3,363	1,688	212	139	102	88	524	282	4,021	2,197
Superintendents	0	0	0	0	0	0	0	0	0	0	0
Supervisors	2,273	1,579	397	71	23	32	13	127	31	1,809	464
Foremen	0	0	0	0	0	0	0	0	0	0	0
Technicians	2,052	1,310	313	121	31	81	29	123	44	1,635	417
Protective Service	0	0	0	0	0	0	0	0	0	0	0
Para-Professionals	0	0	0	0	0	0	0	0	0	0	0
Office/Clerical	851	60	525	16	75	14	90	12	59	102	749
Skilled Craft	0	0	0	0	0	0	0	0	0	0	0
Service/Maintenance	146	61	2	63	0	12	0	8	0	144	2
Total:	11,831	6,459	2,935	490	269	243	220	798	417	7,990	3,841

Prepared by: Margaret R. Yocom, Sr. Marketing Coordinator

Name & Title



LFUCG MWDBE PARTICIPATION FORM
Bid/RFP/Quote Reference # RFP #37-2014

The MWDBE subcontractors listed have agreed to participate on this Bid/RFP/Quote. If any substitution is made or the total value of the work is changed prior to or after the job is in progress, it is understood that those substitutions must be submitted to Central Purchasing for approval immediately.

MWDBE Company, Name, Address, Phone, Email	Work to be Performed	Total Dollar Value of the Work	% Value of Total Contract
1. Integrated Engineering 166 Prosperous Place; Suite 220 Lexington, KY 40509 Phone (859) 368 – 0145 Fax (859) 904 – 1538	Public Meeting Support and Services	TBD	10-15%
2.			
3.			
4.			

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

URS Corporation

Company

July 25, 2014

Date

Company Representative

Paul A. Slone, PE, PTOE

Transportation Department Manager

Title



LFUCG MWDBE SUBSTITUTION FORM
Bid/RFP/Quote Reference # RFP #37-2014

The substituted MWDBE 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 Central Purchasing 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.

SUBSTITUTED MWDBE Company Name, Address, Phone, Email	MWDBE 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.

URS Corporation

Company

July 25, 2014

Date

Company Representative

Paul A. Slone, PE, PTOE

Transportation Department Manager

Title



MWDBE QUOTE SUMMARY FORM

Bid/RFP/Quote Reference # RFP #37-2014

The undersigned acknowledges that the minority subcontractors listed on this form did submit a quote to participate on this project.

Company Name URS Corporation	Contact Person Paul A. Slone, PE, PTOE
Address/Phone/Email	Bid Package / Bid Date

MWDBE Company Address	Contact Person	Contact Information (work phone, Email, cell)	Date Contacted	Services to be performed	Method of Communication (email, phone meeting, ad, event etc)	Total dollars \$\$ Do Not Leave Blank (Attach Documentation)	MBE * AA HA AS NA Female

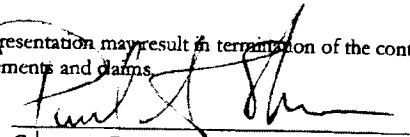
(MBE designation / AA=African American / HA= Hispanic American/AS = Asian American/Pacific Islander/ NA= Native American)

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

URS Corporation

 Company
 July 25, 2014

 Date



 Company Representative
 Paul A. Slone, PE, PTOE
 Transportation Department Manager

 Title



LFUCG SUBCONTRACTOR MONTHLY PAYMENT REPORT

The LFUCG has a 10% goal plan adopted by city council to increase the participation of minority and women owned businesses in the procurement process. In order to measure that goal LFUCG will track spending with MWDBE vendors on a monthly basis. By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentation may result in termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims. Please submit this form monthly to the Division of Central Purchasing/ 200 East Main Street / Room 338 / Lexington, KY 40507.

Bid/RFP/Quote # RFP #37-2014

Total Contract Amount Awarded to Prime Contractor for this Project _____

Project Name/ Contract # RFP #37-2014	Work Period/ From: _____ To: _____
Company Name: URS Corporation	Address: _____
Federal Tax ID: _____	Contact Person: Paul A. Slone, PE, PTOE

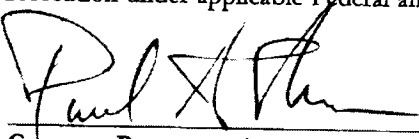
Subcontractor Vendor ID (name, address, phone, email)	Description of Work	Total Subcontract Amount	% of Total Contract Awarded to Prime for this Project	Total Amount Paid for this Period	Purchase Order number for subcontractor work (please attach PO)	Scheduled Project Start Date	Scheduled Project End Date

By the signature below of an authorized company representative, you certify that the information is correct, and that each of the representations set forth below is true. Any misrepresentations may result in the termination of the contract and/or prosecution under applicable Federal and State laws concerning false statements and false claims.

URS Corporation

Company
 July 25, 2014

Date



Company Representative
 Paul A. Slone, PE, PTOE
 Transportation Department Manager

Title

LFUCG STATEMENT OF GOOD FAITH EFFORTS

Bid/RFP/Quote # RFP #37-2014

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

- Advertised opportunities to participate in the contract in at least two (2) publications of general circulation media; trade and professional association publications; small and minority business or trade publications; and publications or trades targeting minority, women and disadvantaged businesses not less than fifteen (15) days prior to the deadline for submission of bids to allow MWDBE firms to participate.
- Included documentation of advertising in the above publications with the bidders good faith efforts package
- Attended LFUCG Central Purchasing Economic Inclusion Outreach event
- Attended pre-bid meetings that were scheduled by LFUCG to inform MWDBEs of subcontracting opportunities
- Sponsored Economic Inclusion event to provide networking opportunities for prime contractors and MWDBE firms
- Requested a list of MWDBE subcontractors or suppliers from LFUCG Economic Engine and showed evidence of contacting the companies on the list(s).
- Contacted organizations that work with MWDBE companies for assistance in finding certified MWDBE firms to work on this project. Those contacted and their responses should be a part of the bidder's good faith efforts documentation.
- Sent written notices, by certified mail, email or facsimile, to qualified, certified MWDBEs soliciting their participation in the contract not less than seven (7) days prior to the deadline for submission of bids to allow them to participate effectively.
- Followed up initial solicitations by contacting MWDBEs to determine their level of interest.
- Provided the interested MWDBE firm with adequate and timely information about the plans, specifications, and requirements of the contract.
- Selected portions of the work to be performed by MWDBE firms in order to increase the likelihood of meeting the contract goals. This includes, where appropriate, breaking out contract work items into economically feasible

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

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

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

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

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

Made efforts to expand the search for MWBE firms beyond the usual geographic boundaries.

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

Failure to submit any of the documentation requested in this section may be cause for rejection of bid. Bidders may include any other documentation deemed relevant to this requirement. Documentation of Good Faith Efforts are to be submitted with the Bid, if the participation Goal is not met.

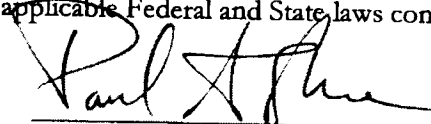
The undersigned acknowledges that all information is accurate. Any misrepresentations may result in termination of the contract and/or be subject to applicable Federal and State laws concerning false statements and claims.

URS Corporation

Company

July 25, 2014

Date



Company Representative

Paul A. Slone, PE, PTOE

Transportation Department Manager

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, 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.

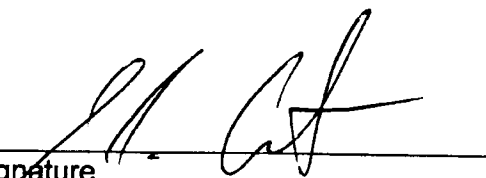
B. At Will Termination

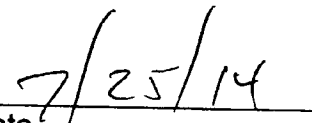
Notwithstanding the above provisions, the LFUCG may terminate this contract at will in accordance with the law upon providing thirty (30) days written notice of that intent, Payment for services or goods received prior to termination shall be made by the LFUCG provided these goods or services were provided 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.


Signature


Date

Paul A. Slone, PE, PTOE

513.419.3456

paul.slone@urs.com

URS

FEDERAL

OIL & GAS

INFRASTRUCTURE

POWER

INDUSTRIAL

URS Corporation is a leading provider of engineering, construction and technical services for public agencies and private sector companies worldwide. We offer a full range of program management; planning, design and engineering; systems engineering and technical assistance; information technology; construction and construction management; operations and maintenance; and decommissioning and closure services for federal, oil and gas, infrastructure, power and industrial projects.

URS CORPORATION
525 Vine Street, Suite 1800
Cincinnati, Ohio 45202

Tel: 513.651.3440

www.urs.com

URS CORPORATION

**2014 AFFIRMATIVE
ACTION PROGRAM**

**Cincinnati, OH
45202**

The narrative information contained in this affirmative action program is proprietary information. No changes or reproduction of materials herein should be made without express written consent of URS Corporation.

URS CORPORATION

**525 VINE STREET
SUITE 1800
CINCINNATI, OH 45202**

**EQUAL EMPLOYMENT OPPORTUNITY
AFFIRMATIVE ACTION PROGRAMS**

2014

Approved by: _____

Mary Sax
RBU Human Resources Manager

**EQUAL EMPLOYMENT OPPORTUNITY
AFFIRMATIVE ACTION PROGRAM (AAP)**

OF

**URS CORPORATION
CINCINNATI, OH (CINCI)**

Federal Identification Number:	94-1716908
Inclusive Dates of the AAP:	JANUARY 1, 2014 – DECEMBER 31, 2014
Employee Responsible for Program Implementation:	MARY SAX
Title:	RBU HUMAN RESOURCES MANAGER
Telephone:	(216) 622-2319
Name/Address of Facility:	URS CORPORATION 525 VINE STREET SUITE 1800 CINCINNATI, OH 45202
Facility Chief Executive Officer:	DAWN REPLOGLE
Title:	OFFICE MANAGER
Telephone:	() -
Facility EEO Coordinator:	ERIN EMMER
Title:	EMPLOYMENT COUNSEL
Telephone:	(415) 774-2700

**EQUAL EMPLOYMENT OPPORTUNITY
AFFIRMATIVE ACTION PROGRAM
OF
URS CORPORATION
525 VINE STREET
SUITE 1800
CINCINNATI, OH 45202**

JANUARY 1, 2014 - DECEMBER 31, 2014

VOLUME 1

PROGRAM NARRATIVES

NOTICE: This material contains confidential and privileged commercial/financial information or proprietary trade secrets not generally available to the general public. Disclosure will be harmful to URS Corporation's competitive position.

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