



STATEMENT OF  
QUALIFICATIONS FOR

**ENGINEERING  
SERVICES**

Topeka Metropolitan Transit Authority  
December 5, 2019

**Bartlett  
& West**





1200 SW Executive Drive  
Topeka, KS 66615  
ph (785) 272-2252  
[www.bartlettwest.com](http://www.bartlettwest.com)

December 5<sup>th</sup>, 2019

Topeka Metropolitan Transit Authority  
Attn: Richard Appelhanz  
201 North Kansas Avenue  
Topeka, KS 66603

Re: Request for Engineering Services

Dear Selection Committee,

Addressing the Topeka Metropolitan Transit Authority's needs in a fiscally-responsible, community-focused way is critically important. When it comes to ensuring public safety and instilling confidence, Bartlett & West has a solid record.

You need a partner that will be accessible and responsible to issues as they arise. We have more than 300 professionals available across 17 Midwest offices and a proven ability to deliver projects on-time and on-budget.

You need technical experts who will exceed your expectations while managing a project budget. We have delivered thousands of projects throughout our 61 years in business and each employee-owner at our firm takes great pride in their role of improving the communities we serve.

You need an ally who will represent your interests on all projects. Through stakeholder meetings, interactions with contractors, coordinating with utilities or engaging the public, we will represent your interests and project needs as we have done with all of our clients.

Bartlett & West has been working with the City of Topeka for decades in many different areas including stormwater, wastewater, roadway, water, traffic signals, building design, etc. While we have designed bus stop sites before through our roadway projects, this is our first opportunity to do so through the Topeka Metropolitan Transit Authority. We are excited at the prospect of continuing to improve accessibility to public transportation in the City of Topeka in partnership with Topeka Metro.

Thank you for your time and consideration. We look forward to learning more about how we can serve our community. If you have any questions, please do not hesitate to contact us.

Sincerely,

Jeff Lolley, PE  
Project Manager



Driving community and industry forward, together.

# QUALIFICATIONS



**Bartlett  
& West**

17 LOCATIONS  
10 STATES

A graphic featuring the company logo "Bartlett & West" in white and green text on a dark blue background. Below the logo is a green map of the United States with 17 small black dots indicating office locations. At the bottom of the graphic, the text "17 LOCATIONS" and "10 STATES" is displayed in white.

Bartlett & West, Inc. is an S Corporation established in 1951. The management structure of our company has not changed since 1981, when we proudly became an employee-owned company. We are a full-service engineering, surveying and technology company.

Bartlett & West is committed to helping clients like you build **stronger, smarter, more connected infrastructure**. We invest in and leverage our own technology to solve problems and deliver innovative solutions that meet our clients' needs.

We meet that challenge every day in all 17 of our offices, including at our corporate headquarters in Topeka, Kansas.

## CORE SERVICES

- Construction Phase
- Design/Build
- Energy Services
- GIS & Technology
- Landscape Architecture
- MEP
- Planning/Civil/Site
- Rail
- Right-of-way
- Structural
- Survey
- Transportation
- Wastewater
- Water

A photograph of two professionals, a man and a woman, looking at a laptop screen in an office setting. The image is partially obscured by a large green ampersand and a dark blue triangle in the top left corner.

## Driving community and industry forward, together.

Bartlett & West exists for one reason – to work with businesses and communities across the nation to make people’s lives better. It is a shared goal with our clients.

From water systems to railroads to public spaces, we use **ENGINEERING AND TECHNOLOGY** to solve problems for real people, their communities, and their businesses. We help companies produce and deliver. We help cities create jobs and grow infrastructure. We help people and goods get where they need to go, safely.

Using the knowledge gained since Bartlett & West started in 1951, we partner with public and private clients to build and maintain stronger, smarter, more connected infrastructure. We are an ally in orchestrating change. We listen to your needs and collaborate to bring forth solutions.

A photograph of a city skyline with various buildings, including a prominent skyscraper, under a clear sky. The image is partially obscured by a large green ampersand and a dark blue triangle in the top left corner.

### CORE SERVICES

- Construction Phase
- Design/Build
- Energy Services
- GIS & Technology
- Landscape Architecture
- MEP
- Planning/Civil/Site
- Rail
- Right-of-way
- Structural
- Survey
- Transportation
- Wastewater
- Water

### CONTACT

The experts at Bartlett & West work in a fully-integrated network of offices to deliver our clients’ solutions. Talk to us.

[www.bartlettwest.com](http://www.bartlettwest.com)  
(888) 200-6464



## CORE MARKETS

We provide innovative technology and engineering solutions to clients nationwide. With deep industry knowledge and a passion for creative problem solving, we engineer better tomorrows.

### RAIL

Bartlett & West partners with rail clients to deliver innovative, technology-based services through market understanding, commitment to quality, and safety-minded solutions. We are dedicated to being a long-term ally who understands all facets of the railroad industry and brings you world-class solutions. We help rail clients drive the industry forward and overcome shared regulatory challenges.

### WATER

Founded in 1951 as a rural water firm, Bartlett & West's water-focused services (rural, municipal, industrial, and wastewater) have been core markets for the company ever since. In fact, we are nationally ranked as a top water engineering firm.

For rural water districts and municipalities, Bartlett & West is a trusted consultant who is constantly looking out for our clients' best interests. We serve as a part of our clients' teams and help to develop solutions that meet the needs of our communities. We deliver customized solutions that are budget sensitive and on time. Our professionals provide consistent communications regarding our understanding of the client and system needs and manage those needs accordingly.

### TRIBAL

For tribal communities, Bartlett & West plans, designs, and constructs water systems that deliver clean, safe water for a variety of purposes. Bartlett & West is known for its top-tier engineers and more than six decades of experience in developing reliable water systems, while helping tribal clients navigate through regulatory and funding agency red tape. In addition, Bartlett & West's irrigation and transportation planning and engineering solutions help bring tribal communities together.

### DOTs

Bartlett & West has a rich history of partnering with departments of transportation providing safe and efficient solutions for the traveling public. Our engineers are respected for their in-depth knowledge of best practices, regulations, and new technologies. Our best-in-class transportation solutions promise to drive community and industry forward, together across town, the state, and across the country.

### LOCAL GOVERNMENT

As an ally in delivering infrastructure solutions that transform communities, Bartlett & West has a core commitment to building a better tomorrow with every city or county with which we work. Whether providing water, transportation, site planning, outreach, or any other service, we are dedicated to being responsive, reliable, and value-minded.

### INDUSTRIAL/INSTITUTIONAL

From renovating a single structure to designing and building an entire site, Bartlett & West's planning, design, and construction services will get your project off the ground and through to completion.

### ENERGY

Our energy-focused services meet the industry's demanding and ever-changing needs, from facility and site planning support to adept navigation through the regulatory and permitting process.



### TECHNOLOGY & INNOVATION

Bartlett & West is committed to helping clients build stronger, smarter, more connected infrastructure. We invest in and leverage our own technology to solve problems and deliver innovative solutions that meet our clients' needs.

# EXPERIENCE

## SW 6TH AVENUE—FAIRLAWN TO GAGE

SW 6th Avenue was a deteriorated 2-lane asphaltic roadway with open ditches. The existing roadway was removed and replaced with a 3-lane asphaltic roadway (two through lanes and a turn lane), including concrete curb and gutter, storm sewer, a 5-foot sidewalk and a 10-foot shared-use path.

SW 6th Avenue is a major utility corridor. Westar had just completed construction of a major transmission line along 6th Avenue from Fairlawn to Gage. Each pole base was over 10' in diameter and had to be designed around. Many poles had underground lines running from them. There were multiple fiber optic lines in addition to the gas, power, phone and cable utilities. Bartlett & West helped coordinate corridors for each utility to relocate within. We did the relocation design for Kansas Gas Service for the project.

**Four bus stops were designed as a part of the street project.**

PROJECT BUDGET:  
\$3.4 million

CONTACT:  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801



## SW HUNTOON / ARVONIA TO I-470

A major traffic study of the Huntoon/Wanamaker/Arvonia/17th Street area identified four major improvement projects to help with capacity needs. Huntoon/Arvonia/I-470 eastbound off-ramp was the first project constructed. With KDOT funds contributing to the project, major coordination with KDOT on all things I-470-related during design and construction was necessary.

The Huntoon/I-470/Arvonia intersection was expanded, adding capacity lanes for several movements. At the same time, the intersection was flattened. The Huntoon profile was lowered 5 feet at the top of the hill at Overlook Drive and Executive Drive to increase safety and provide the ability to flatten the main intersection.

New traffic signals and street lighting and a landscaped median were a part of the project. **One bus stop was designed as a part of the Arvonia Pl. street improvements.**



PROJECT BUDGET: \$3.9 million

CONTACT:  
Linda Voss  
Project Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801

## SW 37TH STREET—GAGE TO BURLINGAME

A mile-long portion of SW 37th Street was converted from a two-lane asphalt roadway into a three-lane roadway. It includes curb and gutter, a 5-foot sidewalk to the south and a 10-foot shared-use path on the north.

In the middle section of the project area, the sight distance was improved by lowering a hill 12 feet to create a safer intersection of 37th Street and Cambridge Avenue. An adjacent road, Summerwood Road, was turned into a cul-de-sac to allow for the new roadway geometry. Because of the vertical improvements, a 10-foot retaining wall was added on both sides of 37th Street.

On the east end of the project, the roadway was widened to four lanes, allowing for a dedicated right-turn lane, giving access to the I-470 and U.S. 75 highway and Burlingame interchange.



PROJECT BUDGET: \$6.1 million

CONTACT:  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801

# EXPERIENCE

## SW 6TH AVENUE—WANAMAKER TO I-470 BRIDGE

SW 6th Avenue was a deteriorated 2-lane asphaltic roadway with open ditches. The existing roadway was removed and replaced with a 3-lane asphaltic roadway (two through lanes and a turn lane), including concrete curb and gutter, storm sewer, a 5-foot sidewalk and a 10-foot shared-use path along the north side of the roadway.

The existing roundabout at 6th & Wanamaker was also in disrepair. The project removed and replaced the existing pavement without replacing the medians while also keeping traffic open through this busy intersection at all times.

**Four bench locations for bus stops were designed as a part of the street project.**

**PROJECT BUDGET:**  
\$3.4 million

**CONTACT:**  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801



## KANSAS AVENUE—6TH TO 10TH

This project was initiated by a grass-roots effort to revitalize downtown and bring back residents and visitors to the heart of the capital of Kansas. The project centered on reducing the street width of Kansas Avenue to slow traffic and create additional space for pedestrian activity and entertainment options along the avenue.

A public and private partnership provided funding for the project. The public funding provided the infrastructure improvements, which included full depth pavement, sidewalk, storm sewer and waterline replacement. Private donations for the project were raised through the Downtown Topeka Foundation and were used to create pedestrian pocket parks, mid-block pavilions with arches spanning Kansas Avenue, and other pedestrian and aesthetic improvements to draw visitors to the area.



**PROJECT BUDGET:** \$5.5 million

**CONTACT:**  
Jason Peek  
Public Works Director  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801

## TOPEKA BIKEWAYS PHASE III

The Topeka Bikeways Phase III project continues to implement different aspects of the Topeka Bikeways Master Plan. For routes 9, 12, 19 and 5, Phase III installed sharrow pavement markings on the existing pavement. Route 9 also revised the layout of the pavement markings to allow for bike lanes to be added to Washburn Avenue and Lane Street from 6th Avenue to 15th Street.

Route 1 received a significant amount of work to add bike lanes to segments 8 to 11. The existing roadway along 8th Avenue from College Avenue to Lincoln Street was widened to allow room for two driving lanes and two bike lanes in each direction. From College Avenue to Lincoln Street, the deteriorated existing pavement was milled and overlaid and adjacent sidewalks and ramps were removed and replaced to be ADA compliant. The existing roadway typical section along 8th Avenue from Lincoln Street to Topeka Boulevard was wide enough to allow room for

buffers to be added between the driving lanes and the bike lanes. Route 1 also included non-participating items for water line relocation work, the remediation of two combined sewer overflow (CSO) locations and the replacement of a dilapidated existing storm sewer pipe.

**PROJECT BUDGET:** \$1.7 million, estimated

**CONTACT:**  
Linda Voss  
Project Engineer  
City of Topeka  
620 SE Madiska St.  
Topeka, KS 66607  
(785) 368-3801



# EXPERIENCE

## 10TH STREET

The 4-mile-long project along 10th Avenue from Gage Boulevard to Republican Avenue is longest street maintenance project in the half-cent sales tax program. 10th Street is a major arterial through downtown Topeka and is a highly visible arterial to visitors of the Capital City. Along with the street repair portion of the project, an ADA-accessible sidewalk was completed along the project from The Topeka- Shawnee County Library to Gage Boulevard.

The majority of the road consisted of deteriorated asphalt pavement, and Bartlett & West proposed a mill and overlay of the existing asphalt surface, along with curb and gutter replacement where necessary. Bartlett & West's approach on the remaining concrete portion of the road consisted of full-depth concrete patching, partial-depth concrete patching, and crack-sealing to provide for the longest design life of the pavement repair.

PROJECT BUDGET: \$2.5 million

CONTACT:  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801



## WANAMAKER—29TH TO 37TH

This project was the final phase in a series of improvements that were made along the Wanamaker corridor, transforming the roadway from a two-lane road to a multi-lane, high-volume urban arterial. Improvements included the construction of a 5-lane concrete roadway complete with curb and gutter, a sidewalk and a multi-use path.

Bartlett & West coordinated with the Auburn-Washburn School District Board and administrative staff throughout the plan development phase to solicit input on construction schedules, project sequencing and detour routes. Bartlett & West also met with individual property owners to discuss proposed improvements and property impacts.

PROJECT BUDGET: \$4.6 million

CONTACT:  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801



## 17TH STREET—MACVICAR TO WASHBURN

Bartlett & West coordinated with the College Hill neighborhood, City of Topeka engineering staff and Washburn University representatives throughout the plan development phase to solicit input on construction schedules, project sequencing, detour routes, lighting, landscaping and many other design elements.

The roadway was be widened to allow for two driving lanes that met design specifications, as well as allow room for medians to be constructed at mid-block locations. The medians allowed the opportunity for Washburn University to dress up the roadway that acts as the main entry point into the University. The medians also provided a refuge for the many students who cross 17th Street from the north.

Four bus stops, two shelters and two benches, were designed and constructed as a part of the roadway project.

PROJECT BUDGET: \$2 million

CONTACT:  
Brian Faust  
City Engineer  
City of Topeka  
620 SE Madison St.  
Topeka, KS 66607  
(785) 368-3801





# EXPERIENCE

CITY OF TOPEKA ROADWAY EXPERIENCE																									
PROJECT	Detention Pond Analysis	Roundabout Design	Traffic Signal Design	Storm Sewer Design	Complete Streets Review/Incorporation	Construction Observation	Street Lighting Design	Sight Distance Analysis	Pavement Marking Design	Utility Coordination	Pavement Design Analysis	Retaining Wall Design	Profile Design	Sidewalk/ADA Design	Cost Estimating	Project Schedule Estimating	Topographic Survey/LIDAR Survey	Public Meeting Presentations/Exhibit Prep	Right-Of-Way Acquisition Services	Landscaping/Irrigation Design	Designating (i.e. Quality Level B) by Third Party	Locating (i.e. Quality Level A) by Third Party	Data Management (for Utility Coordination)	Conflict Analysis (for Utility Coordination)	
Arvonio/Winding Road	X		X	X			X	X	X	X			X	X	X	X	X	X	X	X	X	X	X	X	
Huntoon: I-470/Arvonio/Executive Drive	X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
27th & Burlingame Traffic Signal			X							X					X							X	X	X	X
6th Avenue: Fairlawn to Gage			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X
Topeka Bikeways Phase III				X	X	X			X	X				X	X	X	X	X		X	X	X	X	X	X
21st & Kansas (Street Maintenance)			X	X	X				X	X	X			X	X	X	X	X	X		X		X	X	X
Wanamaker: 10th to 21st (Street Maintenance)			X	X	X	X	X	X	X	X			X	X	X	X	X	X	X		X		X		
California Avenue: 33rd to 37th		X		X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X
California Avenue: 29th to 33rd			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X			X	X
Huntoon/I-470/Wanamaker Traffic Study															X	X		X				X		X	
Topeka Boulevard: 7th to 11th (Street Maintenance)			X	X	X	X	X	X	X	X	X		X	X	X	X	X	X	X		X		X	X	X
6th Avenue: Wanamaker to Fairlawn (Street Maintenance)		X		X	X	X	X	X	X	X	X		X	X	X	X	X	X	X		X		X	X	X
37th Street: Gage to Burlingame			X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X	X	X	X	X
Seward Avenue: Branner to Sumner	X			X	X	X	X	X	X	X		X	X	X	X	X	X	X	X	X	X	X		X	X
Kansas Avenue: 6th to 10th				X	X	X	X	X	X	X	X			X	X	X	X	X	X		X	X	X	X	X
Mulvane: 6th to 10th (Street Maintenance)				X	X				X	X				X	X	X	X	X			X		X	X	X
Topeka Bikeways Phase I				X	X	X			X	X				X	X	X	X	X			X		X	X	X
17th Street: MacVicar to Washburn				X	X		X	X	X	X			X	X	X	X	X	X	X	X	X	X		X	X
17th Street: Kingsrow to Urish		X		X	X	X		X	X	X	X	X	X	X	X	X	X		X	X	X		X	X	X
37th Street: Wanamaker to Fairlawn (Street Maintenance)				X	X	X	X	X	X	X	X		X	X	X	X	X	X	X		X		X	X	X
8th Avenue: Harrison to Topeka (Street Maintenance)									X		X				X	X	X					X		X	
4th, 5th & Willow (Street Maintenance)				X	X			X	X	X	X		X	X	X	X	X	X	X		X		X	X	X
Wanamaker Road: 29th to 37th				X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X		X		X	X	X
10th Street: Gage to Kansas (Street Maintenance)				X	X				X	X		X		X		X	X	X	X		X		X	X	X
6th Avenue & Wanamaker Road		X		X	X		X	X	X	X	X		X	X	X	X	X	X	X	X	X	X		X	
California Avenue: 21st to 29th							X	X	X	X			X	X	X	X	X		X		X		X		X
California Avenue: I-70 to 21st				X		X	X	X					X	X	X	X	X		X	X	X		X	X	X
Wanamaker Road Corridor Study (37th to 61st)		X		X	X		X	X				X	X	X	X	X	X		X	X	X		X		X
Wanamaker Road: 37th to 41st		X		X	X	X	X	X	X	X	X		X	X	X	X	X		X	X	X		X		X

The project matrix above represents some of the City of Topeka's municipal transportation projects managed and designed by Bartlett & West. Many are projects from the last Shawnee County Countywide Sales Tax program; 12th Street is from the new program. There are also projects from the City's Half-Cent Sales Tax 10-year program that is just ending. Several others were projects from the CIP that were GO Bonded or utilized Kansas Department of Transportation (KDOT) and Federal Exchange monies through KDOT. Some were joint efforts with Shawnee County.

# EXPERIENCE

## ADA-COMPLIANT SIDEWALK PROJECTS

### Missouri Department of Transportation

The Missouri Department of Transportation is currently working through their Americans with Disability Act (ADA) transition plan to bring their sidewalks up to current ADA standards. Plan completion is scheduled by 2027.

Since 2016, Bartlett & West has assisted MoDOT's team as an on-call consultant with 15 different projects. These projects allowed Bartlett & West to perform work in 17 different communities throughout Missouri, and six of MoDOT's seven districts. In the past few years we field checked over 26 miles of sidewalk for ADA compliance, designing non-compliant sidewalk within that stretch to meet current ADA standards, and delivering plans, specifications, and construction cost estimates to MoDOT for construction. Within that stretch, Bartlett & West has checked 33 signalized intersections and redesigned these intersections to comply with current ADA standards.

Among the more noteworthy instances were four projects throughout Joplin and Carthage. These included bringing 5.5 miles of sidewalk along Route FF, 1.75 miles of sidewalk along Business 44, one mile of sidewalk along Route P and six signalized intersections to ADA compliance. These projects began with analyzing the existing condition of the sidewalk, noting non-compliant sections and estimating the ADA improvement costs to develop a budget. Where it was feasible to use existing sidewalk that was already compliant, we designed around it to minimize construction costs. With the budget known, Bartlett & West moved forward with final design and delivered PS&E on time and under budget.

Similarly, we performed a project along Route 163 in Columbia, MO. The project included six miles of sidewalk and 10 signalized intersections. We also conceptually designed six miles of sidewalk in Kirksville, MO along Business 63 that consisted of four signalized intersections. The project in Kirksville also includes upgrading the drainage system to alleviate flooding concerns. Bartlett & West has either completed or is currently working on similar projects throughout the state. Our experience over the past few years has provided us with a consistent design format that keeps project costs to a minimum.



### PROJECT HIGHLIGHTS

- Evaluation of ADA criteria
- Design and construction of non-compliant sections
- 26 miles of sidewalk
- 15 different projects

### PROJECT NUMBERS

Project Completion: Various

Total Cost: Various

### CONTACT

James Beattie  
Transportation Project Designer  
Missouri Department of Transportation  
1511 Missouri Blvd.  
Jefferson City, MO 65102  
(573) 751-5217



# BRIAN ARMSTRONG, PE, PTOE

## RELEVANT EXPERIENCE

### TRANSPORTATION EXPERIENCE

Brian's traffic engineering experience includes traffic impact analysis of both major and smaller developments, corridor analysis, access management and safety analysis and roundabout modeling and design. These designs included the use of Synchro, Highway Capacity Manual, AASIDRA and many other traffic engineering software packages.

*Brian has been with Bartlett & West for 24 years and manages all local aspects of the firm's municipal transportation and traffic engineering projects. Brian has accumulated extensive experience in traffic engineering, urban arterial roadway design, rural interstates, multi-lane roundabouts, interchange geometrics, traffic signal design and traffic analysis, construction sequencing and cost estimating on several projects.*

### WANAMAKER ROAD—10TH TO 21ST TOPEKA, KS

Street Maintenance project that included subgrade repair, asphalt mill & overlay, concrete pavement patching and replacement. The 21st & Wanamaker intersection was reconstructed and widened to provide additional turning capacity. The intersection was sequenced in four-quadrants keeping two-way traffic open at all times.

### URISH ROAD CORRIDOR PROJECTS: 29TH TO 33RD, 17TH AND URISH ROUNDABOUT, 21ST TO 17TH, 17TH TO HUNTOON SHAWNEE COUNTY, KANSAS

A roundabout was constructed at 17th Street and Urish Road to handle the traffic generated by the Menard's development. The sections of 21st Street to 17th and 17th to Huntoon Street were both constructed in 2017 and widened existing rural sections to five-lane urban sections. A roundabout was constructed at Urish and Huntoon and the schedule accelerated by a year to be able to handle detour traffic of a City of Topeka roadway project.

## EDUCATION AND REGISTRATION

M.S., Civil Engineering, University of Kansas,  
1997

B.S., Civil Engineering, Kansas State  
University, 1993

Professional Engineer—IA, KS, MO, ND, TX

Professional Traffic Operations Engineer

### CROCO ROAD CORRIDOR PROJECTS: 29TH, 29TH TO 21ST, 45TH TO 39TH, SYCAMORE TO 6TH AVENUE AND 39TH TO 31ST SHAWNEE COUNTY, KANSAS

This overall project consisted of five construction projects to reconstruct a two-lane rural roadway to a three-lane and five-lane arterial section with storm sewer and curb and gutter. A roundabout at the 45th Street and Croco Road intersection was designed to accommodate both the three-lane section on 45th that was constructed with the current project and a future five-lane section along 45th.

## TECHNICAL SPECIALTIES

- Road design
- Roundabout design
- Traffic analysis
- Hydrology and hydraulics
- Stormwater modeling
- Drainage improvement projects

### 6TH AVENUE AND WANAMAKER ROAD INTERSECTION TOPEKA, KANSAS

This project involved the design of two-lane roundabout at 6th Avenue and Wanamaker Road. Roundabout combined two existing T-intersections to improve safety while adding capacity for future growth. Existing topography and right-of-way constraints led to elliptical design on an incline through the roundabout.

# BRIAN ARMSTRONG, PE, PTOE

## **WANAMAKER ROAD CORRIDOR PROJECTS: 37TH TO 41ST, 53RD, 53RD TO 47TH, 47TH TO 41ST AND 61ST**

### **SHAWNEE COUNTY, KANSAS**

This included five construction projects to reconstruct a two-lane rural roadway to a three-lane and five-lane arterial section with storm sewer and curb and gutter. Access management along the corridor is now possible to controlled growth. Roundabouts were designed for the four major intersections along the corridor. Safety analysis was submitted to the KDOT-secured Federal Safety Funding for two of the roundabout intersection projects. The corridor ends at the 61st and Wanamaker single-lane roundabout constructed adjacent to Washburn Rural High School. WRHS has 70 busses and close to 2,000 students.

## **NW 46TH STREET: OAKLEY AVENUE TO FIELDING ROAD**

### **SHAWNEE COUNTY, KANSAS**

This was an ARRA-funded safety and economic development project that constructed multi-lane roundabouts at NW 46th Street and Oakley Avenue and NW 46th and Fielding Road. Construction sequencing allowed the roundabouts to be constructed half at a time, while maintaining two-way traffic at all times during construction. Design was accelerated to meet the seven-month ARRA funding and the Kansas Department of Transportation schedule.

## **63RD STREET AND BLUE RIDGE CUTOFF RAYTOWN, MISSOURI**

Bartlett & West designed new traffic signals for the intersection of 63rd Street and Blue Ridge Cutoff. This project included geometric improvements and added significant landscaping, creating a gateway into Raytown.

## **29TH STREET AND CROCO ROAD**

### **SHAWNEE COUNTY, KANSAS**

This project involved the design of new traffic signals for intersection of 29th Street and Croco Road. The project included geometric reconstruction to add left-turn storage and increase capacity of intersection.

## **KASOLD DRIVE: BOB BILLINGS PARKWAY TO CLINTON PARKWAY**

### **LAWRENCE, KANSAS**

Bartlett & West designed new traffic signals for the intersection of Bob Billings Parkway and Kasold Drive. Several horizontal and vertical profiles were developed to help maximize design speed and minimize project cost.

## **I-435 AND METCALF AVENUE AND 107TH STREET AND METCALF AVENUE OVERLAND PARK, KANSAS**

This project involved upgraded signals at I-435 and Metcalf Avenue to allow for additional left-turn lane, added Opticom detectors and video detection. The 107th Street and Metcalf intersection was signalized to alleviate accident problem to handle both the current and future layout.

## **37TH STREET: GAGE BOULEVARD TO BURLINGAME ROAD**

### **TOPEKA, KANSAS**

This project involved the reconstruction of a two-lane section to a three-lane urban section with additional storm sewer capacity. A high-accident crest vertical curve was lowered 10 feet to increase sight distance and safety. Large retaining walls were constructed to keep land acquisition to a minimum. One side street was converted to a cul-de-sac and disconnected from 37th Street to allow for the vertical profile modification.

## **DRAINAGE EXPERIENCE**

Brian has accumulated extensive experience in hydrologic and hydraulic analysis of various-sized storm sewer systems and both man-made and natural channels. Those projects included data gathering, modeling, cost estimating, public involvement, funding and project programming. Each project he works on receives the benefit of his careful attention to detail and thorough knowledge of engineering technology.

## **COMPREHENSIVE STORMWATER STUDY**

### **TOPEKA, KANSAS**

This study included a basin-by-basin analysis of the City's drainage system. The project included the collection of data on all major drainage systems creating a database with reports of flooding, modeling of existing and future conditions using an enhanced version of the EPA's SWMM software, developing capital improvements for future drainage projects, designing storms for future drainage events and utilizing historic precipitation information.

## **STREAMBANK STABILIZATION PROJECTS WATERSHED INSTITUTE**

### **KANSAS**

Bartlett & West provided surveying, design review and technician assistance to the Watershed Institute on more than 70 projects between December 2005 and November 2009. These projects were streambank stabilization and erosion control projects at various locations across Kansas.

# BRIAN ARMSTRONG, PE, PTOE

## **CITYWIDE MAJOR STREAM FLOOD STUDY**

### **TOPEKA, KANSAS**

This study included developing hydrologic and hydraulic models of all major channels within the City limits. Flooding limits have been identified using the models. Hydrologic models for the 72 square-mile overall basin were developed using EPA's SWMM software. Detail input parameters were calculated and included in the model including: sub-drainage basin delineation based on recent aerial survey, design storms calibrated to local storm events and infiltration values based on the Green Ampt equation. Hydraulic models were created using the U.S. Army Corps of Engineers' HEC-RAS program.

## **NORTH TOPEKA ROADWAY AND DRAINAGE IMPROVEMENTS**

### **TOPEKA, KANSAS**

The original scope for this \$8 million project included the elimination of an 80-year-old storm water pumping station and an egg-shaped brick combined sewer. Bartlett & West developed a more economical solution that included rerouting the sewer and eliminating the need for the pump station. This solution allowed for the incorporation of a downstream wetland area that will be integrated into a City park.

## **NW 46TH STREET: ROCHESTER ROAD TO TOPEKA BOULEVARD**

### **SHAWNEE COUNTY, KANSAS**

A single-lane roundabout was constructed at NW 46th Street and Rochester Road. With Seamen High School just north on Rochester Road, this intersection funnels most of the school traffic on a daily basis. The roundabout constructed at NW 46th Street and Topeka Boulevard was designed as a single-lane roundabout, but expandable to two lanes (north-south) when Topeka Boulevard expands in the future. The roadway segment of NW 46th in between roundabouts was reconstructed as an urban section with curb and gutter and storm sewer.



*Jeff is an asset to Bartlett & West, serving as project engineer in the Transportation Division. He brings a vast amount of knowledge to the project, and has gained experience from many past city and county projects throughout Kansas. Jeff understands the importance of proactive communication, and prides himself on delivering quality cost estimation and design to each project.*

### EDUCATION AND REGISTRATION

B.S., Civil Engineering, Kansas State University, 2000

Professional Engineer — KS  
Professional Engineer — MO

### TECHNICAL SPECIALTIES

- Cost estimation
- Drainage structure design
- Highway design
- Hydraulic analysis
- Traffic analysis
- Watershed area development
- Urban and rural street design
- Traffic planning

# JEFF LOLLEY, PE

## RELEVANT EXPERIENCE

Jeff's work has ranged from large highway projects to rural roadways. His work includes drainage design for the Interstate 70 highway projects in Dickinson, Wabaunsee and Shawnee counties, as well as U.S. 59. Jeff has been the design engineer on several City of Topeka projects, including four miles of Wanamaker Road, which included five individual projects. His contributions to these projects have included cost estimating, grading design, roadway geometrics, and drainage structure design and analysis.

### URISH ROAD: 17TH AND URISH ROUNDABOUT, 21ST TO 17TH STREET SHAWNEE COUNTY, KANSAS

This duo of projects along Urish Road included:

- A roundabout constructed to accommodate traffic generated by a new Menard's home improvement store (17th Street and Urish Road)
- A five-lane urban road extension (21st Street to 17th Street)

### CALIFORNIA AVENUE: 33RD STREET TO 29TH STREET TOPEKA, KANSAS

This project widened California Avenue from a two-lane to a five-lane road between 33rd and 29th streets. It included a storm sewer addition for the length of the project, as well as a traffic study at the intersection of 29th Street and California Avenue.

### WANAMAKER ROAD CORRIDOR TOPEKA, KANSAS

For the Wanamaker Road corridor, work included storm sewer design, quantities and cost estimates for the following:

- 21st Street to 10th Street
- 41st Street to 53rd Street
- 53rd Street intersection
- 53rd Street to 61st Street
- 61st Street intersection

### TUTTLE CREEK BOULEVARD AND U.S. 24 INTERSECTION MANHATTAN, KANSAS

A traffic study evaluated vehicle volumes and performed a drainage analysis for four-cell 10-foot-by-10-foot RCB, the accompanying channel and the rest of the stormwater drainage.

# JEFF LOLLEY, PE

## **U.S. 50**

### **RENO COUNTY, KANSAS**

This 10-mile project included storm sewer design, mill and overlay, road widening, construction sequencing, quantities and cost estimates.

## **EXCEL AND GREEN VALLEY ROADS**

### **POTTAWATOMIE COUNTY, KANSAS**

This project included storm sewer design, quantities and cost estimates.

## **K-10**

### **DOUGLAS AND JOHNSON COUNTIES, KANSAS**

This project included storm sewer design, high-tension, median-cable design, quantities and cost estimates.



*Andrew joined Bartlett & West as an engineering technician while attending Kansas State University. In June 2014, Andrew began working full-time at Bartlett & West as an engineer in the Public Works Division. He has experience in traffic engineering and analysis, urban roadway design and storm sewer modeling and design. Andrew has been involved with projects for the cities of Topeka Manhattan and Russell, and Shawnee, Pottawatomie and Lyon counties.*

#### EDUCATION AND REGISTRATION

B.S., Civil Engineering, Kansas State University, 2012

B.S., Physics, Bethel College, 2012

Professional Engineer—KS

#### TECHNICAL SPECIALTIES

- Road design
- Traffic analysis
- Drainage system design
- Cost estimation

# ANDREW WIEDERHOLT, PE

## RELEVANT EXPERIENCE

### NE SEWARD AVENUE: BRANNER STREET TO RICE ROAD TOPEKA, KANSAS

This project involved roadway and storm sewer network design for the NE Seward Avenue reconstruction project that included 4,500 feet of full-depth asphalt pavement reconstruction and a one mile mill and overlay section in northeast Topeka between Branner Street and Rice Road. Work on the project included storm water analysis, roadway geometry improvements and drainage structure sizing.

### U.S.-50 ACCESS MANAGEMENT PLAN LYON COUNTY, KANSAS

Bartlett & West developed an access management plan for a one-mile stretch of US 50 west of Emporia in Lyon County. The project included a traffic analysis for future industrial site development adjacent to highway that included traffic generation and distribution. Recommendations were provided for geometric roadway improvements and intersection control requirements based on findings.

### SW 6TH STREET: WANAMAKER ROAD TO I-70 BRIDGE TOPEKA, KANSAS

This project included a traffic control plan for a road reconstruction project from the Wanamaker and 6th Street roundabout to the I-70 bridge. A utility conflict report was provided for coordination and relocation and quantity and cost estimate information was compiled for proposed design.

### TECUMSEH-QUIVERA STORM SEWER SYSTEM MANHATTAN, KANSAS

This project included a drainage analysis of the area prone to flooding near Kansas State University's campus. A storm sewer network was designed to alleviate issues. The scope of work consisted of inlet sizing and relocation, enclosed storm sewer pipe improvements and detention pond installation.

### SW WANAMAKER ROAD: 29TH TO 37TH STREETS TOPEKA, KANSAS

This project involved a site inspection of Wanamaker between 29th and 37th Streets. The project included profile grading, concrete pavement and sidewalk construction, curb and gutter replacement, and storm sewer system installation.



## **BLUEMONT AVENUE: MANHATTAN TO NORTH 11TH STREET**

### **MANHATTAN, KANSAS**

This project included a sidewalk network design in conjunction with a roadway improvement project in an area of heavy pedestrian traffic close to Kansas State University's campus. A site inspection was performed that consisted of roadway widening, full depth concrete and asphalt pavement replacement, and curb and gutter installation.

## **SW WANAMKER ROAD: SW 10TH AVENUE TO SW 21ST STREET**

### **TOPEKA, KANSAS**

This 1.5-mile street maintenance project along an urban arterial in Topeka's commercial district included the development of a plan to mill and overlay 67,000 square yards of asphalt pavement, remove and replace 8,000 linear feet of curb and gutter, and patch 6,000 square yards of full-depth pavement. A traffic control plan was developed to allow construction activities to be completed while maintaining continuous traffic flow in all travel directions and access to commercial properties adjacent to the project site.

## **CONSTRUCTION OBSERVATION— SW WANAMAKER ROAD: SW 10TH AVENUE TO SW 21ST STREET SW 21ST STREET: SW WANAMAKER ROAD TO SW WESTRIDGE DRIVE**

### **TOPEKA, KANSAS**

This project provided construction observation services throughout the building process to ensure that the work was completed according to project documents and City of Topeka specifications. Extensive collaboration with the City of Topeka project engineer, local business owners and the contractor to coordinate construction work, project sequencing and traffic control was required. Contractor supplied construction method and material submittals were reviewed to verify compliance. Concrete, asphalt and subgrade field testing was performed to confirm that specified quality requirements were achieved and field quantity verification and associated payment was completed.

## **SW URISH ROAD: SW 21ST STREET TO SW 17TH STREET**

### **SHAWNEE COUNTY, KANSAS**

This project included a storm sewer analysis for the trafficway improvement project expanding SW Urish Road from a two-lane, rural road with open ditches to a five-lane, urban road section featuring an enclosed storm sewer system. A construction

sequencing plan was completed to maintain access to residential properties along the project throughout construction.

## **CONSTRUCTION OBSERVATION SW WANAMAKER ROAD: SW 10TH AVENUE TO SW 21ST STREET AND SW 21ST STREET: SW WANAMAKER ROAD TO SW WESTRIDGE DRIVE**

### **TOPEKA, KANSAS**

This project provided construction observation services throughout the building process to ensure that the project was completed according engineering documents and City of Topeka specifications. Extensive collaboration with the City of Topeka project engineer and contractor to coordinate construction work, project sequencing and traffic control was required. Contractor supplied construction methods and materials submittals were reviewed to verify compliance with project documents. Concrete and subgrade field testing was performed to confirm that specified strength and compaction requirements were achieved, and field quantity verification was conducted.

## **SE CALIFORNIA AVENUE: SE 33RD STREET TO SE 37TH STREET**

### **TOPEKA, KANSAS**

This project included a storm sewer analysis for a trafficway improvement project expanding SE California Avenue from an existing two-lane, rural road with open ditches to a three-lane, urban road section featuring an enclosed storm sewer system. A traffic study conducted at the intersection of SE 37th Street and SE California Avenue led to the horizontal and vertical design of a recommended roundabout to replace the existing four-way stop. Construction sequencing and traffic control plans were developed to allow access to residential properties along the project, and to maintain traffic flow throughout construction.

## **TOPEKA BIKEWAYS IMPROVEMENT PROJECT TOPEKA, KANSAS**

This project was part of the development of the Topeka Bikeways Master Plan. A signing plan for a comprehensive bikeways system was prepared that provides bike access throughout the entirety of the city via designated bike paths, shared-use pathways and local roadways.

## **TIMBER RIDGE SUBDIVISION, PHASE 4 TOPEKA, KANSAS**

This project included the horizontal and vertical design of multiple residential roads in the Timber Ridge Subdivision

# ANDREW WIEDERHOLT, PE

in SW Topeka. Road profiles and utilities were designed to coordinate with existing storm and sanitary sewer systems, as well as to be functional for future phases of the development. Comprehensive site grading analysis was completed to maximize constructability and minimize project costs.



# GREG BADGLEY

## RELEVANT EXPERIENCE

Greg's role primarily focuses on roadway improvements, including horizontal layout of improvements as well as vertical and storm sewer layout.

Other skills he brings to the team that provides significant value to our clients are:

- Software
  - Microsoft Office
  - AutoCAD 2017
  - Civil 3D 2017
  - MicroStation
- Plan preparation (all aspects including city standards)
- Plan and profile sheets (including construction notes)
- Paving plans (including elevation points for construction)
- Construction sequencing
- Landscaping plans
- Erosion control plans
- Signage and pavement markings

*Greg is the cornerstone of our Bartlett & West Topeka Public Works design team. He has more than 30 years of experience on City and County projects. His keen attention to detail in his layout and design of street, waterline, storm sewer and sanitary sewer projects makes him a tremendous asset to our team. In addition, Greg crafts legal documents, exhibits and construction documents for projects and provides reviews for accuracy.*

## EDUCATION AND REGISTRATION

Technical Drafting Degree, Kaw Area  
Technical School, 1979

## TECHNICAL SPECIALTIES

- Street design and layout
- Storm and sanitary sewers
- Waterline improvements
- Legal documentation
- Right-of-way and easements
- AutoCAD, MicroStation

## TRANSPORTATION PROJECTS

- Wanamaker Road—37th to 41st, Topeka, Kansas
- 53rd Street and Wanamaker Road Intersection, Topeka, Kansas
- Wanamaker Road—53rd Street to 47th Street, Topeka, Kansas
- Croco Road—45th Street and Croco Road; 45th Street to 39th Street, Topeka, Kansas
- California Avenue—SE 21st Street to I-70, Topeka, Kansas
- I-70, Wabaunsee and Shawnee counties, Kansas
- Green Valley Road and Excel Road, Pottawatomie County, Kansas
- 29th Street—Urish Road to Indian Hills Road, Topeka, Kansas
- 6th Avenue—Fairlawn Road to Gage Boulevard, Topeka, Kansas
- Topeka Boulevard—7th to 11th streets, Topeka, Kansas
- NE Seward Avenue—Branner to Sumner streets, Topeka, Kansas
- 37th Street and California Avenue, Topeka, Kansas

**DISADVANTAGED BUSINESS ENTERPRISES (DBE) CERTIFICATION**

This contract is subject to the requirements of Title 49, Code of Federal Regulations, Part 26, *Participation by Disadvantaged Business Enterprises in Department of Transportation Financial Assistance Programs*. The national goal for participation of Disadvantaged Business Enterprises (DBE) is 10%. Metro's overall 2019-2021 goal for DBE participation is 2.00%; the race neutral goal is 1.12%, and the race conscious goal is 0.88%. There is no contract goal for this procurement.

The contractor shall not discriminate on the basis of race, color, national origin, or sex in the performance of this contract. The contractor shall carry out applicable requirements of 49 CFR Part 26 in the award and administration of this DOT-assisted contract. Failure by the contractor to carry out these requirements is a material breach of this contract, which may result in the termination of this contract or such other remedy as Metro deems appropriate. Each subcontract the contractor signs with a subcontractor must include the assurance in this paragraph (see 49 CFR 26.13(b)).

The contractor is required to pay its subcontractors performing work related to this contract for satisfactory performance of that work no later than 30 days after the contractor's receipt of payment for that work from Metro.

The contractor may not hold retainage from its subcontractors.

The contractor must promptly notify Metro, whenever a DBE subcontractor performing work related to this contract is terminated or fails to complete its work, and must make good faith efforts to engage another DBE subcontractor to perform at least the same amount of work. The contractor may not terminate any DBE subcontractor and perform that work through its own forces or those of an affiliate without prior written consent of Metro.

Signature:                     *Brian Armstrong*                    

Name and Title:           Brian Armstrong, Vice President          

Company Name:           Bartlett & West, Inc.          

Date:                     12-5-2019

**FLY AMERICA CERTIFICATION**

The Contractor agrees to comply with 49 U.S.C. 40118 (the "Fly America" Act) in accordance with the General Services Administration's regulations at 41 CFR Part 301-10, which provide that recipients and sub-recipients of Federal funds and their contractors are required to use U.S. Flag air carriers for U.S Government-financed international air travel and transportation of their personal effects or property, to the extent such service is available, unless travel by foreign air carrier is a matter of necessity, as defined by the Fly America Act. The Contractor shall submit, if a foreign air carrier was used, an appropriate certification or memorandum adequately explaining why service by a U.S. flag air carrier was not available or why it was necessary to use a foreign air carrier and shall, in any event, provide a certificate of compliance with the Fly America requirements. The Contractor agrees to include the requirements of this section in all subcontracts that may involve international air transportation.

Signature: Mark M Salvatore

Name and Title: Mark Salvatore, V.P./Finance Director

Company Name: Bartlett & West, Inc.

Date: 12/3/2019

**LOBBYING CERTIFICATION**

The undersigned contractor certifies, to the best of his or her knowledge and belief, that:

- (1) No Federal appropriated funds have been paid or will be paid, by or on behalf of the undersigned, to any person for influencing or attempting to influence an officer or employee of an agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the awarding of any Federal contract, the making of any Federal grant, the making of any Federal loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any Federal contract, grant, loan or cooperative agreement.
- (2) If any funds other than Federal appropriated funds have been paid or will be paid to any person for making lobbying contacts to an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this Federal contract, grant, loan or cooperative agreement, the undersigned shall complete and submit Standard Form LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. See 49 CFR 20.100.
- (3) The undersigned shall require that the language of this certification be included in the award documents for all sub-awards at all tiers (including subcontracts, sub-grants, and contracts under grants, loans, and cooperative agreements) and that all sub-recipients shall certify and disclose accordingly. This certification is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by 31 USC. Any person who fails to file the required certification shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such failure. [Note: Pursuant to 31 USC 1352(c)(1)-(2)(A), any person who makes a prohibited expenditure or fails to file or amend a required certification or disclosure form shall be subject to a civil penalty of not less than \$10,000 and not more than \$100,000 for each such expenditure or failure. See 49 CFR 20.400.]

The undersigned contractor certifies or affirms the truthfulness and accuracy of each statement of its certification and disclosure, if any. In addition, the Contractor understands and agrees that the provisions of 31 USC 3801, et seq, apply to this certification and disclosure, if any.

Signature: Mark M. Schuta

Name and Title: Mark Salvatore, V.P./Finance Director

Company Name: Bartlett & West, Inc.

Date: 12/3/2019

**NON-COLLUSION CERTIFICATION**

This is my sworn statement to certify that this proposal was not made in the interest of or on behalf of any undisclosed entity. This proposal is not collusive.

This proposer has not been a party to any agreement or collusion in restraint of freedom of competition by agreement to bid a fixed price, to refrain from bidding, or otherwise. This proposer has not, directly or indirectly, by agreement, communication or conference with anyone, attempted to induce action prejudicial to the interest of Topeka Metropolitan Transit Authority, or of any proposer, or anyone else interested in the proposed contract.

Signature:                     *Brian Armstrong*                    

Name and Title:                     Brian Armstrong, Vice President                    

Company Name:                     Bartlett & West, Inc.                    

Date:                     12-5-2019

**QUALIFICATION CERTIFICATION**

The undersigned, being duly authorized to sign and act for the proposer, hereby certifies that all parties involved in the Project as specified in this RFP hold any and all degrees, certifications, and licenses necessary in order to provide goods and/or perform services in the State of Kansas.

Signature: Brian Armstrong

Name and Title: Brian Armstrong, Vice President

Company Name: Bartlett & West, Inc.

Date: 12-5-2019



**SEISMIC SAFETY CERTIFICATION**

The contractor agrees that any new building or addition to an existing building will be designed and constructed in accordance with the standards for Seismic Safety required in Department of Transportation Seismic Safety Regulations 49 CFR Part 41 and will certify to compliance to the extent required by the regulation. The contractor also agrees to ensure that all work performed under this contract, including work performed by a subcontractor, will be in compliance with the standards required by the Seismic Safety Regulations and the certification of compliance issued on the project.

Signature:           *Brian Armstrong*          

Name and Title:           Brian Armstrong, Vice President          

Company Name:           Bartlett & West, Inc.          

Date:           12-5-2019

**SUSPENSION / DEBARMENT CERTIFICATION**

**In regard to 2 CFR Parts 180 and 1200**

In accordance with 2 CFR Parts 180 and 1200, the contractor is required to verify that none of its principals or affiliates:

- 1) is included on the federal government's suspended and debarred list;
- 2) is proposed for debarment, declared ineligible, voluntarily excluded or disqualified;
- 3) within three years preceding this proposal, has been convicted of or had a civil judgment rendered against them for (a) commission of fraud or criminal offense pertaining to performing a public transaction, (b) violation of any federal or state antitrust statute, or (c) embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements or receiving stolen property;
- 4) is indicted or charged by a governmental entity for any of the charges in 3) above; and
- 5) has had any public transaction terminated for cause or default within three years preceding this proposal.

The contractor is required to include this requirement in any subcontracts related to this contract.

By signing and submitting its proposal, the proposer certifies that the certification in this clause is a material representation of fact relied upon by Metro. If it is later determined that the proposer knowingly rendered an erroneous certification, in addition to remedies available to Metro, the Federal Government may pursue available remedies, including but not limited to suspension and/or debarment. The proposer agrees to verify that none of its principals or affiliates is included on the federal government's suspended and debarred list at any time throughout the period of this contract. The proposer further agrees to include a provision requiring the same compliance in its subcontracts related to this contract.

Signature:

Mark M. Salvatore

Name and Title: Mark Salvatore, V.P./Finance Director

Company Name: Bartlett & West, Inc.

Date: 12/3/2019