TOPEKA METRO

ENGINEERING SERVICES

BUS STOPS and BIKE SHARE STATIONS

RFQ TO-20-10 | DECEMBER 2019

PEC

ENGINEERING LASTING RELATIONSHIPS

PROFESSIONAL ENGINEERING CONSULTANTS PA

PROFESSIONAL ENGINEERING CONSULTANTS, PA

December 5, 2019

Mr. Richard Appelhanz
Topeka Metropolitan Transit Authority
City of Topeka
Contracts and Procurement Division
Topeka, KS 66603-3983

Subject: Engineering Design Phase Services for Bus Stops and Bike Share Stations
Topeka Metropolitan Authority RFQ TO-20-10

Dear Mr. Appelhanz:

This project is poised to enhance the quality of life for the citizens of Topeka. For this reason, PEC is excited to have the opportunity to be a part of it because we are part of the community. We know how important the Topeka Metro Bus infrastructure is to Topeka. We look forward to bringing Topeka the multi-modal infrastructure it deserves, so that it may thrive.

PEC's experience with Topeka Metro, as well as equivalent transit authorities in other cities, has prepared us for any challenges we may encounter throughout this project. This experience will prove beneficial during project processes and plan development for the City.

Several factors will be critical to the successful completion of this project:

1. Familiarity with City of Topeka and Topeka Metro standards
2. Experience designing ADA compliant sidewalk and sidewalk adjacent features such as ramps and bus pads
3. Exploring opportunities to enhance Topeka's transportation infrastructure capacity, safety, and aesthetics
4. Learning from past Topeka Metro project experience to assure positive project outcomes
5. Communication with utility owners to prevent/mitigate utility conflicts to reduce delays during construction
6. Ongoing correspondence regarding project statuses
7. Providing complete bid packages with accurate cost estimates on time
8. Completing contract documents, reviewing change orders, and procuring required permits in a timely manner to meet your schedule

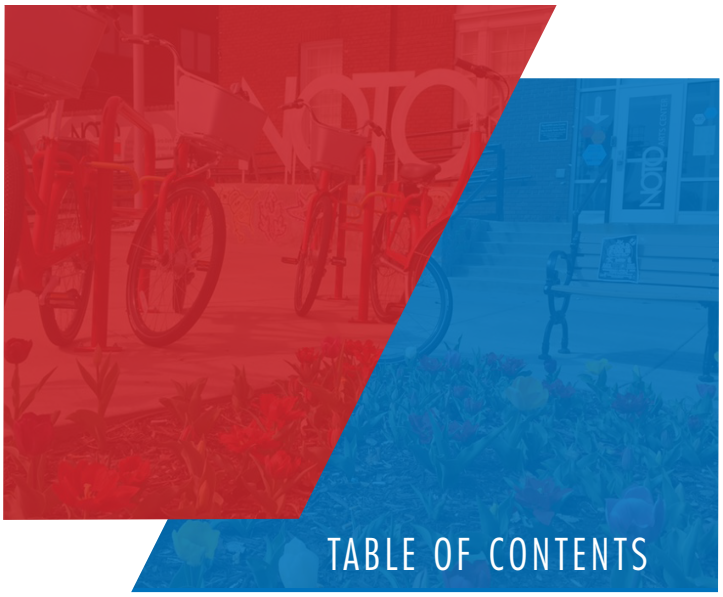
Thank you for the opportunity to serve Topeka Metropolitan Transit Authority on this important project for the City and its citizens. We look forward to discussing what advantages PEC can bring and continuing our excellent working relationship with Topeka Metro.

Thank you for this opportunity,

PROFESSIONAL ENGINEERING CONSULTANTS, PA

Robert A. Koopman

Robert A. Koopman, PE
Principal-in-Charge



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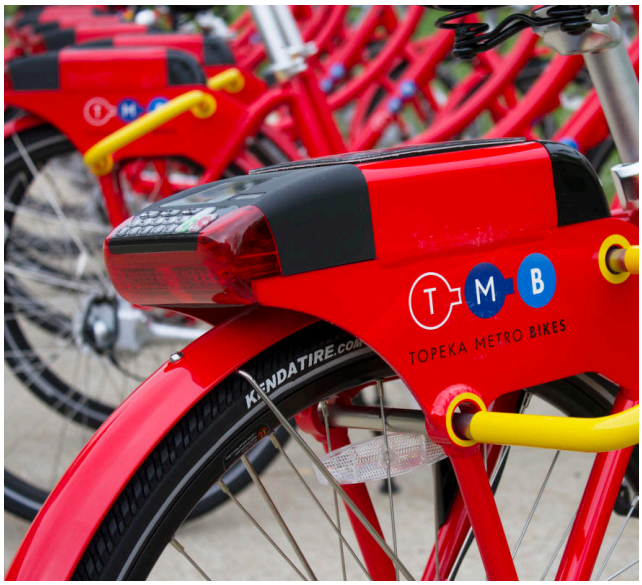
SECTION 1

UNDERSTANDING AND APPROACH



Understanding

During a 5-year period, Metro plans to upgrade up to 300 bus stops to be ADA compliant, as well as, constructing up to 100 ADA compliant bike share stations. The engineer selected will provide detailed construction plans for this work. The construction plans will be produced throughout the 5-year program and will include multiple bid packages. Each bid package will include engineering studies for 10-20 bus stop sites and/or 5-10 bike share station sites.

The bus stop sites will consist of concrete pads of various shapes and sizes depending on the needs at a particular site. These needs include benches, shelters, trash cans, bike racks, etc. The pads will be ADA compliant and will connect to the nearby pedestrian infrastructure with an accessible route.

The bike share station plans will include a concrete pad for a various number of future bike racks, up to 10 at each site. The pad will be ADA compliant and will connect to the nearby pedestrian infrastructure with an accessible route.

The pads will typically consist of 5-inch concrete on 4-inch AB-3 base. This section should accommodate most or all of the needs that a given site requires to support the improvements.

Approach

PEC will survey each site location prior to design. This will be needed to layout the proposed pedestrian route. If the existing terrain does not easily accommodate an accessible concrete pad and accessible route, then grading may be needed as part of construction plans. This could involve some excavation and also placement of fill. If the grades of the existing site are severe enough, then retaining walls may be necessary. Our plans will include horizontal coordinates for the contractor to accurately layout the pads and pedestrian access routes, as well as spot elevations to grade the new pavement. If retaining walls are needed, full details to construct simple cast-in-place concrete walls will be included. It is not anticipated that any of the sites will require walls taller than 30-inch and therefore, handrails are not expected at any of the sites.

Surveying existing utilities will be included. This will be necessary to assure any potential utility conflicts are addressed prior to construction. This will be particularly important at sites that require a significant amount of excavation. If possible, we will design around existing utilities to avoid conflict when it is not detrimental to the Metro improvements.

Each site will be different and will require individual solutions, but as a whole, the project locations will be constructed to meet City of Topeka requirements. City standard details will be used for curbs, sidewalk ramps, etc., unless site specific requirements dictate otherwise. PEC has a long history of working on City of Topeka street projects and we are comfortable designing publicly used amenities in the right-of-way. Because most of these improvements will occur in City right-of-way, we understand that City of Topeka staff will likely be reviewing the plans. In some cases, depending on the site, special permits may be needed for work in the floodplain. We routinely work with City staff and we expect this process to go smoothly.

PEC will aid Metro during the bidding process. We will prepare an engineer's cost estimate for each site location. We will help prepare the RFP for each bid package, and help Metro review each bid, as well as review any change orders that may be necessary.

You'll see from our enclosed experience that our work includes detailed grading of ADA accessible pedestrian facilities in the public right-of-way.

We've assigned a well-qualified team from our Topeka office to do the work on this project. We've also assigned a Quality Control Reviewer, separate from our day-to-day team. We like to have a professional with a fresh set of eyes review the team's design. We have the staff ready to help make your projects successful.

SECTION 2

WORK HISTORY

Similar Projects

29th and Burlingame Improvements Project TOPEKA, KS

Both 29th Street and Burlingame Road are arterial streets in the City of Topeka. ADA accessibility was a primary objective for this project. In addition to accessible push-button ramps, crosswalks, and more, the project included more than 6100 square yards of full depth concrete pavement reconstruction and traffic signal replacement. Two legs also received mill and overlaying past the full depth section of the roadway. Each leg of the intersection featured a concrete median that we were able to design around and in one case, eliminate per the City's request. PEC was able to design the project sequencing plan to ensure the project was finished on time, in one construction season all while maintaining traffic through the intersection, and allowing for minimal disruption for the daily commuters in the area. Additionally, utility coordination was significant as this was a dense corridor for utility infrastructure, but we were able to facilitate effective relocation and management throughout design and construction.

10th Street, Fairlawn Road to Gage Boulevard TOPEKA, KS

Multi-modal t ransporation was a priority during the design of this mile-long project, which converted a 2-lane rural section without shoulders to a 3-lane urban arterial. The route provides access to Gage Park, home of the Topeka Zoo, Blaisdell Pool, and the Kansas Children's Discovery Center. The route also serves a neighborhood commercial center, multiple senior living facilities, and residential properties. New pedestrian and bicyclist connectivity are provided with a 5-foot sidewalk on the south and a 10-foot joint-use path on the north, adjacent to the Park. Other complete streets components include provision for transit stops, pedestrian crosswalks with beacons, and energy-efficient LED street lighting. To provide access to the adjoining properties, a 6-phase, two-year construction sequencing program was developed with input from local neighborhood voices. This project was completed in 2017.

In addition to the services described above, the following services were also provided:

- Utility coordination – SUE QL-A
- Pavement design
- Pavement markings
- Waterline
- KDHE NOI permit
- Construction inspection
- Geotechnical investigation
- Traffic signal modifications
- Storm sewer
- Public involvement
- Construction administration

University of Kansas Memorial Drive Reconstruction LAWRENCE, KS

A century ago upon completion of World War I, the University of Kansas set aside a place to honor the brave students and alumni enlisted to fight in foreign conflicts. Memorial Drive, traversing the slopes of Mount Oread, started out as a walking trail. Over the years, as more wars were fought and as more memorials were added, it was eventually paved and the street became an important part of student life — from the staging of graduates during the commencement ceremony every May to football tailgating in the fall. However, the sloped terrain and heavy volumes of traffic had taken a toll on the once beautiful corridor.

The hillside was stabilized with unique systems of geogrid reinforcement to assure the proposed roadway would not slide down the hill as the original roadway had done. For historical purposes, the roadway alignment was preserved. Aesthetic precast panel retaining walls were designed along the southern side to allow all parking to be moved to that side of the roadway, which is the upper side of the slope, second new sidewalks and ADA routes were provided. The breathtaking vista looking to the north from the roadway down the hill onto Potter's Lake and Marvin Grove was opened up. Master planning and design accommodations were also made part of the project for future memorials.

ADA accessibility is of utmost importance to KU. Sidewalk slope requirements are more stringent than the minimum ADA requirements that most communities find acceptable.

Phase 1 of the project was completed in the summer of 2016, followed by Phase 2 in the summer of 2017 and the concrete street was completed in the summer of 2018 with Phase 3. Each of the 90-day construction phases cost approximately $2 million.

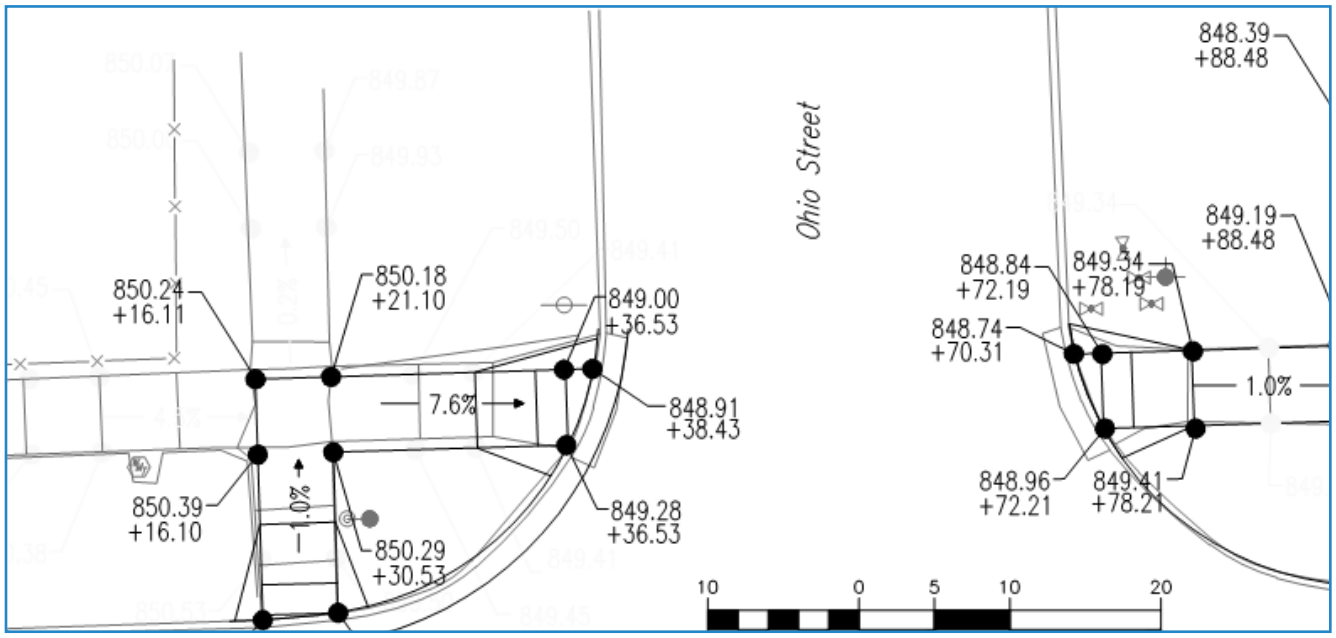
The project is getting noticed and winning awards. In February 2017 and January 2019, KU accepted the American Concrete Institute's Concrete Construction Award for Flatwork.

In addition to the services described above, the following services were also provided:

- Utility coordination – SUE QL-A
- Geotechnical investigation
- Pavement markings
- Waterline
- Sidewalk replacement
- Construction administration
- Pavement widening
- Street lighting
- Storm sewer
- Sanitary sewer
- KDHE NOI permit

6th and Tennessee LAWRENCE, KS

The 6th Street right turn lane project included roadway widening for a dedicated right turn lane and, as a result, storm sewer design and relocation. The length of the project received mill and overlay, as well as some area which were patched. PEC handled utility coordination which included facilitating construction around power/light poles, underground gas, fiber, water and storm sewer. Sidewalk ramps at each intersection were upgraded to meet modern ADA requirements. Additionally, because 6th Street follows a KDOT route (Route 40), we were in contact with KDOT throughout the project.



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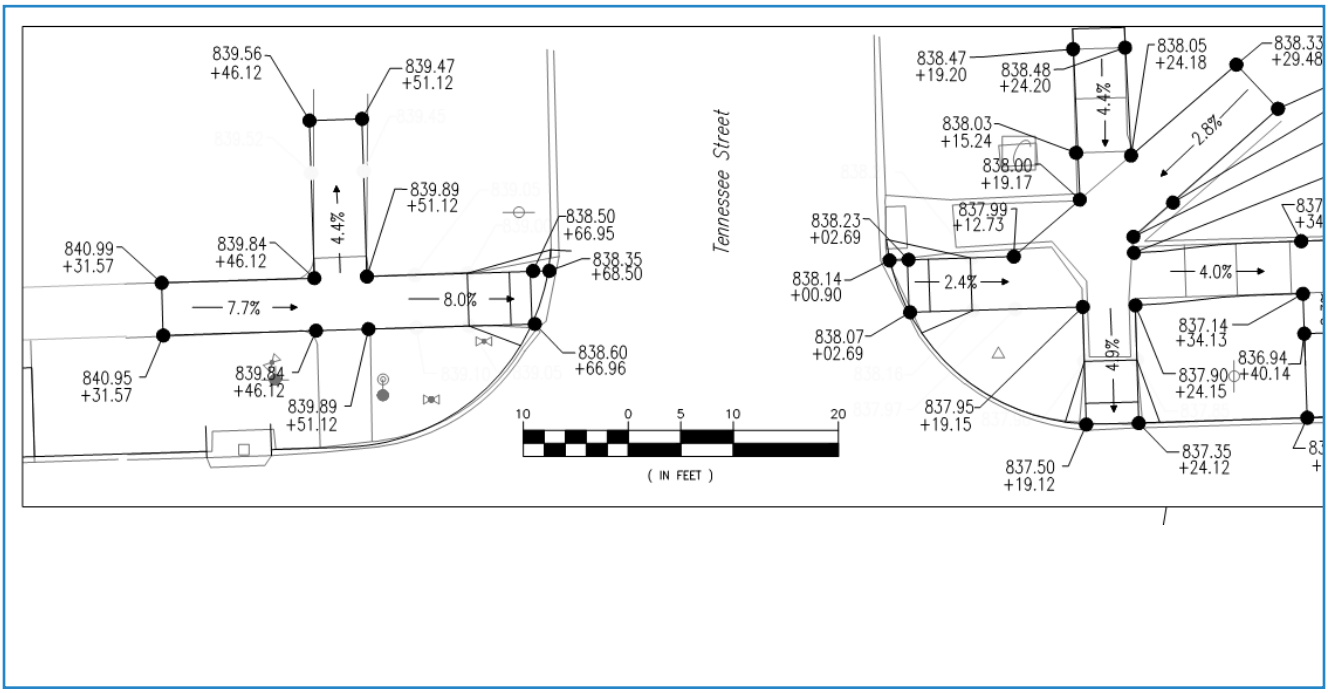
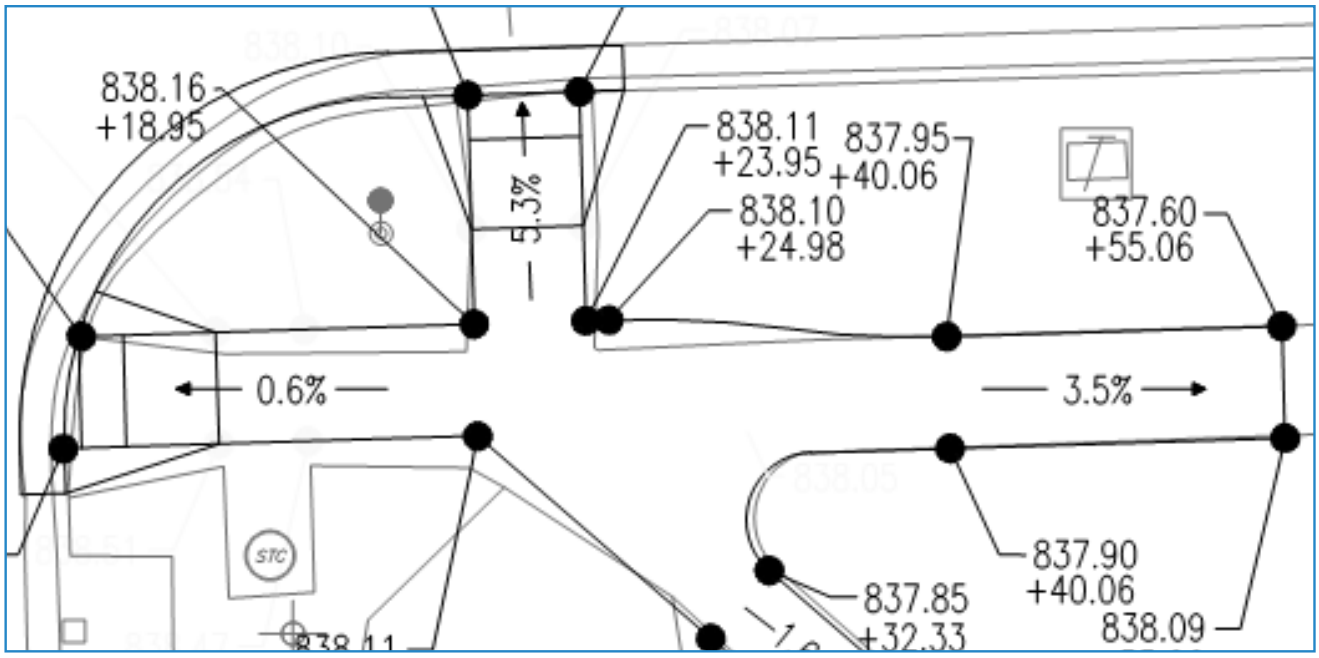
6th and Tennessee LAWRENCE, KS (CONTINUED)



TOPEKA METRO

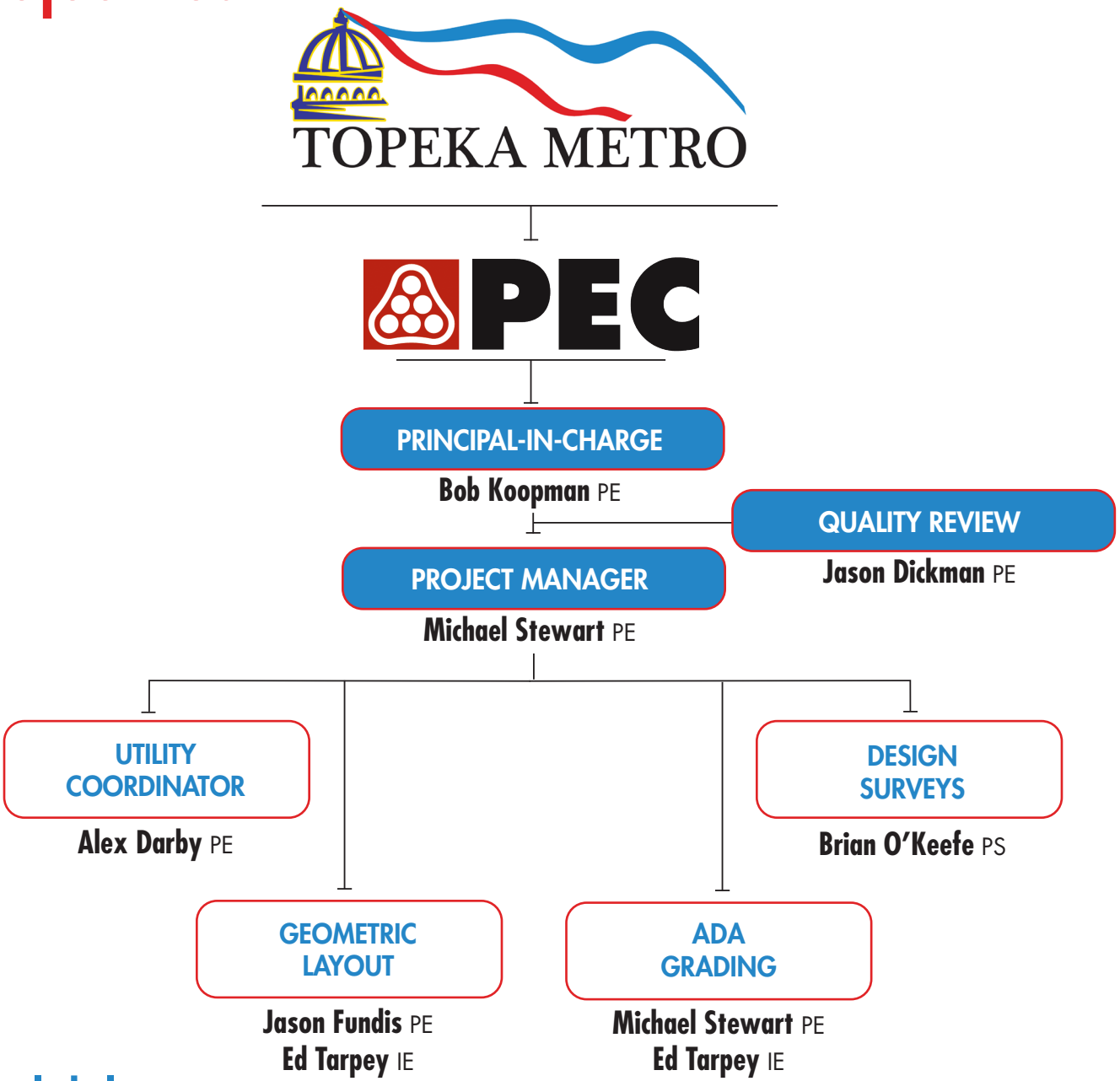
6th and Tennessee LAWRENCE, KS (CONTINUED)



SECTION 3

QUALIFIED PERSONNEL

Project Team



Availability

Because of PEC's commitment to meeting clients' needs and our high percentage of return clientele, we are fortunate to enjoy a steady workload. PEC staff fully understands the importance of meeting deadlines and is aware project success depends on timely completion of the infrastructure design.

PEC will commit our resources to complete the Topeka Metropolitan Transit Authority (Metro)'s bus stops and bike share stations project within Metro's timeframe. Your project will fit comfortably into the present PEC work schedule. Our team members can begin work on Metro's project immediately.

Robert A. Koopman PE

PRINCIPAL-IN-CHARGE

Iowa State University, Bachelor of Science, Engineering, 1985

Professional Engineer - State of Kansas

Kansas Society of Professional Engineers
American Water Works Association
Kansas Water Environment Association
Kansas Rural Water Association

Bob is a Principal for PEC and manages the Topeka office. He is the Municipal Practice Lead for Municipal Division teams in Topeka, Lawrence, Wichita, and Tulsa. He is also responsible for analysis and design of various utility and site development projects. This includes model analysis of hydraulic water systems; water distribution, storage, and pump station facilities; wastewater collection system condition analysis and infiltration/inflow (I/I) studies; rehabilitation design of wastewater collection systems; water and wastewater utility user charge studies; stormwater drainage system analysis and flood studies; stormwater collection system design; earthen watershed flood control dams; and commercial, residential, industrial, and university/educational campus site development design. **Bob has more than 34 years experience.**

BOB'S PROJECT EXPERIENCE INCLUDES:

- Randolph Avenue Waterline Replacement; Topeka, KS
- SE 45th Street Waterline Replacement and Reconstruction, Topeka Boulevard to Adams Street; Topeka, KS
- 6th Street Waterline Replacement, Oakley Avenue to MacVicar Avenue; Topeka, KS
- SW 29th Street Waterline Replacement, Urish Road to Wanamaker Road; Topeka, KS
- MacVicar Avenue 36-inch Waterline Replacement, 2nd Street to I-70; Topeka, KS
- MacVicar Avenue 8-inch and 12-inch Waterline Replacements; Topeka, KS
- 5th Street and 6th Street 36-inch Water Main, Oakley Avenue to Yorkshire Road; Topeka, KS
- 19th Street Utilities Replacement, Iowa Street to Alabama Street; Lawrence, KS
- 23rd Street Waterline Replacement, Louisiana Street to Massachusetts Street; Lawrence, KS
- Irrigation Source Study; Lawrence, KS
- 2016-2017 Water Main Replacement and Rehabilitation Program; Lawrence, KS
  - Arkansas Street 8-inch Waterline
  - Connecticut Street 8-inch Waterline
  - 10th Street and Maine Street 8-inch Waterline Rehabilitation

Jason P. Dickman PE

QUALITY REVIEW

Kansas State University, Bachelor of Science, Civil Engineering, 1999

Professional Engineer - States of Kansas and Oklahoma

Jason manages PEC's Pittsburg office. He works with various municipalities and private developers in SE Kansas coordinating a wide variety of projects. Jason specializes in designing city roadway, waterline, sanitary, and storm sewer projects. He also has experience with residential and commercial developments, road, and bridge projects. Jason's other duties include completing drainage studies and writing drainage reports. **Jason has more than 20 years experience.**

JASON'S PROJECT EXPERIENCE INCLUDES:

- 2016-2017 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW 29th Street, Burlingame Road to Topeka Boulevard
- 19th Street, Iowa Street to Naismith Drive Reconstruction; Lawrence, KS
- Kansas Department of Transportation (KDOT)
  - High Risk Rural Road Project; Crawford County, KS
  - US-69 Sanitary Sewer and Waterline Relocation; Arma, KS
- US-56/K-156/K-96 and Grant Street Inspection; Great Bend, KS
- Rock Road Shared-Use Path; Sedgwick County, KS
- Mulberry Street Drainage Improvements; Columbus, KS
- Streetscape Improvements; Girard, KS
- 2017 Biennial Bridge Inspection; Arkansas City, KS
- 7th Street; Jenks, OK
- 1st Street; Jenks, OK
- Harvard Avenue, 41st to 51st Street; Tulsa, OK
- Canyon Road; Sapulpa, OK
- Community Health Center Clinic Grading, Paving, Drainage, Detention, Utilities, and Landscaping; Iola, KS
- Pittsburg State University Kelce Business College Site Development; Pittsburg, KS
- KMT Waterjet Expansion; Baxter Springs, KS

Michael J. Stewart PE

PROJECT MANAGER | ADA GRADING

Kansas State University, Bachelor of Science, Civil Engineering, 2003

Professional Engineer - States of Kansas and Missouri

Stew's responsibilities include street geometric design, drainage analysis and design, storm sewer, sanitary sewer, waterline, road, traffic signing and signalization, and site civil design. **Stew has more than 16 years experience.**

PEC

STEW'S PROJECT EXPERIENCE INCLUDES:

- SW 10th Avenue Reconstruction, Fairlawn Road to Gage Boulevard; Topeka, KS
- 2016-2017 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW Belle Avenue Storm Sewer, 17th Street to 21st Street
  - SW Clay Street, 6th Street to 10th Street
  - SW 29th Street and Burlingame Road
  - NW Tyler Street Repair, Lyman Road to US-24 Highway
- University of Kansas Memorial Drive Reconstruction; Lawrence, KS
- SW 29th Street, SW Urish Road to Wanamaker Road; Topeka, KS
- 2014-2015 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW 15th Street, McAlister Avenue to Gage Boulevard, and SW Woodhull Street, 15th Street to Huntoon Street
  - NW Lyman Road Reconstruction, Tyler Street to Topeka Boulevard
- DeSoto Road Improvements, Ida Street to Eisenhower Road; Lansing, KS
- SE 37th Street Pavement Rehabilitation, Kansas Avenue to Adams Street; Topeka, KS
- SE 45th Street, SE Adams Street to SE California Avenue; Topeka, KS
- SE 45th Street Reconstruction, South Topeka Boulevard to SE Adams Street; Topeka, KS
- SW 29th Street, SW Urish Road to Wanamaker Road; Topeka, KS
- SW 6th Avenue, Gage Boulevard to Oakley Street; Topeka, KS
- SW 21st Street and I-470 Signal and Intersection Improvements; Topeka, KS
- 6th and Tennessee Right Turn Lane; Lawrence, KS
- 23rd Street Widening, Louisiana Street to Massachusetts; Lawrence, KS
- US-59 Highway and Kingman Road Intersection; Ottawa, KS

Alexander M. Darby PE

UTILITY COORDINATOR

Kansas State University, Master of Science, Civil Engineering, 2010
Kansas State University, Bachelor of Science, Civil Engineering, 2004

Professional Engineer - States of Kansas, Iowa, and Oklahoma

Kansas Water Environment Association
American Society of Civil Engineers

PEC

Alex is responsible for the design of wastewater gravity/force main collection systems, pump stations, and treatment ponds; water distribution, storage and pump station facilities; and site utility assessments. His duties also include the construction and analysis of hydraulic water system models. Alex is proficient in Esri's Geographic Information System software. **Alex has more than 15 years experience.**

ALEX'S PROJECT EXPERIENCE INCLUDES:

- Deer Creek South Pump Station and Force Main; Topeka, KS
- SW 10th Avenue, Fairlawn Road to Gage Boulevard, Reconstruction and Waterline Replacement; Topeka, KS
- 2016-2017 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW Clay Street Road and Waterline Replacement, 6th Street to 10th Street
  - SW Belle Avenue Waterline Replacement, 17th Street to 21st Street
  - NW Tyler Street, Lyman Road to US-24 Highway, Street Repair and Waterline Replacement
- 2014-2015 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - NW Lyman Road Reconstruction and Waterline Replacement, Tyler Street to Topeka Boulevard
- Randolph Avenue Waterline Replacement; Topeka, KS
- MacVicar Avenue, 2nd Street to I-70, 36-inch Waterline Replacement; Topeka, KS
- Woodhull Street Waterline Replacement; Topeka, KS
- South Pressure Zone Waterline; Topeka, KS
- Belmont Addition Waterline Replacement; Topeka, KS
- NW Strait Transmission Main; Topeka, KS
- Clarion SW Water Transmission Main; Topeka, KS
- Shawnee County Consolidated Rural Water District 1, Hodges Road Waterline Replacement; Topeka, KS
- Wanamaker Pump Station Rehabilitation; Topeka, KS
- Pump Station No. 30 Relief Sewer; Topeka, KS
- Pump Station No. 12 - North Tyler Creek; Topeka, KS

Jason L. Fundis PE

GEOMETRIC LAYOUT

Kansas State University, Bachelor of Science, Civil Engineering, 2009

Professional Engineer - State of Kansas

American Society of Civil Engineers

Jason's responsibilities include drainage analysis and design, environmental protection, storm sewer, road design, traffic signing and signalization, and site civil design. **Jason has more than 10 years experience.**

JASON'S PROJECT EXPERIENCE INCLUDES:

- SW Clay Street Road and Waterline Replacement, 6th Street to 10th Street; Topeka, KS
- NW Tyler Street Repair, Lyman Road to US-24 Highway; Topeka, KS
- SE 25th Street Reconstruction, Adams Street to California Avenue; Topeka, KS
- SW 10th Avenue Reconstruction and Waterline Replacement, Fairlawn Road to Gage Boulevard; Topeka, KS
- 2016-2017 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW 29th Street, Burlingame Road to Topeka Boulevard
  - SW Clay Street Road and Waterline Replacement, 6th Street to 10th Street
  - SW Belle Avenue Waterline Replacement, 17th Street to 21st Street
  - NW Tyler Street, Lyman Road to US-24 Highway, Street Repair and Waterline Replacement
- 2014-2015 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - NW Lyman Road Reconstruction and Waterline Replacement, Tyler Street to Topeka Boulevard
- SE 37th Street Pavement Rehabilitation, Kansas Avenue to Adams Street; Topeka, KS
- 2012-2013 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SE 25th Street Reconstruction, Adams Street to California Avenue
- SE 29th Street, California Avenue to Kansas Turnpike Authority Bridge; Topeka, KS
- SW 29th Street, SW Urish Road to Wanamaker Road; Topeka, KS
- SW 10th Street, Fairlawn Road to Wanamaker Road; Topeka, KS
- Wanamaker Road and 6th Street Pavement Rehabilitation; Topeka, KS
- SW Woodbury Court South Drainage; Topeka, KS
- 2010-2011 Street Rehabilitation Program; Topeka, KS
  - SW 6th Street Pavement Rehabilitation, Orchard Avenue to Topeka Boulevard

Edward M. Tarpey IE

GEOMETRIC LAYOUT AND ADA GRADING

Kansas State University, Bachelor of Science, Civil Engineering, 2016

Intern Engineer - State of Kansas

Ed's responsibilities include the design, plan development, and project management for highway and street improvements of all sizes. His duties include geometric layout, hydrologic analysis, signing, pavement marking, traffic signals, traffic control, and cost estimating. He has proficient skills in Civil 3D and other design software. **Ed has more than 3 years experience.**

ED'S PROJECT EXPERIENCE INCLUDES:

- SW 29th Street, Burlingame Road to Topeka Boulevard; Topeka, KS
- SW 10th Avenue, Fairlawn Road to Gage Boulevard Reconstruction; Topeka, KS
- 2016-2017 Street Maintenance Program Multiple Street Improvement Projects; Topeka, KS
  - SW Belle Avenue Storm Sewer, Road, and Waterline Replacement, 17th Street to 21st Street
  - NW Tyler Street, Lyman Road to US-24 Highway, Street Repair
  - SW Clay Street, Storm Sewer, Road, and Waterline Replacement, 6th Street to 10th Street
- 6th and Tennessee Right Turn Lane; Lawrence, KS
- DeSoto Road Improvements, Ida Street to Eisenhower Road; Lansing, KS
- US-59 Highway and Kingman Road Intersection; Ottawa, KS
- Iowa Avenue Road Extension, 5th Artillery to Hancock; Fort Leavenworth, KS
- University of Kansas Memorial Drive Reconstruction; Lawrence, KS
- 23rd Street Traffic Control, Louisiana Street to Massachusetts Street; Lawrence, KS
- Henderson Road Waterline; Topeka, KS
- Arkansas Street Waterline Replacement and Traffic Control; Lawrence, KS
- Connecticut Waterline Replacement and Traffic Control; Lawrence, KS
- Main Street Waterline Replacement and Traffic Control; Ottawa, KS

Brian S. O'Keefe PS

DESIGN SURVEYS

Kansas State University, Architectural Engineering, 1987-1990

Professional Surveyor - State of Kansas

Brian is responsible for post processing of fieldwork such as design surveys, construction calculations, plats, ALTA surveys, and as-built to design comparison surveys. He also performs boundary surveys and provides legal exhibits, and legal descriptions. **Brian has more than 20 years experience.**

PEC

BRIAN'S PROJECT EXPERIENCE INCLUDES:

- NW Vail Avenue, Gordon Street to US-24 Highway; Topeka, KS
- SW 29th Street, Burlingame Road to Topeka Boulevard; Topeka, KS
- SW 15th Street, Gage Boulevard to McAlister Avenue; Topeka, KS
- Oakland Wastewater Treatment Plant Stormwater Drainage Pond; Topeka, KS
- Randolph Avenue; Topeka, KS
- NW Strait Transmission Main; Topeka, KS
- Henderson Road Waterline; Topeka, KS
- City Hall Waterline Replacement; Topeka, KS
- 2016-2017 Street Maintenance Program Multiple Improvement Projects; Topeka, KS
  - SW Clay Street, 6th Street to 10th Street
  - SW Belle Avenue, 17th Street to 21st Street
  - NW Tyler Street Survey, Lyman Road to US-24 Highway
- US-59 Highway and Kingman Road Intersection; Ottawa, KS
- DeSoto Road Improvements, Ida Street to Eisenhower Road; Lansing, KS
- 6th and Tennessee Right Turn Lane; Lawrence, KS
- 23rd Street, Louisiana Street to Massachusetts Street; Lawrence, KS
- 2016-2017 Water Main Replacement and Rehabilitation Program; Lawrence, KS
  - Connecticut Street 8-inch Waterline
  - 10th Street and Maine Street 8-inch Waterline Rehabilitation
  - Harper Street 8-inch Waterline Rehabilitation
  - Iowa Street Waterline Rehabilitation
- University of Kansas New Sidewalk at Memorial Stadium; Lawrence, KS

SECTION 4

REFERENCES AND OFFICE LOCATIONS

References

There is no greater measure of success than a satisfied client. Satisfied clients are repeat clients. A significant volume of the engineering services performed by PEC occurs for existing clients. Our clients include federal, state, and local governments, as well as private sector business. They benefited from our dedication to quality **engineering solutions, timeliness, and cost control**. The following client references will attest to the integrity and competence of PEC. We invite you to contact them for more information about our performance and commitment to excellence in every aspect of the engineering services we offer.

KDOT
Brian Gower, PE
State Traffic Engineer
700 SW Harrison Street, 10th Floor
Topeka, KS 66603
785-296-1181
brian.gower@ks.gov

City of Ottawa
Richard Nienstedt
City Manager
101 South Hickory
Ottawa, KS 66047
785-229-3637
rnienstedt@ottawakansas.net

City of Topeka
Brian Faust, PE
City Engineer
215 SE 7th Street, Suite 358
Topeka, KS 66603
785-368-3842
bfaust@topeka.org

City of Wichita
Gary Janzen, PE
City Engineer
455 North Main
Wichita, KS 67202
316-268-4501
gjanzen@wichita.gov

University of Kansas
James Modig
Director of Facilities Planning and Development
1515 St. Andrews Drive
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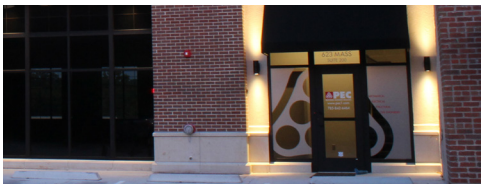
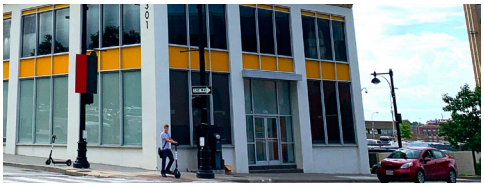
785-864-3493
jmodig@ku.edu





Office Locations

PEC is a multi-discipline engineering firm. Our experienced personnel are located in eight convenient office locations to help us serve our clients throughout the Midwest.

PEC's corporate headquarters is located in Wichita with offices in Topeka, Pittsburg, Lawrence, Kansas City, Tulsa, Oklahoma City, and Fort Collins. PEC is ranked among the top 500 design firms nationwide by **Engineering News Record Magazine.**

Wichita
303 South Topeka
Wichita, KS 67202
316-262-2691

Topeka
400 South Kansas Avenue, Suite 200
Topeka, KS 66603
785-233-8300

Lawrence
623 Massachusetts Street, Suite 200
Lawrence, KS 66044
785-842-6464

Kansas City
1301 Oak Street, Suite 621
Kansas City, MO 64106
913-515-9714

Pittsburg
104 South Pine
Pittsburg, KS 66762
620-235-0195

Tulsa
4150 South 100th East Avenue, Suite 401
Tulsa, OK 74146
918-664-5400

Oklahoma City
10921 South Western Avenue, Suite 100
Oklahoma City, OK 73130
405-735-8939

Fort Collins
420 Linden Street, Suite 110
Fort Collins, CO 80524
785-233-8300

SECTION 5

ATTACHMENTS

TOPEKA METRO

RFQ TO-20-10
Engineering Services

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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

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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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

TOPEKA METRO

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Engineering Services

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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

TOPEKA METRO

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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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

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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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

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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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

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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: _____

Name and Title: **Joseph P. Surmeier, PE, Director**

Company Name: **Professional Engineering Consultants, PA**

Date: **December 5, 2019**

PEC

400 S. KANSAS, SUITE 200 TOPEKA, KANSAS 66603
785-233-8300 **www.pec1.com**