

NOTICE OF MEETING



CITY OF BRANSON

CAPITAL IMPROVEMENT COMMITTEE

Committee Meeting – Thursday, February 18, 2016 – 10:00 a.m.
Municipal Court Room – Branson City Hall – 110 W. Maddux

AGENDA

- 1) Call to Order.
- 2) Roll Call.
- 3) Discussion of Consultant Selection Downtown Streetscape Phase III.
[Memo] [Cochran] [Great River] [Horner & Shifrin] [McClelland]
[Olsson] [Schultz] [TranSystems] [Veterans – Bond Letter]
- 4) Adjourn.

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Lisa Westfall, City Clerk, 417-337-8522

To: Capital Improvements Committee
FROM: David Miller, City Engineer
DATE: February 10, 2016
SUBJ: Engineer Selection for the Downtown Streetscape Phase III design

At the February 4, 2016 Capital Improvements Committee meeting, staff explained that the engineer selection for the Downtown Streetscape Phase III project was needing to be expedited. The committee selected February 18th as the meeting date to discuss the proposals and make a recommendation as to which firm to select for the project. This memo is intended to summarize the staff review of the proposals received. If you need additional information, please let me know.

The Request for Proposals (RFP) was sent to all firms on file with the city that listed “streetscape experience” in their qualifications. The RFP was structured in the format that Branson always uses which is to retain a design firm based on qualifications and that firm then prepares the construction plans. The next step after that is that the project is advertised for bid and contractors are selected based on lowest & best price. Proposals were received from seven design firms as follows:

GRE	TranSystems
Olsson	Cochran
MCE	SSE & Yung
Horner & Shifrin	

Of particular interest is the last proposal on the list, from SSE & Yung. Their proposal varied from the city’s standard procedure. Instead of proposing to provide the design only, this team proposed to provide a design/build option. This alternative may be what the committee ultimately chooses for this project, but, to fairly evaluate the proposals, the one from SSE & Yung was separated and evaluated independently as shown below. A further analysis of their proposal is at the end of this memo in the section on staff evaluation comments.

The criteria used to evaluate the options were (in order of importance):

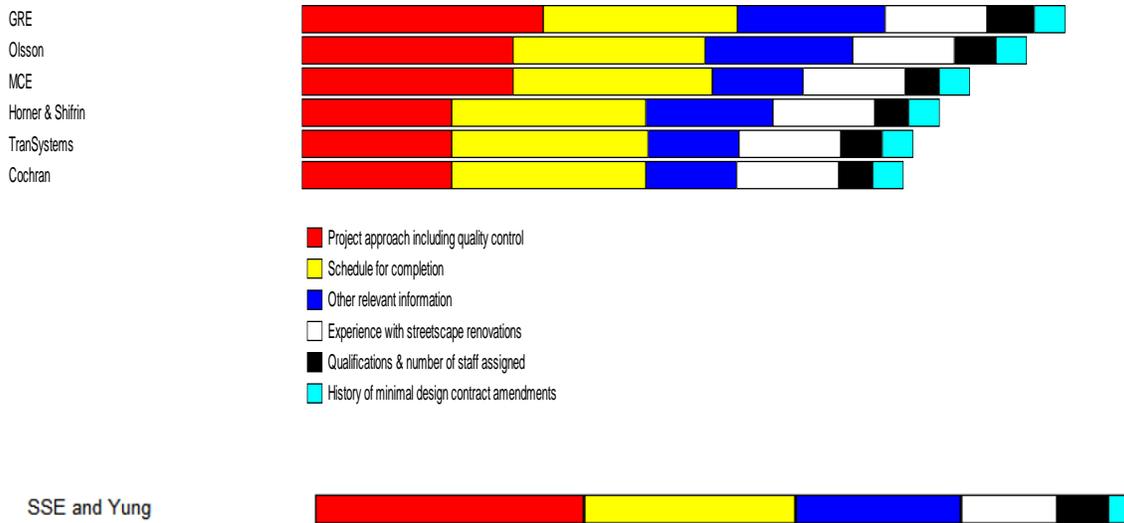
- Project approach including quality control - High
- Schedule for completion - High
- Other relevant information - Medium
- Experience with streetscape renovations - Medium
- Qualifications & number of staff assigned - Low
- History of minimal design contract amendments - Low

The question of "Engineer Selection for Downtown Phase III" was evaluated by means of a decision table.

	Project approach including quality control						
	Schedule for completion		Other relevant information			Experience with streetscape renovations	
					Qualifications & number of staff assigned		History of minimal design contract
							Summary
GRE	Excellent	Excellent	Excellent	Excellent	Good	Excellent	Excellent
Olsson	Good	Excellent	Excellent	Excellent	Good	Excellent	Excellent
MCE	Good	Excellent	Good	Excellent	Good	Excellent	Good
Horner & Shifrin	Good	Excellent	Good	Excellent	Good	Excellent	Good
TranSystems	Good	Excellent	Good	Excellent	Good	Excellent	Good
Cochran	Good	Excellent	Good	Excellent	Good	Excellent	Good

SSE and Yung	Excellent	Excellent	Excellent	Excellent	Good	Excellent	Excellent
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Relative strengths of the various choices in each of the factors is illustrated in the following graph:



All of the firms had demonstrated experience with streetscape projects and would be qualified to provide the desired design work. The qualifications of all the firms were similar and the staff each firm assigned to this project are all very experienced. The schedule for completion of the design was also very similar with most being sometime in November 2016 which should allow the project construction to start in early 2017. (MCE did have the earliest anticipated date for completion of September 21st). The history of

completing project designs with minimal amendments were also relatively similar. The decision came down to the project approach and other relevant information provided.

The staff's recommendation, as is apparent from the above charts, is to recommend GRE for the design work. Olsson was a close second place and either firm would do a great job especially with the extra emphasis on public input.

The design/build proposal from SSE & Yung is extremely appealing. More detail about this option is described below in the paragraph on SSE & Yung. Staff is now obtaining a legal opinion as to the ability to use this method of project delivery since it varied so greatly from the RFP. If the committee desires it use this approach, there are several options: (1) Recommend SSE & Yung provide the design/build approach subject to approval from the city's legal staff and should staff determine that the response to the RFP was not appropriate, the committee could choose one of the other firms be selected and follow the normal design process (2) Recommend the city utilize the design/build approach and if it can be SSE & Yung, that would be the recommendation and if the legal staff determines that a new RFP be solicited for design/build proposals, then those proposals would be brought to a future committee meeting for a selection recommendation or (3) recommend one of the other firms besides SSE & Yung and proceed with the design contract.

In the past, the Capital Improvements Committee has found it helpful to understand some of the thought process that staff used during the proposal reviews. The information is provided below for the firms. This is not intended to influence the committee's decision and individual reviews, but simply to provide some additional information.

As the proposals were reviewed, if the firm discussed, or at least mentioned, any issues or topics that pertain to the proposed project, it was assumed to show that they were interested in the project enough to make some effort to familiarize themselves with the details. That interest in the project is anticipated to relate directly to the firm's enthusiasm to do the design work and thereby produce a better outcome for the city. If a proposal had little detail it is more likely simply a "cookbook" proposal that is generic that the firm may use for multiple projects. A generic proposal takes much less effort and could mean less willingness to excel in the design process. When a proposal contains inaccurate details, such as believing that this project had any involvement by MoDOT, then it may confirm the lack of effort in becoming familiar with what the project entails.

GRE – This firm is in Springfield. They say that that their proximity to Branson means that their entire team spends multiple weekends in Branson and are familiar with the project. They had a chart showing specific availability of every team member. They confirm that public involvement is a major portion of the project and that they will interview each business owner. This will be the first and foremost effort and be done immediately and not later in the design work as suggested by the other firms. They will also conduit business leader involvement meetings. This effort along with their stated goal to gain buy-in and adjust the design are the main reasons this firm was rated highest by staff. They will also hold public meetings and even do an on-line questionnaire which will further help to get property owner buy-in. They suggested a full scale mock-up model be constructed to show the public the look of the sidewalks and parking space sizes. Ultimately, this may prove to be impractical but it was an innovative way to better explain

the concept design to the citizens. Their proposal mentioned the need to evaluate the structural soil and possible planters, both of which are issues that have been controversial on the current project design. They also touched on the other major issues such as business access, turning radius concerns, wooden street lights and storm water modeling. Their quality control review is done by two principals of the firm along with another private engineer.

OLSSON – This firm is in Springfield. Their project approach was well written and included touching on topics like each block of downtown being unique. They will have one of their team attend city meetings (i.e. study sessions) separate from the project specific meetings so they can be better aware of any issues that may be discussed. They will kick off their efforts with a “lessons learned” meeting with city staff to better clarify the scope of their contract. Establishing design criteria, standard protocols and mitigation strategies early in the project will allow them to establish a consistent method for dealing with issues. They suggested the concept of a “visibility window” to tailor landscaping heights which were controversial on the Phase I project. They proposed to meet with property owners early in the project and continue to use the project website for better communication. They mentioned preserving the unique aspects of Commercial Street and understanding the functional uses of the alleys. The project will be explained to the public using concept layouts, 3D renderings and hand-sketch renderings. They intend to get the utility relocations done in advance of the project starting. They will have a construction company reviewing the plans for constructability. They also suggested some ideas to accelerate the work schedule such as using A+B bidding. [A+B bidding is a cost-plus-time bidding procedure. The low bidder is selected based on a combination of the traditional contract unit price items based bid (A) and the time component proposed by the bidder to complete the project (B). The time to complete the project (B) is assigned a monetary value and combined with the contract items based bid (A) to select the contractor. The bidder with the lowest overall combined bid (A+B) is awarded the contract.]

MCE – This firm is in Fayetteville, Arkansas. They acknowledge public involvement is important and during the concept phase they will meet with key stakeholders, business owners, concerned citizens, etc. To establish the project goals and visioning they will hold two workshops. Their review of the existing master plan included in-depth research with inventories of the plan’s principals to illuminate the planning issues. The final design will be dictated by the key stakeholders. Their discussion did include a couple of questionable topics such as shared access drives and dedicated bike lanes, both of which are not part of this project.

Horner & Shifrin – This firm is in Springfield although they will be teaming with a local survey firm. They also teamed with SWT Design for the landscape architectural components. They state that their task is to revisit the master plan with accurate modeling to accommodate pedestrians and large vehicles. They state that they will “engage” with existing businesses and will “work with” businesses to understand their needs and will “work to resolve” issues. This public engagement process was less detailed than the higher rated firms. They also suggested the A+B bidding option. Their quality control checks will be by an engineer not directly related to the project. Interestingly, the project liaison assigned to this project is extremely qualified in municipal wastewater treatment design but streetscape projects weren’t listed in his biography.

TranSystems – This firm is in Joplin. The firm does specialize in transportation projects. They state the importance of improving public perceptions so the project can be deemed successful. They plan to do a concept phase and then create displays to better inform the public. Their planning team is heavy in engineering which they say will eliminate problems with concept development produced by landscape architects not being practical to construct. Their efforts envision on-site meetings with property owners at the completion of the concept design. They had several ideas for addressing contractor delays such as liquidated damages for specific tasks, penalties for actual damages and a graduated retainage method.

Cochran –This firm is in Camdenton. They state that they understand there “may be” elements in the master plan that the city “might like” to change and it “would be prudent” to discuss current city details. They will derive a Design Study with alternatives for the first public meeting. Their open house style public meeting is where they will solicit business owner input. Some items in their proposals that resulted in the staff 6th place ranking is: (1) the project engineers primary role is to prepare the required MoDOT documents which is not a component of this project since it is 100% city streets (2) the property corners and construction easements will be surveyed and located but in the downtown area the city right-of-way is the front of the buildings so this effort is not necessary (3) to minimize disruptions to traffic during construction their solution was to specify that the contractor provide a work schedule which is a normal component of all construction contracts and (4) they mention that they have specialized accounting software to insure their own billing which did not seem important enough to warrant inclusion in their proposal.

SSE & Yung – This firm is in Branson. As mentioned above, this proposal suggests a Design-Build approach. Under this approach, their team would be hired to provide the design AND construction of the project. This type of project delivery method is becoming more common although the City of Branson has not used it on any major projects. It would allow all aspects of the project to be centrally controlled by their firm and field changes can be made quickly at no cost to the city. Their proposal mentions that they used the design-build approach in Joplin after the tornado to expedite the construction of the needed athletic fields. Their plan would be to split the adjoining businesses into four work groups and then meet with all the merchants, one-on-one, to create a landscaping plan specific to their block. The sections will then be combined and they will hold a public meeting to explain the whole project. By mid-November they will transition to “build” mode and start ordering construction materials in December. Instead of splitting the design and construction into two separate contracts, with the engineer leading the streetscape effort from the outset, they can have the project done by Memorial Day 2017. Obviously, the advantage is the expedited completion. There is a benefit to having a central point of contact for issues that arise allowing them to be quickly resolved because the designer and contractor are on the same team. There is also the advantage of having the consultant being responsible instead of the city staff which has multiple other projects and commitments that can cause staff to be detracted to other priorities. The disadvantage is that there is some loss of “control” because the design-build team only has to meet the established goals of the project and if something arises that is not a part of the goals, it is not their responsibility to resolve it.

City of Branson

Request for Qualifications – Engineering Services

February 5, 2016



Cochran

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CONSTRUCTION TESTING & INSPECTION
GEOTECHNICAL & ENVIRONMENTAL
CONSTRUCTION INSPECTION

www.cochraneng.com 573.525.0299

Contact – Mr. Richard Tuttle – dtuttle@cochraneng.com



February 5, 2016

City of Branson
110 West Maddux St.
Suite 310
Branson, Missouri 65616

Attn: Mr. David H. Miller, P.E.
City Engineer

Re: Request for Engineering Proposal
Downtown Branson Streetscape Project-Phase III

Dear Mr. Miller:

Cochran is pleased to submit our Proposal for the City of Branson's request dated January 14, 2016. A copy of our general Statement of Qualifications has been previously submitted to provide the City with Cochran's history and background for this and any other projects the City may pursue in the future. Cochran's goal is to provide the City of Branson with superior service and become a partner with the City for this and future projects.

We understand the importance of selecting the right team to assist the City of Branson and to meet your project needs we have assembled a proven Cochran team with over 80 years of combined experience. We believe Cochran is well qualified to complete your project with a number of projects completed, which have addressed similar needs. Examples of our recent projects are listed in this letter and our Statement of Qualifications along with great client references. **Cochran is also listed as an On-Call Engineering Firm by the Missouri Department of Transportation for roads, bridges, sidewalks, inspection and materials testing.**

Cochran brings a uniquely qualified team of architects, engineers, surveyors, designers, and administrative personnel to the City of Branson. Our approach to this opportunity is to keep in mind your "**Vision**" and the future project budgets and schedules.

In reviewing our proposal, we offer the following reasons why Cochran is the right choice:

1. **Our ability to start immediately and flexibility to work within the City's budget to provide a project that meets the City's goals.**
2. **Our record of accomplishment and experience of working with over 150 municipal communities on over 4000 projects, which includes numerous downtown streetscape projects. Our repeat business with these clients proves our ability to provide quality service at a reasonable cost.**
3. **Our track record of similar projects completed on time and within budget.**
4. **The depth and diversity of our Team's experience proposed for the City of Branson.**

The City of Branson is important to Cochran! We offer the strength of our people, our desire to continue to form a long-term relationship and a strong depth of engineering experience. We appreciate the opportunity to submit our Proposal for this project. After reviewing our letter and Statement of Qualifications, we would appreciate the opportunity to meet with you to discuss our qualifications in further detail. Please feel free to contact me at 573.525.0299 if you have any questions or require further information. Thank you for your consideration and we look forward to talking with you.

Sincerely,

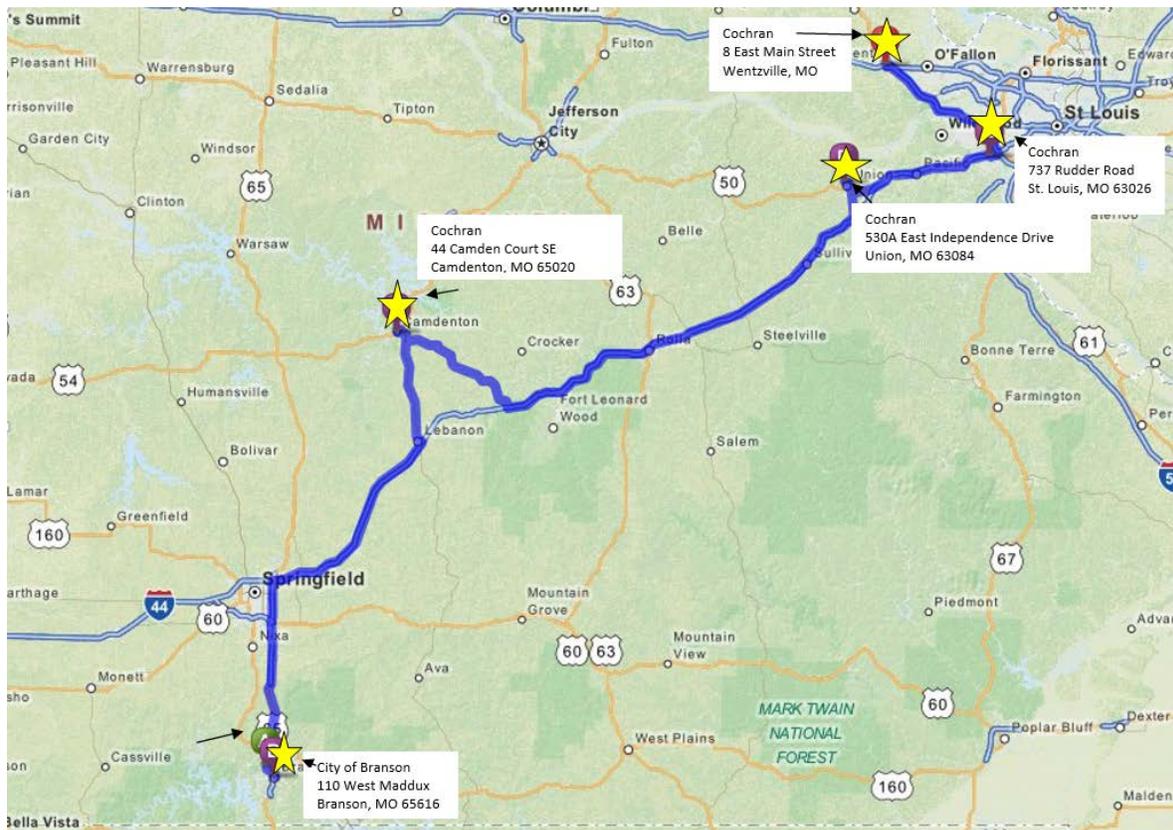
Richard J. Tuttle, P.E.
Vice President

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Proximity and Office Locations -

With four offices across the state of Missouri, Cochran is prepared and capable of providing the needed resources to complete your Phase III Downtown Branson Streetscape Project your schedule.



8 East Main Street
Wentzville, Missouri 63385
Telephone: 636-332-4574
Fax: 636-327-0760

530A East Independence Drive
Union, Missouri 63084
Telephone: 636-584-0540
Fax: 636-584-0512

44 Camden Court SE
Camdenton, MO 65020
Telephone: 573-525-0299
Fax: 573-525-0298

737 Rudder Road
Fenton, Missouri 63026
Telephone: 314-842-4033
Fax: 314-842-5957

City of Branson

Statement of Qualifications – Professional Engineering Services

Key Personnel -With over 80+ professional and four offices across the state of Missouri, Cochran is prepared to assign the following team to your projects. Our assigned team to the Phase III Streetscape project will include - **2 - Principal Civil Professional Engineers / 1 - Civil Professional Engineer Project Manager / 2 - Professional Land Surveyors (PLS) / 2 - Land Surveyor Technicians / 3 - CAD Technicians / 2 - EIT designer engineers**

Principal-In-Charge and Project Coordination - Richard J. Tuttle, P. E. - Mr. Richard J. Tuttle, P.E. is a Principal & Vice President of Cochran and has overall responsibility for the Camdenton office and team. Mr. Tuttle will provide quality control/assurance for the project approach, schedule cost and budget. Mr. Tuttle served as City Engineer for the Village of Royal Palm Beach, Florida. He was responsible for all Capital improvements, review & approval of all new development as well as managing the Public Works & Utilities Departments. Mr. Tuttle was also responsible for all Capital improvements for utilities and all utility development review at Shreveport, Louisiana. Mr. Tuttle is a 1977 graduate of the University of Lowell with a Bachelor's degree in Civil Engineering. He is registered as a Professional Engineer in Missouri, Florida and Louisiana.

Technical Project Manager - David Christensen, P.E., MPPA - Principal & Vice President -

Mr. Christensen has overall responsible for the St. Louis, Missouri office, and provides oversight of Cochran's Transportation Division. David brings over 22 years of civil engineering experience, which includes over 100 transportation and 30 streetscape projects. His experience includes working as an inspector for MODot/Missouri Highway & Transportation Division, Assistant City Engineer of Clayton, Missouri, and Deputy Director of Public Works, City of Clayton, Missouri, and Director of Public Work/City Engineer Clayton, Missouri. Mr. Christensen holds a Master of Science, Public Policy Administration from the University of Missouri, and is a registered Professional Engineer in Missouri. Dave is considered by our clients as an expert in transportation and streetscape projects.

Project Manager - Tary Todd, P.E. - Mr. Todd is the Director of Road and Bridge Design for Cochran. Mr. Todd will be responsible for the technical work and overall design production. Mr. Todd has over twenty five years of experience designing roadways and storm sewer systems located throughout Missouri. Tary has been involved with the design, management and construction of numerous roadway rehabilitation / streetscape and bridge replacement projects, specifically: roadway rehabilitation / streetscape - 30+ projects, Off-System - 33 bridges; On-System - 5 bridges; County/Private - 64 bridges. Mr. Todd is a 1985 graduate and holds a Bachelor of Science, Civil Engineering from the University of Missouri - Columbia. Tary is considered by our clients as an expert in transportation and streetscape projects.

Project Engineer - Mike Spaulding - Mr. Spaulding is a senior transportation design engineer and project manager. Mr. Spaulding has over 15 years' experience with federal aid projects and ADA code compliance. Mr. Spaulding's primary role will be to prepare the project manual with all of the required MoDOT documents for PS&E approval and assure ADA compliance with the design. Federal aid project design and construction experience - 25+ projects. Mr. Spaulding holds a Bachelor of Science, Civil Engineering, from the University Of Missouri Science & Technology.

Project Designer - Mr. Erik A. Howell, E.I.T. -Mr. Erik A. Howell, E.I.T. is a Project Designer for Cochran in the Camdenton office. Joining Cochran in 2014, Eric is a 2014 graduate from the University of Missouri - Columbia with a Bachelor's degree in Civil Engineering. He is a registered Engineer in Training in the state of Missouri.

Geotechnical Investigation - Ms. Karen L. Albert, P.E., -Ms. Albert is a graduate of Missouri University of Science & Technology earning a Bachelor of Science in 1992, and a Master of Science degree in 1992. Ms. Albert brings over 18 years of experience in various geotechnical and environmental projects from conception to completion. Field experience includes geotechnical and environmental sampling and logging, compaction testing, and bearing surface observation of shallow foundations on rock and soil, pile inspection of rock or soil bearing strata and concrete quality control. As Geotechnical Project Manager, she will be responsible for providing all geotechnical, environmental and jurisdictional services as needed. OSHA 40CFR 1910.120, Hazardous Waste Training Course ACI Concrete Field Testing Technician - Grade 1.

Survey - Mr. Tim Van Leer, P.L.S. - Mr. Van Leer will serve as the Survey Manager for this project and brings over 10 years of experience. As Manager of Cochran's survey department and he will be responsible for coordinating and scheduling the surveys and base map preparation. His surveying experience specifically includes performance and supervision of topographic, hydraulic, boundary, right-of-way, and construction staking. Mr. Van Leer served as surveyor for all of the projects listed in this submittal. Mr. Van Leer is a 2002 graduate and holds an Associate of Applied Science in Drafting and Design from East Central College.



City of Branson
Statement of Qualifications - Professional Engineering Services

Proposed Project Schedule

Upon Notice to Proceed Cochran plans to complete the project as follows:



Ability to Meet Schedule

Cochran has grown from a firm of 4 people to its present day size of approximately 80+ employees. This growth has occurred due to the dedication of Cochran and its employees to providing a high quality product for a reasonable price while meeting the time frame as agreed upon with its clientele. Cochran is very capable of committing many highly qualified staff to a project of virtually any size insuring the schedule will be maintained.

A key to ensuring success is regular communication and teamwork. Every current project is reviewed by a panel of in-house consultants on a weekly basis to ensure that schedules, budgets, and quality design are maintained. These schedules will be reviewed with the client to determine that the needs for a particular project are met.

All projects have a lead manager responsible for setting up and maintaining the schedule, budget, and correspondence of each project. Intense client coordination occurs during conceptual plans, 50% plans, 90% plans, and final bid documents, as well as continuous communication and project status reports throughout the course of the project.

Past Record of Performance

All of the below projects were delivered on time, and on budget per the contract requirements:

Client	Project	Fees	
		Original	Final
City of Union Johathon Zimmerman, P.E., City Engineer (636) 583-3600	Main Street Improvements, STP-6200(603) & 6200(606)	\$99,235	\$99,235
City of Wildwood Ryan Thomas, P.E., Public Works Director (636) 405-2041	Old Manchester Phase 2, STP- 5401(662)	\$34,890	\$34,890
City of Hillsboro Gery Marmaduke, City Administrator (636)797-3334	Business 21 Phase 2 Improvements, STP-5403(649)	\$96,198	\$96,198
City of De Soto David Dews, City Administrator (636) 586-3326	Main Street Enhancements, STP-2200(604)	\$70,378	\$70,378



City of Branson

Statement of Qualifications – Professional Engineering Services

Capacity & Capability

Currently the Cochran team is providing professional services to over 45 municipalities on over 200 projects. However, we maintain a manageable workload to meet client expectations. We constantly update our resources and team capacity. Cochran plans to make available a Professional Land Surveyor and 2 field personnel for project surveying. Cochran plans to have 2 Principal Professional Engineers available, a Professional Engineer as the Project Manager and 2 Registered Engineering Interns (EIT) as designers for this project. In addition Cochran plans to make 3 CAD Technicians available for plan preparation.

Project Approach

Our Approach to Complete the Project

Cochran project personnel assigned to the project are experienced with this type of streetscape/roadway rehabilitation project. We have completed roadway rehabilitation projects including downtown projects with streetscape elements.

Our services will consist of the necessary surveying, geotechnical services, storm water and hydraulic analysis, pavement design and sidewalk design, storm sewer design, water main and sewer main relocation and rehabilitation, street lighting design, streetscape design including proper use of street trees in order to ultimately produce a set of construction plans and specifications.

Project Kick-Off Meeting

Communication starts early with a kick-off/scoping meeting with the City to finalize the project scope and schedule. The expectations of the City of Branson can be expressed directly to the Cochran design staff regarding key issues and to outline the details of the design including vehicle types expected downtown to determine required turning radii.

This is Phase 3 of your Downtown Streetscape, and we understand that the City will have ideas and details that you prefer from your previous Phase 1 and Phase 2 projects. However, we also understand there may be elements the City would like to change. During this meeting, in order to seek cost saving strategies, we think it would be prudent to discuss current City details, and seek ways to improve them from a cost and constructability standpoint.

Existing Conditions Survey

Cochran's survey chief, Tim Van Leer, PLS, will coordinate with our lead design engineers and project managers, Dave Christensen and Tary Todd, P.E., to determine what information is needed for the existing conditions base map. We will contact Missouri One-Call to arrange for utility identification and will perform a topographic survey of the site, collecting the information needed to design the project. Cochran's quality control personnel will thoroughly field check the existing conditions to verify that all the information from the field is accurately depicted on the plans.

Existing property corners will be located and surveyed, and the existing right of way will be plotted for the surrounding parcels. This will allow us to analyze the need for temporary or permanent construction easements.

Locating Existing Utilities

Cochran will initiate contact with each utility located within the project limits, to determine the extent of their facilities in the area, and their possible effect on the proposed work. Cochran will utilize the City's GIS network and request utility base maps from each utility and review against information collected during the topographic survey. Each utility location will be assessed to determine if it lays within a private easement, or on public right-of-way.

In addition, we may need to "pot-hole" to determine whether or not rock will be an issue during the excavation activities.

Design Study - Development of Conceptual Design Alternatives

As noted above, Cochran will meet with the City regarding their expectations, key issues, and to outline the details of the design. Cochran will compare existing utilities, geometrics and existing right-of-way against the proposed horizontal and vertical alignments to develop alternatives and associated costs. Cochran utilizes Auto Turn software to insure proper turning radii for all intended vehicle use. The proposed alternatives will be conveyed to the City and together, several options will be derived in the form of a Design Study and in preparation for the first public meeting.

City of Branson

Statement of Qualifications – Professional Engineering Services

The First Open House Style Public Meeting

We will conduct an open house style public meeting to present the Phase III Street initiative, and the alternative cross sections developed in the Design Study. At this meeting, Cochran engineers will be present to answer questions regarding the topography, existing conditions, utility conflicts and right-of-way issues associated with each alternative cross section. Each option will be illustrated and we will address citizen/property owner/business owner concerns, and explain how and why the alternatives were derived. We will solicit resident and business owner input regarding the alternative cross section options. This will give residents an opportunity to ask specific questions and get specific answers regarding their concerns, questions, and input.

Development of Preferred Roadway Cross Section

Based on the input gathered at the public meeting, Cochran engineers will develop the preferred alternative and will prepare presentation material for the second open house style public meeting.

The Second Open House Style Public Meeting

A second open house to present the preferred roadway cross section and conceptual design. Cochran engineers will be present to answer any technical questions supporting the preferred roadway cross section.

Preliminary Design Plans

Upon City approval of the preferred alternative, the plans will be completed to a 50% stage and submitted to the City, with a cost estimate, for review and comment. Included in the preliminary plans will be existing conditions, locations of existing right-of-way and easement locations, proposed horizontal and vertical alignments of improvements (i.e. storm sewer, water, sewer, sidewalks, curbs, and pavement). Once comments are received back from the City, construction plans can be started. Also, plans will be sent to the utility companies for their review and to identify potential conflicts.

Right-of-Way Plats and Easement Descriptions

Right-of-way and easements are not anticipated for this project, however, Cochran will verify the need for additional easements or right of way.

Construction Plans, Specifications, and Cost Estimate

The final plans will include sufficient information and direction to the contractor to construct the project. The final plan set will include all detail sheets required to construct the project, including site plans, horizontal and vertical alignments, cross sections, traffic control/phasing sheets, erosion control, quantity sheets, pavement striping and signage, construction details, and reference/topographic survey control sheets. Additionally, with the Final Plans, a set of Specifications and Special Provisions will be provided in the final form as a Project Manual. Special Provisions will specify that a work schedule be provided to minimize disruptions to traffic during construction. Our Engineer's Estimate of Probable Construction Cost will be provided and updated as necessary based on review comments.

The Final Phase will be the completion of the Construction Plans, Specifications, Cost Estimate and Bidding Documents for Advertising and Bidding purposes.

Construction Phase Services

Cochran will be available to answer questions during project construction including regular site visits to consult with City project managers/inspectors. Cochran will provide shop drawing review and approval through construction and can also provide materials testing if desired.

Quality Assurance/Quality Control

Not any one approach fits every client. A consulting engineer should be in active partnership with the client to help identify needs, discover alternatives, perform services within designated or needed timeframe, and think ahead about how our engineering solutions affect other decisions that must be made (i.e. keep within budget). Of significant note - our approach is not only to simply design the lowest construction cost solution, but also to take into account the future maintenance costs.

Quality control is maintained at Cochran by following a systematic approach to project management, outlined as follows:

City of Branson

Statement of Qualifications - Professional Engineering Services

- Detailed and itemized project proposals to insure understanding of scope
- Specialized accounting/project management software with real time reporting to insure schedule and billing
- Licensed project manager supported by licensed design engineers
- Weekly project review with department heads/principals
- Project status reports to the client at regular intervals
- Project review with the client at key milestones (schematic design, 50%, 90%)
- Pre-bid meetings, pre-construction meetings, and construction inspection

At Cochran, one of our core values is to provide an “extra mile” level of service, always giving the client more than they expect. This means that we treat every one of our clients like we would treat a best friend - someone you’d go the extra mile for. This mindset naturally helps accomplish quality design, meeting deadlines, keeping projects within budget, and exceeding the Client’s expectations.

Our Projects

City of Union - Rehabilitation and Enhancement/Streetscape on Historic Main Street

Cochran performed the application, surveying, engineering design, bidding documents, and construction inspection services for this federally funded STP road rehabilitation and enhancement project on Main Street in the City of Union. The scope of the project consisted of a roundabout to replace the existing traffic signals at the intersection of Main Street and Independence Drive, and enhancement to the downtown area. The scope of the project included: excavation; 4,750 cy of

embankment-in-place; subgrade repair; rock excavation; 5,440 tons of asphalt surface course; 883 tons of base course; 2,048 sy of 8” thick concrete pavement, concrete approaches; 9,880’ of curb and gutter; 2,316’ of concrete vertical curb; signage; 1,255 sf of stamped and stained concrete for the roundabout and accent strips; and pavement striping. Ten responsive contractors’ submitted bids, Magruder Paving submitted a low bid in the amount of \$2,247,488 and served as the general contractor. Since this project was federally funded, all construction documents were required to meet standards for project delivery as outlined in MoDOT’s Local Public Agency (LPA) manual. [Jonathan Zimmermann, P.E., City Engineer - 636-583-3600]



City of Union, Main Street

City of Wildwood, Missouri - STP Road Reconstruction /Streetscape Project on Old Manchester

Cochran performed the surveying, engineering design, geotechnical investigation, roadway and utility design, CAD services, and bidding documents, for this federally funded STP road reconstruction project on Old Manchester in the City of Wildwood. The project included removal of improvements, earthwork, full depth pavement replacement, rock excavation, 1,271 tons asphalt pavement, 2,955 sf concrete pavement, 2,372 sf stamped and red tinted concrete pavement, 31,069 sf concrete sidewalk, ADA ramps, 1,640 sf concrete approach, 4,377 lf concrete vertical curb, 896 lf storm sewer, utility relocations, 7 individual bio-retention basins, hydrodynamic separator, landscaping, 80 street trees, cast iron tree grates, 26 decorative street lights, sodding, and pavement striping. Eight

responsive contractors’ submitted bids, JM Marschuetz submitted a low bid in the amount of \$1,268,756 and served as the general contractor. Since this project was federally funded, all construction documents are required to meet standards for project delivery as outlined in MoDOT’s Local Public Agency (LPA) manual. [Ryan Thomas, P.E., Public Works Director, 636-405-2041]



City of Wildwood, Old Manchester

City of Branson Statement of Qualifications - Professional Engineering Services

City of De Soto, Missouri - Enhancement/Streetscape Project on Historic Main Street

Cochran performed the application, surveying, engineering design, bidding documents, and construction inspection services for this federally funded STP enhancement project on Main Street in the City of De Soto. The project included: decorative concrete, street furniture, railroad themed accents, ADA ramps, 38,862 sf of sidewalks, 4,073 lf of concrete curb and gutter, 5,492sf of 7" thick concrete driveway approaches, 675 lf of storm sewer, and landscaping

Two responsive contractors' submitted bids, CE Contracting submitted a low bid in the amount of \$847,125 and served as the general contractor. Since this project was federally funded, all construction documents were required to meet standards for project delivery as outlined in MoDOT's Local Public Agency (LPA) manual. [David Dews, City Administrator - 636-586-3326

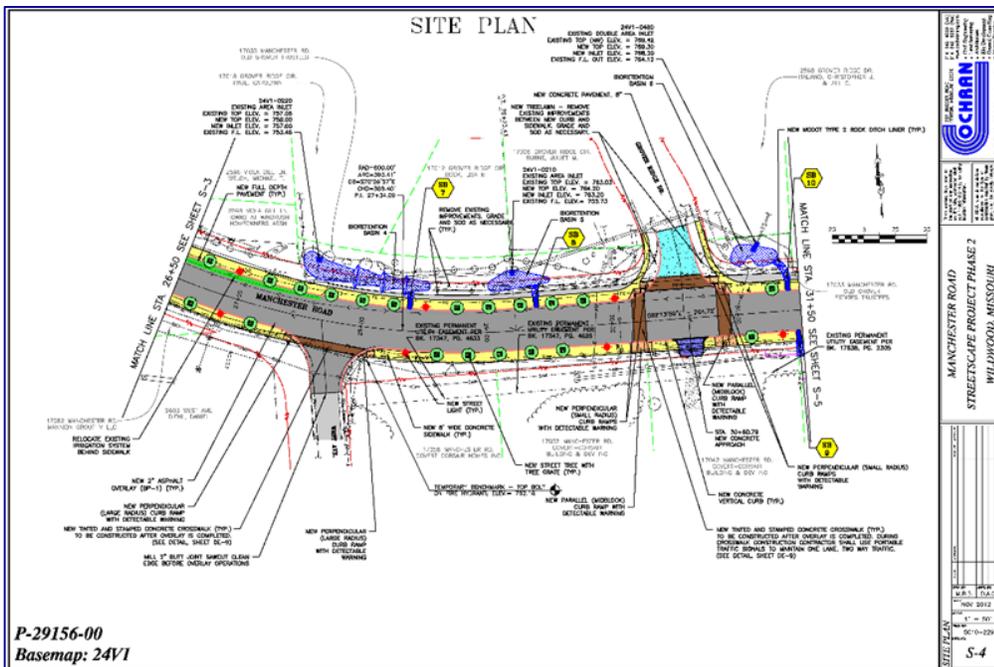


City of De Soto, Main Street

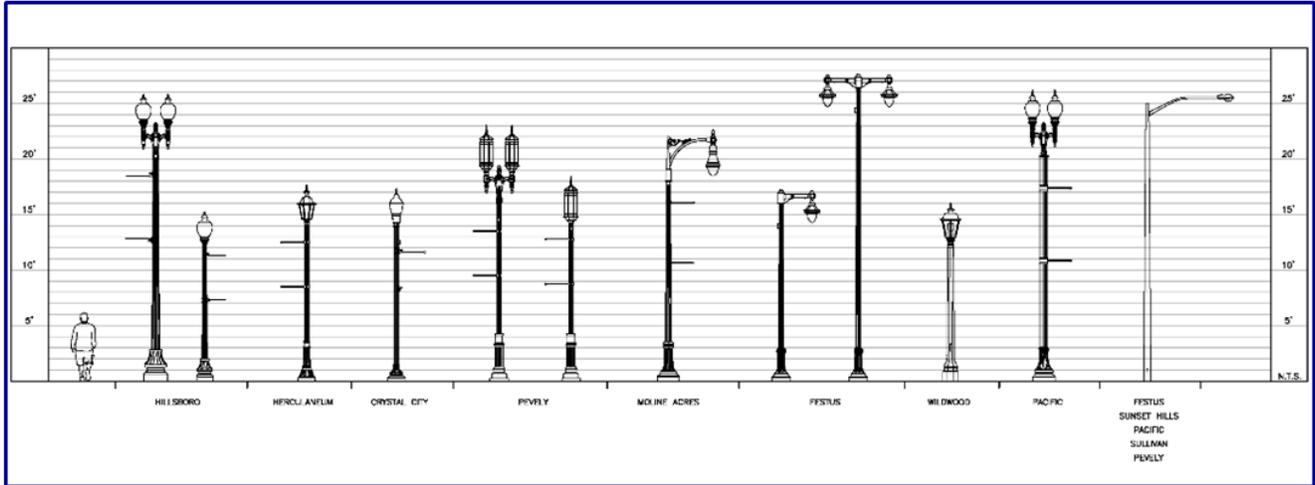
Examples of our Design Plans

Cochran consistently provides the required services requested for the Phase III project. We have included the following excerpts from various projects to demonstrate our ability to provide the required consultant services your projects.

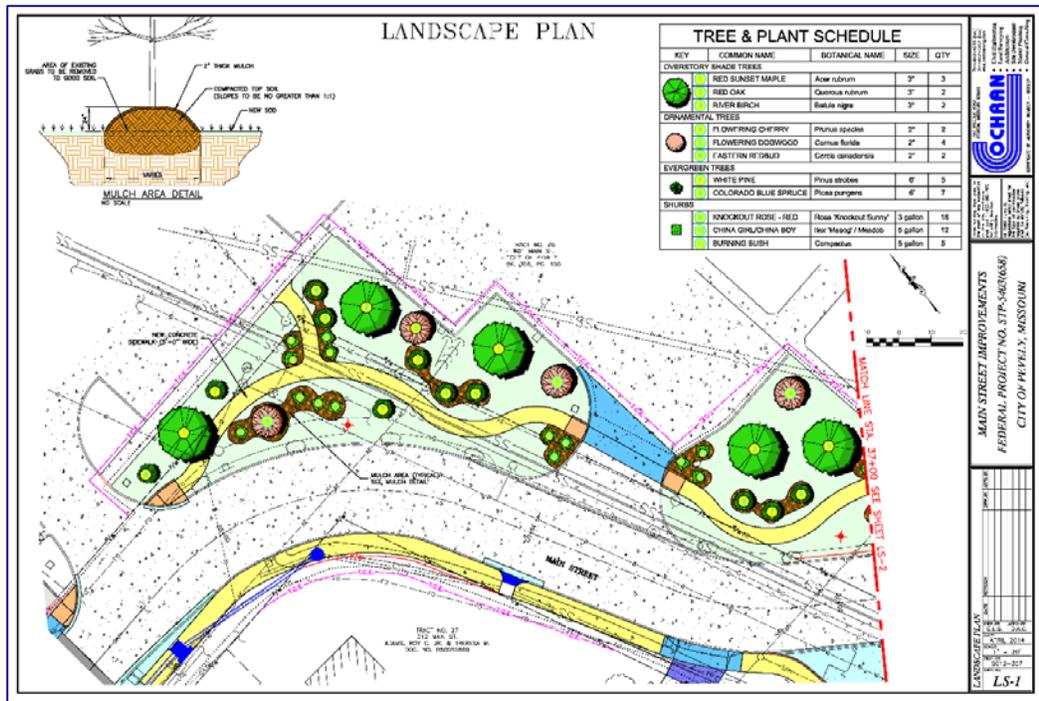
Preliminary Site Plan Example:

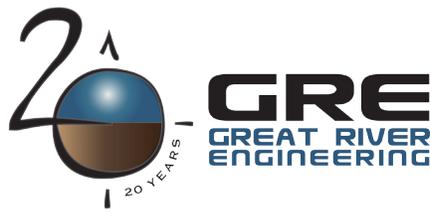


City of Branson
 Statement of Qualifications - Professional Engineering Services
 Summary of Street Lighting Projects designed by Cochran:



Landscaping Plan:





February 5, 2015

City of Branson
Attn: David H Miller P.E., - *City Engineer*
110 West Maddux Street
Branson, Missouri 65616

Re: Downtown Branson Streetscape Project - Phase III

Dear Mr. Miller,

Congratulations on taking the next step to improve the streets within your City. **Branson** is a destination location. Our entire team spends multiple weekends per year shopping and enjoying the City. Most of our team members lived in the area through the boom of the 1990's, watched the rise of the Branson Landing, and witnessed the growth over the years. The goal of this project is to help continue this, keeping **Branson** a great jewel of the Ozarks. But you already know this, we only restate the goal here to show our understanding of the importance of this project.

GRE has reviewed the overall comprehensive plan as well as the request from the **City of Branson**. We have identified the challenges to the project, the shortcomings in the current phases and are ready to work. Our team has completed multiple complicated streetscape projects for the City of Springfield often with very short timeliness.

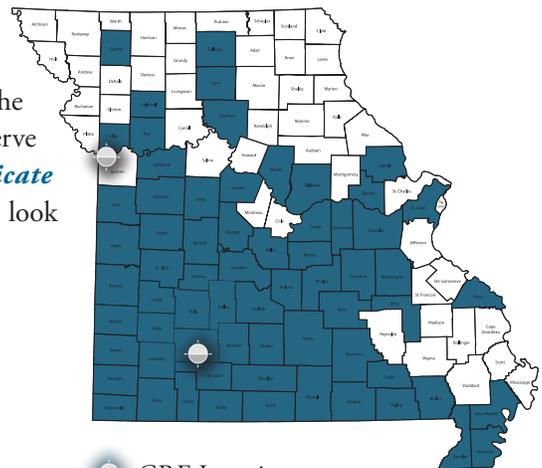
We have reviewed the project and have the following comments:

- Our Team is ready to start today and finish quickly
- We understand the importance of Public Involvement in the design process
- We know that traffic control and business access during construction is vital
- We will strive to maintain or improve bus and truck access.

We provide an unmatched level of service to our clients and have the capacity to both start and finish your project quickly. We reliably serve our clients by following our key process: **listen, plan, communicate** and **deliver**. Please feel free to call me anytime at 417-886-7171. We look forward to the opportunity to help you and the **City of Branson**.

Sincerely,

Jason Sivils, P.E
Mobile: 417.860.4909



- GRE Locations
- GRE Project Locations

FIRM EXPERIENCE

GRE Process

We follow this process for success:

Listen

With any project we feel it is important to sit down with the client and have a formal project kickoff meeting. The project kickoff meeting the City and GRE will sit down and go over the scope of the project.

Plan

After hearing what our clients expect we formally plan the project. The first step to planning is to complete what we call a Project Management Plan (PMP). The PMP outlines the project goals, milestones, budget, and other important information. We then share this plan with our client and with our entire project team. This allows all team members to clearly know the important details of the project.

Communicate

As a public employee we understand that you must answer to somebody, when the mayor or a citizen ask the status of a project you need to have an answer ready. In recognition of this we strive to meet our company pledge:

“To keep you informed of the status of your project.”

Deliver

GRE stands by our ability to deliver every project. We have completed over 3000 projects, for many counties and cities across the state. Throughout these project we have worked through almost any hurdle that can arise, from historic to land owner to endangered species related issues we find a way to complete the project.

Related Project Experience

Project	Client
MoDOT Meeting Facilitation	MoDOT
Route 66 Comprehensive Plan & Public Meetings	Route 66 Association of Missouri
Stafford Downtown Planning	City of Springfield
Walnut Street Streetscape (Multi-Phase)	City of Springfield
Booneville Street Streetscape (Multi-Phase)	City of Springfield
College Streetscape	City of Springfield

Firm Cost Control Record (Recent Projects)

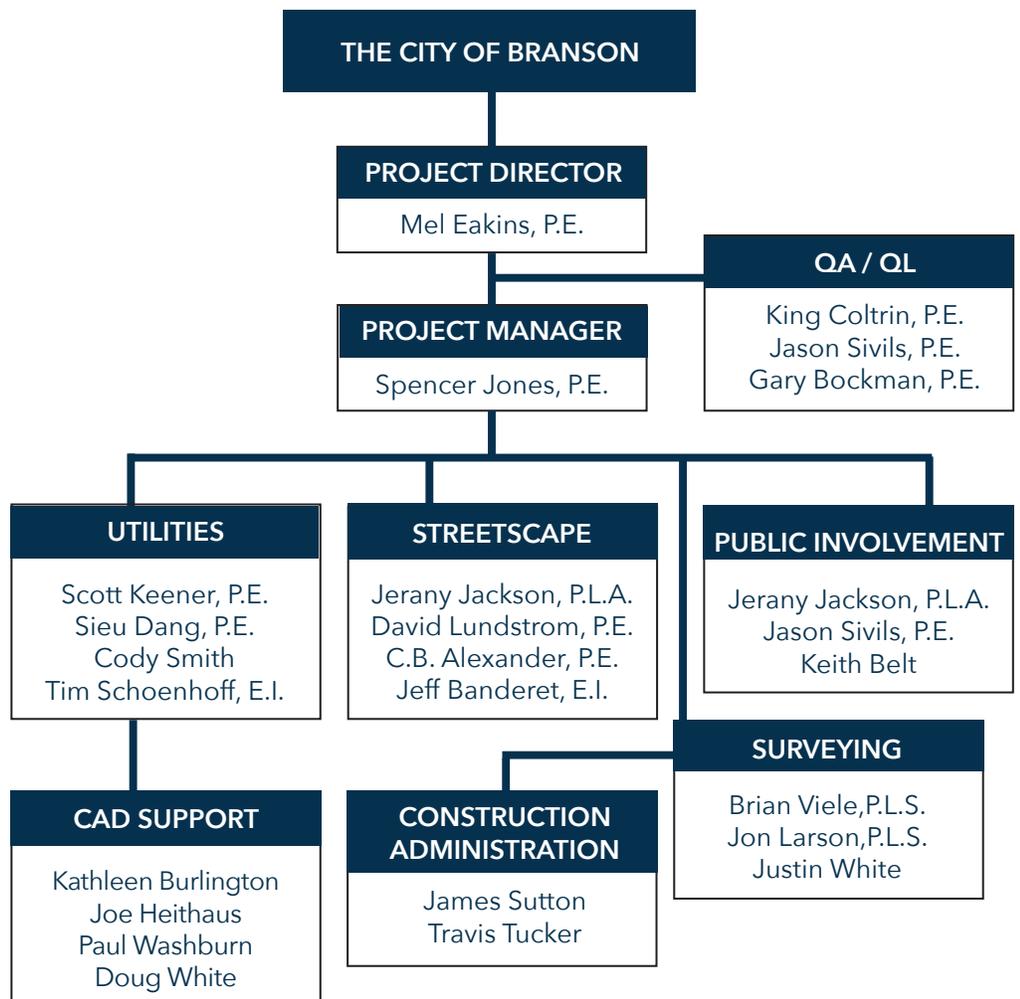
Project	Original Budget	Final Budget	% Difference
Stafford STD - 9901(807)	\$226,500.00	\$185,028.00	-18.3
Verona Sidewalks Improvements	\$92,996.50	\$85,071.00	-8.5%
Buffalo Greenway Trail	\$373,994.00	\$400,533.00	7.1%
SRTS-INF-H31C- (100)	\$200,000.00	\$194,767.55	-2.6%
			Average %
			-5.6%



THE TEAM

The Team for Your Project

Finding the right team for your project is very important. We want to make sure each person's strengths are used and paired to the right project to make sure the client's needs are always met. The team that we have assigned your street scape project are listed below are focused on budget, efficiency, Quality and Accuracy. You will see our team includes all four owners of Great River Engineering. We understand how important the project is and will dedicate senior staff to the project. This ensures it is done right the first time.



TOTAL YEARS OF EXPERIENCE: 465



THE TEAM

Mel Eakins, PE, LEED AP
Principal; Civil Engineer



24 YEARS

Mr. Eakins' experience includes performing engineering studies, analyses, and design for public and private infrastructure projects. His technical strengths include large project management, water and wastewater design, hydraulic analysis, civil and site design, storm water design, and cost estimating. He routinely serves as project manager, with responsibility for coordinating project team activities to meet budget, schedule, and quality objectives. Mr. Eakins is experienced in coordinating and working on projects involving multiple governmental agencies, private companies, and the public.

Spencer Jones, PE
Principal; Civil Engineer



25 YEARS

Mr. Jones has been involved with projects ranging in nature from bridge to waste water design. He has provided management for these projects from administration through design and construction. He has experience in the design of streetscapes, roads, civil site design, storm sewers, and storm water pollution prevention plans. In addition to this experience, Mr. Jones has worked closely with the U.S. Army Corp of Engineers, Department of Conservation, Department of Natural Resources Water Quality Division and Historic Preservation. Some of the projects Mr. Jones has been involved in have been funded by the Federal Highway Administration and Community Development Block Grants.

King Coltrin, PE, LEED AP
Principal; Civil Engineer



25 YEARS

Mr. Coltrin has a broad engineering background that provides his clients with the experience necessary to properly manage their projects. Mr. Coltrin's has also served on Springfield Planning and zoning board. He has experience with thoroughfare plans, corridor studies, design concept preparation, geometric design, traffic signal design, project scheduling, cost estimating, preparation of support documents and reports, as well as public presentation of projects to various interest groups. Mr. Coltrin maintains direct communication with the Client during all phases of the Project to ensure that quality, schedule, and budget objectives are met.

Jason Sivils, PE
Principal; Civil Engineer



8 YEARS

Mr. Sivils is a professional engineer specializing in project delivery. He has provided support for these projects from design to construction inspection. He is experienced in multiple phases of the design process including, design, direction of survey crews and office personnel, coordination with clients and regulatory agencies, and right-of-way acquisition.



THE TEAM

Jerany Jackson, PLA, MBA
Professional Landscape Architect



23 YEARS

Ms. Jerany Jackson, a licensed landscape architect, specializes in management and team building, planning, and innovative, functional site design for a wide variety of clients. Her experience also includes public meeting facilitation and master planning. Ms. Jackson led the public meeting effort for the Route 66 Comprehensive Plan. This project included over a dozen public meetings across the state additionally, she has helped MoDot with meeting facilitation services.

Scott Keener, PE
Civil Engineer



9 YEARS

Mr. Keener has experience managing civil projects from conception through design and construction. Mr. Keener's experience includes wastewater treatment, collection and pumping systems, sewer rehabilitation projects, stormwater collection and conveyance, water supply and distribution, construction inspection, construction administration, surveying and technical report writing.

David Lundstrom, PE
Civil Engineer



16 YEARS

Mr. Lundstrom has experience in civil engineering projects ranging from conception and due diligence through design and construction. His project experience includes sidewalk and trails, streetscapes, road design and improvements, and storm water management systems. Mr. Lundstrom's experience also includes construction inspection and material testing on wastewater treatment plant construction, sewer, water, and roadway improvement projects.

Sieu T. Dang, PE
Engineer



11 YEARS

Mr. Dang has ten years of previous experience working as an environmental engineer with the Missouri Department of Natural Resources. His experience includes reviewing submitted engineering reports, plans, and specifications for wastewater treatment facilities and public drinking water systems to ensure compliance with Missouri Department of Natural Resources' design standards and regulations. He conducted inspections including construction, compliance, and pretreatment inspections for wastewater treatment facilities and also performed sanitary surveys for public drinking water systems.



CALENDAR

Month of 2016

	May	June	July	August	September	October	November	December
Public Involvement	X	X						
Survey	X							
Preliminary Design	X	X	X					
Final Design				X	X	X		
City Review							X	
Advertise for Bids								X

May 1st Design Start
 July 29th Preliminary Plans Complete
 October 28th Final Design Complete
 Open Bids Before December 30th

AVAILABILITY

	Other Projects	This Project	Open Availability
Mel Eakins	30%	40%	30%
Spencer Jones	45%	30%	25%
Utilities Team	40%	40%	20%
Streetscape Team	15%	70%	15%
Survey	30%	50%	20%
Public Involvement	20%	50%	30%
CAD Support	30%	50%	20%

We have reviewed our current workload and are confident our team can meet this goal. This will be our primary project for our firm. We will dedicate the resources needed.



Public Involvement

As the City is aware, public involvement is a major portion of the project. Our team has experience in conducting large public meetings and information gathering sessions. The team is ready to start immediately to interview stakeholders, survey the public and gather feedback on what changes the public would like to see from Phase I to Phase III.

Business Input

A major goal of this project to improve the ability of the public to access downtown businesses. We will interview each business owner, that are willing to take part, and conduct business leader involvement meetings. We have two goals in doing this, one is to help gain buy-in from each business but secondly, to make adjustments to the design that may help the business environment. By working together with the business community we can hope to help them thrive both during construction and long into the future.

Public Input

Our general public approach will be similar, realizing we cannot interview every citizen. We will hold public meetings and work with the City to complete an online questionnaire for those unable to attend a meetings. These meetings will be held quickly with the goal of finding areas to gain improvements on the already great downtown community.

Full Scale Testing

While we will create eye catching visuals, both renderings and computer models, one item that we feel will really help the business community, general public and City of Branson make decisions is a full scale model. We will create a short section of a full scale test. As shown below, we will use pavers and other items to create the look and feel of each final section. Doing these in a short 10 foot wide area will allow people to interact with the space and really gain an understanding of the true final product at minimal cost. This will include taping temporary parking locations, creating sidewalk widths of different sizes and placing different landscaping attributes in the spaces. All of this will create the full scale experience. After interaction with these test sections the City can make a decision on which one they feel is best.



APPROACH

Challenges to be Addressed

Below are just a few of the challenges that have arose during Phase I that we will address in Phase III. Of course this is not a final list and can be trimmed or added to at the discretion of the City.

Planters vs. Soils

Phase I called out for a special structural soil to be placed, which has proven to be very difficult to actually obtain. We will evaluate the need for specialized soils and possibly make recommendations for more practical solutions. We will also evaluate the possibility of using planters inlance of the structural soil. This will be covered during the Public Involvement portion of the project. The goal will be to offer options to the City, so the City can make the final decision on what they would like.

Business Access

Maintaining business access through construction is vital. The businesses of downtown are the lifeblood of the City. We will strive to maintain business access throughout construction. No matter how good the final project is, we cannot damage the businesses during construction. This will be a key aspect of our design.

Radius Issues

We will use both real world testing with scale models and the latest computer technology to ensure we maintain large truck and bus access. The stores require large trucks to bring goods and many of Branson's visitors come by bus. We will test each intersection before starting and we will design solutions that will maintain or improve the level of access to large traffic prior to the construction start. This will include creating mock-up's to do full scale test to ensure no issues are created.

Other

In the essence of space we will summarize a few other issues we have become aware of. One issue is the use of wooden light post, these look visually great. However, our environmental conditions do not allow these to last. We will propose solutions with the similar look but made from much longer lasting materials. Vehicular traffic flow during construction is another issue, we will ensure clear and easy to follow signage throughout.

Future Planning

We can use the LiDAR data from the City to accurately model stormwater, this will allow us to place the correct size network under the street to handle future improvements. This includes the area to the west of Commercial and Main. Additionally, we will place the required components for the future signal, and any major improvements the City and us identify that may be needed in the future.

Quality Assurance / Quality Control

QA/QC is vital to any project, especially one of this size. We will use two principals of GRE to lead this along with Mr. Gary Bockman, P.E.. The combined experience of this team is well over 60 years. Our quality control includes extensive review of the plans, sheet by sheet, and number by number. There will be in-depth questioning of the design decisions, and our staff must defend their decisions to the QA/QC team as a board before going out the door. This helps to vet ideas, and ensure that alternatives were evaluated, also it ensures the designer knows their solution inside and out. We work hard to maintain a quality product and will strive to create a great set of documents, that in-turn create you a great final product.



EXPERIENCE

WALNUT ST.

Walnut Street Streetscape Phase II Springfield, Missouri

Great River Engineering prepared the construction plans for the streetscape improvements for 900 L.F. of both sides of Walnut Street. The project begins at South Jefferson Avenue and continues East to South Kimbrough Avenue. The overall goal was to create a pleasant environment for public use and to extend the streetscape improvements currently in place. Project objectives include the replacement of existing curb and gutter and sidewalk with new concrete curb & gutter, sidewalks in an established pattern, pedestrian lighting and updating the existing street lighting and the addition of a new asphalt surface layer.

Paula Brookshire - Principal Engineer
(417) 864.1930

Budget: \$428,000
Final Cost: 344,000
Project Finished: 2012



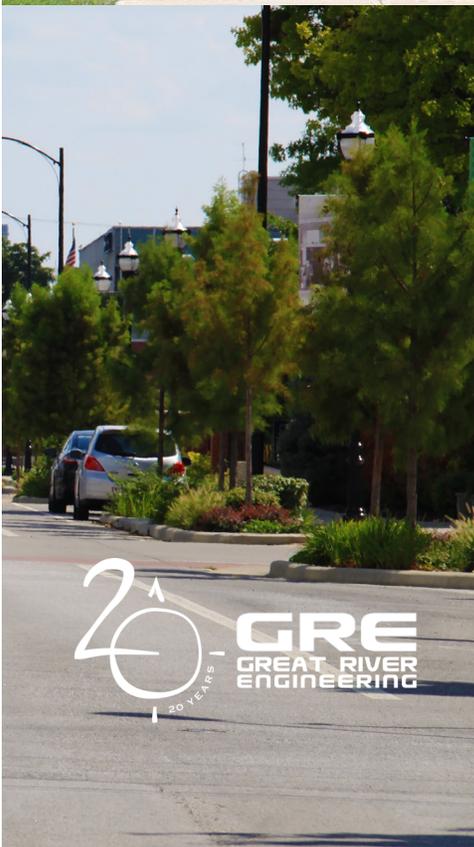
BOONEVILLE ST.

Booneville Avenue Streetscape Springfield, Missouri

Great River Engineering prepared the construction plans for the streetscape improvements for 1,086 L.F. of both sides of North Booneville Avenue. The overall goal was to create a pleasant environment for public use and to extend the streetscape improvements from Commercial toward the City Hall. Project objectives included the replacement of the existing curb and gutter and sidewalk with new concrete pavement in an established pattern, landscaping bumpout islands and placing street trees while also extending the existing irrigation system.

Paula Brookshire - Principal Engineer
(417) 864.1930

Budget: \$503,000
Final Cost: \$335,000
Project Finished: 2011



EXPERIENCE

COLLEGE ST.

College Street Corridor Streetscape Springfield, Missouri

The overall goal of the plan for the College Street Corridor was to make the street a safe, efficient, and enjoyable place for all users: pedestrians, bicyclists, motorists, transit users, business people, shoppers, and visitors. The design of the streetscape reflects the distinctive character of different stretches of the corridor and allows for variations in the streetscape, while maintaining an overall quality aesthetic. The concept also honors the Route 66 heritage within the context of the neighborhood, the connection to downtown and its adjacency to Jordan Valley West Meadows. Street tree plantings and bump out islands are planted and irrigated to provide not only a functional separation between uses, but also a more humane environment at the pedestrian level. Stormwater is diverted from the street to a series of bio-retention basins located in the park.

Paula Brookshire - Principal Engineer
(417) 864.1930

Budget: \$4,000,000
Final Cost: To Be Determined
Estimated Finish Date: 2018

REPRESENTATIVE TEAM EXPERIENCE

Team Member Experience Prior to Joining GRE

- Economic Redevelopment Strategy - Warsaw, MO
- Government Plaza - Springfield, MO
- Downtown Revitalization Plan - Warrensburg, MO
- Downtown/ Riverfront Revitalization Plan - Warsaw, MO
- L-384 Levee Redevelopment Area - Riverside, MO
- Central Street Parking Study - Springfield, MO
- East Trafficway Streetscape - Springfield, MO
- Commercial Streetscape - Springfield, MO



February 5, 2016

Mr. David H Miller, P.E.

City Engineer
City of Branson
 110 W. Maddux, Suite 310
 Branson, MO 65616

Dear Mr. Miller and Members of the Selection Committee:

Horner & Shifrin appreciates this opportunity to present our team's qualifications to the City of Branson for the Downtown Branson Streetscape Project – Phase III. We have assembled a Design Team specific to the requirements of this project and are confident we have the expertise to deliver a successful project. We place our priorities on customer service, timely responses, and attention to detail.

We recognize there are specific challenges with this project which have been discussed in our project approach. Our Design Team is very familiar with all components of a streetscape project and our team members have worked together to deliver successful, award-winning streetscape projects across the state.

We trust you will see the examples of our experience and expertise contained in the following pages show that we are more than qualified to complete this project. We consider it a privilege to do so, and look forward to your favorable consideration of our qualifications.

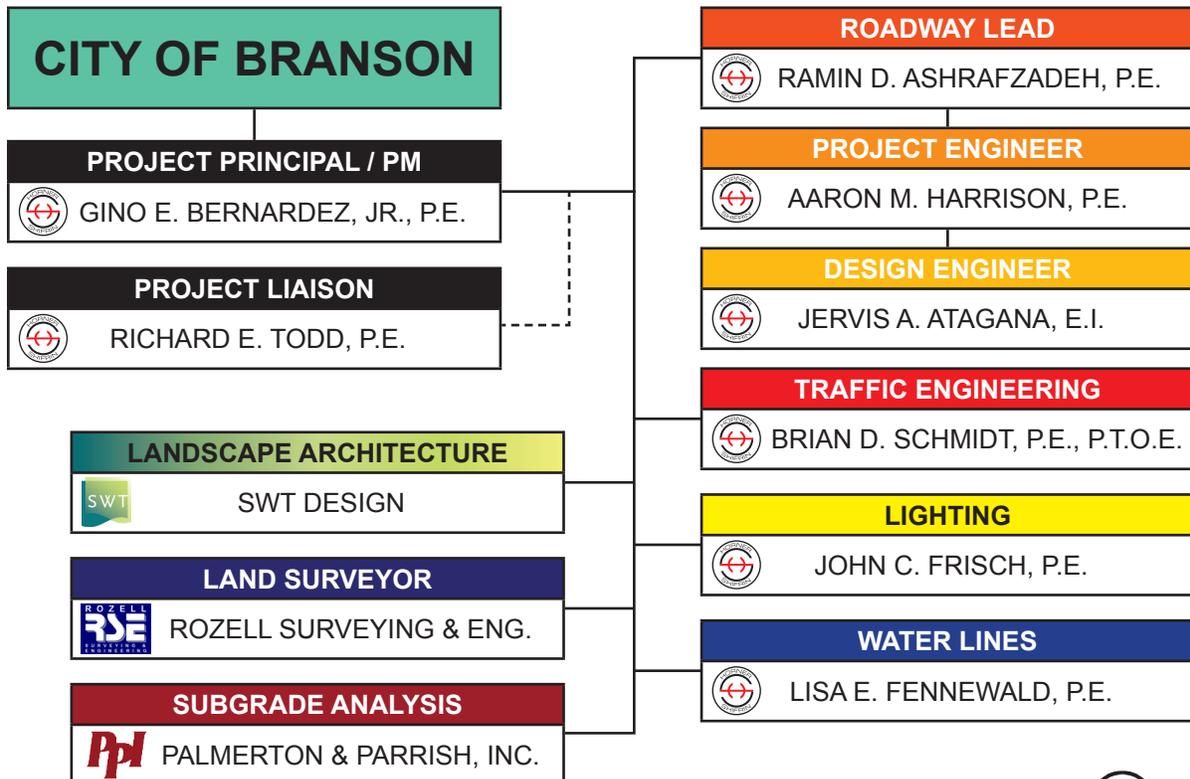
HORNER & SHIFRIN TEAM

We have more than adequate capacity to complete this project for the City of Branson. With staffing of more than 90 engineers, technicians and support personnel, our transportation/civil engineering staff of 19 can provide the needed services within a realistic timeframe. We will commit the personnel necessary to begin your project immediately upon Notice to Proceed and are dedicated to meeting its completion schedule.

HORNER & SHIFRIN 93 EMPLOYEE OWNERS	
19	TRANSPORTATION/CIVIL ENGINEERS
17	ENVIRONMENTAL/SANITARY ENGINEERS
14	STRUCTURAL BRIDGE/BUILDING ENGINEERS
6	ELECTRICAL/MECHANICAL ENGINEERS
16	DESIGNERS/CAD TECHNICIANS
3	CONSTRUCTION ADMINISTRATION
5	GIS SPECIALISTS
4	SURVEYORS
9	ADMINISTRATION

ORGANIZATIONAL CHART

We have assembled a capable team for this project. Horner & Shifrin will lead the engineering design, with support from SWT Design, Rozell Surveying & Engineering, and Palmerton & Parrish, Inc.





H&S STAFF MEMBERS



GINO E. BERNARDEZ, JR., P.E. | PROJECT PRINCIPAL / PROJECT MANAGER – Gino has more than 32 years of civil engineering project experience including master planning and the design of infrastructure improvements for highways, roadways, airports, stormwater drainage systems and site improvements for building projects.



RICHARD E. TODD, P.E. | PROJECT LIAISON – Rick Todd has over 40 years of broad experience in industrial & municipal wastewater treatment design, construction management, field service, and sales & marketing support in and around the Springfield, MO area. Rick's project experience has ranged from designing and executing on-site pilot programs for a variety of industries to start-to-finish design/build management of major wastewater treatment installations with specific equipment expertise in dissolved air flotation, chemical feed equipment, biological treatment, primary screening, and electrocoagulation.



RAMIN D. ASHRAFZADEH, P.E. | ROADWAY LEAD – Ramin is experienced in civil design related to streetscapes, transportation and site development. He is Local Public Agency certified by MoDOT giving him a thorough understanding of LPA project requirements. Ramin is a seasoned project manager and designer with over 18 years of experience. As roadway lead, he will bring expertise gained as project manager on the award winning design of Broadway Streetscape Improvements in Cape Girardeau.



AARON M. HARRISON, P.E. | PROJECT ENGINEER – Aaron is highly experienced in civil design related to site development for commercial, industrial and residential developments and transportation. He is Local Public Agency certified by MoDOT giving him a thorough understanding of LPA project requirements. He has expertise in the use of AutoCAD, Microstation, GIS, Civil3d, Primavera Construction and other computer programs for engineering design, analysis and project management.



JERVIS A. ATAGANA, E.I. | DESIGN ENGINEER – Jervis joined Horner & Shifrin as an engineer in our transportation department. He holds a Bachelor of Science in civil engineering from Missouri University of Science & Technology in Rolla, Missouri. Jervis has experience with preliminary design, Access Justification Reporting, ROW plans, design development and final design on a variety of transportation projects.



BRIAN D. SCHMIDT, P.E., P.T.O.E. | TRAFFIC ENGINEERING – Brian is a civil engineer who has experience in transportation design as well as surveying and construction observation. He is also responsible for all of the firm's traffic study and analysis projects. Brian is a certified Professional Traffic Operations Engineer. This certification documents that Brian has met exacting and objective criteria in the areas of standards, recommended practices, and the policies and procedures necessary to operate effective and efficient traffic facilities. He also has technical experience in the use of computer applications for engineering analysis and design, including MicroStation, GEOPAK, Highway Capacity Software (HCS), Synchro, Sidra Intersection, AutoTURN and GuidSIGN.



JOHN C. FRISCH, P.E. | LIGHTING – John is an electrical engineer with over 10 years of combined design and field experience. His areas of specialization include lighting, controls, power systems and related elements for commercial, education and institutional facilities; power plants; large government installations; emergency response facilities; roadways; and water and wastewater treatment facilities.



LISA E. FENNEWALD, P.E. | WATER LINES – Lisa is a civil engineer with Project Management/ Project Engineer experience in sanitary, water and environmental projects. Typical projects have included sanitary sewer and wastewater treatment plant rehabilitation, combined sewer consolidation and rehabilitation, stormwater studies and water systems modeling and design. She is conversant in the use of numerous computer applications, including H20Net, Surge 2000, PIPEFLO, and Microsoft Project.



SUBCONSULTANTS



SWT DESIGN | LANDSCAPE ARCHITECTURE – For 20 years SWT Design has developed a diverse and award-winning portfolio of outdoor spaces, approaching design as a living, breathing thing with a passion for innovation. Collaboration, vision, and curiosity spur a design process that the firm uses to solve even the most complex and challenging design problems. As such, the firm’s team of landscape architects, urban designers, and planners have become leaders in their profession, creating value with each design while focusing on environmental responsibility, social justice, and economic improvement.



KLAUS-DIETER RAUSCH, PLA – Klaus has been practicing landscape architecture and environmental engineering since 1982, including 11 years of landscape construction. In practice, his experience is supported by years of international exposure, having lived in Istanbul, Turkey, and various cities in Germany.

Klaus’ experience in urban design and landscape architecture covers site design, planning of urban developments, streetscape design, intensive and extensive roof garden design, and environmental impact statements, to name a few. He brings a strong emphasis on sustainability and resource management to the practice.



JIM WOLTERMAN, PLA, MBA, FASLA – Jim’s entrepreneurial spirit brings new vision, passion, and innovation to our practice. His business acumen and leadership has positioned SWT as one of the largest and most successful firms based in the center of the country. This is due to Jim’s ability to develop strategic solutions that are current with industry trends and the economic environment.

In 2012, Jim was elevated to the Council of Fellows with the American Society of Landscape Architects for his leadership and management in the profession.



ROZELL SURVEYING & ENGINEERING | LAND SURVEYING – Rozell Engineering Company and Rozell Survey Company can trace their roots in Branson, Missouri back to 1972 when the former owner of Rozell Survey and Engineering Company bought out Nightengale, a land surveyor who had served as the County Surveyor since the 1960’s. Rozell Survey and Engineering Company operated in Branson, Missouri until the early 1980’s when the company was split and the survey portion of the company was sold as Rozell Survey Company to two of the survey employees and the engineering portion of the company was sold as Rozell Engineering Company to one of the engineering employees. The two companies, Rozell Engineering Company and Rozell Survey Company have continued to operate in Branson, Missouri. The growth of the companies has been at a steady rate which ensures that all projects receive personal attention to meet the client’s time schedule and budget.

Rozell Survey Company has extensive experience in design surveys for infra-structure improvements for municipalities and private developers. The knowledge of local ordinances and regulations in conjunction with the working relationships described above expedite the design and review process which, in turn, results in a reduction of costs for the client. As a result, our firm has gained a respected position in the community for surveying services used in the design of projects such as street, storm water, sanitary sewer and water improvements and the construction staking of said projects. This experience will be a tremendous asset to the City of Branson.

Rozell Survey Company is owned by two Professional Land Surveyors - Mrs. Diane Diebold, P.L.S. and **Mr. Ken Buchanan, P.L.S.**, both have been licensed for more than twenty years. Mr. Buchanan, a land surveyor with 28 years of experience, will act as the project surveyor on most projects. He, along with **Tom Riddell**, Springfield office manager, will be responsible for managing all surveying crews and services associated with the proposed project or improvements. **Rozell is also a certified WBE firm.**



PALMERTON & PARRISH, INC. | SUBGRADE ANALYSIS – Palmerton & Parrish, Inc. (PPI) is a Consulting Engineering Firm that specializes in Geotechnical Engineering, Subsurface Drilling, Construction Materials Testing, and Environmental Services. PPI provides quality, well-rounded services to their Clients with a responsive professional staff; well-trained drilling, field technician, and laboratory technician staff; and an extensive array of construction materials testing and subsurface drilling equipment.

PPI was founded in Springfield, Missouri in 1989, and is headquartered there today. PPI maintains a constant staffing level of more than 50 full-time employees, who work out of our Springfield, Missouri headquarters and branch offices in Branson, Missouri, Joplin, Missouri, and Tulsa, Oklahoma. PPI is recognized as a local and regional leader in areas such as subsurface investigation, foundation design, site development, sinkhole and mine feature evaluation and remediation, geotechnical and environmental drilling, pavement evaluation and design, and construction materials testing. **Brad Parrish, P.E., Brandon Parrish, P.E. and Shane Rader, P.E.** will perform any necessary subgrade analysis for this project.



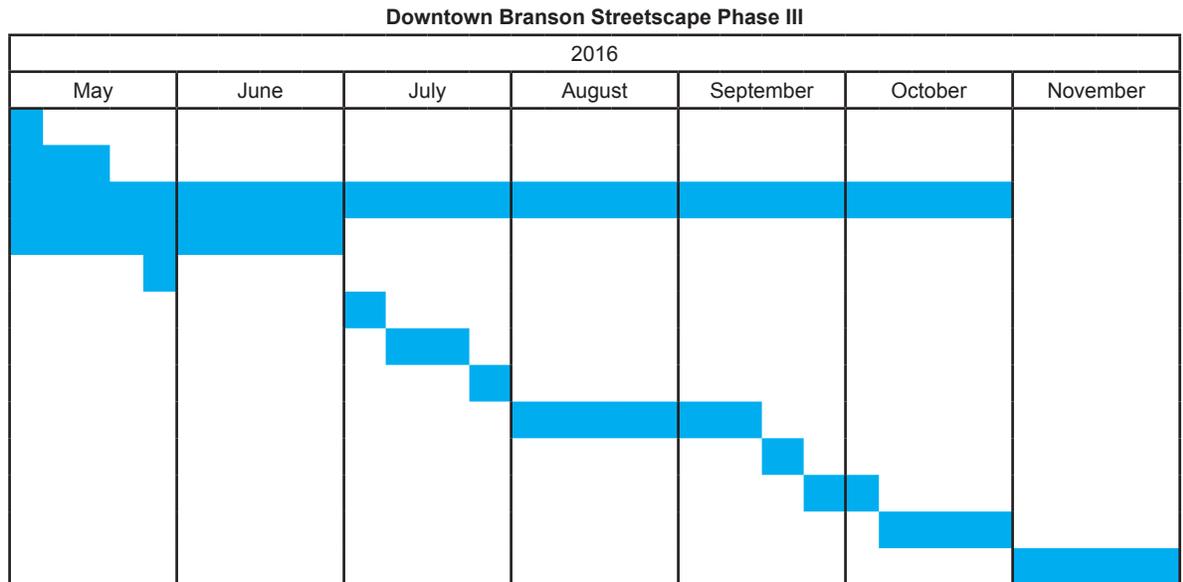
RECORD OF PAST PERFORMANCE (SCHEDULE AND BUDGET)

Horner & Shifrin has a consistent record of completing our design on time and within or under budget. We commit to the schedule put forth by the City in their request for qualifications, and no changes to schedule or budget will be made *unless* the scope of the project is altered by the City.

PROJECT/CLIENT	ESTIMATED and ACTUAL DESIGN SCHEDULE COMPLETION		ESTIMATED and ACTUAL DESIGN COSTS	
	BROADWAY STREETScape City of Cape Girardeau, MO	ESTIMATED: 03/2012 ACTUAL: 03/2012	ESTIMATED: \$380,467 ACTUAL: \$380,467	
GRAND AVENUE STREETScape City of St. Louis, MO – Saint Louis University	ESTIMATED: 04/2011 ACTUAL: 04/2011	ESTIMATED: \$232,205 ACTUAL: \$232,205		
SOUTH GRAND AVENUE GREAT STREETS PROJECT East-West Gateway Council of Governments	ESTIMATED: 12/2010 ACTUAL: 12/2010	ESTIMATED: \$257,000 ACTUAL: \$257,000		

PROPOSED SCHEDULE

The following is our team’s proposed schedule for completion of the design and bidding phases of the project. We understand the City’s desire to complete design in 2016 which allows construction to be completed in mid-2017. Our team has the capacity and depth to allocate the appropriate resources to meet this schedule. We are dedicated to partnering with the City, re-engaging the public, and delivering construction documents per your requested deadlines.



PROJECT APPROACH

The primary objective, as we understand it, for Phase III of the Downtown Branson Streetscape project is to build upon the successes already achieved in Phases I and II, while identifying and correcting concerns over the some of the challenges faced after their implementation. The City has identified concerns from the public regarding large vehicle accessibility within the downtown area. While Phase I achieved certain successes of widened sidewalks and an enhanced pedestrian experience, the design implementation (primarily from narrowed street ROW and bumpouts) created an adverse impact on large vehicle movements.

Our task, then, is to revisit the current master plan and overlay its recommendations with accurate modeling and appropriate urban design principles to create a functioning street that is both accommodating to pedestrian and cyclists while still allowing larger vehicular access through downtown. The design principles and recommendations may in fact deviate from those originally recommended in the master plan, but the goal is to ensure that this phase, and subsequent phases, meets the needs of all stakeholders. Our design team, through discussions with the City and stakeholders, will determine the appropriate design vehicles to be modeled through the corridor. AutoTurn design software will be used by engineers to replicate turning movements at all intersections. These models will be important to identify the appropriate lane widths and intersection radii throughout the project area.



Our team will rely on our experience as public facilitators, using the engagement process as an opportunity to listen and uncover the real concerns posed from the results of Phase I. Not only is large vehicular traffic an issue, but also the need to keep existing businesses operational and unimpeded during the construction process. The needs of businesses are best understood by directly engaging with those businesses. Our team will work with the City and businesses to understand their needs and concerns. We will work to resolve any issues during design and enhance public support of the overall project. Our experience from similar projects throughout the state will be useful to understand the appropriate construction techniques and phasing to implement a plan that is functional and reasonable.

The RFQ indicates that the amenities and detailing specified in Phase I were overall well-received by the public. The only concern relates to the plant material specified for the streetscape. The task then is to include this as part of the engagement process for Phase III to ensure that design intent is carried out. Plant material should be native, sustainable, and low maintenance, ensuring that safety remains a priority. If preferred by the City, our team members have experience and expertise to address any green infrastructure strategies that the City may want to implement.

Our team understands the City's desire to expedite construction of the project to minimize impacts to the traveling public and adjacent businesses. Our team has experience with accelerated construction contracts and will use our expertise to determine the appropriate approach for Phase III improvements. Some suggested options include specific liquidated damages and incentives; restricted work areas; extended working days and hours; and, A+B bidding. These bidding clauses will be reviewed with the City and our team will help provide an understanding of the benefits and costs of each.

Finally, our team will be dedicated to provide immediate responses from the beginning of the project, which may include inquiries from the City or stakeholders regarding design; to the end of the project, which could include shop drawing review or RFI's from the Contractor and construction management team. We are committed to provide excellent service to the City throughout the project and look forward to the opportunity to work on this phase and future phases of the enhancements to Downtown Branson.

QUALITY ASSURANCE / QUALITY CONTROL PROCEDURES

Quality Assurance/ Quality Control (QA/QC) is an essential part of every project. Horner & Shifrin conducts a vigorous QA/QC process during the life of the project, in particular at preliminary, intermediate, and final stages of the project. The process includes review of the design and/or report by a well-qualified professional engineer (who is not directly involved with the project) prior to each submittal. All items in the plans or report will be checked and verified using a two-person system of reviewing, checking, correcting and verifying. Using this two-person system (including the independent professional engineer) insures a high-quality product.

For reference, this system was used for the 3-mile segment of The New I-64 Design/Build project which was designed by Horner & Shifrin staff. While the scale of the New I-64 project is very large, this QA/ QC system can be useful and tailored to fit any project. We believe that the quality of any project can benefit from a comprehensive QA/QC system that is executable. Since almost all of the management and engineers assigned to this project were also assigned to the New I-64 Design/Build project, the QA/QC system to be used is fresh and ingrained in everyone's work ethic. Our goal is to provide the County with a high-quality product resulting from this QA/QC effort.

We believe and understand that our longevity solely depends on the quality of our work and meeting our client's construction budget. In order to assure satisfaction of these criteria, the following steps are taken from the inception to completion of the project:

- Establish design guidelines and standards to be used for the project.
- Establish plan preparation guidelines based on client's requirements.
- Maintain close coordination and open communication with the client.
- Ongoing daily interaction with the project engineers and review of their tasks by the project manager.
- Review of plans prior to each milestone submittal by an independent professional engineer utilizing an itemized checklist to insure accuracy and completeness.
- Monitoring cost of major construction items to insure compatibility with the client's budget.
- Preparation of construction cost estimate prior to each milestone submittal.



EXPERIENCE DESIGNING STREETScape AND RENOVATIONS IN DOWNTOWN AREAS

HORNER & SHIFRIN

BROADWAY STREETScape IMPROVEMENTS | CITY OF CAPE GIRARDEAU, MISSOURI

In 2010, voters in Cape Girardeau approved their fourth Transportation Trust Fund in which all revenue from a half-cent sales tax will pay for major road building and maintenance projects. One of those projects was improvements to Broadway, a long downtown thoroughfare.

Horner & Shifrin, in collaboration with SWT design, was chosen to improve Broadway from Pacific Street to Water Street, approximately 3,500 feet. The project included milling and overlaying of the existing roadway, removing and replacing sidewalks, removing and replacing curbs and gutters, and relocation of overhead utility lines.

Decorative streetscape elements include unique streetlights, street trees and wells, benches, trash receptacles, street signs, sidewalk pavers, stamped concrete, crosswalks, intersection and midblock bulb outs.

Two public meetings were held to gain insight from the citizens regarding the project improvements. Two options were developed based on feedback, and the selected option is a combination of the two.

This project was completed 6 months after construction began; covered nine city blocks; used over 5,100 cubic yards of concrete; used 2,071 linear feet of reinforced concrete pipe; included 88 light poles, 129 trees and 5,973 plants; and gave the City of Cape Girardeau a 15-foot-wide pedestrian promenade.

Old Town Cape - **2013 Excellence in Revitalization through Placemaking Award**
 Missouri Main Street Connection **2013 Streetscape & Public Space Improvements Award**

GRAND AVENUE STREETScape | CITY OF ST. LOUIS, MO – SAINT LOUIS UNIVERSITY

The Grand Avenue Viaduct was closed and demolished to make way for a new bridge – opened at the end of 2012 – that created a major north-south thoroughfare for the City of St. Louis.

To support that effort, the City of St. Louis Board of Public Service in conjunction with Saint Louis University, commissioned Horner & Shifrin to provide engineering design for streetscape improvements just north of the new bridge, along South Grand Avenue from Chouteau Avenue to Park Avenue. The project runs in front of SLU's Medical Center, School of Medicine, laboratories and office buildings as well as Cardinal Glennon Children's Hospital.

The improvements were aesthetic but also increased safety and accessibility.

In Phase 1, improvements included reducing traffic lanes from four to three, adding a right turn lane, median replacement and beautification, widening sidewalks, curb replacement, improving traffic signalization and crosswalk safety with bulb-outs, ADA-compliance ramps and striping, and improving paving to eliminate hazards in walkway.

Phase 2 included site furnishings, lighting and landscaping construction throughout the corridor.

Horner & Shifrin's team also provided coordination for public and local communication including facilitating an information meeting.

SOUTH GRAND GREAT STREETS INITIATIVE | EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS

South Grand – once the quiet end of a long, busy St. Louis street – has become the eclectic center of the City's international community. From Tower Grove Park to almost the southern edge of the city limits, South Grand now boasts a variety of stores, boutiques, restaurants cultural events and everyday services for the large neighborhood population, as well as those who drive for miles to visit, shop, eat and learn.

East-West Gateway Council of Governments hired the Design Workshop, Inc. – Horner & Shifrin team for the South Grand Avenue Great Streets Project.

Horner & Shifrin provided traffic counts and intersection turning movements data to Nelson Nygaard, the design team's traffic engineer, for its use in the project traffic study.





Improvements included reducing traffic lanes from four to three, widening sidewalks, improved traffic signalization for flow and calming, enhanced safety of crosswalks with bulb-outs, ADA ramps and striping, adding landscaping, site furnishings and lighting, and upgrading paving to eliminate hazards in walkway.

STREET IMPROVEMENTS AND ROUNDABOUT INTERSECTION | BRANSON, MISSOURI

Horner & Shifrin provided professional engineering services to the City of Branson for improvements to Oklahoma and Long Streets and three railroad crossings that were designed to be the gateway to the Branson Landing, Downtown Branson Redevelopment Project, a 50-acre redevelopment of the Branson waterfront with Lake Taneycomo. Our project included the design of Oklahoma/Commercial Street improvements including the signalization at the intersection of Veterans Boulevard and Oklahoma Street, and retaining wall design.



H&S provided design of upgrades to three railroad crossings to facilitate a future “Quiet Zone” ruling – Main Street Railroad Crossing and its west approach from Branson Landing Boulevard – Oklahoma Street Railroad Crossing and its west approach from Branson Landing Boulevard – and Long Street Railroad Crossing and its west approach from Branson Landing Boulevard. All crossings were designed to accommodate high volume pedestrian traffic; the design of a roundabout, 110 feet in diameter, to help relieve congestion for the convention center at the Long Street and Sycamore intersection in downtown Branson. The new roundabout is a multi-lane design for visitors and also delivery truck traffic to the convention center; the design of Long Street including signalization of the intersection of Business 65.

SWT DESIGN EXPERIENCE

BROADWAY STREETScape IMPROVEMENTS | CAPE GIRARDEAU, MISSOURI

Urban revitalization projects have a unique way of bringing communities together, bonded by a common cause to become better than what was. A singular, palpable design gesture can inspire change and reinvigorate a city’s innate character. Improvements are tangible. In many cases they are immediately recognizable. The intangibles offer the greatest return, however, providing an economic platform for continual investment in the community.



With construction completed in only six months, improvements to Broadway’s streetscape afforded such an opportunity for the residents and businesses of Cape Girardeau, Mo. In the heart of the city’s historic downtown district, beautification of this 9-block stretch of corridor did more than improve aesthetics. It spurred the development of six new small businesses during the construction period, as well as additional businesses in the adjacent areas. More than 10 building improvements along the corridor were completed during that time, and countless more since its completion. These improvements became an accelerator for the corridor, and established a new sense of pride for the community.

In the heart of the city’s historic downtown district, beautification of this 9-block stretch of corridor did more than improve aesthetics. It spurred the development of six new small businesses during the construction period, as well as additional businesses in the adjacent areas. More than 10 building improvements along the corridor were completed during that time, and countless more since its completion.

BASS PRO SHOPS OUTDOOR WORLD – BRANSON, MISSOURI | BASS PRO SHOPS

Along Lake Taneycomo and on the perimeter of downtown Branson, the BPS Branson Landing is an anchor to the 1.5 million square feet Branson Landing Outdoor Mall. Along with the store, there is a floating restaurant, bait shop and marina adjacent to the store. The site was designed to embrace the cultural significance of the Ozark region, taking a break from a busy day and “gone fishing” idea which the area is known for. The flavor and atmosphere of the native landscape were inspiration for the grounds surrounding and supporting the store.



SWT Design was engaged in all aspects of the site development, from early site planning and building location, to construction observation. SWT Design worked with the contractor to ensure that the design theme was carried out from start to finish. Some site features that create a one-of-a-kind shopping adventure are the indigenous animal tracks in the paving, natural rock walls, outcroppings, hillside plantings, and water feature along the front of the store ending up in Lake Taneycomo were all used to create a one-of-a-kind shopping adventure.



The eco-friendly, native landscape includes plants indigenous to Missouri selected for their ability to attract wildlife and conserve water. This is not only a good conservation practice, but also reduces the long-term maintenance costs, provides seasonal color, and ensures that the display is unique to the region.

All of these design elements help transport visitors into a signature Bass Pro signifying Missouri.

**WEST FLORISSANT AVENUE GREAT STREETS INITIATIVE – FERGUSON, MISSOURI
 EAST-WEST GATEWAY COUNCIL OF GOVERNMENTS**

West Florissant Avenue, in North St. Louis County, has long been a street that serves motorized vehicles well. In recent years there has been increasing need to do more than that – local communities along this corridor need also to be able to walk, bus, and bike, and many see the corridor as their only central place for shopping, meeting neighbors, and economic development.

The project aimed to re-imagine West Florissant Avenue to help improve economic conditions, create an attractive sense of place, and help vehicles, bicyclists and people move safely through the corridor. The project proposes a wide range of improvements to the avenue between the Buzz Westfall Plaza Shopping Center to the south and Interstate 270 to the north. It embraced as its guide and sought to achieve in full the eight principles of the St. Louis Great Streets Initiative.



West Florissant Avenue connects neighborhoods, institutions, parks and town center areas with safe and attractive linkages for pedestrians, cyclists, vehicles and transit. The design of the street brings a cohesive image and identity to Dellwood and Ferguson. Civic places and walkable areas define the heart of the community.

This Great Street offers a healthy lifestyle not solely dependent on cars and benefits from rich sustainable landscapes and natural features. The street’s future development is the reflection of strong collaboration among Dellwood, Ferguson, and St. Louis County.

CDEWEY SHORT VISITOR’S CENTER – BRANSON, MISSOURI | US ARMY CORPS OF ENGINEERS

As part of the Recover America Act, the Army Corps of Engineers held a design-build competition for a new site plan and visitors’ center building, as their existing visitors’ center facility has become outdated and ill-equipped. This proposed site master plan was selected by the Corps to be developed with intent to preserve and protect many of the existing site features and native landscapes, while limiting disturbance utilizing innovative measures for sustainability. The new Conservation Center will be a cultural destination and an area icon. Located near Branson, Missouri, the area plays host to 50 live theaters, 3 championship fishing lakes, amusement parks and other attractions that support more than 8 million visitors per year.



The design team paid special attention to native landscapes, storm water management, and site maintenance/management during the development of the site master plan. The creation and enhancement of native Ozark landscapes are proposed within the Ozark Habitat Garden directly south of the proposed Dewey Short Conservation Center. These gardens include Oak Savanna, Rock Glade, Bird Meadow, Cedar Glade, and Native Woodland exhibits. Each unique habitat provides educational opportunities encouraging a broader understanding and appreciation for the region’s natural resources and ecological systems.

14TH STREET IMPROVEMENT PLAN – ROLLA, MISSOURI | MISSOURI S&T

The new 14th Street Improvement Plan has significantly improved the entryway and first impression of the Missouri S&T Campus. SWT Design was commissioned by the university to coordinate with the Missouri Department of Transportation. While MoDOT focused on the functionality of the widened roadway, SWT Design addressed the aesthetics and scale of the corridor which included creating a pedestrian connection extending beyond the existing campus infrastructure.



The design provided a generous, eight-foot wide walk lined with trees and subtle landscaping to lead students and visitors into campus. Pedestrian and roadway lighting were consciously selected to provide safety and enhancement while strengthening campus standards. Also, a highly visible crosswalk now allows users to cross University Drive to gain access to the underground tunnel much more safely.



OLD NORTH ST. LOUIS REDEVELOPMENT | US ENVIRONMENTAL PROTECTION AGENCY

Established in 1816 as the “Village of North St. Louis,” Old North St. Louis is located less than two miles north of downtown. Historic districts within the city began forming in the early 1980s, and the Old North Restoration Group was formed in 1981 as a grassroots effort to breathe new life into a struggling community.

SWT Design has partnered with the U.S. Environmental Protection Agency, along with more than six major stakeholder groups, to develop an implementable Sustainability Plan for the City focusing on Economic Development, Environmental Performance, Productive Land Use, and Strengthening Connectivity both within the community and to adjacent cities and downtown St. Louis.

CORTEX COMMONS – ST. LOUIS | CORTEX INNOVATION COMMUNITY

Originally envisioned as a research park, Cortex Innovation Community is quickly developing into a hub for start-up biotechnology companies, urban residences, and streetside shopping in the heart of St. Louis. With opportunities for a new light rail station and regional bicycle/pedestrian trail being studied, the community is poised for growth.

In an effort to spur development, SWT Design led a diverse team to develop the first phase of open space improvements for the district, including improvements to several district streets and a central park in the heart of the area, known as the Cortex Commons. The design team focused on Low Impact Development strategies to guide the improvements for the development, in addition to working with the client to secure grant funding for green infrastructure improvements.

To develop a scheme fitting a place for innovation, the team sought out inspiration in the world of science and technology. Neural networks, biomimicry, and DNA sequencing gave rise to design concepts, eventually translating into plan and site features.

DBG-DR CAPITAL IMPROVEMENT PLAN | JOPLIN, MISSOURI

In January 2015, SWT Design along with its partners began assisting the City of Joplin in the development of a Capital Plan to evaluate current potential disaster recovery projects that might be eligible for CDBG-DR funding. Through the Capital Planning process, an integral tool in the effort has been the creation of a Project Execution Plan (PEP) for each proposed project. This tool allowed for the gathering of all relevant information about the projects into one location. This information includes:

- Project Summary
- Project Scope
- Project Financials
- Project Schedule
- Project Risk Management Section

Over the next four years, this Capital Improvements Plan will guide the City of Joplin through long-term disaster recovery, restoration of infrastructure and housing, and economic revitalization. Projects in the Capital Plan vary in type and scope, and include Housing, Economic Development, Public Services, and Public Facilities Improvements.

The process for developing appropriate projects began with creating the Citizens Advisory Recovery Team (CART). Projects were ranked through a series of interactive workshops. Workshops for the Capital Plan focused on four recovery areas; economic development, infrastructure & environment, housing & neighborhoods, and schools & community.

Nearly 50 projects were identified. Implementation is already underway.





ROZELL SURVEYING & ENGINEERING EXPERIENCE

DEWEY SHORT VISITOR’S CENTER – BRANSON, MISSOURI | US ARMY CORPS OF ENGINEERS

Site survey services for the U.S. Army Corps of Engineers Dewey Short Visitor Center in Taney County, Missouri. The services included; topographic design survey; utility locate; easement review; horizontal and vertical control network; construction staking; and as-built survey. The improvements include site grading, drives, storm water, sanitary sewer, water system; bio-swales; and a new visitor center building. This project is LEED Gold Certified.

BRANSON HILLS PARKWAY | BRANSON, MISSOURI

Site survey work for the design and construction of over 9,700 lineal feet of five-lane public street improvements for Branson Hills Parkway located in Branson, Missouri. The project includes topographic surveys; establishment of horizontal and vertical control to be used by others; preparation of right-of-way deeds description, utility easements, slope easements and ALTA/ACSM Land Title Survey upon completion.

BRANSON LANDING | BRANSON, MISSOURI

Site survey services for the Branson Landing, Branson, Missouri. The services included: property boundary survey; location of existing City street rights-of-way; topographic survey; location and details on existing City and Railroad infrastructure; coordination with multiple design firms for construction staking of site grading, drainage systems, sea walls, streets, parking lots, utilities, sanitary sewer, geo-grid installation, commercial, retail, and residential buildings; condominium plats; as-built surveys; horizontal and vertical control; elevation studies for preparation of LOMA based on fill; preparation of easements and plats as needed.

PALMERTON & PARRISH EXPERIENCE

BRANSON LANDING – HCW, LLC | BRANSON, MISSOURI

PPI was the Geotechnical Engineer of Record and Construction Materials Testing Firm for the Branson Landing Development. PPI’s initial subsurface investigation for the Project included drilling of land-based and over-water borings. Early involvement during the construction phase included on-call geotechnical engineering consulting services for the new sea wall and boardwalk. The sea wall is approximately 2,000 feet long and typically 14 feet tall. PPI provided recommendations for foundation stabilization utilizing reinforced rock fill, in lieu of supporting the wall on more expensive deep foundations.

Other services provided by PPI included pre-drilling of drilled pier foundations; reinforcing steel observation; concrete sampling and testing; field density testing of soil, aggregate base, and asphalt pavement; proof-rolling observation; subgrade improvement; structural steel inspection including welded and bolted connections; design of deadman anchors for floating structures; and on-call geotechnical engineering consultation services throughout construction.

TANGER OUTLET CENTER | BRANSON, MISSOURI

PPI was the Geotechnical Engineer of Record during initial site development for the Tanger Outlet Center. The Project involved placement of over 80 vertical feet of compacted shot rock fill, at a slope grade on the order of 1.5H:1V. PPI observed and documented fill placement and compaction. The slope has stood the test of time, with essentially no settlement apparent at the finished grade level.

SHOPPES AT BRANSON HILLS | BRANSON, MISSOURI

PPI was the Geotechnical Engineer of Record for the majority of the development lots and new building construction within the Shoppes at Branson Hills. PPI observed and tested the tall MSE retaining wall supporting Best Buy, and provided field density testing, concrete sampling and testing, reinforcing steel observation, and structural steel inspection for many of the other Stores.

CONTACT

I will be the point of contact for the City on this project and will be very responsive to phone calls and emails. We have assembled a capable and experienced team to deliver a successful project for the City of Branson, and we look forward to working with you on this project. Should you have questions or require additional information, please call me at 314-335-8616 or by email at GBernardez@HornerShifrin.com. We look forward to working with the City of Branson on this project.

Sincerely,


 Gino Bernardez, P.E.
 Project Principal / Project Manager
 V.P., Practice Leader Transportation/Civil

HISTORIC DOWNTOWN STREETSCAPE

CITY OF BRANSON

TEAM QUALIFICATIONS

MCE is excited to present to you our qualifications to undertake the Historic Downtown Streetscape Project. Our team understands the importance of this project to City leaders and your constituents, and we are excited to discuss this project and the potentially profound impact these improvements can have upon the future of the City of Branson and its tourism economy.

About MCE

McClelland Consulting Engineers, Inc., is a multi-disciplined engineering firm specializing in civil engineering and providing a wide array of services related to transportation engineering, landscape architecture, environmental engineering, geotechnical engineering, structural engineering, environmental and construction materials laboratory analysis, construction management and land surveying. Established in Fayetteville, Ark., in 1963, MCE has grown to become one of the largest consulting firms in Arkansas serving more than 50 municipalities as clients.

The McClelland firm operates out of three offices: Fayetteville, Ark., Little Rock, Ark., and Tulsa, Okla., where we employ a staff of approximately 110 qualified individuals. MCE is licensed to operate and provide professional services in Missouri, Arkansas and Oklahoma. Our Fayetteville office's close proximity can provide quick response to unforeseen circumstances, and will service the City of Branson for the Historic Downtown Streetscape Project. McClelland Consulting Engineers, Inc., routinely and effectively services municipal clients located within a three hour driving distance from our offices. At only 90 miles and less than two hours from our Fayetteville office to the City of Branson, MCE is available on short notice to address any unforeseeable circumstances, or any other needs the City may have.

Our staff includes 18 Licensed Professional Engineers, 26 Degreed Engineers, three Licensed Professional Land Surveyors, four Registered Landscape Architects, and one Construction Engineer, all of whom will be available to assist the City of Branson as the project requires. We also employ LEED Accredited Professionals, and as a company, we are committed to keeping sustainability and environmental issues in mind. Our sustainability experts can offer ways in which "green solutions" can improve a project's bottom line while developing engineering solutions for projects both large and small.

The McClelland firm practices "complete street" design. We believe transportation corridors can be much more than a way to get from one place to another. Streets, especially those leading directly to a "destination site" can serve as environments in their own right. Our engineers and landscape architects seek to enhance the built environment utilizing landscaping methods and low impact development techniques that make the best use of existing topographic features and the surrounding natural environment.

When undertaking street design projects, we also consider who will be the primary user. If the street is shared, used by pedestrian and bicycle traffic in addition to traditional vehicular traffic, design considerations must be made for all users. These types of design enhancements encompass a wide variety and can include items such as bicycle lanes, shared lanes, pedestrian crosswalks, aesthetic lighting, signage, traffic calming devices, etc. Colors, textures, forms and scale become a part of the design process to best cater to each user group.

When designing complete street projects that include sidewalk and streetscape improvements, MCE strictly adheres to Accessibility Guidelines for Buildings and Facilities as set forth by the Americans with Disabilities Act (ADA). We are committed to designing sidewalks with the end user in mind. These designs reflect safe routes usable by both pedestrians and cyclists who are tourists and local citizens, alike.



HISTORIC DOWNTOWN STREETSCAPE

CITY OF BRANSON

KEY PERSONNEL

It is the project team's responsibility to utilize the right staff members for the Branson Historic Downtown Streetscape Project. Great care is taken in evaluating potential projects and assigning appropriate staff. You will find that each member is well qualified and has experience relevant to your project. All personnel are assigned carefully per current scheduled projects, allowing your project to get the attention it needs and deserves.



Daniel Barnes, PE - President & Project Manager

Mr. Barnes is the President of MCE-Fayetteville. In this position, he is responsible for the overall management of a wide variety of the office's ongoing public works projects. This entails contracting, scheduling, budgeting and expediting the engineering, surveying and laboratory project aspects of these assignments. In addition

to his management duties, Mr. Barnes has several years' experience in hands-on planning, design and construction administration. Mr. Barnes's expertise includes project planning, funding assistance and project design. He has designed streetscape and downtown enhancement projects for numerous municipalities including the Cities of Warren, Hamburg, Monticello, Fordyce, Arkadelphia, Eureka Springs, Pea Ridge and Little Rock/Pulaski County. Mr. Barnes is an expert in communicating with key stakeholders to determine their design values and criteria. He uses this information to develop aesthetically pleasing, culturally appropriate engineering designs that are ADA compatible and economically feasible for construction. Mr. Barnes will provide the primary project management and direction to the City of Branson for the Downtown Historic Streetscapes project.



Nathan Streett, RLA - Project Manager

Mr. Streett joined MCE in 2015 and has more than 13 years experience in planning, coordination and leadership in the civil engineering and landscape architecture industries. Through the course of his career, Mr. Streett has completed scores of multi-million dollar projects while building close relationships with many jurisdictional agencies. Mr. Streett served on a team that completed the civil design, flood study, lot split, and permitting through both the City of Bentonville and AHTD while maintaining close relationships with the clients. He is currently working on the Springdale campus of Arkansas Children's Hospital, a state-of-the-art, multi-story facility on 36 acres. Scope of work includes design, rezoning, and permitting with the City and the state while working closely with the owners and architectural team. With a fast-tracked delivery schedule, the facility is set to open in 2017.



Rick McGraw, RLA - Project Manager

Mr. McGraw provides services as part of MCE's design development team. His responsibilities include project management, conceptual planning, design, and coordination of various development projects. He expertly coordinates information between the client and municipal officials and in the drafting all site/civil-related documents. He routinely assists with higher education projects, private commercial development projects and municipal facilities. Mr. McGraw provided design services for AHTD-funded sidewalk enhancement projects in the cities of Waldron, Eureka Springs, Pea Ridge and Decatur where close coordination was required to meet AHTD funding requirements, stakeholder needs, and ADA.



HISTORIC DOWNTOWN STREETSCAPE CITY OF BRANSON

PROJECT EXPERIENCE

The MCE team is well-versed and has a breadth of experience well-suited to the City of Branson's Historic Downtown Streetscape Project. The following section will discuss our design philosophy and highlight some of the projects that our firm has completed that are relevant to the City of Branson's Downtown Streetscape Project. We're confident that our expertise will provide the City of Branson with a vision, design and construction plans for the Historic Downtown area that will reflect the rich history of Branson while improving the safety and aesthetics of the area, which will, in turn, provide a positive economic return.

Trails & Sidewalks

Having designed numerous streetscape, sidewalk and trails projects for municipalities large and small, MCE possesses the design expertise to make your project a success, and we are committed to helping you improve your community's pedestrian and bicycle corridors.

When designing sidewalk and streetscape improvements, MCE strictly adheres to Accessibility Guidelines for Buildings and Facilities as set forth by the Americans with Disabilities Act (ADA). These designs reflect safe routes usable by both pedestrians and cyclists who are local citizens, school-age children and tourists alike. MCE designs trails and sidewalks that utilize and compliment the natural environment, as well as enhance the built environment by minimizing the impact of proposed installations and determining the best use of a site.

Tourism Industry & Resort Town Experience

Another unique asset of the team led by McClelland Consulting Engineers, Inc., is our first-hand experience providing professional services to communities that have significant tourism economies. Because of this experience, we understand that we must be sensitive to your tourism seasons and the expectations of visitors who will be vacationing in your city. Careful consideration of potential service interruptions and careful construction phasing are essential when working in communities who rely upon tourism dollars.

McClelland Consulting Engineers, Inc., has been providing services to the City of Eureka Springs for more than two decades, and we have worked with City leaders, local business owners and the local advertising and promotion commission throughout each project to ensure that during all projects undertaken, any possible effect upon tourism were understood and mitigated whenever possible. Often this meant scheduling construction during months of the "off-season" and ensuring that if even during these "slow" periods, disruption to normal business operation was limited in duration.

Similar to the Historic Downtown Streetscape Project, MCE provided services to the City of Eureka Springs for safety and aesthetic improvements to historic downtown Eureka Springs in the Main Street/Planer Hill area. This major sidewalk project runs parallel to Highway 23 (Main Street) in Eureka Springs, Ark. The project stretched down Planer Hill and faced the challenges of steep terrain and the City's goal of "nestling" the sidewalk into the hillside along the street and to give it a natural feeling. Retaining walls were constructed of hand-hewn limestone by a local artisan and the concrete walking surfaces were stamped with a pattern to resemble slabs of native limestone. Additionally, an "old style" ornate handrail was provided to maintain a look consistent with the historical era theme of the City. Storm drainage was provided and electrical conduits were installed to provide service for future lighting. The project was implemented in two phases at a cost of approximately \$350,000. This project was funded by the AHTD Enhancement Program. The project included approximately 2,280 linear feet of five foot wide stamped (limestone patterned) concrete sidewalk with retaining walls, earthwork and drainage. The retaining walls are made up of concrete masonry units with geogrid reinforcement and limestone face. The project also included 1,680 linear feet of water line for irrigation and 1,850 linear feet of electrical conduit for future lighting.



Eureka Springs Sidewalks

HISTORIC DOWNTOWN STREETSCAPE

CITY OF BRANSON

Additional Relevant Project Experience

MacArthur Park Connections Master Plan, Little Rock, AR

MCE served as the civil engineer on the MacArthur Park Connections Master Plan team. The final park vision describes the park as an anchor for a larger urban landscape network rather than an autonomous greenspace. The master plan visualizes the park as a link between recreation, transit, commerce, entertainment and living while extending sustainable design practices used in the park into the local neighborhood and surrounding district.



With the completion of the master planning process, MCE is now working with Pulaski County Road, to designing McMath Boulevard/McAlmont Street and a new cross-park connecting Lane. This is one of the first projects to begin implementing the award-winning master plan for MacArthur Park. These pedestrian-friendly streets will extend the park experience to the east by creating a shared street plaza. Traffic calming elements are emphasized to maximize pedestrian safety and access. The designs also make extensive use of low-impact design techniques such as pervious pavement in the parking stalls to reduce runoff volume, bioretention areas to treat and slow the runoff and dispersed flow that minimizes the use of curbs, inlets and pipes. The master plan proposes attached and detached housing types in this area, arranged in patio, court and mews configurations similar to precedents found in the existing neighborhood in this area.



Rendering of streetscape concept for McMath Boulevard/McAlmont Street

As the master plan's name, Connections, implies, an important part of the vision of this plan is to reconnect the surrounding neighborhoods to the park, which became bound by the construction of North Little Rock Expressway (I-30) and 8th Street Expressway (I-630) in the 1960s. Ultimately, the park's renovation will extend the presence of important state institutions located in the park (MacArthur Museum of Arkansas Military History and Arkansas Arts Center), model sustainable design practices and facilitate multi-modal connections to surrounding neighborhoods, districts and a proposed city-wide green network.

Arkadelphia Downtown Street Enhancements, Arkadelphia, AR

MCE assisted the City of Arkadelphia in the design of three phases of downtown enhancements and we are about to begin the design of Phase IV. Each phase carries the same theme and included improvements to six city blocks. The improvements consisted of new sidewalks, stamped concrete crosswalks, new pedestrian lighting, traffic calming planter beds, landscaping, an irrigation system, subsurface drainage and a concrete paved parking lot. Close attention was required during the design and construction of this project to meet ADA standards. The total construction cost of this project was \$1.4 million.



Arkadelphia Downtown Enhancements

HISTORIC DOWNTOWN STREETScape

CITY OF BRANSON



College Avenue Enhancements, Fayetteville, AR

McClelland worked with the City of Fayetteville to improve approximately 3,300 linear feet of College Avenue between Rock and Maple Streets in the historic downtown area of the City. Included in the scope of Phase I of the project are a minor realignment to straighten College Avenue and standardize lane widths; definition and alignment of commercial access to alleviate traffic conflicts; and addition of sidewalks and landscaping to facilitate and enhance pedestrian circulation. Phase II of the project involves the reconfiguration of the intersection of Rock Street, College Avenue and Archibald Yell to resolve existing traffic conflicts.

City of Alma Downtown Streetscape, Alma, AR

MCE is assisting the City of Alma in designing streetscape enhancements for their downtown area. The project has the goal of revitalizing Downtown Alma by enhancing Alma's core and creating pedestrian-friendly streetscapes and a business-friendly atmosphere. Project estimate is \$2.4 million. Scope of work includes master plan for parking, conceptual design of streetscape, landscape architecture, topographical survey, geotechnical investigation, detailed design, construction administration and observation. Construction is planned for the latter part of 2016.



Renderings of streetscape concept for Downtown Alma



HISTORIC DOWNTOWN STREETSCAPE

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76th Street North & Main Street Intersection, Owasso, OK

MCE is providing engineering services for the widening and beautification of the 76th Street North and Main Street Intersection in Owasso, OK. This project consists of modifying the configuration of the existing intersection in order to better serve vehicular traffic in the area, as well as to provide beautification and increased pedestrian friendly design measures. Two to three waterlines will also need to be relocated with the modified intersection configuration.

The reconstruction will consist of removing the existing pavement, including the curb and gutter, and 12" of existing soil and replacing with subgrade, geotextile, an aggregate base followed by concrete pavement. Curb and gutter will be replaced as well. Waterlines will be relocated outside of the proposed pavement area. Fire hydrants will need to be relocated and connected to the existing waterlines. Additionally, two stormwater systems will require inlet and pipe relocations as part of the reconstruction. Conceptual Construction Cost for the entire project is estimated at approximately \$1,142,000.



Warren Downtown Streetscape

Warren Downtown Streetscape, Warren, AR

This project incorporated two city blocks of Main Street from Church Street to Cedar Street. The scope of work included sidewalks with engraved brick patterns, curb and gutter, lighting, street parking and landscaping with an automatic sprinkler system. The budget for this project was \$320,000, and was funded with an ISTEAFederal Grant.

Fordyce Downtown Streetscape, Fordyce, AR

This project included sidewalk improvements, curb and gutter and landscape improvements which extended along both sides of Main Street, a distance of two city blocks. This project was funded with an ISTEAFederal Grant having a budget of \$105,000.

DETAILED DRAWINGS, CONCEPTUAL RENDERINGS & COMPUTER SIMULATIONS

McClelland Consulting Engineers, Inc., has a solid reputation for producing detailed drawings that are of exceptional quality. Our engineers and draftspersons use leading edge technology to develop the documents. Our accurate, detailed drawings include pertinent information so that during the bidding phase of projects, contractors are not left with unknowns. By reducing the number of "unknown" circumstances, MCE is able to achieve more accurate bids, which generally reduces the overall construction cost of a project.

MCE not only produces detailed plan drawings and documents, our team of professionals also develops detailed conceptual planning documents and preliminary designs to test concepts during preliminary design phases and to facilitate public meetings. We create rendered plan, section and perspective drawings using both digital illustration and hand rendering methods. Computer simulations and digital 3D models can also be created for projects by members of the McClelland team.

ON TIME & WITHIN BUDGET

MCE is committed to completing the Historic Downtown Streetscape Project on time and within budget. Our team understands that there is much more to a design than safety, functionality, reliability and aesthetics. For a design to be

HISTORIC DOWNTOWN STREETSCAPE CITY OF BRANSON

Partial List of Similar Project Experience & Associated Costs

<u>Project</u>	<u>Original Contract</u>	<u>Final Cost</u>
Arkadelphia Phase II	\$461,634	\$452,445
Arkadelphia Phase III	\$337,879.50	\$365,146.40*
Arkadelphia Phase IV	\$437,412 (Budget)	Under Design
Dardanelle Front Street Streetscape	\$182,391	\$184,530
Camden Downtown Enhancement	\$266,785	\$288,961
Alma Streetscape Plan	\$2.2 million	Under Design

*Scope was added to the project with unit prices to maximize grant funds awarded

successful and for an envisioned pedestrian corridor to be completed, the project must be feasible. The two main components of feasibility are time and money. Our team understands that a vision and design do not best serve the City if they are not feasible, that is, they cannot reasonably be constructed in the time or with the funding that the City has available.

MCE's team is committed to providing the City of Branson with a feasible design – a design that conveys a strong vision for the future that expresses the uniqueness of Branson, a design that can be constructed with funding at levels appropriated by the City, a design that can be constructed in a phased manner that will not interrupt tourist activity, not be a burden to nearby businesses and the tourism economic engine.

Proposed Design/Construction Schedule

Notice to Proceed	April 25, 2016
Design Kickoff Meeting with City	April 25, 2016
Topographic Survey	April 27-May 20, 2016
30% Design Complete/Public Meeting	June 30, 2016
60% Design Complete/Public Meeting	Aug. 11, 2016
90% Design Complete/Public Meeting	Sept. 9, 2016
100% Design Complete	Sept. 21, 2016
Advertise for Bids	Sept. 26, 2016
Begin Design	Jan. 1, 2017
Utility Coordination Meetings	Monthly During Design

We offer the following is an example of our experience completing projects on time and within budget:

Arkadelphia Downtown Enhancements, Arkadelphia, Ark.

MCE is undertaking the fourth phase of improvements to the downtown area for the City of Arkadelphia. When the City first decided to improve its downtown area, they selected a consultant who excelled at visioning, but was not an expert in feasibility. After assisting the City of Arkadelphia with the initial visioning process, the consultant originally retained by the City "oversold, but under-delivered". The project the consultant designed could not be bid or constructed in a manner affordable to the City of Arkadelphia, which was funding the project with grant and City money. After multiple unsuccessful attempts to get the project "in the money," the original consultant was released, and the City of Arkadelphia retained the services of McClelland Consulting Engineers, Inc.

MCE met with City leaders and key stakeholders to determine the goals of the project and used value engineering to develop new solutions that met the City's vision, but could be constructed in a manner that was feasible for the City. The improvements consisted of new sidewalks, stamped concrete crosswalks, new pedestrian lighting, traffic calming

HISTORIC DOWNTOWN STREETSCAPE

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planter beds, landscaping, an irrigation system, subsurface drainage and a concrete paved parking lot. Close attention was required during the design and construction of this project to meet ADA standards. To date, the City of Arkadelphia has invested more than \$1.5 million to improve its downtown areas, and continues to utilize the services of MCE. The City of Arkadelphia has come to rely upon the ability of MCE to adapt project goals and visions in an economically feasible way.

Contract Management

MCE uses contract management as one means to ensure that projects are completed on time and within budget. We establish mutually agreed upon written contracts with all of our clients to ensure that parties involved understand the scope of work and project parameters. In conjunction with these projects, MCE presents progress reports throughout the course of project to keep all parties informed. We believe excellent communication is vital to completing a project on time and within budget.

We further strive to meet project schedules through cooperation with the Owner and by taking into account the impact of weather. Construction schedules are formulated to accommodate these and other contingencies. We are very proud to report that projects undertaken by MCE have been successfully completed to the highest standards within our control, on time and within budget.

YOUR PROJECT - HISTORIC DOWNTOWN STREETSCAPE PROJECT

It's an exciting time for the City of Branson. The City has taken many proactive steps to ensure a vibrant and sustainable future for the City of Branson. In 2012, The City accepted the Community Plan 2030, a policy manual for the City's growth and development.

The community has identified that it wishes to maintain downtown as a charming, thriving place to operate business, live and shop. To maintain this area and help the area to continue to thrive, improvements to infrastructure will need to be made. Such improvements include adapting the area to create sustainable complete streets that improve pedestrian, bicycle and multi-modal transportation. The Historic Downtown Streetscape project will directly impact economic viability of this important area and efforts should be made, not only to beautify the area, but also to incorporate low-impact development solutions where feasible.

The McClelland Consulting Engineers, Inc. team is pleased to present the following approach, process and potential design considerations to the City of Branson for your review. We believe we have assembled a team that will work well with City leaders and staff, interested residents and key stakeholders to develop, design and construct an improved Historic Downtown area that will serve Branson for the present and well into the future. Our team's previous experience is well-aligned with the City of Branson's goals and vision, and we are ready to go to work right away to help you turn the City's needs, wants and ideas into successful, completed project realities.

Public involvement will be an important aspect of this project. A process of inclusion will be vital to successful visioning and planning. During this concept development phase, our team will meet with key stakeholders including City leadership and staff, business owners, utility companies, tourism and visitors bureaus and concerned citizens.

Phase I - Concept Development Tasks

- **Complete a detailed topographic and boundary survey of the project area.** An accurate base map will be essential to planning and identifying phases/sections for improvement. An accurate base map will also provide information pertinent to developing accurate estimates of cost for the project. Utilities in the area will need to be identified and mapped to determine where/if significant (size/expense) relocation challenges may occur. Coordination with utility companies will be important throughout all project phases.
- **Meet with the City of Branson (Project Owner) to establish project goals for public meeting and visioning workshop(s)**, two of which will likely be conducted. During this meeting, preliminary sections for improvement may also be identified.
- **Review existing master plan.** We will accomplish this through a series of interviews with key city staff, mayor, city council, and volunteers. These interviews will likely lead to independent research to help further our understanding

HISTORIC DOWNTOWN STREETSCAPE

CITY OF BRANSON

of the infrastructure of the area. Our initial task is to build a deeper understanding of the Historic Downtown area through due diligence, involving photo documentation of the area, review of past planning reports, review of building and development codes as well as ordinances governing historic properties, gathering of GIS data, inventory and/or creation of baseline maps, inventory of proposed development projects, and area morphology analysis for use in concept development and public input sessions. Data and inventory results will be aggregated into block-by-block, corridor, building type, or district map formats understandable to a lay audience. Inventories will be descriptive of internal strengths and weaknesses as a basis for determining master plan principles. The objective in this phase is to establish asset-based mapping that illuminates the planning issues and frames discussions between the project team and community stakeholders.

- **Conduct Community Workshop(s)/Open-House(s)/Charette(s).** The goal in this phase is to develop community agreement on the key principles that will structure the concept and design approach. Following the first workshop, a report will be prepared. This report will help shape the second workshop where more concrete ideals can be established and design criteria can be narrowed. Impact to individual business owners must be evaluated. Some conceptual ideas will need to be laid out in the field so all stakeholders have a good understanding of what is planned.

Phase II - Design

- **This phase will encompass the engineering design for improvements to the Phase III Historic Downtown area.** Project segments developed by in part by consideration of construction phasing of the project will also be developed during this phase. It will be important to consider what can be feasibly constructed in the “off tourism seasons”, identified as Hot Winter Fun and Ozark Mountain Spring, spanning from January through May, approximately, as reported in the Community Plan 2030. Phases should be developed in a such as way that they are large enough to take advantage of economies of scale for purchase of materials and labor, but sized in such a way that they are minimally invasive to activities related to the tourism economy and to local business.
- During the design phase, our team will be in regular communication with the City of Branson, producing documents for City comment at the 30%, 60% and 90% phases. It should be noted that we not only want feedback at every level, but we expect to change our design after these submittals.
- Other activities that will occur during this phase include:
 - Design layout and construction phases/segments.
 - Identification of additional right of way that is required.
 - Identification of utilities to be relocated, upgraded or replaced.
 - Coordinate with aerial utility companies .
 - Coordination with MoDOT and other regulatory agencies.
 - Permitting processes.
 - Drainage/storm sewer design.
 - Utilize low impact development techniques whenever appropriate for design aesthetic and cost feasibility.
 - All designs will be ADA compliant, and the City’s tourist demographics will be important when developing designs.
 - Designs will be completed in conformance with “City of Branson Design Criteria for Public Improvement Projects”.

Preliminary Recommendations

We believe the final design of the City of Branson Historic Downtown Streetscape should be dictated by the City and key stakeholders, such as local business owners and local residents. As a consultant, our job is to guide the process and help you determine what your want your final, completed project to convey. Our team will listen to your concerns and ideas and develop the information you supply into engineering designs that meet your criteria and create the desired aesthetic atmosphere.

In guiding your project through the design process, our team will bring up ideas and topics for consideration that we believe, based on our considerable project experience, can improve the final design or offer value/cost savings when possible. Some of these items include:

- Pedestrian safety and crossings

HISTORIC DOWNTOWN STREETSCAPE

CITY OF BRANSON

- Street trees and landscaping (Consider irrigation system, initial cost could be offset by maintenance/manpower costs over time.)
- Pedestrian movements
- Impacts to local businesses
- Vehicle turning movements
- Pedestrian seating and potential for seating to serve as transit stop.
- Wayfinding and signage (Should be compatible with MoDOT standards and meet ADA criteria).
- Consider shared access drives and how they will affect existing businesses and parking. Reducing the number of driveways may improve the flow of traffic while reducing the number of opportunities for collisions to occur between drivers turning into driveways while pedestrians are crossing.
- Surface treatments as means of wayfinding, to delineate pedestrian crossings and for safety.
- Since the City of Branson's second busiest tourism season occurs during winter months, weather conditions that may lead to potential ice accumulation should be considered when selecting materials.
- Consider the incorporation of bike lanes. Consider available space for dedicated bike lines. If there is not enough space for dedicated lanes, would shared lanes be feasible. Consider conflicts between turning motorists and cyclists crossing driveways.
- Themed ideas should fit with the historic nature of the area.

Construction Phasing

Construction of this project will need to be done in a carefully planned manner. Any construction will undoubtedly affect local business owners, so it will be important to work with these interested and concerned parties from the outset of the project. Every effort will be made to avoid disruption of business and service to tenants/business owners in the downtown area. Safety will also be a priority during construction phasing. Areas should be clearly marked and fenced so that while construction is occurring no risks are posed to tourists or local residents frequenting the area.

Quality Control/Quality Assurance

Throughout this project, our team will maintain regular contact and communication with the City of Branson and its officials to keep the City informed and to address any concerns they may arise. As the project progresses, quality control and quality assurance will be of the utmost concern to our design team.

We know a quality design looks good only on paper unless it is constructed with the same quality assurances. There are some instances where a contractor will attempt to cut his costs by way of short-cuts and other low quality practices. MCE has established a stringent quality control and quality assurance (QC/QA) program to ensure your project is constructed with the same quality it was designed. We offer several in-house advantages that compliment this QC/QA program.

- Staff experts who deal with soil and groundwater conditions, which are key factors when considering pavement design construction.
- An experienced in-house construction materials testing laboratory which administers tests required for a good quality control campaign.
- Three Registered Professional Land Surveyors experienced in utilizing the latest in electronic data collection to provide construction control.

Quality Control/Quality Assurance is another advantage of our joint-venture team. Throughout the project, each firm of our design team will review the other firm's work providing additional perspective to ensure that no issues with design will arise. McClelland Consulting Engineers, Inc. has a long, successful history of work, and numerous repeat clients. This would not be true if our work were not reliable. Our team is committed to designing a safe, aesthetically pleasing Historic Downtown Streetscape project for the City of Branson.



February 5, 2016

City of Branson
ATTN: Mr. David Miller, PE
City Engineer
110 W. Maddux, Suite 310
Branson, MO 65616

RE: Downtown Branson Streetscape Project—Phase III

Dear Mr. Miller:

Every city's downtown is the heart of the community, and that is no different with Branson. Branson has a history that can't be replicated, but with history comes unique challenges. Downtowns must be dynamic enough to economically compete with new developments and the ever-changing market while also maintaining a sense of place. Downtowns require a balanced combination of walkability, parking, and vehicular access to ensure a vibrant economic environment.

Ordinarily, a project does not start with "lessons learned," but, for the Branson's Downtown Streetscape—Phase III, that is not the case. Rather than viewing this as an obstacle, we feel that this provides the city and Olsson Associates (Olsson) a chance to reset and reestablish the momentum that was once behind the Downtown revitalization. These "lessons learned" will be essential to defining a successful outcome for this phase of the downtown streetscape project—and the future phases to come. We will hit the ground running and build upon successes of the previous phases while avoiding the pitfalls of the real or perceived shortcomings--ensuring delivery on time, within budget, and to Branson's complete satisfaction.

Olsson was founded 60 years ago as a municipal engineering firm. Since then, Olsson has been providing municipal engineering services to numerous, similar communities throughout the Midwest. We are known for becoming a member of the client's team and representing the client's interests in all phases of a project. Bringing comprehensive engineering and design solutions to a community, Olsson excels in numerous disciplines. With a full-service, in-house staff, Olsson also has the support of 26 offices that comprise nearly 950 team members who are responsive, motivated, cost-conscious, and effective, with resumes rich in successful projects. This is illustrated by Olsson's repeat client rate of 90 percent. In 2014, Olsson strengthened its services by acquiring Ochsner Hare & Hare (OHH), which has over 100 years of planning and landscape architecture experience.

Olsson would appreciate the opportunity to serve the City of Branson. We are confident you will find our team to be responsive, experienced, and dedicated to achieving your project goals and objectives. We will bring an unparalleled focus to this project to ensure that it is executed in a manner that will reinvigorate the community and bring the momentum back to downtown.

Should you have any questions or require additional information, please contact us at 913.381.1170, rcatt@olssonassociates.com, or rmersch@olssonassociates.com.

A handwritten signature in blue ink, appearing to read 'Reid Catt'.

Reid Catt, PE, PTOE, LEED® AP BD+C
Project Manager

A handwritten signature in blue ink, appearing to read 'Ronald L. Mersch'.

Ron Mersch
Office Leader/Client Manager

PROJECT APPROACH

If there was one word to describe Olsson's goal for this project, it would be **EXECUTE**. Executing this project in a cost-effective and timely manner will result in a successful project and help reinvigorate Branson's downtown area. We will communicate, establish a plan, and then execute that plan. We intend to openly communicate with the city, businesses, property owners, and all stakeholders to ensure that the project expectations are known upfront. Olsson will work to provide accurate, forthright guidance through-out the project. We realize that the design theme and color palate will be carried through from the original project. And, while the Master Plan helped to establish a cohesive downtown, each block is unique in its own right, which must be taken into consideration.

PROJECT MANAGEMENT AND PUBLIC INVOLVEMENT

Olsson intends to use a collaborative project management approach. Reid Catt will be the project manager focusing on technical aspects of the design as well as work production and accurate estimating. As project manager, Reid will be the primary point of contact. Jane Earnhart will be acting as the assistant project manager focusing on the aesthetics aspects of the project. Jane will work to ensure consistency with the Master Plan and help coordinate the renderings and 3D models to ensure that accurate perspectives are provided. Ron Mersch is the acting client manager and will focus on public involvement and stakeholder coordination. Ron will attend city meetings separate from the project specific meetings to help field questions outside of the project forum. Reid, Jane, and Ron are all committed to stakeholder coordination and public involvement. Olsson's goal is to have multiple representatives involved to ensure a consistent message is being delivered throughout the project within the Branson community.

Olsson will kick-off the project with a lessons learned session with city staff members. These lessons will help establish the detailed scope of services for which professional fees are based. Our experience is that clarifying what is not included in a scope of work is just as important as what is included. And, although sometimes this can be considered off-putting, this level of communication helps clarify the needs and limits of the project, virtually eliminating the need for contract amendments.

LESSONS LEARNED

We are aware that there are a number of design features that need to be revisited from Phase I & II of the project. Of particular note are the choice of landscaping, the narrowed roadway sections, and the small curb radii. Early in the project, Olsson will establish design criteria, standard protocols, and mitigation strategies to help combat these issues and to help establish a consistent method of dealing with them. A few examples of this would be as follows:

- **Establish a design vehicle:** The largest design vehicle should be established to help determine appropriate turning radii that can then help guide minimum curb radii and sign placement. Also, consideration for specific truck routes may be evaluated.
- **Establish a visibility window:** We understand that visibility often translates to foot-traffic. We will work to help establish the desirable amount of visibility and tailor landscaping heights to match those standards.
- **Establish ADA protocol:** The grades in the downtown area can be considered mountainous on some streets; therefore, a standard protocol should be established for dealing with those areas where ADA compliance is unlikely and when a roadway exception should be exercised.

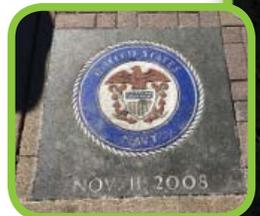
DATA GATHERING AND CONCEPT DESIGN

Olsson will work to coordinate and meet with all of the utilities within the project limits to begin the design process. We will also work to understand not only the existing facilities, but also proposed improvements to try and minimize disruptions. Progress and updates meetings will be held at each project milestone, if not more often.

Early in the project, Olsson will meet with property owners, business owners, and stakeholders to gain a better understanding of their operations. We will work with all stakeholders to understand how each businesses operate in conjunction with the streetscape. We will have focused discussions to help understand their expectations and to ensure that we believe those expectations are realistic. As previously noted, clear and open communication will be an avenue to success for this project. The project website can continue to be maintained to help with this communication.

During the data gathering phase, Olsson will coordinate with the city and other stakeholders to determine what unique aspects of Commercial Street should be preserved. The military emblems are a great example of features worth saving. Olsson will also establish an understanding of the functional uses in the area, specifically the alleys. From an operations standpoint, we believe that this project should minimize operational impacts.

Multiple concept layouts will be developed and presented to the Board of Aldermen. Invision Studios will provide 3D renderings and OHH will provide hand-sketch renderings as needed to assist in the decision making process. By developing concepts, Olsson will attempt to factor in design criteria, protocols, and best practices to present reasonable streetscape layouts. This will provide the Board with a menu of options to choose from and will invite further input to help confirm the preferred layout.



DETAILED DESIGN

The Preliminary (30%) Plans will be developed based upon the preferred concept layout. Any changes required by technical aspects of the design will be revisited with the stakeholders to maintain a clear understanding of the final product. The 30% plans will help to generate the first-order cost estimate.

Right-of-way (60%) Plans will be developed to confirm design assumptions, determine right-of-way and easements, guide the utility relocation plans, and refine the estimate. Preliminary signal layouts will be developed for the Commercial Street and Main Street intersection to accommodate a future signal. Olsson's goal is that by the end of this time utility relocations may be allowed to begin.

Final (100%) Plans and specifications will be developed to incorporate final details and will form the basis of the bid package. The estimate will be reviewed and finalized to ensure accuracy with consideration for the construction schedule.

BIDDING & CONSTRUCTION

Olsson will assist the City of Branson in bidding the project and will remain involved throughout the construction phase of the project. Olsson will answer questions, review submittals, and assist as requested. Different aspects of this involvement are further discussed below.

SCHEDULE

Olsson is aware that design and construction schedules are inseparably linked and that the success of any project relies on hitting the ground running. We are aware of the important dates as outlined in the RFP, but we also have a comprehensive understanding of how a schedule can be crafted to meet those dates. We have experience with and are prepared to expedite the contracting phase to begin work before May 1, 2016. We understand that the city's intends to hold the bid opening in November 2016 with the goal of completing construction by mid-year 2017. Olsson is committed to providing the staff and resources to meet the design schedule.

DESIGN-BUILD BACKGROUND

Olsson has brought O'Donnell & Sons Construction (O'Donnell & Sons) on board to help provide unique insight to the project from a contractor's perspective. Olsson and O'Donnell & Sons have teamed together to complete multiple design-build projects in the Kansas City metropolitan area. This design-build experience highlights our unique understanding of how project design decisions directly affect constructability and thereby schedule and cost. This also highlights our ability to provide expeditious shop drawing reviews. O'Donnell & Sons will be involved in project milestone reviews to discuss potential schedule concerns and will work with Olsson to develop design

solutions to mitigate those concerns. And, potentially the most impactful contribution that they will bring to the team, O'Donnell will conduct a thorough review of the construction phasing and traffic control with an eye toward increasing pedestrian access during construction.

UTILITY COORDINATION

Utility coordination, much like the public involvement process, must take place early and often during the design phase of a project. The request for proposals make it clear that the presence of existing utilities may be significant. Olsson will establish contact with all utility owners within the downtown area and will meet at project milestones.

Our goal is always to avoid relocation, if possible, but, if not, mitigation/relocation plans will be coordinated and developed. Olsson recommends gathering pothole information early in the design process to assist with design decisions. We would like to establish a plan that would result in relocating utilities prior to construction. And, if not possible due to pedestrian and business considerations, we will develop a work agreement between the utilities and the contractor.

CONSTRUCTION SCHEDULE TOOLBOX

Several contracting mechanisms are available to help meet the construction schedule. According to guidance provided by the Missouri Department of Transportation (MoDOT), the liquidated damages for the Downtown Streetscape were eight times lower than recommended. A reasonable balance must be achieved between the incentives and the disincentives for a project. In a downtown environment where the economic life-blood of a community is at stake, liquidated damages (LDs) must be a part of the construction contract. But, the scales must not be tipped too far in the disincentive direction or Branson will run the risk of reducing competition and exorbitantly increasing project costs. Combining disincentives with incentives for accelerated project completion is a great way to balance the scales.

Olsson recommends that, along with the increased LDs, the contract also be incentivized based on landmark tourist dates. This would allow business to commence as usual, allowing shops to stay open and thereby provide the largest tax benefit to the city. Some notable dates are May 15 (schools begin to release), May 27 (Memorial Day weekend), June 15, and July 1 (before Fourth of July). Another unique acceleration of work method is the A+B method of bidding, which allows the bidder to bid the time the bidder believes the work may take to complete. MoDOT notes that this method of bidding can be an effective technique in locations where user impacts are high, for which the downtown area definitely would qualify. This is just one example of another mechanism that can be evaluated for accelerating the construction schedule.

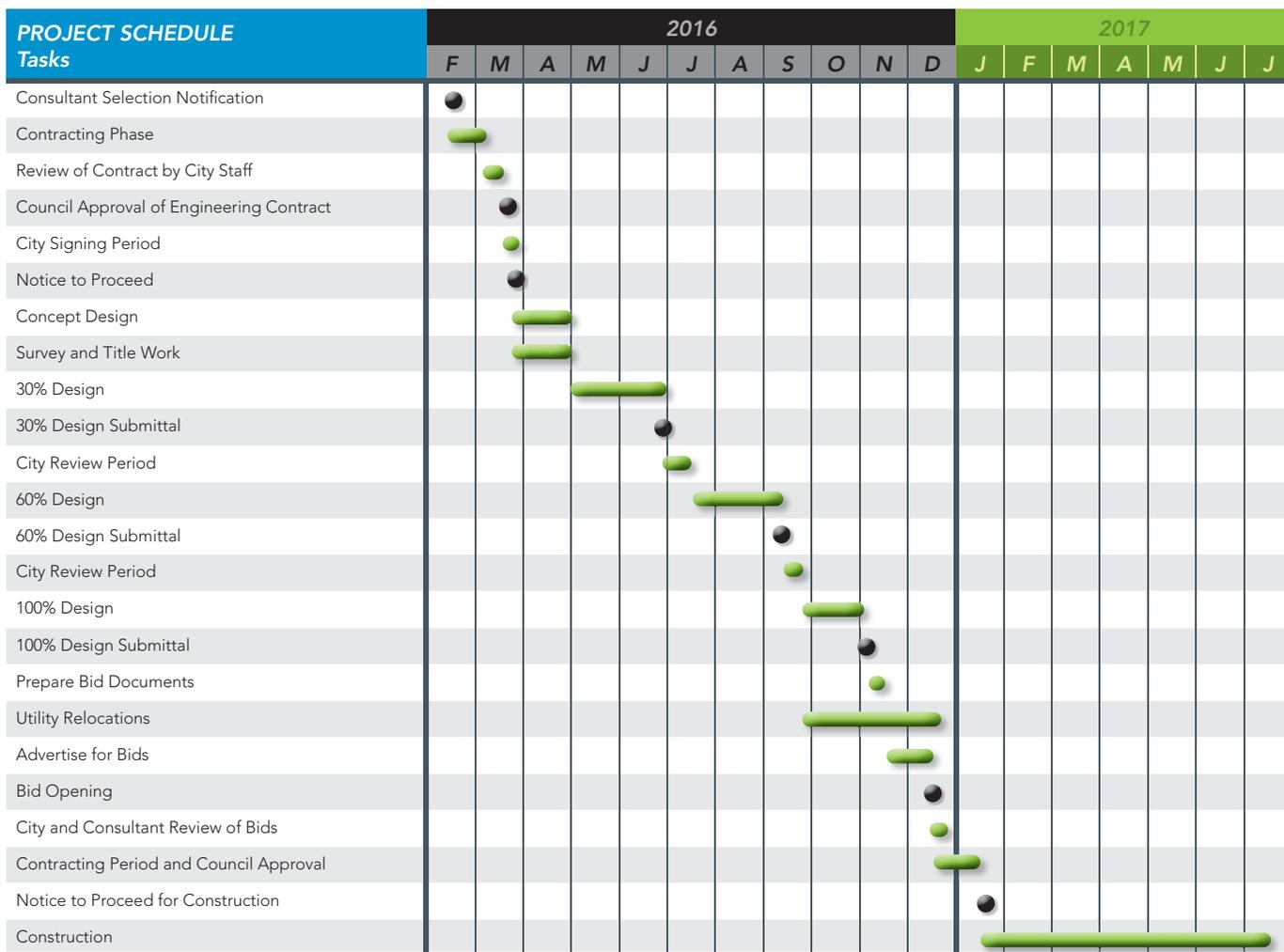
Night-work is another potential contract provision that is worth considering to help ensure that the construction schedule is met. Night-work presents many unique challenges that many do not consider before “learning the hard way.” Communication strategies between all parties, including the city, design consultant, inspectors, and the contractor, must be established. Additional safety considerations are also necessary, particularly with lighting. Noise pollution and disturbances during night-time hours is also a common issue with this approach. But, Olsson does have resources to help if this approach is deemed desirable, as it well may. NCHRP Report 726 provides a guidebook of nighttime best practices with which Olsson is familiar. Olsson also has a certified lab and inspectors that could help supplement city staff during night-time hours.

Outside the confines of contract mechanisms, a strategy used by the City of Springfield to help limit downtime when the expected situations are encountered in the field is to require the design firm to also provide construction

surveying. This resulting working environment is one of collaboration and problem-solving between all parties, as opposed to a “not our problem” atmosphere. This greatly reduces response time and minimizes coordination by reducing the number of parties involved.

SEASONAL CONSIDERATIONS

Winter weather anywhere in the Midwest can prove to be unpredictable at best, but so can the spring rains that come in Southwest Missouri. Fully understanding how the construction schedule aligns with the seasons is an important aspect of establishing a realistic construction schedule. The design should appropriately take this into account (e.g., using flowable fill around pipes where compaction may not be achievable during freezing temperatures). And, if done so, a more accurate cost estimate will also result. Winter work typically results in increased project costs due to the unpredictable temperatures. Establishing mitigation plans in advance of work and incorporating them into the contract is one strategy for combating adverse weather.



HISTORY OF COMPLETING THE DESIGN OF SIMILAR PROJECTS

Project Name/Client Location	Original Contract Fee <i>(Design)</i>	Final Contract Fee <i>(Design)</i>
Walnut Street Streetscape, Phase 3 City of Springfield, Missouri	\$69,500.00	\$88,952.00 <i>(during design phase, scope and fee increased because project was chosen to be pilot for storm-water quality)</i>
Boonville Streetscape, Phases I, II, III, and IV Springfield, Missouri	\$276,000	\$276,000
Johnson Drive Streetscape Mission, Kansas	\$679,000	\$679,000
Santa Fe Streetscape Olathe, Kansas	\$55,557 <i>(rehabilitation)</i>	\$55,557
Downtown Streetscape Salina, Kansas	\$40,000	TBD
Grandview Main Street Streetscape and Wayfinding Grandview, Missouri	\$325,240	\$318,845
North Oak Streetscape Design Gladstone, Missouri	\$43,850	\$43,850
Downtown Streetscape Improvements Abilene, Kansas	\$56,000	\$56,000



WALNUT STREET STREETSCAPE, PHASE 3 Springfield, Missouri

The City of Springfield selected Olsson Associates to provide design and construction phase services for the Walnut Street Streetscape Project, Phase III, located along Walnut Street between Kimbrough Avenue and John Q. Hammons Parkway.

The project included new sidewalks, sidewalk ramps, greenspace, street lighting, pedestrian lighting, as well as a roadway mill and overlay. All of these elements were designed and constructed to ensure ADA accessibility.

Additionally, stormwater considerations for the project included options for a conventional system using curb inlets and piping. Alternate solutions were reviewed for consideration using pervious pavement to capture the storm water from the street. Utility coordination was a key component to this project design.

Olsson Associates also provided transportation and traffic engineering services for the Walnut Street Streetscape

Phase III project. Just adjacent to the streetscape project, Olsson redesigned the existing traffic signal located at Walnut Street and Kimbrough Avenue. The signal work included a complete redesign of the existing traffic signal to provide new decorative signal poles and provide new state-of-the-art ADA compliant pedestrian signals with audible crossing indication and compliant sidewalk ramps. The project also included the use of radar vehicle detection and CCTV cameras. Utility coordination proved to be critical due to the large number of underground and overhead utility infrastructure in the intersection.

Professional services for this project included surveying, design engineering, landscape architecture, and construction administration services, as requested. Olsson worked hand-in-hand with City of Springfield traffic and stormwater staff members to develop the best solution for the project. The project began with a kick-off meeting to establish lines of communication and project goals and expectations. Included in the design kick-off meeting was an on-site project walk-through. As part of the project, Greenspace was provided along the roadway that allowed for tree plantings and stormwater management, while presenting a more inviting atmosphere for residents and local businesses. The businesses also benefited from improved on-street parking and traffic calming measures. The improvements strengthened the sense of place for the Historic Walnut Street District.

Completion Date: May of 2012

BOONVILLE STREETSCAPE, PHASES I, II, III, AND IV Springfield, Missouri

The corridor connects the municipal area to the downtown square. Olsson Associates provided engineering and landscape architectural design services for phases 1, 2, 3, and 4 of this project. The projects involved improving on-street parking and pedestrian connections; renovating existing sidewalks; improving stormwater and traffic signals; introducing irrigated green areas, using trees along the sidewalk within tree grates, and planting beds near pedestrian nodes; and designing strategically placed architectural pedestrian lighting fixtures with provisions for banners within the streetscape corridor. The streetscape designs, along with other incentives for downtown re-development, have encouraged renovation of existing buildings within this corridor.

Completion Date:

Summer 2012 (Phase IV Design)

Spring 2013 (Phase IV Construction)



JOHNSON DRIVE STREETSCAPE | Mission, Kansas

This project was part of the on-call engineering services that Olsson provided to the City of Mission. This project consists of the half mile stretch of Johnson Drive, from Lamar Avenue to Nall Avenue, that represents the city's downtown district. It included reconstructing the pavement asphalt and curbs, relocating utilities, and reconstructing all infrastructure. Improvements included making streetscape enhancements, such as sidewalks and street lighting, and completing stormwater upgrades. Pedestrian crossings were upgraded, including installing new sidewalk ramps that met ADA requirements and added new pavement markings. Olsson provided design services for the project.

Olsson's services for this project included geotechnical engineering, survey, urban landscape design, civil engineering, NPDES permitting, traffic and roadway engineering, utility coordination, and construction administration.

The goal of the project was to provide a walkable, more pedestrian-friendly area and improve vehicular and pedestrian safety.

Completion Date: December of 2013

SANTA FE STREETSCAPE | Olathe, Kansas



The Santa Fe Street Scape project was part of the overall Envision Olathe Downtown Plan. This was the first phase of the planned improvements. The improvements involved creating a gateway to downtown Olathe, lowering traffic speeds, improving safety at pedestrian crossings, and providing a more pedestrian friendly environment.

Olsson Associates provided engineering design and landscape architecture design services for improving Santa Fe Street beginning at Kansas City Road and ending west of the Burlington Northern and Santa Fe Railway crossing in the heart of downtown Olathe.

As part of this project, Olsson provided design services for full roadway reconstruction, incorporated a raised-brick intersection at Cherry Street to improve traffic control, and designed three adjacent pocket parks along the roadway that include fountains, gazing pools, and local artwork.

Some keys to this project's success include the following:

- Established an authentic and consistent street character to enhance the perception of downtown
- Built upon the existing downtown character to create a unique place and enhance downtown identity
- Created a pedestrian-oriented environment that is safe, visually pleasing, accessible and comfortable
- Strengthened downtown's connections both visually and functionally
- Respected and preserved adjacent residential neighborhoods
- Encouraged and accommodated the use of alternative modes of transportation to get to and from the downtown area

Roadway and park construction, along with final plantings and other streetscape furniture was completed in the fall of 2013.

Completion Date: October of 2013

DESIGN STUDIO ADDS DEPTH

Olsson, along with our aquired the OHH Design Studio, has been involved with numerous roadway beautification, streetscape, and transportation enhancement projects. Our work has ranged from small-scale street tree plantings and decorative paving in pedestrian areas to median and right-of-way plantings along high speed thoroughfares. From conceptual design through construction, Olsson has brought a unique architectural character to numerous projects around the region. For you, this means having the skills and expertise for every

aspect of your project at your fingertips. We are thinking about design/construction solutions during the planning phase, and are identifying critical elements early in the process—bringing all aspects to your attention.



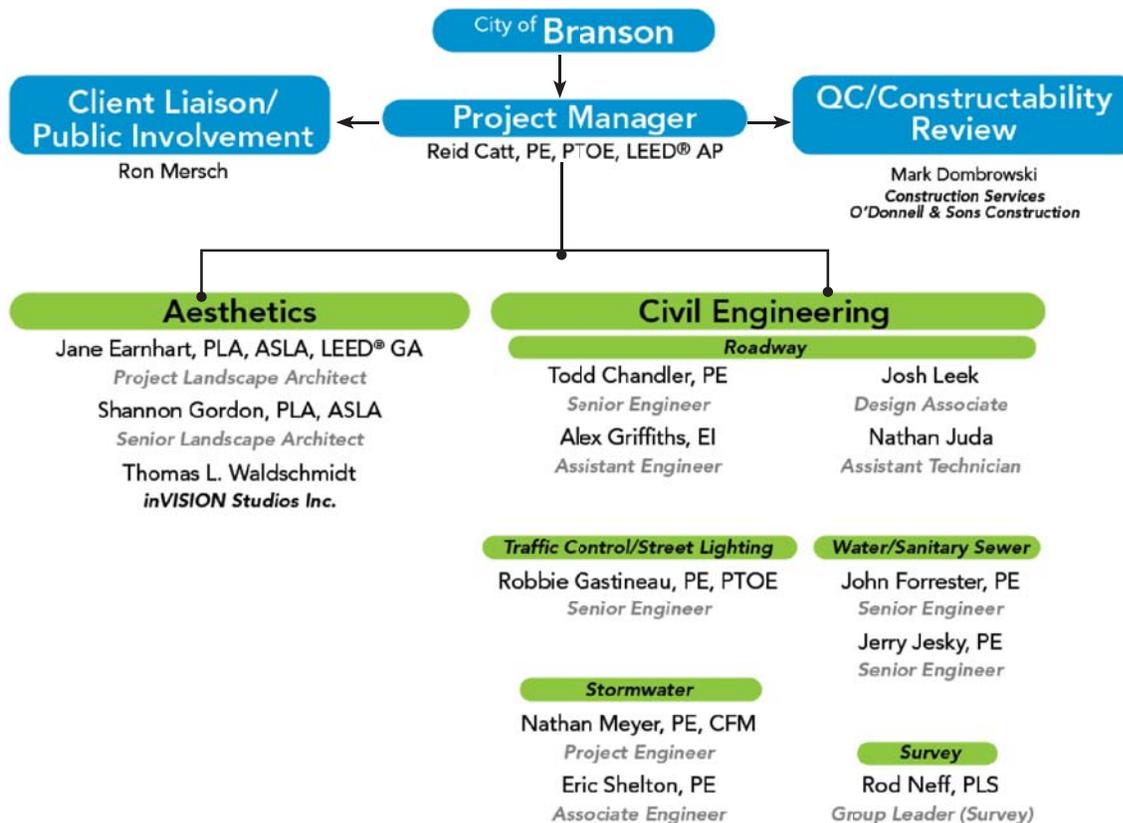
Olsson Associates provided the City with a great design package that resulted in a successful end product in the field. Their team was very responsive to our needs and helped us deliver the project on time and on budget.

—Mr. Martin Gugel, PE: Traffic Engineer – Operations, Springfield, MO | Walnut Street Streetscape, Phase 3

We have worked with Olsson Associates on four different sidewalk enhancement projects using Federal Highway funds. Their performance and experience have proven to be a great asset for our community. Some of our projects had challenging aspects such as a railway crossing or flood plain encroachment but in every case Olsson has had experienced design staff available to solve each problem and still keep our project cost effective.

—David Brock, Public Works Director, Republic, MO

TEAM ORGANIZATIONAL CHART



PROJECT LEADERSHIP



RON MERSCH
Client Liaison/
Public Involvement

Who better to understand this project than someone who has an extensive background in city management. Ron joined Olsson Associates in 2012 to lead its Springfield, Missouri, office. He brings nearly 12 years of city management and economic development expertise to the firm. Ron will schedule and attend meetings with you and other stakeholders. He will also attend other city and community meetings to answer questions that may arise and listen for comments that will be helpful to the project team. Ron will ensure you are well informed and will work to provide a consistent message throughout the project process.

Relevant Experience

- City of Bolivar, Missouri - City Administrator/
Economic Developer
- City of Willow Springs, Missouri - City Administrator/
Economic Developer



REID CATT, PE, PTOE, LEED® AP
Project Manager
Bachelor of Science, Civil Engineering, University of Missouri-Rolla, 2005
Registered Professional Engineer: MO, KS

Reid has experience working in transportation, traffic, water resources, and civil/site engineering. His transportation experience includes developing preliminary alignment evaluation, conceptual layouts, detailed geometric design, as well as stormwater analysis and utility coordination. His traffic experience includes data collection, traffic impact studies, traffic study review, operational capacity analysis, and signal design. Reid's project experience includes a wide variety of project types. With over ten years experience, Reid is skilled in communication and coordination with clients and multi-disciplinary teams and government agencies. As a project manager, he makes certain the appropriate people are assigned to the project at the right time; provides deliverables that are

accurate, complete, and on-time; provides a product that is within budget; and keeps the engineering design costs reasonable. He will serve as your main point-of-contact throughout this project and will ensure your project stays on time and within budget.

Relevant Experience

- Walnut Street Streetscape, Springfield, MO
- Boonville Streetscape, Springfield, MO
- Main Avenue and College Street Streetscape, Springfield, MO



MARK DOMBROWSKI
QC/Constructability Review
(O'DONNELL & SONS)

Mark joined O'Donnell and Sons in 2000 as an estimator and project manager. By 2008, he was named a vice president with the company. Mark has over 20 years of experience in the industry, from field experience to estimating and project management. He oversees O'Donnell & Sons' estimating department and is responsible for bidding and budgeting projects, which total over \$100 million annually. He currently serves on the Board of Directors of The Heavy Constructors Association of the Greater Kansas City Area.

For the Branson Streetscape project, Mark will be instrumental in reviewing construction processes from start to finish before construction begins. He will identify any obstacles before a project is actually built—reducing or preventing errors, delays, and cost overruns on your project.



JANE EARNHART, PLA, ASLA, LEED® GA
Assistant Project Manager/
Aesthetics Lead
Bachelor of Landscape Architecture, Kansas State University, 1987
Landscape Architect:
MO, KS, IL

Jane has focused her career in land planning and site development. Her 20-plus years of experience encompass projects such as master planning and land development for commercial, office, residential, industrial, institutional, and governmental projects. These projects range from less than one acre to hundreds of acres in size. Jane has performed services such as land use planning, site development planning, irrigation design, planting design, grading, recreational planning, grant administration, cost estimating, municipal plan review, street design, sanitary sewer design, construction administration, platting and zoning.

Given her broad background of experience she is able to consider projects from many points of view and provide a well-rounded approach to project design and management. You may remember Jane from her work on the city's 44,000-Square-Foot Branson Recreation Center.

Relevant Experience

- Boonville Streetscape, Springfield, MO
- Walnut Street Streetscape, Springfield, MO

LANDSCAPE ARCHITECTURE/AESTHETICS

SHANNON GORDON, PLA, ASLA

Landscape Architect/ Aesthetics

Bachelor of Landscape Architecture; Kansas State University, 1987

Landscape Architect:
KS

Shannon's unique graphic talents coupled with his 24 years of experience designing and managing multiple project types make him an asset to Olsson's design studio. His ability to quickly visualize and express ideas graphically allows clients and team members to immediately evaluate a concept's value. Shannon is a registered landscape architect and has worked on many streetscape and roadway design projects. Shannon is a master of providing the creative interaction needed between engineers and communities. He knows more than just aesthetics; he understands how the human and natural environment can

coexist harmoniously, especially along roadways. On this project, Shannon will ensure project characteristics that make Branson streets uniquely Branson are maintained and enhanced.

Relevant Experience

- Grandview Main Street Streetscape and Wayfinding, Grandview, Missouri

THOMAS L. WALDSCHMIDT (inVISION STUDIOS INC.)

inVISION Studios is a conceptual design and visualization studio which specializes in producing digital media to assist clients in communicating ideas & information accurately and efficiently. The Studios passion is working with developers, designers, and engineers to create highly detailed and realistic imagery and video simulations that successfully depict unique design solutions.

Relevant Experience

- Main Street Renovation, Princeville, IL
- Washington Street Corridor Concept, Peoria, IL

CIVIL ENGINEERING

TODD CHANDLER, PE Roadway Design

Bachelor of Science, Civil Engineering, University of MO-Columbia, 2006

Registered Professional Engineer: MO, KS, TX

Todd has nine years of experience in the areas of transportation and civil site engineering, particularly with major highway and site development projects. His experience includes work in the areas of roadway, roundabout, intersection design, stormwater analysis, utility coordination, and site development. Through his work on a wide range of public sector projects, Todd has gained experience providing designs that are practical, aesthetically

pleasing, and of high quality.

Relevant Experience

- Main Street Streetscape, Joplin, MO
- 20th Street Streetscape, Joplin, MO

ROBBIE GASTINEAU, PE, PTOE

Lead Street Lighting/ Traffic Engineer

Bachelor of Science, Electrical Engineering, University of Missouri-Columbia, 2002

Registered Professional Engineer: MO, KS

Robbie has eleven years of experience including roadway lighting, signal timing design, data collection, traffic signal design, traffic impact studies, traffic study reviews, operational capacity analysis, signing, pavement marking, temporary traffic control, and street lighting design. As a street lighting professional, Robbie ensures proper street lighting that will give Downtown Branson a feeling of safety at night.

Relevant Experience

- Woods Chapel Road, Blue Springs, MO
- Evans Road, Springfield, MO

NATHAN MEYER, PE, CFM

Stormwater

Bachelor of Science, Civil Engineering, University of MO-Columbia, 1998

Registered Professional Engineer: MO, IA

Nathan has eighteen years of experience as the lead design engineer and project manager for several projects involving coordination with public utilities for water, wastewater, and stormwater management. Nathan served as lead project engineer for the City of Branson's Comprehensive Plan update infrastructure evaluation.

Relevant Experience

- Rainbow Shoals storm improvements, Branson, MO
- Compton Wastewater Treatment Plant, Branson, MO.

JOHN FORRESTER, PE Water/Sanitary Sewer

Master of Science, Civil Engineering, University of Missouri-Columbia, 1986
Bachelor of Science, Civil Engineering, University of Missouri-Rolla, 1979

John has more than 38 years of experience on a variety of complex dealing with environmental issues. John has specialized throughout his career in providing consulting services for water districts, municipalities, and industrial clients. Project types include water supply, storage, and distribution; wastewater collection and treatment.

Relevant Experience

- Compton Wastewater Treatment Plant, Branson, MO

ROD NEFF, PLS Land Survey Professional Land Surveyor: MO

Rod has 25+years of experience and leads Olsson's Land Survey team in its Springfield, Missouri, office. He performs all aspects of surveying, which includes boundary and topographic surveys, easements, and construction surveys utilizing the latest technologies in Robotic Total Stations and GPS.

Relevant Experience

- Main Street Streetscape Improvements, Joplin, MO

FIRM'S TOTAL STAFF BY DISCIPLINE AND LOCATION

Joplin/Springfield offices' staffing capabilities:

Service Category	Total Staff
Administrative Staff Members	8
CADD Technicians	6
Civil Engineers	4
Land Surveyors	5
Landscape Architects	2
Sanitary Engineers	4
Transportation Engineers	3
Technician/Analyst	4
Water Resources Engineers	2
Construction Inspectors	5
Transportation Technical Manager	1
TOTAL EMPLOYEES	44

This table shows Olsson Associates' firmwide staffing capabilities:

Service Category	Total Staff
Administrative	178
Biologist	16
CADD Technician	104
Civil Engineer	93
Construction Inspector	5
Construction Manager	12
Electrical Engineer	22
Environmental Engineer	8
Environmental Scientist	44
Foundation/Geotechnical Engineer	13
Geologist	10
Hydrologist	1
Land Surveyor	58
Landscape Architect	18
Mechanical Engineer	9
Other Employees	97
Planner: Urban/Regional	9
Sanitary Engineer	11
Structural Engineer	19
Technician/Analyst	124
Transportation Engineer	59
Water Resources Engineer	37
TOTAL EMPLOYEES	949

Kansas City offices' staffing capabilities:

Service Category	Total Staff
Administrative Staff Members	26
CADD Technicians	19
Civil Engineers	15
Land Surveyors	6
Mechanical/Electrical Engineers	10
Landscape Architects	9
Structural Engineers	3
Sanitary Engineers	2
Transportation Engineers	16
Water Resources Engineers	4
Technician/Analyst	5
Planners: Urban/Regional	4
Other Employees	17
TOTAL EMPLOYEES	132

The availability of qualified staff members is an important factor when deciding on the right consulting firm to hire for your project. We have carefully reviewed our workload to ensure that we can meet or exceed your desired project schedule, and can commit the necessary staff members to complete the outlined project. **The staff members presented on the previous pages are available to begin immediately upon notice to proceed.**

We understand the city's desire to have an accessible project manager who is knowledgeable on this type of project. Reid Catt will be the point of contact on this project and will be involved in every aspect of your project. He is a responsive, organized project manager who will pay careful attention to the budget and schedule of your project, ensuring that your priorities are also the project team's priorities. He will be assisted by highly qualified professionals who have worked on numerous projects throughout the Midwest. With the Olsson team, you get the best of both worlds: an attentive project manager, and the depth and breadth of technical expertise needed to be your partner. Branson staff members will also have immediate access to our local supplemental team members and our national experts, all of whom are committed to delivering quality and service on this downtown streetscape project.

Mr. David Miller, PE – City Engineer
City of Branson
110 W. Maddux, Ste 310
Branson, MO 65616

RE: Request for Engineering Services Proposal, Downtown Branson Streetscape Project – Phase III

Mr. Miller,

Insanity: Doing the same thing over and over again and expecting different results.

Albert Einstein

It is no secret that the Downtown Streetscape project has gotten off to a rough start. I have watched the slow progress for the past several months and continue to ask myself ‘what would I do differently if given the chance?’ My answer as a result of hours and hours of contemplation is in the body of this proposal.

The problem as I see it is the original consultant had the impossible task of creating a set of drawings showing the location and replacement design for utilities that were approaching 100 years of age. The consultant had little chance of successfully assembling a set of project drawings that could be constructed without substantial changes in the design. The result has been a project with unacceptable delays caused by the inability of the contractor to make necessary changes without enduring a formal approval process.

It would be ‘insane’ for the city to choose to move forward with the same project delivery method that has already failed on the earlier phase. Instead, the SSE team is proposing the Design-Build project delivery system so that all aspects of the Phase III project can be centrally controlled by a local company that is well known for its accomplishments in organizing and successfully completing complicated projects. **Necessary field changes can be made quickly at little to no extra cost to the city.**

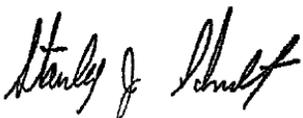
SSE is uniquely qualified to offer Design-Build because of its in-house capabilities, previous experience with all its team members, and its ability to obtain bonding. Through its own local design staff and the services of local landscape architect, Yung Design Group, almost all of the public’s interaction will be with people who are their neighbors in the Branson community.

This complicated project is perfect for Design-Build. Because there is already an approved Master Plan of development, which can be used as a guide to assure the city fathers that their wishes for the project can be achieved the project delivery team can deliver the project in a timely and cost effective manner.

Please enjoy our proposal. It is a dream project for the SSE/Yung/Peters team.

Sincerely,

Schultz Surveying & Engineering, Inc.



Stanley J. Schultz, PE, PLS
President

OUR TEAM



Stanley J. Schultz, PE, PLS, President
E-mail: sjschultz@sseeng.com
Education: University of Missouri-Rolla, B.S.
Civil Engineering, 1990

Schultz Surveying & Engineering, Inc.

Mr. Schultz is the company founder, with over 25 years of experience. He is a Professional Engineer in six states and a Professional Land Surveyor in Missouri. Schultz moved his family to the Branson community in 2015 and his five kids are active students at the Hollister schools.

Schultz has built a career around projects that require a great deal of public involvement and sees the Branson project as an extension of this talent. His past project list includes coordinating the creation of several utility and transportation districts which will lend it well to coordinating this project's complicated list of project activities.

Mr. Schultz also owned a canoe outfitting business for 7 years prior to moving to Branson and is respectfully aware of the challenges and has firsthand knowledge of making a profit during the tourist season. His dedication to working with the local merchants will not be lip service.

Over the past three years Schultz has guided his engineering firm to diversify its services and he is now involved in two construction companies – one is a heavy highway contractor and the other is a building contractor. SSE staff handles bidding, contract administration, and accounting for both companies. Having this set of skills makes SSE an ideal candidate for Design-Build projects.

Schultz will serve as Program Manager for this work order and will coordinate all project activities. His most important responsibilities will be providing an Opinion of Costs for negotiating the Design-Build contract and developing the project schedule using the Critical Path Method.



Ronny Marshall, Operations Manager
(Branson), Project Manager
Email: rgmarshall@sseeng.com
Education: University of Arkansas, Civil
Engineering, 1971-1972/1974-1978

Schultz Surveying & Engineering, Inc.

Mr. Marshall has over 35 years of experience in the consulting engineering field. He has worked closely with numerous cities, water associations, public facilities

boards and improvement districts across the Ozarks in the planning, designing and implementing of water and wastewater improvements.

Mr. Marshall will serve as the Project Manager for this work. He will meet regularly with city officials, the project's sub-consultants, local merchants, and other interesting parties. He will coordinate the Public Meetings, plan the utility locating efforts, field surveying, design activities, and develop a set of contract documents.

Locally, Mr. Marshall is very involved with Rotary and sings in the music group Branson Chorale.



Lester Johnson, Construction Manager
Email: lester@veteransworldwide.com
Education: United States Army Staff Sgt. (E-6)
Combat Engineer, 1971-1978

Schultz Surveying & Engineering, Inc.

Mr. Johnson is the owner of VetWSS, a Service Disabled Veteran Owned Small Business. His construction career has spanned parts of five decades. During that time he has founded and sold a truck driving school with local legend Leon Combs, built and operated a concrete plant, built commercial buildings, concrete streets, sidewalks, demolished over 300 homes after the Flood of '93, excavated for graves at Jefferson Barracks National Cemetery, closed two former mining sites, and constructed the stormwater and earthwork for a new football stadium in Carthage.

Mr. Johnson is a hands-on owner and works with his crews daily. From servicing the equipment before work starts refueling in the evening, Mr. Johnson is on the project working and directing all construction activities. He owns excavators, skid steers, dump trucks, debris containers, roll off trucks, traffic control devices, and most every piece of equipment that will be needed for this work order. Johnson works day, night or whenever possible, and will lead the team's field construction efforts. He will have ample equipment at his disposal and will utilize light banks and other alternate means to aid in expedited construction activities.

Mr. Johnson also owns a lakeside bar and grill at the Lake of the Ozarks with his wife and has a keen understanding of how important the 'tourist season' is to all those who make their living during the 'season'. Johnson is a very sociable and approachable construction leader that the local merchants will learn to like and respect because his actions will always be with their best interests in mind.



Bob Fields, Construction Superintendent
Email: bobfields1957@yahoo.net
Education: U.S. Marines, four years, AAS,
Civil and Construction Technology

Schultz Surveying & Engineering, Inc.

Mr. Fields has 35 years of experience in the construction industry. After spending four years in the US Marine Corps, he began working for various construction companies as a foreman / heavy equipment operator on water, sanitary sewer, road and street, bridge, box culvert and subdivision development projects. After spending 10 years as a heavy equipment operator/foreman, he returned to school where he earned an A.A.S. in Civil and Construction Technology. After earning the degree, he began working as a construction inspector/ engineering technician inspecting sanitary sewer collection and treatment systems, water distribution systems, and airport projects.

Mr. Fields then moved on to a superintendent position and has successfully completed numerous utility projects in seven states. Other types of projects he has supervised include sanitary sewer lift stations, street and road, soil remediation projects, CIPP (cured-in-place pipe) lining projects, railroad yard upgrades and range modifications. He has also worked with and coordinated projects with several USACE units around the country, the Michigan Air National Guard, the US Air Force, Florida DOT, Washington D.C. Metropolitan Airport Authority personnel, numerous engineering firms, and city and state officials.

Mr. Fields will be the team's on-site excavation coordinator. He is respectful to the public, and a talented operator who motivates his staff by example using his 35 years' of experience.



Bill G. Yung, RLA, President
Email: bill@yungdesign.com
Education: Kansas State Univ.
B.S. Landscape Architecture, 1964
M.S., Landscape Architecture, 1964

Yung Design Group, Inc.

Mr. Yung is a registered Missouri Landscape Architect with major experience in the fields of land planning, urban redevelopment, zoning, land use controls, platting, parks and recreation and facility planning. After receiving both BS and MS degrees in Landscape Architecture from Kansas State University Mr. Yung served in Army Corps of Engineers in Vietnam as a combat engineer and base development officer.

After discharge he served as Vice President of Design for Oblinger Smith Corporation from 1967 through 1975. He formed his own firm, Yung Design Group in 1975. As a result he has been a practicing professional Landscape Architect and Land Planner for 49 years.

His background includes providing professional services for a wide range of public and private clientele. Among the services provided in the past, he was responsible for the design of the river front improvements in Wichita, Kansas; Denver, Colorado; Boulder, Colorado; Ark City, Kansas, and Garden City, Kansas. He has designed three of the four downtown Wichita parks and the design of the original downtown redevelopment district. He was responsible for the design of two state parks in Alaska and prepared the master plan for the Lewis and Clark Corridor Study from Kansas City to Nebraska. He has designed numerous community parks, neighborhood parks and vest pocket parks in a five state area. He has also guided the beautification of scenic corridors for the several major streets projects in Wichita and, prepared an overall guide for a future scenic corridor ordinance.

Mr. Yung has been responsible for the land planning activities and zoning for over 145,000 acres of development and he has provided professional design services in 29 states, Mexico and China. He has undertaken projects being developed in sensitive wetland areas and has developed plans and programs allowing for the harmonious relationship between development and wetland corridors. He was invited to present one of these projects at the EPA conference held in Kansas City in the fall of 1993.

Mr. Yung has had extensive experience in presentations at public hearings for zoning cases, community unit plans, planned unit developments, (PUD's, PD's and PDD/s) plats, special use permits, park plans, urban redevelopment projects, river front projects, and other types of projects where public presentations are a vital part of project success. Working out problems with neighborhoods and citizen advisory groups has been a specialty over the years and continues to be a vital part of the business.

In summary, Mr. Yung has been actively involved in planning projects for the past 49 years, the last 41 years as owner of the Yung Design Group. This experience has exposed him to a wide variety of project sizes and types, each with its own set of problems, special design criteria and solutions. His ability to assess each project from a practical and marketable point of view coupled with his extensive experience in large scale projects makes his involvement valuable to projects requiring

multi-disciplined efforts. His strength through the years has been applying creative design solutions to the problem solving process and in his ability to establish a strategy for project solutions, marketability and packaging.



Brad Hoffman, RLA, Director of Land Planning

Email: brad@yungdesign.com

Education: Oklahoma State Univ. B.S., Landscape Architecture, 1994/Mike Lin Graphics Workshop, 1992

Yung Design Group, Inc.

Mr. Hoffman is a registered landscape architect in Missouri and Oklahoma. His experience includes: City streetscapes, master planned communities, mixed-use development, retail centers, residential neighborhoods, urban design, and hospitality/resort projects. With over twenty years' experience as a landscape architect, Brad understands the value of balancing economics, culture, environment, and creativity on his projects and conveying this to clients. This experience has given him keen insight into project design, construction standards, presentation graphics, public relations, and all aspects of what makes a project successful. Brad's design philosophy is deeply rooted in blending and contrasting the natural environment with manmade environments and knowing how and when to apply each in artistic expression. He is a student of natural systems with respect for environmental and cultural landscapes exhibited in projects throughout the United States. Brad has worked closely with engineers, architects, planners, interior designers, developers, zoning boards, aldermen, commissioners, concerned citizens, and other government officials in creating successful developments throughout the United States. His ability to take information and suggestions from the various entities and apply them to a plan is an asset to any development team. He always looks at each project as a unique challenge with its own set of problems, solutions and opportunities. His creative mind provides solutions that work, are aesthetically pleasing, unique, and very marketable. Proof of these talents lies in a successful career and many satisfied clients. Brad is a 1994 graduate of Oklahoma State University, where he earned a Bachelor of Landscape Architecture and has worked for Yung Design Group since June on 1994. He currently has a State Landscape Architecture license in Missouri and Oklahoma.



Ernest J. Peters, P.E. - President & Principal Engineer

E-mail: epeters777@traffic-engineers.com

Education: B.S. Civil Engineering, Ohio University, 1971
Graduate Study: FHWA Fellow, Civil Engineering and Industrial Engineering, Transportation Engineering Specialization, 1974

Registrations: AR 4682, C 37937, FA 0035902, GA PE036881, ID 13267, IL 062-048503, IN 19900014, IA 14432, KS 13282, KY 18290, LA 25516, MS 11885, MO 21687, NE-9320, NM 14098, NC 24031, OK 19281, SC 27848, TN 00101966, TX 77533, WY 9755

Peters & Associates Engineers, Inc.

Mr. Peters, in association with other professionals, formed Peters & Associates, Engineers in 1981. He has provided professional engineering and technical services in areas including Parking Studies, Traffic and Transportation Engineering, Highway Safety, Commercial Site Development, Residential and Commercial Subdivision and Computer Applications as well as more traditional streets and drainage Civil Engineering projects. Mr. Peters has done research and provided expert testimony in Traffic Engineering in numerous State Administrative Hearings as well as Circuit and Federal courts. He has provided training to local government engineering/public works officials on traffic safety and traffic control principles and practices.



Randy Tolbert, Senior Engineering Technician

E-mail: rmtolbert@traffic-engineers.com

Education: University of North Texas & Southwest Texas State University

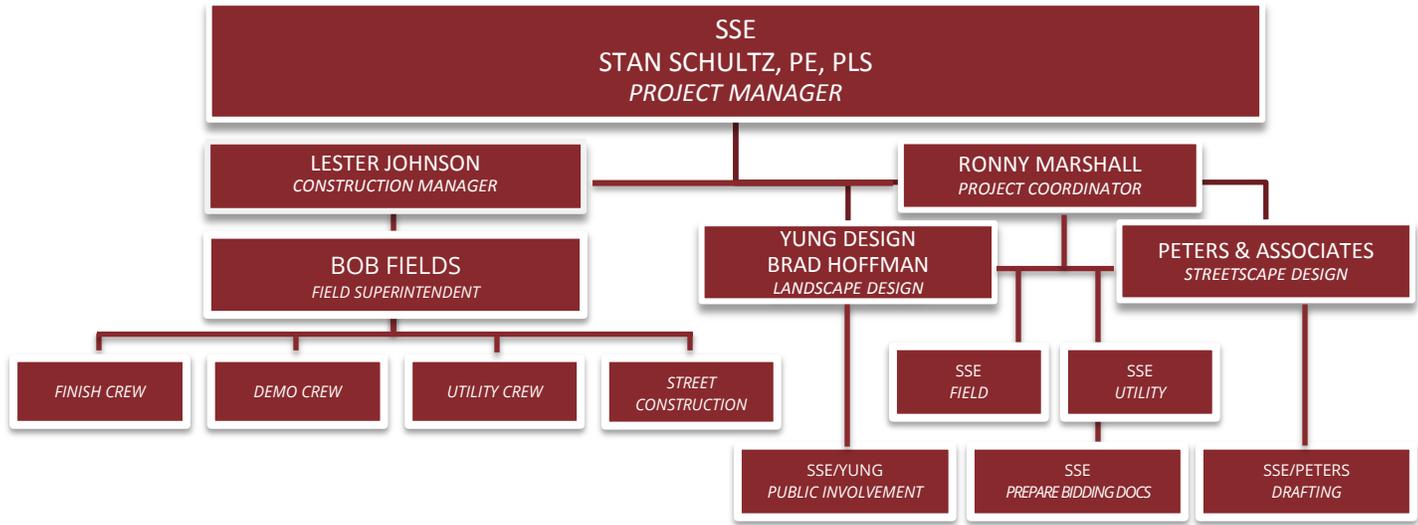
Undergraduate in Public Speaking

Peters & Associates Engineers, Inc.

Mr. Tolbert joined Peters & Associates, Engineers Inc. in 1998 to conduct traffic signal design projects, traffic systems development, commercial and residential site development projects, and accident review analysis. Mr. Tolbert has been involved in data collection, data analysis, and traffic impact analysis report production, AutoCAD drawing production, parking lot modification design and traffic signal design. Mr. Tolbert has coordinated and served as project manager to a major retail client on traffic studies and design projects that include parking lot and access drive improvement modifications.

ORGANIZATIONAL FLOW CHART

DESIGN/BUILD TEAM



STAFFING LEVELS FOR PROJECT

SCHULTZ SURVEYING & ENGINEERING		
STAFF	POSITION	YRS. EXP
Stanley Schultz, PE, PLS	Civil Engineer	25
Ronny Marshall	Project Manager	35
Jared Wheaton, PE	Project Engineer	12
Lester Johnson	Construction Manager	36
Bob Fields	Field Superintendent	35
Wendell Beard	Surveyor	38
Jeremy Nickols	Surveyor	14
Matt Marler	Construction Insp	12
Bari Chase	Drafting/Materials	17
Aaron Acre	Drafting/Design	13
Tony Cobb	Materials Testing	10
YUNG YUNG DESIGN GROUP DESIGN GROUP		
STAFF	POSITION	YRS. EXP
Bill Yung	Architect	49
Brad Hoffman	Architect	20
PETERS & ASSOCIATES ENGINEERS		
STAFF	POSITION	YRS. EXP
Ernest J. Peters, PE	Civil Eng.	45
Randy Tolbert	Eng. Tech	17

SPECIALIZED EXPERIENCE & TECHNICAL COMPETENCE

SSE was the designer on a formal Design-Build project in Joplin after the F5 tornado destroyed the High School. Just 9 days after being given the go ahead, the Branson office staff produced working drawings for four athletic fields that needed to be constructed so that the students at Joplin High School had areas to participate in baseball, softball, soccer, football, and band practice. SSE's work on this project earned a

design award from Missouri's Consulting Engineer Council.

Founded in 1997 by Stan Schultz, SSE has tackled extremely complicated projects such as the Quality Assurance materials testing at the Table Rock Auxiliary Spillway in 2001, the construction layout of Highway 65 from Hollister to the Arkansas state line, the utility locate portion of MoDOT's 300-bridge Design-Build Safe and Sound initiative, and the construction layout of the Branson Airport. All of this local work prompted Schultz to buy an existing engineering firm in Branson in 2008 and relocate his family to the local community in 2014.

Mr. Schultz has always had a desire to return to the construction side of project delivery so, when Lester Johnson asked him to handle Estimating and Project Management for his Service Disabled Veteran Owned Small Business he immediately began to do so. They have achieved the ability to bond up to \$7 million of projects. Working together since 2007, the duo has completed projects in Kansas City, Lake of the Ozarks, Joplin, St. Louis, and Fort Leonard Wood.

Two key members were needed to compliment SSE's design and construction staff to produce a winning team for this proposal – a successful Landscape Architect and an accomplished Traffic Engineer. We have both.

Yung Design Group's office is located just a couple city blocks from this project. The firm's principals have both nationwide experience and local successes. Their local work includes the landscape plan for the Branson Landing and the Chateau on the Lake as well as numerous projects for Silverleaf Resorts.

Firm principals Braff Hoffman and Bill Yung have created a very unique approach to this project. They are propose to split the two city blocks into four work groups (one for each side of the street) and meet with all merchants in small group 'design charts.' They will start with a basic drawing of the project area and encourage merchant stakeholders to coach them into creating a landscape plan that is useful to them. Once all four meetings are completed they will create a working set of landscape plans melding the aspects of the Master Plan with the desires of the local merchant stakeholders.

The Yung staff will be working with city staff to specify the landscape plantings, amenity choices, and the street lighting concept. Once the team finalizes a workable plan it will be presented at a large public meeting where the staff will explain to the public the positive aspects of Phase III's landscape plan. By this time the local merchants will be owners of the decision process and well informed of the expected project outcomes.

The final key component to making this project a success is the traffic engineering aspect. The intersection of Main Street and Commercial Street is visited by millions of visitors to Branson every year. Traffic congestion is a given. Instead of having a memory of how long they sat in traffic trying to get into or out of downtown we need to replace those thoughts of how beautiful and functional this intersection really is.

Peters and Associates will provide that transformation of this intersection through their proposed design approach.

It is entirely possible that our design for Phase III could eliminate the experience of sitting at the stoplight east of this project and looking up the hill at an empty street for what seems like an eternity while waiting for the traffic signal to cycle through.



Peters & Associates Engineers, Inc. is a small firm, uniquely qualified with extensive experience in a variety of engineering projects. The Firm offers several distinct characteristics:

- Peters & Associates is an Arkansas Corporation with its office in Little Rock since 1982; a proven commitment to continue to provide professional engineering services to public and private sector clients.

- The small staff necessitates direct involvement of principals in all aspects of the work and provides direct communications and close coordination.
- Peters & Associates is a recognized expert in the area of traffic engineering that has provided professional traffic engineering services for many private and public sector clients.
- The President and principal engineer is a registered professional engineer in the State of Arkansas.



Peters & Associates Engineers, Inc. is a Corporation dedicated to the study and solution of traffic safety and civil engineering problems. Considerable practical experience has been gained in many phases of transportation and civil engineering while employed by cities, counties, school districts and state and federal agencies.

CAPACITY & CAPABILITY TO PERFORM WORK

SSE has the capacity to perform this work. Its engineering staff total about 40 engineers and technicians and the construction of this project is in the future far enough that the firm will have its entire backlog worked down prior to starting on this project in late December.

SSE's Branson office is the home office to this project's Program Manager (Stan Schultz) and Project Manager (Ronny Marshall). It also houses the survey crew that will gather all the data for our design. Both members of the survey crew have spent their entire careers surveying in the Branson community and have a keen understanding of the area. They have executed surveys for the city in the past and know how to work with city personnel.

The design aspect of the project will be a collaboration of SSE's utility engineering knowledge and past experience with finding the location of buried utilities, Peters' extensive knowledge of traffic engineering for downtown city streets, and Yung's understanding of modern landscaping techniques.

Overall project design will be controlled by Mr. Schultz and he will coordinate his staff's utility design with the traffic engineering work of Peters and the landscape planning of Yung. Design drawing templates will be standardized and a set of overall construction drawings will be created by SSE designer/draftsman and traffic designers from Peters. Yung will provide the landscape

design plan specifics but rely upon SSE staff to complete the drafting and project drawing creation.

SSE's Lester Johnson and Bob Fields will be involved in the overall development of the construction drawings, pricing, and scheduling. Their proven track record with successful projects will be put to use in early planning meetings all the way through the ordering of construction materials ahead of the anticipated start date.

By mid-November the design effort will transition into 'build' mode. Stan Schultz will work with the design team to produce a Critical Path Schedule (CPM) to show the merchants and city fathers the stages of construction.

Construction materials will be ordered around December 1st and staged near the project for quick access. At a pre-determined date in late December the construction phase will begin and all the months of planning and design will be put into action.

Once construction has started SSE has in-house personnel to accomplish construction layout, quality control testing, inspection, equipment operation, labor, etc.

During the planning process our team will work with city officials and the local merchants to schedule road closures, detours, milestones, weekend work, nighttime work, and all other options available to deliver this project on time, within the established budget and with as little disruption as possible to local businesses.

Once construction has commenced we will have experienced staff on site daily to deal with issues that arise regularly on a complicated utility project. The stormwater issue is especially important we will be committed to designing and maintaining a system that will handle storm events throughout the construction process. We know that stormwater management has been an issue with the existing project. We will pay special attention to the as-built system, the design of the new system, and the implementation of the project's stormwater component.

The reason this process will be successful is that SSE has the proven capacity and capability to perform this contract. Mr. Schultz is a practicing engineer and very active project manager at the present time on both engineering and construction projects. Instead of splitting the design and construction into two separate contracts he will be able to lead the streetscape effort from the outset with the one goal of delivering a successful project before Memorial Day 2017.

SSE is capable of doing this work order because of two factors:

1. The Master Plan already outlines the aesthetic requirements for lighting, park benches, landscaping, brick color and design, etc. We just have to take the concepts already approved and

improve upon them. The city will not be criticized for catering to a Design-Build contractor because the standards are already set and we just have to go by them.

2. Our construction staff operates in an environment of practically zero overhead and can position itself to make this the only construction project it has active when construction starts around January 1st.

In summary, our team has all aspects of this Design-Build project, which includes:

1. Experienced local design professionals
2. Proven success with end user satisfaction
3. An expert in urban traffic design
4. Bonding capacity
5. Experienced construction crew

PROJECT EXPERIENCE - SSE

DESIGN NEW UTILITY SYSTEM

Location: Chaffee, MO

Client: City of Chaffee, Steve Loucks, Mayor, 222 W Yoakum Ave Chaffee, MO 63740 (573) 887-3558

Orig. Contract Fee: \$342,452

Final Contract Fee: On Time and Within Budget

Completed: Ongoing

The City of Chaffee's drinking water and sewer systems were first installed in 1929. The combined system serves a population of just over 3,000 with a customer total of 1,260. The City's water distribution system is comprised of over 20 miles of line work and the sewer system has a similar amount of gravity collection line.

Over the course of the past five years the staff at SSE has embarked upon a \$9 million program to replace their water system, design them a new drinking water plant, and rehabilitate their existing sewer system.

SSE staff has worked with industry professionals to locate, TV camera, and smoke test the entire city in an effort to replace old and problematic lines. SSE owns its own smoke testing machine and it has been utilized in both storm sewer and gravity sewer systems to locate bad areas.

This project has given the SSE team up to date knowledge of alternate utility locating techniques that have proven very valuable in project delivery.

DESIGN/BUILD – JOPLIN HIGH SCHOOL TEMPORARY ATHLETIC FIELDS

Location: Joplin, MO

Client: C&M Contractors | Charlie Bass, Prime Contractor

Orig. Contract Fee: \$50,000

Final Contract Fee: \$50,000

Completed: 2011, On Time

SSE was the designer of record for this Design-Build project that had a value of about \$1 million. The project is located at the Joplin South Middle School and consists of baseball, softball, soccer, and football fields. The



contracting authority was the U.S. Army Corps of Engineers, however the project was funded by FEMA as part of the disaster relief effort after the May 22, 2011 F5 tornado devastated the

Joplin area. Nine days after being awarded this contract the SSE team delivered a set of working drawings that allowed construction to start. The firm's team stayed active all the way through the project's completion and was available daily on the site for design changes, construction layout, and materials testing.

UTILITY LOCATES FOR 300 BRIDGES ARDWELL WASTEWATER SYSTEM IMPROVEMENTS

Location: Statewide

Client: Geotechnology, Inc., Doug Lambert
11816 Lackland Rd., STL, MO 63146 (314)997-7440

Orig. Contract Fee: \$48,826.31

Final Contract Fee: \$48,826.31

Completed: 2009

SSE staff traveled statewide working for Geotechnology in their effort to recover underground utility locate information for a majority of the bridges replaced under MoDOT's Safe & Sound initiative that saw the replacement of over 500 bridges utilizing a Design-Build Contract that had a worth of nearly \$1 billion.

PROJECT EXPERIENCE - YUNG

BRANSON LANDING – LANDSCAPE

Location: Branson, MO

Client: HCW/City of Branson, Rick Huffman
153 Payne Stewart Dr, Branson, MO 65616 (417) 332-3400

Orig. Contract Fee: \$100,000(+)

Final Contract Fee: Completed within project scope.

Completed: 2006

Yung Design prepared the original design concept for Branson Landing and the PD for Branson Landing and the final Landscape Architectural Landscape Plans and Specifications. Yung also provided the installation supervision. We were responsible for establishing the project idea, the original design concept and worked with numerous owners, consulting firms and the City of Branson in creating the plans, zoning documents and final landscape architectural plans for the project.

THE CHATEAU

Location: Branson, MO

Client: JQ Hammons Industries. Steve Minton
300 S John Q Hammons Pkwy, Springfield, MO 65806
(417) 864-4300

Orig. Contract Fee: \$15,000

Final Contract Fee: Completed within project scope.

Completed: 1996

Prepared the design concept for the Landscape Plan and provided the final planting plans and specifications for the entire complex.

COMMERCIAL STREET

Location: Springfield, MO

Client: CJW Engineering and the City of Springfield, MO
5051 S. National Suite 4-110, Springfield, MO (417)889-3400

Orig. Contract Fee: \$2,400

Final Contract Fee: Completed within project scope.

Completed: In Process

Yung prepared plans for streetscape design, planting plans, sleeving plan, and irrigation plans, specifications and construction details.

THE HILTON AND BRANSON CONVENTION CENTER

Location: Branson, MO

Client: City of Branson, MO,
110 W. Maddux, Branson, MO 65616 (417)334-3345

Orig. Contract Fee: \$45,000 (+/-)

Final Contract Fee: Completed within project scope.

Completed: 2007

Yung prepared landscape architectural design concept and final Planting Plans, Specification and inspection of complete landscape package.

THE FOUR STATE MEDICAL CENTER

Location: Joplin, MO

Client: Four State Homes, Charlie Kuehn 2011 E, 32nd ,
Joplin, MO (417)625-1609

Orig. Contract Fee: \$20,500

Final Contract Fee: Completed within project scope.

Project: \$15,697,715.00

Completed: 2013

Yung prepared landscape architectural design streetscape concept and final Planting Plans, hardscape plans, Specification and inspection of complete landscape package.

PROJECT EXPERIENCE – PETER’S

JOHN BARROW ROAD STREETSCAPE

Location: Little Rock, AR

Client: White-Daters & Assoc. Inc.,
Mr. Joe White, Jr. (501) 821-1667

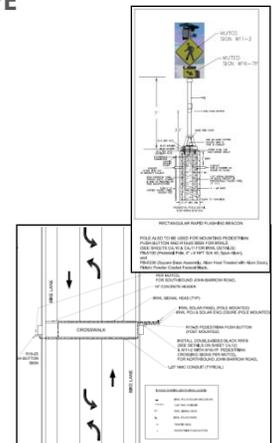
Orig. Contract Fee: \$14,500.00

Final Contract Fee: \$14,500.00

Completed: In Process

Peters & Associates Engineers, Inc. is currently serving as a team

member to assist the City of Little Rock on John Barrow Road streetscape project. This work involves our input and recommendations on traffic control pavement markings and signing plan along John Barrow Road from Kanis Road (north end) to Colonel Glenn Road (south end). Also, this work involved mid-block crosswalks design including construction details, technical specifications, In-Road Warning Lights (IRWL) and rapid flashing beacon pedestrian signing. Additionally, this consultant is preparing traffic signal modifications to one of the intersections within the project.



BROADWAY AVENUE (AUTOMOBILE ALLEY) ON-STREET PAVEMENT MARKING MODIFICATIONS DESIGN

Location: Oklahoma City, OK
Client: Automobile Alley, Inc., Mr. Mickey Clagg / Chairman of Automobile Alley, Inc. / (405) 488-6208.
Orig. Contract Fee: 9,300.00
Final Contract Fee: 9,300.00
Completed: 2015

This work involved preparing on-street pavement marking modifications design to convert a five-lane roadway section to a three-lane with angled parking roadway section on a busy thoroughfare near downtown Oklahoma City, Oklahoma. The design standards of the plans were worked on with this Consultant and the City and agreed upon with the City of Oklahoma City. The outcome of this project has been very positive feedback from the City.



MAIN STREET LIGHT RENOVATION PROJECT

Location: Little Rock, AR
Client: City of Little Rock
Contact: Mr. Bill Henry, P.E. (501) 379-1816
Orig. Contract Fee: \$7,500.00
Final Contract Fee: \$7,500.00
Completed: 2009.

Peters & Associates Engineers, Inc. prepared construction plans for street light replacement of approximately 36 fixtures on South Main Street from 12th Street to 17th Street in Little Rock, Arkansas. This work also included the preparation of bid documents, preparation of construction cost estimates and review of bids.

COLLETT DEVELOPMENT

Location: Conway, AR
Client: Collett, Mr. Ryan Mosser (704) 206-8319
Orig. Traffic Study Contract Fee: 13,000
Final Traffic Study Contract Fee: 13,000
Orig. Design Contract Fee: 42,000
Final Design Contract Fee: 42,000
Completed: Currently under construction.

This project involved evaluating the effects of the proposed development of a major retail development at Ward Drive and Amity Road in Conway, Arkansas.

This work included data collection to establish existing traffic volumes and projecting future traffic volumes based on future development in a broad study area. Full build-out roadway needs were identified. Implementation of roadway improvements were formulated that included road widening, intersection roundabouts, intersection re-alignment. The project also involved preparing construction plans for street and roadway improvements of Amity Road Relocation to the right-of-way of Dave Ward Drive and to match the design by Arkansas State Highway and Transportation Department of Dave Ward Drive and Amity Road-Site Drive Roundabout, in accordance with City of Conway street design standards.

PROJECT UNDERSTANDING & APPROACH

Yung Design Group Inc. The scope of services approach for the Landscape Architectural components of the overall project include the design of any hardscape modifications necessary, the consultation and meetings with property owners and business owners within the Phase III limits and the preparation of the design of a detailed landscape plan. In addition, we will prepare detailed landscape plans, specifications and installation details to insure proper installation. We will also prepare irrigation specifications based upon specific plant material water needs for various plant material communities established. These specifications will be prepared in such a manner that shop drawings can be submitted to local irrigation companies.

BUSINESSES & COMMUNITY MEETINGS

We propose to initiate the project by meeting one on one with those merchants who share the same side of a block that will be affected by these improvements. We will determine their concerns and suggestions for any possible modification of either design protocol or design materials as it is applied to Phase III project limits. During the meetings we will sketch various options that may satisfy their concerns.

After these meetings, the design team will complete the concept for the final improvements, including any traffic engineering corrections provided by the engineering members.

Finally a community wide meeting will be scheduled to review the concept and explain the proposed final improvement suggestions. Any changes that are developed during the meeting will be sketched for their approval and incorporated into the final design. Once approved by the city and the merchants we will initiate final construction documents.

Yung Design Team will be responsible for the final landscape plans and irrigations specifications, inspection and plantings.

PROPOSED SCHEDULE FOR COMPLETION

ID	Task Mode	Task Name	Duration	Start	Finish	1st Quarter			2nd Quarter			3rd Quarter			4th Quarter			1st Quarter			2nd Quarter			3rd Quarter		
						Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep
1				Thu 2/4/16																						
2		Selection Process	47 days	Fri 2/5/16	Tue 4/12/16																					
3		Contract Negotiation	30 days	Fri 2/5/16	Thu 3/17/16																					
4		City Council Approval	0 days	Tue 4/12/16	Tue 4/12/16																					
5		Public Involvement	130 days	Wed 4/20/16	Tue 10/18/16																					
6		Brief City's Public Information Officer	1 day	Wed 4/20/16	Wed 4/20/16																					
7		4 Merchant Meetings	4 days	Thu 4/28/16	Tue 5/3/16																					
8		Merchant Follow-Up Visits	4 days	Wed 5/25/16	Mon 5/30/16																					
9		Final Public Forum	1 day	Tue 10/18/16	Tue 10/18/16																					
10		Design	121 days	Mon 5/2/16	Mon 10/17/16																					
11		Kick-Off Mtg. w/ Dept. Heads	1 day	Mon 5/2/16	Mon 5/2/16																					
12		Design-Build Team Kick-Off	1 day	Tue 5/3/16	Tue 5/3/16																					
13		Field Surveying	20 days	Mon 5/2/16	Fri 5/27/16																					
14		Utility Locates	10 days	Mon 5/9/16	Fri 5/20/16																					
15		30% Design Presentation to City Council	1 day	Mon 5/30/16	Mon 5/30/16																					
16		Design Team Collaboration	60 days	Tue 5/31/16	Mon 8/22/16																					
17		70% Design Presentation to City Council	1 day	Tue 8/23/16	Tue 8/23/16																					
18		Final Plans Complete	30 days	Tue 9/6/16	Mon 10/17/16																					
19		Construction	181 days	Tue 10/18/16	Tue 6/27/17																					
20		Initial Preparation	45 days	Tue 10/18/16	Mon 12/19/16																					
21		Work Staging	9 days	Tue 12/20/16	Fri 12/30/16																					
22		Main Street Intersection Rebuild	38 days	Mon 1/2/17	Wed 2/22/17																					
23		Utility Rehab	67 days	Mon 1/2/17	Tue 4/4/17																					
24		Street/Sidewalk Rehab	90 days	Mon 1/23/17	Fri 5/26/17																					
25		Project Close-Out	22 days	Mon 5/29/17	Tue 6/27/17																					

Project: Branson Streetscape Sc Date: Thu 2/4/16	Task		Inactive Summary		External Tasks
	Split		Manual Task		External Milestone
	Milestone		Duration-only		Deadline
	Summary		Manual Summary Rollup		Progress
	Project Summary		Manual Summary		Manual Progress
	Inactive Task		Start-only		
	Inactive Milestone		Finish-only		



City of Branson, Missouri

DOWNTOWN BRANSON STREETScape PROJECT

PHASE III

February 4, 2016



TranSystems

2400 Pershing Road
Suite 400
Kansas City, MO 64108
Tel 816 329 8600
Fax 816 329 8601

www.transystems.com

February 4, 2016

Mr. David Miller, PE
City Engineer
City of Branson
110 W. Maddux, Suite 310
Branson, MO 65616

RE: Downtown Branson Streetscape Project – Phase III

Dear Mr. Miller,

Thank you for allowing TranSystems to submit a Statement of Qualifications for the Downtown Complete Street project. We would greatly appreciate the opportunity to work for the City of Branson again, and our firm is very well suited for this project. **We literally wrote the book for MoDOT** on Complete Street projects, and we are excited about possibly being a part of this high profile and important complete street project. **TranSystems specializes in transportation.** We do not claim to be experts in every type of municipal infrastructure and simply 'change our stripes' every time a City issues a request for qualifications.

Proven Team Members and Their Role

Our team consists of TranSystems as the prime consultants, with Landworks Studios as a sub consultant for Landscape Architecture. We have recently successfully completed other Complete Street projects with this same team. We believe we offer the following distinct advantages:

- ▶ **Commitment** – We have assigned Doug Parke, PE, as the project manager for this project. Doug is currently finalizing a Complete Street design for 20th Street in Joplin. Shawn Turner, PE, will serve as the Client Manager for Branson, and will serve the City of Branson as necessary to insure that they receive exemplary service. Shawn has worked with numerous municipalities in this capacity, and is accustomed to providing assistance as needed to maintain projects on a successful track toward completion.
- ▶ **Familiarity** – We are currently working throughout Southwest Missouri and for MoDOT. We have recently opened a satellite office in Joplin. We have past experience working for the City of Branson.
- ▶ **Record of Performance** – We encourage you to contact our references regarding our record of performance on the similar projects that we have completed.

It would be our great pleasure to work with the City of Branson again and we look forward to discussing this project with you further. Please feel free to contact me at (816) 329-8600 or via email at sdturner@transystems.com with any questions or to schedule a meeting.

Very Truly Yours,

A handwritten signature in black ink, appearing to read "Shawn Turner".

Shawn Turner, PE
Vice President

TranSystems

The big picture – your big picture – is important to us.

TranSystems provides innovative municipal solutions and our local, technical depth is matched by our consulting expertise of nearly 900 professionals in 34 offices located across the US. TranSystems is the premiere municipal service provider for all street and traffic engineering needs; we are specialists in the transportation industry.

TranSystems has recent urban streetscape design experience for local cities, including Kansas City, Independence, and Joplin, Missouri. Our streetscape project experience has provided our engineers with trained eyes in finding opportunities and capitalizing on them; but most importantly, TranSystems provides quality engineering services to get the job done right.

TranSystems Team

Joining the TranSystems team will be **Landworks Studio**, a certified W/DBE firm. TranSystems and Landworks Studio have a long history of working together on various projects in Missouri and Kansas. In the last five years, we have worked together on more than thirty projects.

Doug Parke, PE will be our Project Manager on this project, and will be committed to the project from inception to completion. Doug has successfully managed numerous projects with complex challenges in urban areas.

Committed Staff

The staff members shown in this proposal will be available for their roles on this project. We use a sophisticated staff management tool that allows us to closely track our staff's workload and provide place holders for their upcoming work on any particular project. We have found that using our Project Performance Management tool, we are able to balance our workload and improve our delivery process.

TranSystems understands the importance of the project schedule. Project Manager, Doug Parke and Client Services Manager, Shawn Turner will regularly monitor design progress to ensure the project needs are being met. Our team will also frequently communicate with city staff to receive feedback and address any concerns. If appropriate, we make adjustments to ensure the project has the necessary resources to maintain the schedule.

Urban Streetscape Design

Kansas City, MO

- ▶ 2nd Street Streetscape
- ▶ 8th Street Streetscape & Reconstruction
- ▶ Gilham Road, Road Diet
- ▶ Independence Avenue Streetscape, Phase I & II
- ▶ St. John's Avenue Streetscape

Joplin, MO

- ▶ 20th Street Streetscape

Independence, MO

- ▶ Overton Avenue Streetscape
- ▶ Truman Road, Phase I & Phase II

St. Louis, MO

- ▶ Carondelet Connector

Raytown, MO

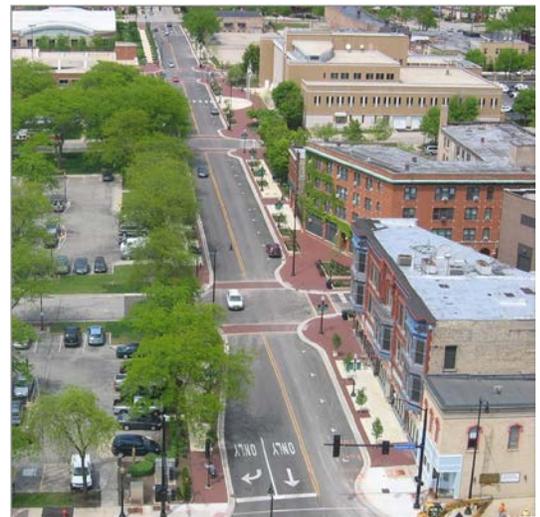
- ▶ Central Business District Streetscape Design & Implementation

Mission, KS

- ▶ Johnson Drive

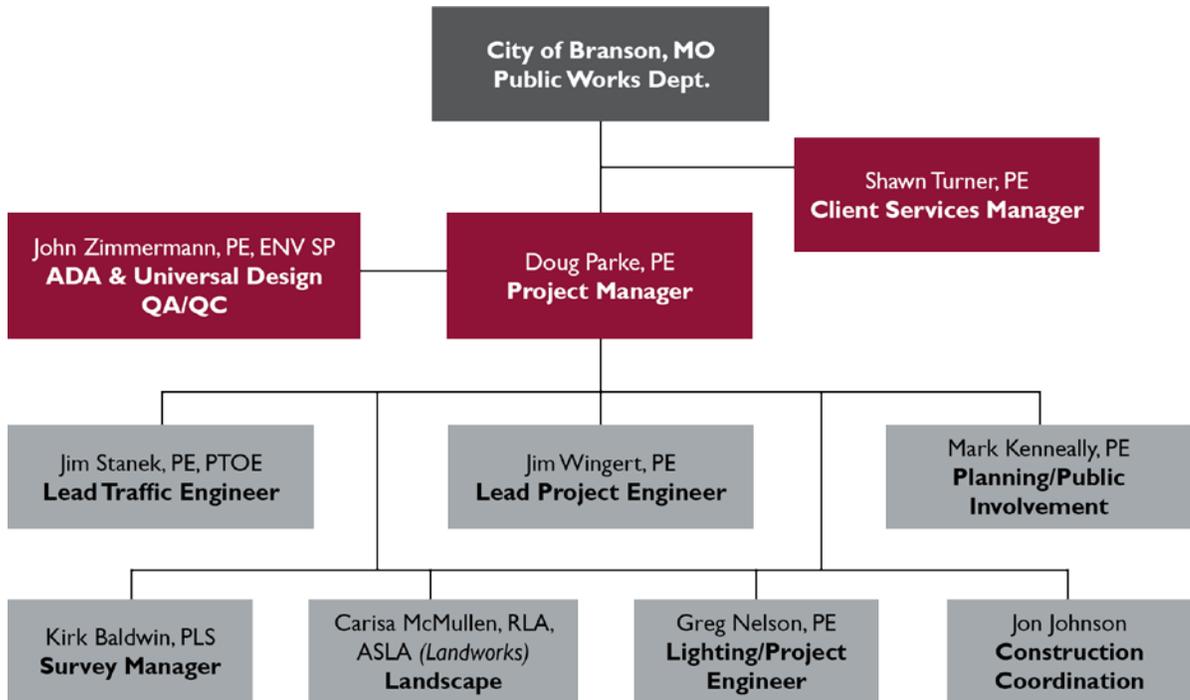
Kansas City, KS

- ▶ 5th Street





Project Team



Doug Parke, PE | Project Manager

Doug has served as project design engineer and project manager, responsible for the completion of roadway plans for numerous local, state, and federal agencies. He is involved in all aspects of roadway design including urban highway design, intersection/interchange modifications, roadway rehabilitation, parking lots, and the design and analysis of enclosed storm sewers and culverts. Responsibilities have also included coordinating the design efforts with subconsultants and other professionals as well as communications with federal, state, and local reviewing agencies. He also has extensive experience in construction management.

Shawn Turner, PE | Client Services Manager

Shawn joined TranSystems in 2006 after running his own firm for eight years. He now leads our Joplin, MO and Independence, KS offices, utilizing his extensive experience in all facets of municipal engineering. Shawn has a great deal of experience managing and designing non-typical projects with a variety of state and federal funding.

John Zimmermann, PE, ENV SP | ADA & Universal Design QA/QC

John’s varied experience and his dedication to the project makes him valuable on any project, from trails to roadways to highways. His passion for sustainable, practical solutions and his willingness to try new things will add a unique dimension to your project. John is TranSystems’ national leader for alternative and sustainable transportation. John is focused on incorporating both vehicular and alternative transportation when designing roadway improvements. He served as the project manager and lead writer on the Missouri Livable Streets Design Guidelines. He has also led our many of our ADA compliance projects, including those for Blue Springs, MO and Independence, KS.



Jim Wingert, PE | Lead Design Engineer

Jim specializes in highway and roadway engineering design. Jim served as the lead designer on Truman Road Streetscape project which was located in a major business district in Independence, MO. Prior to joining TranSystems, he worked for the Iowa DOT as a roadway design engineer intern in the offices of Design and Traffic & Safety.

Mark Kenneally, PE | Planning/Public Involvement

Mark has 30 years of experience in the transportation planning and engineering of multimodal projects. His focus is upon assessing and identifying improvements for transportation corridors ranging from non-motorized mobility, access management and aesthetic enhancements. Utilizing his understanding of the interrelationships with other disciplines, Mark provides a comprehensive perspective for planning projects.

Jim Stanek, PE, PTOE | Maintenance of Traffic

Jim has developed a number of effective plans for maintaining traffic during construction. He is experienced in traffic engineering, with specific involvement on signing and pavement marking design, traffic engineering studies, signalization projects, work zone traffic control and intersection geometric design.

Kirk Baldwin, PLS | Survey Manager

Kirk joined TranSystems in 2014 as the Survey Team Leader and brings more than 20 years of experience in the field of Land Surveying. During his previous employment, Kirk served as the Survey Manager responsible for the 3D Lidar scanning and utility mapping on the recent Highway 76 streetscape project.

Gregory Nelson, PE | Lighting/Project Engineer

Greg has special expertise in lighting design for roadways and bridge and he has been the design engineer for many projects featuring roundabouts. His responsibilities included horizontal and vertical design utilizing GEOPAK Site; retaining wall design, construction phasing, and cost estimates.

Jon Johnson | Lead Inspector

Jon joined TranSystems Corporation in 1996 bringing his years of experience in the field of construction inspection with a number of certifications including but not limited to a certified technician for both MoDOT and KDOT and NICET as a Level II Field/Road Technician. Along with these and various other DOT's, he is a valued project manager in the TranSystems' staff.

Carisa McMullen | Landscape Architect (*Landworks Studio*)

Carisa's commitment to providing high quality, cost effective project solutions with an emphasis on personal service is evident by the company's repeat clients. In addition, Carisa recognizes the value in working with various disciplines and is passionate about being a dynamic, client-oriented firm with a team approach to each project.

Project Experience

20th Street Streetscape, Joplin, MO

Joplin received over \$110 million in CDBG-DR funds. Due to the enormity and aggressive schedule of the projects, the City divided the Tornado Zone into five areas. TranSystems joined the JET Team (Joplin Engineering Team), a team of local consultants, and was awarded three of the five zones. Services provided include the continuation of developing a Capital Improvement Plan for these areas. TranSystems is providing design services for the 20th Street streetscape project within the tornado zone.

Contract Fee: Original: \$ 520,109 Final: \$77,907 (fees to date)

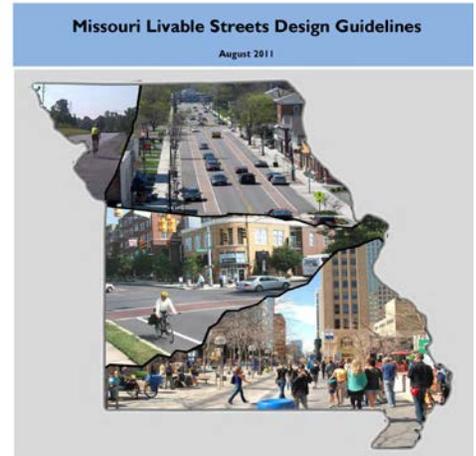
Missouri Livable Streets Design Guidelines

Representing a state-wide stakeholder group, the University of Missouri and MoDOT hired TranSystems to prepare a Livable Streets Manual to be used and referenced by any municipality in Missouri to assist them in creating their own Livable Streets Policy.

Livable Streets, also known as Complete Streets, signify a transportation system that considers the needs of all transportation within a street corridor. Pedestrians, bicyclists, and motorized vehicles all use the same corridor, but in the past motorized vehicles have been given priority, impacting the usability of the corridor to the other users. By integrating all of the transportation modes, the streets are more functional and present a healthy, sustainable street.

After TranSystems completed the Missouri Livable Streets Design Manual for the University of Missouri, MoDOT requested that TranSystems update MoDOT’s Engineering Policy Guide (EPG) to include these sustainable transportation concepts. The EPG is MoDOT’s clearinghouse for design related issues and their policies that many municipalities follow. MoDOT’s goal is to blend the livability concepts with their Mission of creating a world class transportation system for Missouri.

Contract Fee: Original: \$ 24,977 Final: \$ 31,977 (additional cost to update EPG)



Fifth Street Streetscape, Unified Government of Wyandotte County & Kansas City, KS

TranSystems provided funding application assistance, planning, design and inspection for the Fifth Street Trail and Streetscape for the Unified Government of Wyandotte County and Kansas City, KS. TranSystems recommended a road diet for this half-mile arterial, which allowed for the expansion of the sidewalk to a 10-foot-wide concrete trail. Colored concrete, brick pavers and landscaping were also added to improve the aesthetics of this area. This project also included the improvement of the walking trail within the historic Kaw Point Park to allow visitors to explore the confluence of the Missouri River and the Kansas River. Kansas DOT Transportation Enhancement funds accounted for the bulk of the project funding.



Contract Fee: Original: \$69,339 Final: \$69,339



ADA Compliance Programs, Independence, KS

TranSystems designed more than 450 ADA ramps for the City of Independence, KS. We designed the more complicated ramps using GeoPAK Site to produce a 3D virtual model of the ramp, which allowed us greater ability to check all of the running and cross-slopes for compliance with ADA.

As a standard, we design our sidewalks and ramps to be below the maximum grades allowed by ADA. For instance, we specify the sidewalk cross-slopes at 1.5%, which builds in a cushion for construction variances and post-construction settlement. This greatly reduces the amount of construction issues on ADA ramps. In addition, we give detailed layouts

and grading information. These streamline the plan review process and take the guesswork out of the construction and the post-construction ADA check.

TranSystems is currently providing full-time inspection for construction of the sidewalk ramps at designated intersections with some requiring retaining walls in order to obtain the proper percent slope on the sidewalk approaches. This project also includes the inspection of government-owned buildings and the ADA access of these buildings to be inspected and verified that the constructed grades of the ramps do not exceed the maximum slope as required by the Federal ADA Guidelines. The project is expected to be completed this year.

Contract Fee: Original: \$ 634,500 Final: \$625,916 (fees to date)

Truman Road Streetscape, Independence, MO

Phase One: TranSystems provided streetscape improvements to Truman Road between Home Avenue and Northern Avenue. The project generally consists of new sidewalk, curb and gutter, and stamped concrete located behind the curb and gutter. Street parking was modified to include revised parallel and angle parking layouts. The improvements also included new decorative street lights, benches, trash receptacles, trees, and bushes throughout the length of the project. A retaining wall was constructed under the railroad overpass which allowed for a pedestrian sidewalk.

Traffic signal plans were developed to control a railroad crossing which is connected to railroad equipment to provide the train operator the ability to activate the traffic signal. Access to five private drives adjacent to the crossing was also reviewed.

Contract Fee: Original: \$ 90,093 Final: \$ 90,093

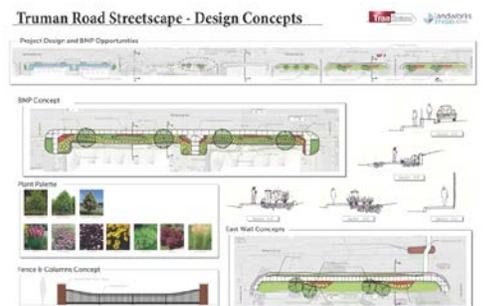
Phase Two: Streetscape improvements between Noland Road and Osage Avenue in the historic downtown generally consisting of new sidewalks, curb and gutter, and stamped concrete located behind the curb and gutter. The improvements also included green solutions, access management, and a pedestrian crossing with a refuge island.

Innovative green solutions such as bioswales and pervious concrete were investigated. Eventually the final solution included bioswales and the closing of a redundant entrance to a public parking lot. This closing will provide a safer environment for pedestrians and also more space for public events within the parking lot. The citizens of Independence were able to provide their input and comments on the project at public information meetings during both phase of the project.

Contract Fee: Original: \$ 72,995 Final: \$79,498 (additional scope added)



Phase One
Kansas City Metro Chapter of APWA
2008 **Project of the Year** local award in the
Transportation category less than \$5 million
division.



Project Understanding & Approach

Streetscape projects are a complex combination of form and function. We know this, because **we wrote the book on streetscape design**. Unfortunately, we have seen that function, the most important purpose of our transportation system, is sometimes negatively impacted by poorly vetted design decisions intended to improve form. Whether a project is deemed successful or not is largely a matter of how it is viewed by the public. Therefore, TranSystems realizes that it is extremely important to the City of Branson to greatly improve the public perception of this project. We realize that the City has undertaken a significant effort to reach this point. Consequently, we have developed a project approach that will build upon the good decisions made to date, modify the plan and design in certain areas, substantially improve public perception of the project, and greatly improve the end product.

1. Improving function: How can geometric design be improved?
2. Minimizing construction conflicts. How can access be maintained?
3. Communicating with the public. What is the best way to improve public perception of the project?
4. Improving construction performance: How can the Contractor stay on schedule?

Improved Function

A review of the Master Plan, and the Phase I and Phase II improvements indicates that pedestrian oriented improvements negatively impacted the geometric configuration of the intersections....particularly the ability for large vehicles to maneuver at corners. We have designed geometric improvements for literally thousands of intersections. Using this experience, we would recommend a concept phase to explore ways to improve ideas implemented in the Phase I and 2 projects. Once completed, the Aldermen would have the opportunity to vote on their preferred design concept to be carried forward in the design process. The displays created for this phase would be utilized to better inform the public on the proposed design.



Minimizing Construction Conflicts

Our experience has taught us that it is unfortunately common for problems to occur in the ‘transition’ between Planning and Design, as well as between Design and Construction Management. Experienced members of our staff are therefore assigned the specific tasks of transitioning the project from Planning to Design, and from Design to Construction Management.

Transitioning from Planning to Design

Planning is typically heavily involved in form, with function being considered more in the design phase. With the majority of Public Involvement typically coming in the Planning phase, issues with function are sometimes overlooked until the project is well into construction. Our firm has therefore developed a Planning Team that is heavy on Engineering. We have learned that this ‘Plan-gineering’ approach defines and solves problems that arise between ‘form and function’. With this engineering approach to planning and concept development, conflicts moving forward from the Planning phase are greatly reduced. Common planning/design problems such as access and utility issues are discussed in more detail in following sections.

Transitioning from Design to Construction Management

At TranSystems, many of our designers have significant field inspection experience, and therefore view design plans through the eyes of a construction inspector. This practical experience greatly reduces the number of conflicts and change orders that occur in the field. Senior level staff that specialize in moving projects from the design phase to the

construction phase will also be assigned to the project. During this process, our designers will meet on site with Branson’s construction inspectors and conduct a field review of the project. A Senior Level construction manager will remain assigned to the project during construction to assist with questions that may arise, and assist as necessary.

Public Involvement

We have learned that Public Involvement is a continuous task that does not simply end after the planning process. While websites and social media are a useful tool, when a construction project develops negative connotations, face-to-face meetings with those impacted by the project are very important. One of our first efforts envisions on-site meetings at the completion of the concept design with property owners that adjoin this phase of the project. This style of ‘meeting the public’ also allows City Staff and elected officials to discuss the project in an informal manner, if desired. As we move through the design process, we envision additional meetings on site with adjacent landowners as problems are vetted, listening to their concerns, and addressing them as appropriate. We have significant experience in all forms of Public Involvement. If desired, we can assist the City in updating website material and addressing the project through social media.

Getting back on track.

Improved Construction Schedule

TranSystems is a leading provider of construction related engineering services throughout the nation. We are often chosen for projects viewed as particularly difficult and brought in to ‘fix’ projects that are failing. The discussion regarding construction schedule should begin with a review of the most common reasons for delay. These are:



Right-of-way (ROW) and access issues: No ROW is anticipated for this project, but access to adjacent commercial properties in the downtown area is critical. During the Public Involvement process, we expect significant discussion with adjacent owners regarding how to access their buildings. We envision specifying key portions of the project for work during nighttime, as well as providing a designated ADA pedestrian pathway during construction.

Utility conflict: An information meeting with all utilities will be the second task following meeting adjoining landowners. Routinely, our first design task is to identify the potential source of utility conflicts, and this may include potholing certain utilities to determine depth.

Contractors delay: We have heard the anecdote that construction schedules are ‘the contractor’s lies on paper’, but the question truly is ‘How do we motivate contractors to exert maximum effort to stay on schedule?’ The answer is ‘money’, i.e. financial penalties and bonuses are needed to motivate the contractor to stay on track. We have developed and utilized several methods of accessing liquidated damages and awarding bonuses that may be utilized for this project. Some of these methods are summarized below:

- ▶ **Liquidated damages for overall schedule and specific tasks:** On past projects, we have utilized an overall Liquidated Damages (LD) assessment, as well as an LD assessment for specific tasks...such as allowing 120 days for the entire project with \$1000 per day in LD’s for each day thereafter, but also stating that once a sidewalk (or access ramp) is removed, you have 30 days to replace it, or an additional liquidated damage of \$1000 per day applies.

- ▶ **Contract language for LD's versus actual damages:** Base on our direct experiences regarding legal settlements of LD's, municipalities can collect LD's or actual damages from the Contractor. The contract documents need to clearly state this. From our experience, Contractors fear the 'actual' damage clause more than the LD's, and actual damages are more of an unknown. Actual damages include all costs accrued by the City as a result of delays, including additional engineering and inspection fees.
- ▶ **Bonus for advancing schedule:** Bonuses for schedule advancement are sometimes granted. This could be as simple as awarding a bonus of \$500 per day for each day prior to 120 days. In lieu of a daily bonus, we would recommend graduated retainage as discussed below.
- ▶ **Graduated retainage:** The option also exists for the contract documents to allow for an increase or decrease in retainage based on meeting the schedule. This means if the contractor is on schedule, 10% will be retained from each pay request...if they are behind schedule 20%, or 30% will be retained. If they are ahead of schedule, 5% will be retained. Retainage will be held until project completion.
- ▶ **Getting through to the Contractor:** For a project of this type, we recommend a Pre-Bid conference, as well as a Pre-Construction conference. Each of these being an opportunity to accurately inform the contractor of the terms of the monetary damage and bonus amounts tied to the project.

Quality Control

TranSystems has a well-established process to manage our projects. We develop a project work flow plan, a design schedule and design task budgets before we start work and monitor each on a weekly basis. We communicate with staff and subconsultants, informing them of what we need and when we need it. If appropriate, we make adjustments to the individual pieces, yet maintain the overall schedule and budget.

Project management for each project must be unique. We adapt our style of communication to what works for you and your preferred method to receive information. Whether we use email, or written weekly updates, we have prepared a wide range of tools to communicate with you and will tailor our methods to what works best for you.

We will also prepare a project-specific quality assurance plan. Our philosophy is to check all calculations and deliverables close to the source. First, each employee checks their work. Then, prior to the information being used by another party, the task leader will check the work. Third, the project manager and QA engineers will review the information and how it corresponds with other aspects of the project. Lastly, we will conduct a constructability review with one of our construction managers





TranSystems

EXPERIENCE | Transportation



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February 2, 2016

City of Branson
110 West Maddux Street
Branson, MO 65616

ATTN: David H. Miller, PE

RE: Veterans Worldwide Sales & Services, LLC
Gravois Mills, MO

Dear Mr. Miller:

Please be advised that we provide the performance and payment bonds for Veterans Worldwide Sales & Services, LLC. This is a very professional well-run company that we are most proud to be associated with. Veterans Worldwide Sales & Services, LLC has bonded about \$5,000,000 in the past 12 months.

We do consider Lester Johnson and Stanley Schultz of Veterans Worldwide Sales & Services, LLC to be very qualified contractors. We certainly recommend them and trust that you will be most satisfied with their performance. They have always handled each of their projects in a most professional manner and have completed all projects satisfactorily.

Veterans Worldwide Sales & Services, LLC's bonds are written through Mid-Continent Casualty Company which has an A.M. Best rating of A+ with a Financial Size Category of VIII and are listed as an acceptable Surety on the Treasury Department Circular 570.

We do reserve the right to underwrite all circumstances at the time of a bond request. We assume no liability to third parties or to you, if for any reasons we do not execute the said bond(s). Satisfactory review of the contract specifications, evidence of financing, bond documents and current underwriting information would be necessary prior to approving any bond(s).

Respectfully,

D.C. Pruett
Principal &
Attorney-in-fact for Mid-Continent Casualty Company

