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WV Purchasing Division

EXPRESSION OF INTEREST FOR

BLUEFIELD AREA TRANSIT TRANSFER STATION

ARCHITECTURE AND ENGINEERING SERVICES



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March 20, 2018

West Virginia
Dept. of Administration
Purchasing Division
2019 Washington Street East
Charleston, WV 25305-0130

**SUBJECT: BLUEFIELD AREA TRANSIT
A/E SERVICES FOR TRANSFER CENTER**

Dear Ms. Pettry,

Having worked with many transit agencies over the past 40 years, we fully understand the excitement as well as the challenges you face as you embark on successfully designing and constructing a new intermodal center.

We are keenly aware the Bluefield Area Transit staff already have full time jobs in running your transit operation, and what you need is a firm with the experience to assist you with this project by making less work for you, not more. We are exactly that firm!

Why? In a word, our *experience!* We have designed more than **100** public transportation facility projects across the country over the past ten years, with **over 30 of them being intermodal transit centers**. Our architects and engineers are experts in understanding the nuances and details of transit operations and facilities, and design accordingly. Our designs are aesthetically pleasing and technically sound, with a passionate attention to the details.

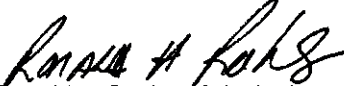
We also understand **FTA requirements and regulations**, including the **NEPA process**, and can assist you in navigating through these requirements in order to get FTA approval and funding for your project.

In your Expression of Interest, you also indicate safety, historic context, college ridership, CNG fueling, sustainability and construction oversight are key elements in this project. In our 40 years of experience in designing and constructing transit facilities we have **hands-on experience in all these areas**. As you read about our example projects in section 3 and our project approach in section 5 you will see we explain our specific experience in all these areas.

Completing our team are two sub-consultants to Wendel. **Draper Aden Associates (DAA)** will provide structural engineering and environmental/NEPA documentation for the project. DAA has more than four decades of experience in the Mid-Atlantic region and aspires to leave a lasting positive impact in the communities in which they work. **Fink Engineering & Land Surveying (Fink)**, a local firm, will provide survey and site/civil engineering services. Fink is family owned and operated and the second generation of professionals are Virginia Tech graduates.

I will serve as the contact person for this proposal and my contact information is as follows: Ronald H. Reekes, Project Director for Wendel, phone 877.293.6335, and email rrees@wendelcompanies.com. We look forward to hearing from you!

Sincerely,


Ronald H. Reekes, Principal
Project Manager



Wendel Overview

Introduction

Wendel is a full-service integrated design firm that is equally strong in its multi-disciplines. We love what we do and it shows in our innovative and award-winning projects. Headquartered in Buffalo, NY, our unique and challenging projects have taken us across the country. Our passion shows in the client and agency relationships we have built over the last 75+ years. You need a firm that is both experienced and easy to work with, and we are that partner.

PUBLIC TRANSPORTATION GROUP

Your Trusted Advisor

Your goal is to have a successful public transportation system that is an integral part of the communities you serve. Our goal is to work with you to find creative and cost-effective solutions that meet your goals. Our team of nationally recognized transportation planners, architects and engineers discover ways to combine resources, leverage assets and create non-traditional partnerships to help you provide satisfying customer service and complete trips with seamless connections.

Personalized Solutions

Our emphasis is on the specific needs of our clients and the comfort and safety of the traveling public. We know that each project's success depends on our ability to listen carefully, to then respond with personalized solutions that are cost effective and sustainable and to communicate regularly with our clients throughout the lifecycle of the project. We make that commitment to you.

Industry Leader

Since designing our first transit project in 1975, Wendel has completed several hundred transportation projects and initiatives from coast to coast and has become a transit industry design leader in:

- multimodal transit centers
- maintenance facilities
- livable communities
- transit oriented development
- transportation planning & management
- public private partnerships
- historic architecture
- mobility hubs
- rail coordination
- grant writing & management

Stewards of the Environment

We are Stewards of the Environment in how we operate as a company, how we pursue our work and interface with the world in our daily lives. Our culture is built upon behaviors respecting both the needs of our community and our planet.

Our goal is to bring projects to life, balancing the environmental, social and economic dynamics through sustainability. Sustainability is more than just taking steps to be green, it's about collaboration; it's about improving and protecting the things we consider valuable; and it's about social equity and celebrating the character of our communities.





Corporate Profile

Here at Wendel our philosophy is simple: to create a better world through knowledge and leadership. What Leon Wendel began over 75 years ago as a one-man operation, providing traditional civil engineering and survey services in Western New York, has evolved into a firm of over 280 employees that has established a national presence. Today, we boast a full complement of professionals in every engineering discipline, including a robust energy efficiency department; a talented team of architects and landscape architects; construction managers, planners and interior designers. Our diverse collection of expertise allows us to solve any problem and build to the limits of your imagination.

It is Wendel's core values that set us apart from the crowd of competition. We live and breathe the four pillars of team first, quality, promises made, promises kept and first class communication. These traditions have permeated our culture and drive every proposal we submit, every project we complete and every interaction we engage in, both internal and external. Our commitment to these four tenets enables us to see our efforts through from concept to completion. This holistic approach invariably benefits our clients, who develop a real relationship with us, and come to find in Wendel a trusted adviser.

SERVICES

Architecture
Interior Design
Commissioning
Construction Management
Energy Efficiency
Engineering
Geographic Information Systems
Highways, Rail & Bridges
Landscape Architecture
Land Surveying
Planning

MARKETS

Compressed Natural Gas (CNG)
Colleges & Universities
Energy Efficiency
Gaming & Hospitality
Healthcare
K-12 Schools
Mission Critical
Multifamily Housing
Municipalities
Public Transportation
Water/Wastewater/Stormwater

committed to giving you a first class customer experience

We employ more than 260 talented individuals including:

- 38 Architects
- 11 Mechanical Engineers
- 11 Electrical Engineers
- 23 Energy Engineers
- 10 Energy Auditors
- 8 Structural Engineers
- 30 Civil Engineers
- 3 Transportation Engineers
- 1 Field Engineer
- 7 Landscape Architects
- 9 Surveyors
- 5 Construction Managers
- 12 Draftsmen/Designers
- 1 Grant Writer
- 2 GIS Analyst
- 1 Application Developer
- 1 Sustainable Design Coordinator
- 3 Information Technology
- 18 Technical Support
- 31 Administrative
- 1 Contracts Coordinator
- 4 Planners
- 10 Interior Designers

Office Locations

NORTH-EAST REGION

Centerpointe Corporate Park
375 Essjay Road, Ste. 200
Williamsville, NY 14221

535 Washington Street, Ste. 603
Buffalo, NY 14203

85 Allen Street, Ste. 200
Rochester, NY 14608

499 S. Warren Street, Ste. 3040
Syracuse, NY 13202

1873 Western Avenue, Suite 106
Albany, NY 12203

898 Veterans Memorial Hwy, Ste. 310
Hauppauge, NY 11788

MID-ATLANTIC REGION

1420 King Street, Ste. 510
Alexandria, VA 22314

Three James Center
1051 East Cary Street, Ste. 700
Richmond, VA 23219

427 West Pike Street
Clarksburg, WV 26301

GREAT LAKES REGION

800 Wisconsin Street, Ste. 202
Eau Claire, WI 54703

3040 Riverside Drive, Suite 211
Upper Arlington, OH 43211

MID-WEST REGION

401 2nd Avenue North, Ste. 206
Minneapolis, MN 55401

SOUTH-WEST REGION

2600 N 44th Street, Ste. 214
Phoenix, AZ 85008

877.293.6335

www.wendelcompanies.com



Firm Overview



Each day gives us an opportunity to leave our mark on the world. Creating a Lasting Positive Impact through engineering, surveying, and environmental expertise is the primary focus of Draper Aden Associates. With over four decades of experience providing civil, environmental, geotechnical, solid waste, and structural engineering, surveying and subsurface utility engineering; site development and infrastructure, and construction inspection services throughout the Mid-Atlantic region, we are more than just a set of plans; we are a way to achieve.

Established in 1972 in Blacksburg, Virginia, Draper Aden Associates has grown to become a leading Mid-Atlantic firm with an ever-evolving focus on technology. Over the years, our company has expanded to Charlottesville, Hampton Roads, Manassas, Richmond, and Virginia Beach, Virginia and Raleigh and Fayetteville, North Carolina, with the goal of helping our clients realize a sustainable future.

Draper Aden Associates' aspirations and capabilities are growing every day. Whether it involves the creation of a water distribution system for an under-served community, restoration and reclamation of an environmentally degraded site, preservation of precious natural resources, sensitive development of new communities, or helping to enhance the campuses of institutions where the next generations will learn, what we do today can be looked back upon with pride tomorrow.

In-House Teams

- Environmental Services
- Geotechnical Engineering
- Site Development and Infrastructure
- Structural Engineering
- Subsurface Utility Engineering
- Surveying
- Waste Resources Engineering

Specialty Services

- Renewable Energy Development
- Alternative Wastewater Treatment Systems
- Construction Administration and Inspection
- Environmental/Computer Modeling
- Funding Assistance
- Geographic Information Systems (GIS)
- Geological/Hydrogeological Services
- Geophysics
- Ground Penetrating Radar (GPR)
- Environmental Linear Permitting
- Materials Testing Laboratory
- Stormwater Management
- Sustainable Design/Low Impact Development
- SWPPP Investigations
- Water Supply Planning

AutoCAD Software (Latest Release)

- Civil 3D
- Raster Design
- Architecture
- Revit
- Carlson Survey
- Navisworks

GIS/Modeling Software

- ESRI ArcGIS™ Suite
- InnoViz's InfoNET™
- DHI's MIKE URBAN





Company Profile:

Fink Engineering & Land Surveying is a family owned Civil Engineering and Land Surveying company with offices in Princeton, West Virginia and Christiansburg, Virginia. Our goal is to offer quality and innovative solutions for our clients to accomplish their project vision. We strive to show the dedication of our staff of Professional Engineers and Land Surveyors in the product we produce and in the satisfaction of our client. We hope that we can assist you with your specific project needs, and also that you will find that our members and employees have the experience and skills you require.



Southeastern Regional Transit Authority

Karen Walton, General Manager

700 Pleasant Street, Suite 320

New Bedford, MA 02740

508-999-5211

kw Walton@srtabus.com

* reference for GLTC Kemper Street Facility

Greater Richmond Transit Company

Stephen McNally, Construction Manager

301 East Belt Blvd

Richmond, VA 23224

804-358-3871

smcnally@ridegrtc.com

Go Triangle

Patrick Stephens, Director of Transit Operations

4600 Emperor Blvd

Suite 100

Durham, NC 27703

919-485-7456

pstephens@gotriangle.com

* reference for Augusta Operations & Maintenance Facility

CitiLink

Kenneth Housden, General Manager

801 Leesburg Road

Fort Wayne, IN 46808

260-408-0035

kch@fwcitilink.com



Fully integrated intermodal transit centers enhance the quality of life in the communities they serve by giving the traveling public as many transportation mode choices as possible to complete their trip. Wendel has assisted clients in designing intermodal transit centers for over 30 years, from selecting the appropriate site, to programming, conceptual and detailed design, right on through to completed construction. While each transportation center is unique, our accumulated years of experience in designing them has taught us there are certain items consistently found to be key in their successful design, implementation and long-term operation. These all need to be solved and fully integrated into the design by the project team in collaboration with the transit providers. Key items are: pedestrian safety and walkability, vehicle type separation, traffic control, operational flexibility, signage, wayfinding and amenities, federal requirements, public outreach and agency coordination plan.

Wendel has been involved with the planning and design of over 50 intermodal transfer centers throughout our history of working for transit clients. Immediately after this introduction page you will find a listing of some of our more recent intermodal transit projects. This list is followed by several detailed project descriptions that represent our range of expertise in helping our transit agency clients design and construct successful intermodal facility projects in their community. We can do the same for you!

We are also experienced with working in West Virginia. In 2014 we did a Systems Analysis Study for Kanawha Valley Regional Transportation Authority (KVRTA). We also assisted them in writing a grant application for TIGER funding.

We have also worked with Barbour County, Doddridge County, Roane County and Mason County schools to design system wide facility improvements through energy performance contracts. Our services for these school systems included design, financing assistance, program management and construction management.



Multi Modal Facilities



Ann Arbor Area Transportation Authority (AAATA); Ann Arbor, MI
Ypsilanti Transit Center

Blacksburg Transit; Blacksburg, VA
Virginia Tech Intermodal

Broome County; Binghamton, NY
New Intermodal Transit Center

Capital Area Transportation Center; Lansing, MI
New Intermodal Transit Center

Capital District Transit Authority (CDTA); Schenectady, NY
Schenectady Intermodal Station - reconstruction

Central County Transportation Authority; Kalamazoo, MI
Historic Intermodal Transit Center -renovation & redesign

Central Midlands Council of Government (CMCOG) Columbia, SC
Intermodal Feasibility Study

Chatham Area Transit (CAT); Savannah, GA
New Intermodal Transit Center

City of Asheville; Asheville, NC
New Intermodal Transit Facility

City of Birmingham; Birmingham, AL
New Intermodal Transit Facility

City of Corning; Corning, NY
New Intermodal Transit Facility - design

City of Fredericksburg (FRED Transit); Fredericksburg, VA
New Intermodal Transit Center for City & Greyhound Buses

City of Greensboro; Greensboro, NC
J. Douglas Galyon Intermodal Transit Facility -restoration & preservation

City of Jacksonville; Jacksonville, NC
Intermodal Feasibility Study

City of Jamestown; Jamestown, NY
Historic Downtown Rail Station -renovation

City of Kingston (Ulster County Planning Dept); Kingston, NY
New Intermodal Transit Center



Multi Modal Facilities



City of Logan & Logan Transit District; Logan, UT
New Intermodal Transit Center

City of Long Beach; Long Beach, NY
Rail Station- historic renovation

City of Niagara Falls; Niagara Falls, NY
International Amtrak/Intermodal Station

City of Petersburg; Petersburg, VA
New Intermodal Transit Center

City of Racine; Racine, WI
New Intermodal Transit Center

City of Spartansburg, Spartansburg, SC
New Intermodal Transit Center

City of Troy; Troy, MI
Master Plan for New Intermodal Transit Center

Fort Wayne Public Transportation (CitiLink), Fort Wayne, IN
New Intermodal Transit Center

Greater Lynchburg Transit Company (GLTC) ; Lynchburg, VA
Kemper Street Facility

Greater Richmond Transit Company (GRTC); Richmond, VA
New Intermodal Transit Center
Intermodal & City BRT Station

Interurban Transit Partnership; Grand Rapids, MI
New Operations & Rapid Central Station Facility

Lee Tran; Fort Myers, FL
Rosa Parks Intermodal

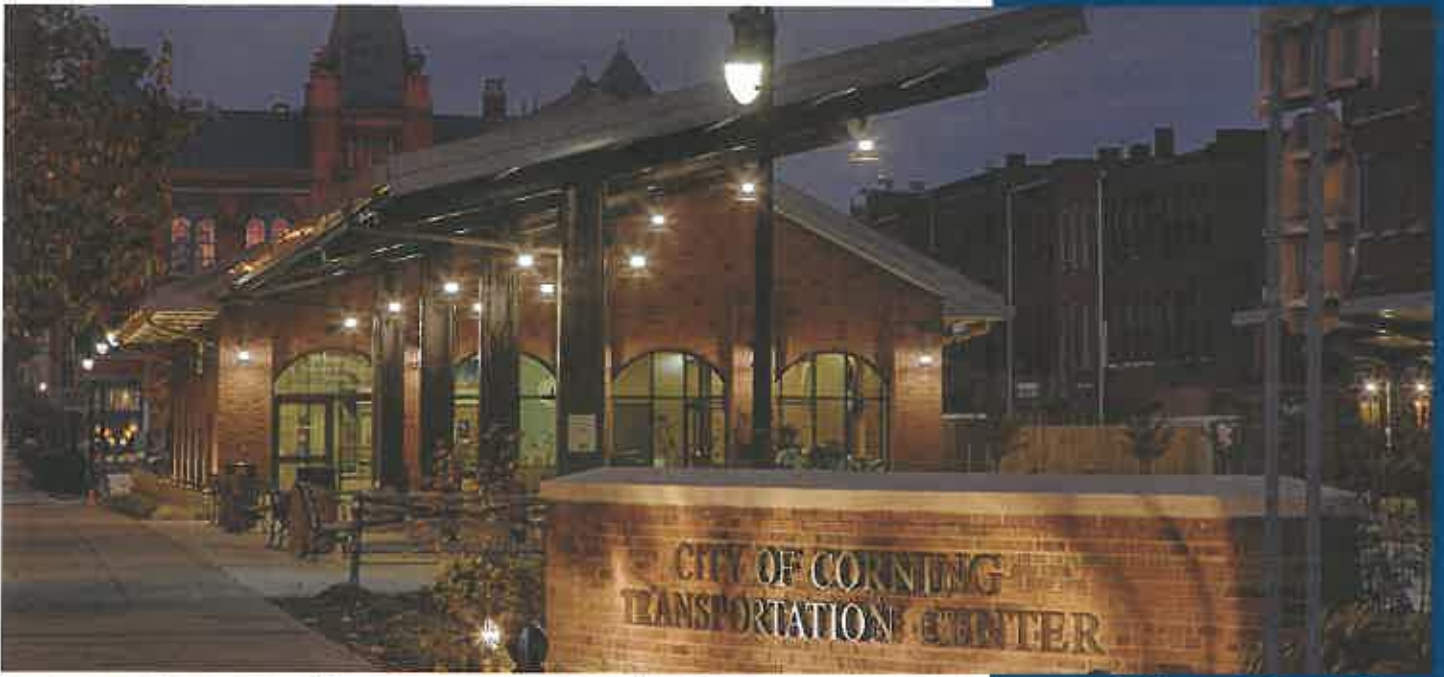
Niagara Frontier Transportation Authority; Buffalo, NY
New Transit Center

Norwalk Transit District; Norwalk, CT
New Rail Station & TOD

Prairie Hills Transit; Spearfish, SD
Operations, Maintenance & Intermodal Transit Center

Worcester Regional Transit Authority (WRTA); Worcester, MA
Hub at Union Station





City of Corning Transportation Center

Client
City of Corning

Project Location
Corning, NY

Services Performed
Architecture, Landscape
Architecture, Electrical
Engineering, Mechanical
Engineering, Site Selection, SEQR

Completion Date
May 2013

Project Cost
\$4,800,000

Reference
Steve Dennis
1 Nasser Civic Center Plaza
Corning, NY 14830
(607) 962-0340 ext 1117
corningplanning@gmail.com

Project Description

The Corning Transportation Center site is located adjacent to Historic Market Street which is the center of the downtown Gaffer District. Corning's reputation for fine arts overflows in this walkable community. The rows of studios, restaurants, and specialty shops are equally rich in their artisans and architectural details. Beyond the Market Street corridor, many different building typologies are found. These range from the historic Rockwell Museum of Western Art and Centerway Square, to the modernist style of the Corning Museum of Glass. One goal of the new intermodal facility was to achieve an aesthetic blend of this contextual "old and new." The Corning Transportation Center is comprised of a collision of two architectural typologies and two main masses. Because of the wide range of architectural building styles

found within the Corning area, this transportation center is designed to provide a unique solution to blend the historic and the progressive fabric within an innovative design approach.

An example of how the balance between historic and progressive manifests itself is within the canopy design. The intercity canopy along Denison Parkway transitions from exterior to interior as the canopy becomes the glass waiting room roof and ceiling, thus extending the urban edge along Denison Parkway without eclipsing views to Market Street. The use of salvaged brick with corbelled detailing and decorative metal brackets all lend themselves back to the iconic form and blend into the historic fabric of the area. By successfully integrating historic elements with modern architecture, a transportation center was created that met the cultural and community needs of its riders.



Project Description

The intent of this project was to create an innovative intermodal transfer center while being respectful of the existing urban context. The building is sited in the City of Fort Wayne on the corner of Baker and Calhoun Street re-establishing and enhancing the urban fabric by strengthening the public space.

The design includes eighteen bus slips within the limits of the available site. Wendel completed the site selection in 2001. The selected site's adjacency to the existing, elevated railroad and the historic Baker Street Station was considered important for future rail connectivity. In order to make the project viable within this constrained site, it was important to resolve the cantilevered canopies which protect the traveling public from inclement weather. Integrating the design of the canopy truss system with the form of the building

became a main design feature. The southern elevation follows the bus slip configuration maximizing the depth of the building while still allowing for pedestrian circulation.

The design of the building systems utilizes several sustainable design strategies that allow for a minimum environmental impact while maximizing public space within the site. Daylighting components both within the facility and the canopies ensure that the facility will function with minimal power use for much of the daylight hours. Geothermal radiant floor heating is incorporated throughout the facility. The canopy design allows for long, unobstructed site lines and transparency for visual security of the intermodal users. Large, integrated cantilevered arms illuminate the center drive aisles for evening transfer safety. The building façade celebrates an alternating rhythm of brick piers and zinc panels which reference the historic character of Fort Wayne within a modern facility.

Fort Wayne (Citilink) Intermodal Transfer Center

Client
Citilink

Project Location
Fort Wayne, IN

Services Performed
Architecture, Landscape
Architecture, Programming/
Planning, Project Management,
Structural Engineering,
Transportation Planning

Completion Date
September 2012

Project Cost
\$4,600,000

Reference
Kenneth Housden
801 Leesburg Road
Fort Wayne, IN 46808
(260) 408-0035
kch@fwcitilink.com





Project Description

Wendel led an extensive site selection process to determine a new location for a bus transfer station. The site that was selected is across from a historic Amtrak Station, as it best met current and future needs. The location on Kemper Street also created an intermodal center with train station adjacency.

The ten- bus bay canopied station neighbors a historically detailed two-story building. The station includes passenger waiting areas, public rest rooms, a ticketing area, spaces for GLTC staff and drivers, and a large public meeting space. The transfer station is a ten-bus bay canopied platform

Working within the selected site posed engineering challenges to the team. The site featured a 30 foot high differential in grade over

200 feet. Adjustments were made making it safer for pedestrians to move from the train station to the bus station or up to the Buchanan Street parking lot. Changes were also addressed at the Kemper/ Buchanan Street intersection in order to soften a steep curve and slope that would have been challenging for GLTC's large buses. The historic cobblestones on the road outside the train station were removed and reinstalled over a bed of reinforced concrete, making the road bed sturdier and less likely to shift under the weight of the buses.

The transfer center is certified LEED Platinum, one of only a few transit facilities on the east coast holding this prestigious award. The project features a green roof and photovoltaic arrays on both the building roof and bus canopies.

Greater Lynchburg Transit Company

Kemper Street Transfer Facility

Client

Greater Lynchburg Transit Company

Project Location

Lynchburg, VA

Services Performed

Architecture, Landscape Architecture, Programming/ Planning, Structural Engineering, Construction Administration, Site Selection

Completion Date

April 2014

Project Cost

\$8,000,000

Reference

Karen Walton, Former GM currently at Southeastern Regional Transit Authority
700 Pleasant Street, Suite 320
New Bedford, MA 02740
(508) 999-5211





City of Petersburg

Intermodal Transit Center

Client
City of Petersburg

Project Location
Petersburg, VA

Services Performed

Architecture, Landscape Architecture, Civil Engineering, Electrical Engineering, Mechanical Engineering, Structural Engineering, Site Selection, Plumbing Engineering

Completion Date
December 2009

Project Cost
\$18,000,000

Reference

Bill Rigglesman
135 N Union Street
Petersburg, VA 23803
(804) 732-2364
brigglesman@earthlink.net

Project Description

The City of Petersburg retained Wendel to assist with site selection and site design for a Intermodal Transit Center. The goal was to replace an existing, inefficient on-street pulse transfer hub, and enhance expanding transit services in the Petersburg area.

Wendel provided the City of Petersburg with a modern, safe and efficient Intermodal Transit Center, which includes the following project components:

- A transit center building with interior waiting, ticket counter, passenger amenities, police substation, retail space and public spaces.
- Twelve (12) Petersburg Area Transit/Greater Richmond Transit System buses, three (3) Greyhound buses, three (3) taxis, three (3) paratransit vehicles, one (1) trolley, and two (2)

automobile drop-off/pick up slips.

- One-way bus movement with enhanced route flexibility and pedestrian safety.
- Canopy covered passenger transfer platform.
- Information kiosks, security cameras, security lighting and bicycle racks/lockers.
- Street improvements on adjacent streets, a park area, "green spine" pedestrian walkway and buffer wall along historic residences.
- Petersburg Area Transit (PAT) administration area, PAT driver area and Greyhound administration space.

This project included the preparation of an Environmental Assessment in accordance with the National Environmental Policy Act (NEPA) with the FTA as Lead Agent.



Chatham Area Transit (CAT) Intermodal Station

Client

Chatham Area Transit Authority

Project Location

Savannah, GA

Services Performed

Architecture, Electrical
Engineering, Mechanical
Engineering, Structural
Engineering, Construction
Administration, Site Selection

Completion Date

October 2013

Project Cost

\$9,300,000

Reference

Curtis Koebler
PO Box 9118
Savannah, GA 31412
(912) 629-3936

Project Description

The vision for the Chatham Area Transit (CAT) Downtown Intermodal Transit Center is to provide visitors, citizens and transit employees with a modern facility that creates a foundation for the growth of the City and reinforces the importance of transit for Savannah. The site chosen for the new center was an existing Greyhound station. The goal of the project was to accommodate both CAT and Greyhound services, incorporate multiple modes of transit on a completely accessible site, and provide an iconic canopy design to foster civic pride and alter the perception of public transit.

After input from the Historic Savannah Foundation and Metropolitan Planning Commission, the design was developed around the existing Greyhound structure. The terminal was transformed from a deteriorating, unappealing facility to a welcoming public space for visitors and travelers entering Savannah.

The resulting transit center is equipped to accommodate CAT, Greyhound and Trolley services, including two separate bus platforms. The CAT platform includes fourteen (14) sawtooth slips and waiting benches that are integrated via innovative engineering into the structural design. There are also electronic information kiosks and signage tied to the buses' AVL system.



Central County Transportation Authority Transportation Center

Client
City of Kalamazoo

Project Location
Kalamazoo, MI

Services Performed
Architecture, Landscape
Architecture, Programming/
Planning, Electrical Engineering,
Mechanical Engineering, Project
Management

Completion Date
August 2006

Project Cost
\$9,108,000

Reference
William Schornisch
530 North Rose St.
Kalamazoo, MI 49007
(269) 337-8407

Project Description

The goal of the City of Kalamazoo was to develop an intermodal facility that coordinates both functionally and aesthetically with the adjacent rail depot listed on the National Historic Register. The historic depot used by Amtrak, Greyhound and Indian Trails, was renovated for their continued use.

After reviewing the site and program needs, Wendel determined that all of the building needs of the transportation facility could be accommodated within the existing historic depot, rather than developing an additional building on the site or in the neighborhood, thus creating a transportation-only facility. By working through various design scenarios with the City and transportation personnel, we identified a preferred solution for the functional design of the

new bus facility—a pull-in, back-out or herringbone scenario. This allows for maximum operational flexibility as well as safe conditions for pedestrians. The architecture reacts to the concerns of the site including aesthetics, function, pedestrian safety, and route flexibility.

The plan for the Kalamazoo Transportation Facility accomplished three major goals. First and foremost, it provided a highly flexible, user-friendly intermodal facility. Second, the design of the bus areas is sensitive to the historic depot and the community. Finally, the renovation of the depot moved the building into the modern intermodal scenario while respecting its historic status.



Project Description

The goal of this phase of the project was to develop a concept plan for an environmentally sustainable, targeting LEED Silver or higher certification, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus.

Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility. Operational analysis was crucial to understanding the needs that related to the proposed facility.

Additional program needs and facility objectives were defined, and a conceptual space program was developed. Following the site survey, test fits for the selected location were developed to create a conceptual design.

In addition to these project tasks, Wendel coordinated the input of all the stakeholders, including Blacksburg Transit, Town of Blacksburg, and Virginia Tech staff and students.

Blacksburg Transit/ Virginia Tech

Multi-Modal Transfer Facility

Client
Blacksburg Transit

Project Location
Blacksburg, VA

Services Performed
Architecture, Conceptual Design, Landscape Architecture, Programming/Planning, Project Management

Completion Date
September 2018

Project Cost
\$20,000,000

Reference
Debra Swelnam
2800 Commerce Street
Blacksburg, VA 24060
(540) 961-1185
dswelnam@blacksburg.gov



CNG Transit Project Experience

Your Trusted Advisor

Serving as your *trusted advisor*, we provide the expertise needed to analyze, design and implement your vehicle/maintenance facility and CNG fueling station project. We take the time to help you understand your options and make recommendations based on CNG supply, fuel, demand, available funding, number of vehicles in your operation, miles traveled per year, and vehicle maintenance and ownership.



Personalized Solutions

Wendel has more than 20 years of experience providing alternative fuel options to municipalities, utilities and public transportation companies across the country. Wendel is your one-stop shop. We are equipment/vendor neutral and provide the right solution for your individual needs. Our financial and feasibility analysis will provide you with a cash flow assessment of total project costs, including vehicle and facility costs, and overall maintenance/operating costs. We want to help you make educated decisions on behalf of your fleet.

Industry Leader

There are few companies that are able to provide the breadth of services

Wendel offers; from detailed financial analysis, licensing and permitting, through site/equipment design, construction and start-up. With the recent addition of Future Fuels to the Wendel family of companies, we have the ability to offer complete turnkey, Design Build Own Operate services to accommodate all financial situations.

A snapshot of CNG projects Wendel has taken part in:

Central Oklahoma Transportation and Parking Authority, Oklahoma City, OK—Services for Phase I operational needs assessment and recommended improvements study and Phase II engineering and design of a fast fill CNG station and maintenance facility retrofits.

Greater Cleveland Regional Transit Authority (GCRTA), Cleveland, OH—Fast track infrastructure upgrades, including CNG, in three major maintenance garages that allows the fleet to grow while maintaining code compliance and providing energy efficiency.

Capital Area Transit, GoRaleigh Transit, Raleigh, NC—Services for a financial feasibility study and recommended upgrades to an existing maintenance facility.

New York City Transit Authority (MTA), New York City, NY—Term contract to perform expert fuel consulting services pertaining to various gaseous fuels, including but not limited to CNG. This project is a term contract for 2013-2018 and is ongoing.

St. Cloud Metropolitan Transit Commission, St. Cloud, MN—Design, procurement and construction management of public and private CNG fueling stations, and maintenance facility retrofits.

Niagara Frontier Transit Authority, Buffalo, NY—Performed a facility study to assess the potential conversion of the Frontier Bus Garage to allow servicing and storage of CNG vehicles. Designed a CNG fueling station at the Frontier Bus Garage.

Metro Transit, Minneapolis, MN—Performed feasibility study to evaluate the cost to Metro Transit of purchasing and operating CNG buses, as compared to an equivalent number of diesel buses. It focused on the cost of new buses, facility modifications, fuel and maintenance.

Greater Richmond Transit Company, Richmond, VA—Design upgrades to an existing maintenance facility to allow maintenance of CNG fueled vehicles.

Washington Metropolitan Area Transit Authority, Washington, DC—Performed a study and design services for Carmen Turner maintenance facility. Designed CNG fueling station existing Bladensburg facility.

City of Rochester DPW & Rochester Public Transit, Rochester, MN—Design services for a CNG fueling station and facility improvement feasibility study.



Recent DAA Experience in WV

Blue Ridge Community & Technical College Risk Assessment WV

Under WV Department of Environmental Protection's Voluntary Remediation Program performed risk assessment of exposure of impacted media to human health and the environment for a former Orchard site that was recently redeveloped as an academic building within the College.

Greenbrier Athletic Training Facility, White Sulphur Springs, WV

DAA provided complete range of surveying services including establishing control panels for aerial mapping, ground run topographic surveys, boundary plats to aid in design efforts, and construction stake-out for all phases of project (site control, site work, utilities, etc.). DAA provides as-built surveys for the entire training facility project.

EQT, Mountain Valley Pipeline, Multiple counties VA, WV

GIS data generation, compilation, and management for the karst geology environmental review process. Manage field surveys, scheduling, and GPS data collection. Produce hundreds of maps with supporting documentation. Terrain modeling, LiDAR analysis, lineament and fracture trace analysis, geologic modeling, and groundwater flow path analysis. Mapping collaboration with team geologists and hydrologists on multiple related tasks.

WVDOT US 460 Sinkhole Study, Bluefield, WV

Draper Aden provided geotechnical services for this project. The goal of the study was to develop a concept to safely convey surface runoff and flow from springs into existing but undetermined subterranean caverns.

VA Medical Center Building Addition, Beckley, WV

DAA provided site planning, structural, geotechnical, and survey services to the VAMC 15,000 square foot addition to the existing Mental Health Building 8 located in the southeastern section of the Medical Center Campus.

Bakers Creek Industrial Park VRP – Terradon

Data Validation on the data collected in October 2016 for the Bakers Creek Industrial Park. Project and submit data validation results report to Terradon Corporation.



Other Relevant DAA Experience

Town of Blacksburg & Virginia Tech Multi-Modal Transit Facility

As an integral member of the design team, Draper Aden Associates is providing site planning and design services for a proposed Multi-modal Transit Facility (MMTF) located on the campus of Virginia Tech. The project is a joint effort among the Town of Blacksburg and Virginia Tech (VT) and is designed to meet the current and future transportation needs of the Town, Blacksburg Transit (BT), VT, and the region. The MMTF will provide two bus hubs centralizing transit transfers and serving multiple modes of alternative transportation, a satellite operations center, and a location for public interface, integrating technology and mixed uses to promote alternative transportation and support the facility as a destination for riders and the public use. Additionally the project includes street improvements and/relocations, including a portion to be reconstruction for primarily pedestrian use and a roundabout at the intersection of Stanger and Perry Streets. Specifically our services include comprehensive floodplain analysis and the design of utility extensions/relocations, proposed grading, erosion and sediment control, stormwater management infrastructure, and other site improvements to support the construction of the MMTF and related road and intersection improvements.



Southeast Parking Area Rehabilitation

Johnston Community College, Smithfield, NC

This area serves several classroom buildings as well as the main administration building. Previously, JCC experienced high parking volumes during some periods of the normal class week and utilized unpaved grass parking areas on the North side of campus for overflow. During times of inclement weather, this overflow area tends to become hazardous.



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Draper Aden Associates
Engineering • Surveying • Environmental Services

After completion of a feasibility study in 2013, Draper Aden Associate's completed a comprehensive design that included rehabilitation of existing and design of new parking areas for this part of Campus. Due to the campus IT hub being located adjacent to the work area and the extensive other underground utilities located in the area, DAA completed a complete existing condition survey and SUE location of the utilities (Level A and B). In addition, a campus wide review of the stormwater management system was completed in order to determine compliance requirements with the Town's stormwater ordinance. Design and permitting was completed in 2015 and bids were received in January 2016.



Draper Aden Associates also completed a geotechnical study in support of pavement upgrades on the existing Johnston Community College (JCC) campus and on a parcel the college wished to acquire. The study addressed the needs for two projects the school was interested in completing. The first project included parking lot construction and rehabilitation. The proposed parking area layout includes four parking areas north and east of the Art Building. In addition, the College wanted to acquire about 8 acres to develop and expand the campus. This land will be used primarily to construct a new entry road off of East Market Street. The Draper Aden Associates study investigated the suitability of the area for the needs of JCC.

Fleet Services Facility
Virginia Tech, Blacksburg, Virginia

As part of an Architectural Design Team, Draper Aden Associates provided a site feasibility study as well as site design and construction phase services for the Virginia Tech Fleet Services Facility. The site feasibility study addressed site and utility issues and a circulation study for possible renovation and/or expansion of Virginia Tech Fleet Services Building.



Additional Bus and Vehicle Maintenance Facility Experience

- City of Newport News Public Schools Newsome Park Bus Garage
- Watauga County (North Carolina) Maintenance Facility, Recycling / Baling Facility, and Transfer Station
- Virginia Tech Fleet Services Facility
- Town of Blacksburg Transit Maintenance Facility
- Primland Resort Golf Maintenance Facility
- Henrico County, Utility Operations Fire Training and Fueling Facilities
- Greenbrier Resort (West Virginia) Hotel Golf Course Maintenance Facility
- Greenbrier Resort (West Virginia) Hotel Grounds Maintenance and Parking Facility
- Greenbrier Resort (West Virginia) Motor Services Facilities
- Greenbrier Resort (West Virginia) Old White Golf Course Maintenance Facility
- Richmond International Airport Hertz Maintenance Facility



NEPA Reviews include:

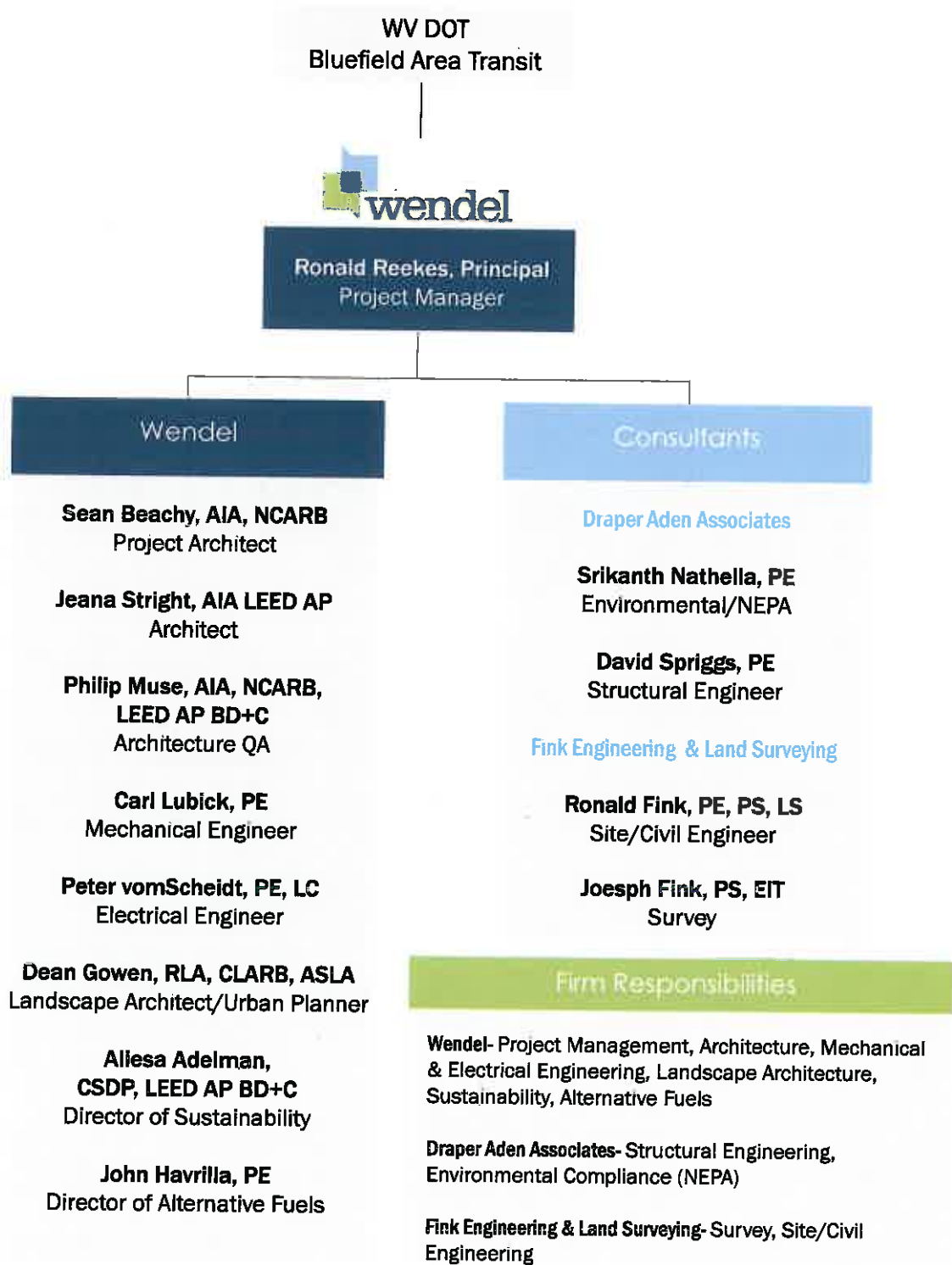
- Clifton Forge Reservoir – USDA-RD Process, Town of Clifton Forge, VA
- National Park Service property, Warren County, VA
- Nextel Cellular Co-location, Bedford, VA
- Radford Army Ammunition Plant, Radford, VA

VDOT Environmental Review Process projects include (NEPA-based):

- Clifton Forge Hickory Avenue Extension, Town of Clifton Forge, VA
- Round Mountain Trail, Bland County, VA
- Bland Commerce Park, Bland County, VA
- Floyd Heritage Pathways, Town of Floyd, VA
- Leatherwood Access Improvements, Bluefield, VA



Organizational Chart





Ronald H. Reekes, Southeast Regional Manager

Project Manager

As a seasoned project manager with 30 years of engineering experience in the public arena, Ron brings a unique perspective to Wendel's project management team. With a primary focus in city engineering, his experience includes project development from planning and design through construction for projects of various disciplines. In his work, he pairs the wisdom gained from these accomplishments with the intimate knowledge of public transit agencies and Federal Transit Administration (FTA) policies that he has accrued in his previous positions as director of a public transit agency and general manager of a metropolitan transit system. Ron's extensive history and proven track record position him to provide a comprehensive approach to total project management for transit projects.

Principal

Education

BS, Management Science,
James Madison University

Years of Experience
33 years

Project Experience

Greater Lynchburg Transit Company, Kemper Street Transfer Facility, Lynchburg, VA: Phased site selection and design of a transfer facility adjacent to an Amtrak facility to create an intermodal hub. Certified LEED Platinum.

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

City of Jacksonville, Intermodal Facility, Jacksonville, NC: Feasibility study and design of an intermodal transportation center.

Greater Richmond Transit Company, BRT Station Design, Richmond, VA: Design team responsible for a portion of the project. Scope included location determination and design for 26 stations and the associated public outreach.

Blacksburg Transit, Virginia Tech Multi-Modal Station, Blacksburg, VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

CMCOG, Intermodal Feasibility Study, Columbia, SC: Feasibility study, economic analysis and site selection for an intermodal study and potential transit oriented development near the existing passenger rail station.

City of Petersburg, Intermodal Transit Center, Petersburg, VA: Site selection and full-service design for a facility that expanded transit service in the area. Project includes a 15-bay center and 200 car parking ramp.

Greater Richmond Transit Company, Downtown Transfer Center, Richmond, VA: Site selection and design of a new city bus intermodal facility. The site is to accommodate 12 city buses, 2 articulated, 60' buses and 2-25' vans, and requires approximately 50,000 sf.





Sean B. Beachy, AIA, NCARB

Project Architect

Sean is a Registered Architect with more than 40 transportation projects in his national portfolio. Sean is an accomplished and strong leader in public transit design. His passion and enthusiasm for transit fosters successful collaborations among the community, clients, and design teams. He is detail oriented and yet able to keep the big picture clearly in mind. Sean values improving the quality of public transit for the community's benefit and views this as the basis for increasing ridership. He is committed to implementing innovative details such as green design elements and exploring strategies for improving natural lighting and ventilation in bus maintenance facilities.

Associate Principal

Licenses & Certifications

Registered Architect- AL, CT, DE,
FL, MA, NY, SC, TN, VA

Education

BPS, Architecture, State University
of New York at Buffalo

MS, Architecture, University of
Notre Dame

Years of Experience

18 years

Project Experience

Greater Lynchburg Transit Company, Kemper Street Transfer Facility,

Lynchburg, VA: Phased site selection and design of a transfer facility adjacent to an Amtrak facility to create an intermodal hub. Certified LEED Platinum.

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg,

VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

Central County Transportation Authority, Transportation Center, Kalamazoo,

MI: Programming and design of a facility that complements the neighboring historic rail depot.

City of Petersburg, Intermodal Transit Center, Petersburg, VA: Site selection and full-service design for a facility that expanded transit service in the area. Project includes a 15- bay center and 200 car parking ramp.

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

City of Niagara Falls, Intermodal International Station, Niagara Falls, NY: New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project.

Greater Richmond Transit Company, Downtown Transfer Center, Richmond, VA: Site selection and design of a new city bus intermodal facility. The site is to accommodate 12 city buses, 2 articulated, 60' buses and 2-25' vans, and requires approximately 50,000 sf.

City of Jacksonville, Intermodal Facility, Jacksonville, NC: Feasibility study and design of an intermodal transportation center.



Jeana M. Stright, AIA LEED AP

Architect

Jeana is one of Wendel's most experienced and creative transit architects. She is equally skilled at designing operations & maintenance facilities and intermodal transit centers. Jeana typically works on projects from beginning to end, from the programming and planning stages right through their construction, applying the lessons learned from each of her projects to her next assignment. While she is excellent with the planning, programming and aesthetic design of transit facilities, Jeana is also a very pragmatic architect due to her experience in working with clients and contractors during the construction phase of projects. As a result, she has a deep understanding of how to achieve our client's goals while balancing them with construction costs and the realities of bidding and construction in today's market place. In addition to her expertise and experience as a transit architect, Jeana is also expert in leveraging technology to serve our clients efficiently and accurately.

Licenses & Certifications

Registered Architect, VA

LEED Accredited Professional

Education

BA, Architecture, Virginia
Polytechnic Institute & State
University

Years of Experience

7 years

Project Experience

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

WRTA, Hub Union Station, Worcester, MA: Full service design for a bus transfer facility that bridged two city streets and fit within the historic context of the corridor.

City of Jacksonville, Intermodal Facility, Jacksonville, NC: Feasibility study and design of an intermodal transportation center.

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

Greater Richmond Transit Company, BRT Station Design, Richmond, VA: Design team-responsible for a portion of the project. Scope included location determination and design for 26 stations and the associated public outreach.

CMCOG, Intermodal Feasibility Study, Columbia, SC: Feasibility study, economic analysis and site selection for an intermodal study and potential transit oriented development near the existing passenger rail station.

Pulte Homes, Metro West, Fairfax County, VA: Design of a connection from a new transit orientated development to an existing rail station serviced by the WMATA.



Philip D. Muse, AIA, NCARB, LEED AP bd+C

Architecture QA

Phil is a licensed architect in several states and the District of Columbia with 46 years of experience in architectural design and project management. His primary focus includes transportation and mixed-use projects. He is a recipient of awards and recognition for professional accomplishments including an Architectural Excellence Award from The Commonwealth of the Bahamas. He has authored articles appearing in trade publications, and lectured at colleges and universities. He is an active member of the American Institute of Architects, Northern Virginia Chapter.

Associate Principal

Licenses & Certifications

Registered Architect- CT, DC, FL,
GA, KY, MD, NC, NY, RI, UT, VA,
WV

LEED Accredited Professional

NCARB

Education

Master of Architecture, Virginia
Polytechnic Institute & State
University

Bachelor of Architecture, Virginia
Polytechnic Institute & State
University

Years of Experience

46 years

Project Experience

Fort Wayne (Citilink), Intermodal Transfer Center, Fort Wayne, IN: Design of an innovative facility that was respectful of its urban context.

Greater Lynchburg Transit Company, Kemper Street Transfer Facility, Lynchburg, VA: Phased site selection and design of a transfer facility adjacent to an Amtrak facility to create an intermodal hub. Certified LEED Platinum.

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

Connecticut DOT, Waterbury Maintenance Facility, Waterbury, CT: Design for a new 275,000 sf facility to house 50 full size buses and 50 paratransit vehicles.

WRTA, Hub Union Station, Worcester, MA: Full service design for a bus transfer facility that bridged two city streets and fit within the historic context of the corridor.

Greater Richmond Transit Company, Downtown Transfer Center, Richmond, VA: Site selection and design of a new city bus intermodal facility. The site is to accommodate 12 city buses, 2 articulated, 60' buses and 2-25' vans, and requires approximately 50,000 sf.

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

Greater Richmond Transit Company, BRT Station Design, Richmond, VA: Design team responsible for a portion of the project. Scope included location determination and design for 26 stations and the associated public outreach.



Associate Principal

Licenses & Certifications

Professional Engineer- AZ, CO,
DC, IA, MA, MD, MN, NY, OH, TX,
UT, WV

Education

BS, Mechanical Engineering,
State University at Buffalo

Years of Experience

28 years

Carl R. Lubick, PE

Mechanical Engineer

Carl has 28 years of mechanical design and project management experience. His expertise encompasses all phases of mechanical design for many types of HVAC, plumbing, and fire protection systems. His project work in transit, industrial, healthcare, educational and commercial facilities spans throughout the United States. He also has a focus on energy management includes energy conservation studies and implementation of energy saving programs.

Project Experience

Central County Transportation Authority, Transportation Center, Kalamazoo, MI: Programming and design of a facility that complements the neighboring historic rail depot.

FRED Transit, Regional Transit Station, Fredericksburg, VA: Design for a new station to accommodate city and commercial bus lines on the original site.

St. Cloud Metro Bus CNG Upgrades, Compressed Natural Gas (CNG) Fueling Station & Facility Renovations, St. Cloud, MN: New CNG fueling facility and accommodations of facility for CNG code compliance.

Greater Cleveland RTA, Infrastructure & CNG Upgrades, Cleveland, OH: Facility infrastructure upgrades for CNG operations in three major garages.

Connecticut DOT, Waterbury Maintenance Facility, Waterbury, CT: Design for a new 275,000 sf facility to house 50 full size buses and 50 paratransit vehicles.

GLTC, Operations & Maintenance Center, Lynchburg, VA: Site selection, design and construction administration for a 52,000 sf bus facility.

Pioneer Valley Transit Authority, Bus Maintenance Facility, Springfield, MA: Design and construction of a new 278,000 sf bus maintenance and operations facility on a new site.

Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA: Full service design for a new 40-bus facility and support spaces. Design considers future expansion.

Greater Hartford Transit District, Paratransit O&M Facility, East Hartford, CT: Design of a new facility that includes space for administration. The facility is CNG compliant.

Barbour County Schools, Energy Savings Performance Contract, Philippi, WV: An ESPC, proposal through construction to reduce energy and operating costs involving lighting, building envelope, HVAC, roof top unit replacements and water conservation.

Doddridge County Schools, Energy Savings Performance Contract, West Union, WV: Proposal through construction to reduce energy and operating costs involving lighting and lighting controls, building envelope, HVAC and controls, water conservation, dishwasher booster heaters and computer power management systems.





Peter T. vom Scheidt, PE, LC

Electrical Engineer

Peter has more than 45 years of diverse electrical engineering and project management experience, the last 12 of which have been with Wendel. His electrical expertise extends from industrial power through process and machine controls, to power, lighting, and special systems in transit, commercial, educational and healthcare facilities. He is recognized for his data networking and communications systems designs. Additionally, Peter has provided numerous studies ranging from building mechanical and electrical systems evaluations to accident and fire forensic reports. Clients appreciate his breadth of experience along with his organizational and communication skills. Additionally, his MBA provides him with additional insight into his clients' financial and budgetary concerns. Peter is an active member of the National Society of Professional Engineers (NSPE). He has co-authored articles on energy management systems and emergency power systems for EC&M magazine, a national electrical construction and maintenance publication, and has been a featured speaker at numerous professional venues.

Peter's transit project expertise includes the electrical design over 12 intermodal facilities and over 10 maintenance facilities, many of which started with a comprehensive facilities condition assessment.

Associate Principal

Licenses & Certifications

Professional Engineer- AL, AZ, CT, DC, FL, GA, IA, KS, KY, MA, MN, NC, NY, OH, OK, PA, PR, TX, UT, VA, WV

Education

MBA, Business Management,
Canisius College

BS, Electrical Engineering, State
University at Buffalo

Years of Experience

46 years

Project Experience

City of Corning, Transportation Center, Corning, NY: Site selection verification, programming and design of new 50,000 sf intermodal station that incorporate the city's "old and new" architectural contexts.

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA:

The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

Valley Metro, Gilbert Road Light Rail Extension, Mesa, AZ: Design of two new light rail stations and park and ride lots. A large park and ride was designed at the termination of the Gilbert Road Line including 300 parking spaces, a bus transfer area, shaded bike parking and outdoor seating.

City of Niagara Falls, International Intermodal Station, Niagara Falls, NY: New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project.

WRTA, Hub Union Station, Worcester, MA: Full service design for a bus transfer facility that bridged two city streets and fit within the historic context of the corridor.





Dean W. Gowen, RLA, CLARB, ASLA

Landscape Architect/Urban Planner

Dean has extensive professional experience as a Landscape Architect and Site Planner, and is a graduate of Cornell University, as well as having studied at Harvard University and the University of Copenhagen. His experience includes projects for transportation-related planning and streetscape design, transit facilities, historic landscape preservation, land use and community master planning, parks and recreation design, urban design, campus planning, neighborhood revitalization, waterfront planning, tourism-related facilities.

Dean's personal transit and transportation project experience includes more than 30 projects across the United States, including intermodal and maintenance facilities.

Associate Principal

Licenses & Certifications

Landscape Architect- CT, FL, IN,
MA, MD, MI, NH, NY, PA, RI, VA

Education

BS, Special Studies Program,
Harvard University, Graduate
School of Design

BS, Landscape Architecture,
Cornell University

AS, Denmark International
Studies, University of
Copenhagen

Years of Experience

28 years

Project Experience

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg, VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

Ann Arbor Area Transit Authority, Ypsilanti Intermodal Study, Ypsilanti, MI: Preliminary study for bus intermodal including street station BRT.

Greater Richmond Transit Company, BRT Station Design, Richmond, VA: Design team responsible for a portion of the project. Scope included location determination and design for 26 stations and the associated public outreach.

Valley Metro, Gilbert Road Light Rail Extension, Mesa, AZ: Design of two new light rail stations and park and ride lots. A large park and ride was designed at the termination of the Gilbert Road Line including 300 parking spaces, a bus transfer area, shaded bike parking and outdoor seating.

Augusta Public Transit, Operations & Maintenance Facility, Augusta, GA: Full service design for a new 40-bus facility and support spaces. Design considers future expansion.

Connecticut DOT, Waterbury Maintenance Facility, Waterbury, CT: Design for a new 275,000 sf facility to house 50 full size buses and 50 paratransit vehicles.

City of Lynchburg, Farmer's Market, Lynchburg, VA: Master planning with overall design concept seeking to create an overall urban plaza setting with space for numerous interesting opportunities within. This would become a multi-use/multi-functional market square as a focal downtown destination.

Buffalo & Fort Erie Public Bridge Authority, Landscape Adaptive Management Plan, Buffalo, NY: Prepared a Landscape Adaptive Management Plan including environmental landscape design and oversight during implementation.





Aliesa M. Adelman, CSDP, LEED AP BD+C

Director of Sustainability

As the Director of Sustainability, Aliesa collaborates with the architectural, engineering, and planning teams to analyze opportunities for integrating sustainable design, principles, and technologies into projects. Aliesa is a Certified Sustainable Development Professional, LEED BD+C Accredited Professional, with additional training as a Building Analyst, Building Envelope Specialist, and Carbon Reduction Manager. She currently serves on the Board of Directors for the U.S. Green Building Council New York Upstate Chapter, the Western New York Sustainable Business Roundtable, the Partners for a Livable Western NY, and Vision Long Island. She also serves on the Buffalo Niagara Partnership Energy Committee and the American Public Transportation Association Sustainability Committee. Aliesa's work focuses on resilience through energy and transportation efficiency planning as well as sustainable development, including LEED project certification.

Licenses & Certifications

Certified Sustainable Development Professional

GPRO Fundamentals of Building Green Instructor

LEED Accredited Professional Building Design + Construction

Education

BA, Environmental Science, University at Buffalo

MS, Secondary Education, D'Youville College

Years of Experience

17 years

Additional Training

Association of Energy Engineers, Certified Carbon & GHG Reduction Manager

Building Analyst Certification

Building Envelope Specialist Certification

GHG Management Institute, Organizational GHG Accounting

GHG Management Institute, Project Level GHG Accounting

Project Experience

Greater Lynchburg Transit Company, Kemper Street Transfer Facility,

Lynchburg, VA: Phased site selection and design of a transfer facility adjacent to an Amtrak facility to create an intermodal hub. Certified LEED Platinum.

Chatham Area Transit (CAT), Intermodal Station, Savannah, GA: Design team for the new center that can accommodate local and commercial bus lines and future trolley service.

City of Niagara Falls, Intermodal International Station, Niagara Falls, NY: New Amtrak terminal, renovation of the Historic Customs House for administration and retail spaces. Stakeholder coordination was key to the success of the project.

Blacksburg Transit/ Virginia Tech, Multi-Modal Transfer Facility, Blacksburg,

VA: The goal was to develop a concept plan for an environmentally sustainable, LEED Silver or higher, intermodal transit/transfer center for Blacksburg Transit located near the heart of the Virginia Tech Campus. Wendel's initial task included a review, evaluation and update of the project prospectus, and an evaluation of the route recommendations prepared for the proposed facility.

WRTA, Hub Union Station, Worcester, MA: Full service design for a bus transfer facility that bridged two city streets and fit within the historic context of the corridor.

Connecticut DOT, Waterbury Maintenance Facility, Waterbury, CT: Design for a new 275,000 sf facility to house 50 full size buses and 50 paratransit vehicles.

WMATA, Cinder Bed Road Bus Garage, Lorton, VA: Design for a new 80,000 sf administrative and maintenance facility to accommodate 160 buses.



John P. Havrilla, PE

Director of Alternative Fuels

John is a knowledgeable energy executive with a strong financial background, and over 35 years of industry experience. He has vast experience in energy plant design, construction, operation and maintenance including fossil, hydro and renewable energy facilities. John has a BS in electrical engineering and is a registered professional engineer in the state of New York. He has extensive knowledge and experience in wholesale and retail commodities; energy services; on-site utilities including compressed air, chilled water and steam; performance contracting and other financial structures; generation and generation development.

John has lead merger and acquisition activities for various energy companies for the last ten years, including the acquisition and divestiture of service companies and assets. Through his M&A experience, he has developed strong relationships in the financing community and has raised equity, senior debt and mezzanine debt for numerous projects, including acquisitions. John has expertise in business planning, mergers and acquisitions, information technology, finance and accounting, back office commodity operations, and product development.

Senior Associate Principal

Licenses & Certifications
Professional Engineer, NY

Education
BS, Electrical Engineering
Technology, The Pennsylvania
State University

Years of Experience
38 years

Project Experience

St. Cloud Metro Bus, Compressed Natural Gas (CNG) Fueling Station & Facility Renovations, St. Cloud, MN: New CNG fueling facility and accommodations of facility for CNG code compliance.

Central Oklahoma Transit, CNG Needs Assessment, Oklahoma City, OK: Operational needs assessment, recommended improvements, engineering and design services for new fueling station and required maintenance facility upgrades.

Greater Regional Cleveland Transportation Authority, Infrastructure & CNG Upgrades, Cleveland, OH: Facility infrastructure upgrades for CNG operations in three major garages.

Metro Transit, CNG Facility Study, Minneapolis, MN: Evaluate existing bus garage to determine and recommend cost, feasibility, and prioritize garage conversion.

Go Raleigh, CNG Feasibility Study, Raleigh, NC: Study, preliminary design and retrofit analysis for maintenance and fueling facility.

New York City Transit (MTA), Expert Fuel Consulting Services Term Contract, New York, NY: A five year term contract to provide expert fuel consulting services pertaining to various gaseous fuels, including but not limited to compressed natural gas. Services include annual safety audits as well as complete redesign of a major CNG fueling facility.

WMATA, CNG Building Modifications at Bladensburg, Washington, DC: Design and installation of a CNG fueling station located in their existing Bladensburg facility.



Srikanth Nathella, PE

Senior Program Manager, Environmental

Mr. Nathella is Environmental Team Leader in the firm's Blacksburg office. His responsibilities include overseeing operations of the environmental team including VPDES related programs and projects, environmental site assessments/facility investigations, data evaluations, statistical analyses, multimedia assessments, risk analyses, remediation assessment and design, design and maintenance of environmental data management systems, and management of industrial air, water and waste emissions and permit programs.

*Senior Associate; Senior Program Manager
23 years with the firm
27 years of experience*

Office Location

- Blacksburg, VA

Education

- M.S./1994/Environmental Engineering/Arizona State University
- B.S./1991/Major Area-Chemical Engineering/Anna University, Chennai, India

Professional Registration

- Professional Engineer/2001/VA

Areas of Expertise

- Environmental Site Assessments
- Data evaluation
- Statistical analyses
- Remediation assessment and design

NEPA Environmental Assessment – National Park Service Property, Warren County:

Project Reviewer. Draper Aden Associates completed a NEPA Environmental Assessment on a project that involved exchange of National Park Service Property with Warren County as part of a High School expansion project in Warren County, Virginia. A Finding of No Significant Impact (FONSI) was finalized and the project proceeded to its successful completion.

EQT, Mountain Valley Pipeline, Multiple counties VA, WV

Environmental Program Manager for GIS data generation, compilation, and management for the karst geology environmental review process. Project includes managing field surveys, scheduling, and GPS data collection. Production of hundreds of maps with supporting documentation. Terrain modeling, LiDAR analysis, lineament and fracture trace analysis, geologic modeling, and groundwater flow path analysis. Mapping collaboration with team geologists and hydrologists on multiple related tasks.

Brownfields Project, Town of Pulaski, VA: Environmental Engineer/Project Manager for services being provided for the Town under EPA's Brownfields Assessment Grant, including site selection and inventory, Phase I and Phase II Environmental Site Assessments (ESA), and project planning documents.

Brownfields Site Assessment, City of Staunton, VA: Environmental Project Manager for the completion of a Phase II ESA on the former Western State Hospital site located in the City.

Brownfields Property Redevelopment, City of Bristol, VA: Environmental Project Manager for the completion of Phase I and Phase II ESA under the City's Targeted Brownfields Assessment Program for a former industrial/warehouse building site.



Roanoke Regional Airport, Roanoke, VA (Project Manager):

- **Environmental Survey:** Pre-demolition environmental surveys/subsurface investigation and sampling for the Old Terminal Building, Block Hangers and a former "office" to determine and estimate quantities of hazardous materials and other environmentally sensitive items requiring special handling and disposal. Prepared project plan and typicals associated with the management and disposal of environmentally sensitive waste materials.
- **Building Demolition:** Provided bidding assistance, construction observation, shop drawings review of hazardous materials removal and asbestos abatement, and regulatory compliance assistance. Performed geotechnical acceptance testing, backfill and grade inspection and observation.
- **Site Investigation and Remediation (Phase II):** Performed an urgent response site investigation to evaluate the nature and extent of environmental impact at a construction site at the Roanoke Airport.

Round Mountain Trail Head and Trail Connection, Wolf Creek Indian Village, Bland, VA: Environmental Program Manager. Environmental services for the new parking lot (trail head) at the Wolf Creek Indian Village Site, and trail connection to the Round Mountain trail network located in Bland County.

AEP Natural Gas Distribution Pipeline, Russell County, VA: Environmental Program Manager. Work involved delineation and permitting of more than 7 miles of pipeline corridor for Waters of the U.S. features (streams and wetlands). Project includes coordination with USACE, VDEQ, VMRC, USFWS, VDCR and VDHR for review of numerous threatened and endangered species associated with the Clinch River as well as historic properties within the project corridor.

Groundwater Monitoring Program, Town of Wytheville, VA: Project Manager for the last 14 years for the Town's closed landfill, managed and executed various aspects of the project including meeting Assessment monitoring program requirements, addressed DEQ comments and other regulatory issues, performed environmental impact characterizations, technology assessments, risk assessment, corrective action planning and design, surface water monitoring, and other applicable tasks.

Groundwater Monitoring Program, Montgomery County, VA: Project Manager. Performed risk assessment, assisted with the corrective action and corrective action monitoring plan preparation work at the County's Closed Ballfields landfill.





**Senior Program
Manager**

13 years with the firm
43 years of experience

Office Location

- Richmond, VA

Education

- B.S./1974/Civil Engineering/Syracuse University
- M.E./1982/Civil Engineering/University of Virginia

**Professional
Registration**

- Professional Engineer/1978/VA
- Also a Registered Professional Engineer in NC, SC, FL, AL, WV, PA, MD, DE, and DC

Areas of Expertise

- LRFD Steel Design
- Masonry Walls
- Reinforced Concrete

David W. Spriggs, PE

Structural Engineering Division Leader

Mr. Spriggs has a broad background of experience in analysis and design of structural systems for industrial, commercial, and institutional buildings. Much of his work has involved the alteration or addition to an existing building or facility, and consequently he is well versed in the complexities of integrating new structural elements into existing architectural and mechanical features. Specific experience includes his design of structural steel including LRFD methods, reinforced concrete, structural wood, cold-formed metal systems, retaining walls, shallow foundations and pile foundations, as well as troubleshooting of construction problems and facilities inspection and evaluation. Some of his experience includes developing and directing the application of Building Information Models (BIMs) for structural engineering in new and existing buildings.

University Gateway Center, University Mall LLC and Virginia Tech Foundation, Blacksburg, VA: Principal Structural Engineer for an 80,000 SF steel frame office building at the intersection of Price's Fork Road and University City Boulevard.

Mary Baldwin College Pierce Science Center Addition, Staunton, VA: Principal Structural Engineer for analysis and design of a new ADA entrance at Vestibule 110a and Office 116. Additional work included structural design for a new concrete slab on grade installation at the new imaging suite and vivarium area.

Reynolds Crossing West Office Building, Richmond, VA: Principal Structural Engineer for design of a four-story 150,000 SF medical office building that includes the Bon Secours Heart Institute. Specialty features include signature entrance canopy and customized owner features and finishes.

Medical Office Building, Richmond VA: Principal Structural Engineer for 49,200 SF, medical office building in the mixed-use development of Reynolds Crossing that will be occupied by two tenants - Virginia Eye Institute, which will occupy the first floor of 23,443 SF, and Dermatology Associates of Virginia P.C., which will take 13,372 SF on the second floor. The building will front Glenside Drive next to the Shoppes at Reynolds Crossing.

Richmond International Airport, Terminal Expansion, Richmond, VA: Principal Structural Engineer for new 200,000 SF terminal building featuring upper level departures and lower level arrivals. Project included design of curved roof trusses, use of compacted aggregate piers for new foundations and design for interface with



- Light-Gage Cold-Formed Steel
- Structural Wood
- Building Review and Evaluation

existing building and design to allow for construction with minimal interference with ongoing airport operations.

Louisa Town Hall, Louisa, VA: Principal structural engineer for the adaptive re-use of this 80+ year-old school building in downtown Louisa, using historic tax credits, as public meeting space and office spaces.

Petersburg Ford Structural Condition Assessment, Petersburg, VA: Structural analysis of two existing buildings (Repair Shop & Parts & Service building) for the purpose of adaptive reuse project.

Petersburg Library, Petersburg, VA: 3rd party structural engineering review for a new approximately 46,000 SF public library in downtown Petersburg. Project work included the demolition of on-site structures of the former Crossroads Ford Dealership.

Richmond Corporate Office Construction, Richmond, VA: Provided structural engineering consultation to Hourigan Construction during the construction for a foundation for the hoist and a connector/brace frame at the second floor.

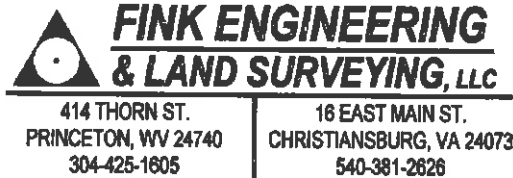
Shirley Avenue Medical Building, Fauquier Health System, Warrenton, VA: Principal Structural Engineer for the use of Revit to develop a Building Information Model (BIM) to construct a new two-story, approximately 52,000 SF building.

Charlottesville Airport Terminal Improvements, Charlottesville, VA: Managing Principal for the renovations and additions to existing airport terminal building.

East End Theater Renovation and Expansion, Richmond, VA: Structural Engineering Division Manager for the renovation (adaptive reuse) and expansion of an existing, condemned, historic movie theater and repurposing it to a multi-family residential building. This project was designed entirely through the use of our Virtual Construction (Scan to BIM) capabilities. The finished project contains approximately 24 residential apartments and 8,000 SF of retail space split between two sites.

The Virginia Building Structural Condition Review, The Homestead, Hot Springs, VA: Structural Engineer for a "due diligence" review of the condition of this 4-1/2-story building in Hot Springs in order to identify existing or potential structural problems. Issues relating to the exterior, annex building, roofs, and interior levels. Water penetration and damage, building integrity, and masonry cracks were all key factors of the assessment.





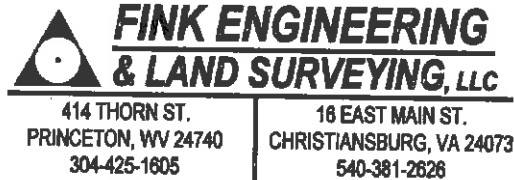
Ronald B. Fink, P.E., P.S., L.S.

Education & Licensure:

- 1996 - Graduate of Princeton High School
- 1998 - Graduate of Bluefield State College with an Associate of Science in Civil Engineering Technology.
- 1999 - Magna Cum Laude graduate of Bluefield State College with a Bachelor of Science in Civil Engineering Technology
- 2002 - Graduate of Virginia Polytechnic Institute and State University (Virginia Tech) with Master of Engineering In Civil Engineering
- 2004 - Licensed Professional Surveyor No. [REDACTED] (WV)
- 2006 - Licensed Land Surveyor No. [REDACTED] (VA)
- 2008 - Licensed Professional Engineer No. [REDACTED] (VA)
- 2008 - Licensed Professional Engineer No. [REDACTED] (WV)

Experience:

Ronald B. Fink has over 22 years of experience in the fields of commercial, institutional, industrial and residential land development, storm water runoff analysis and design, water quality analysis and design, erosion and sediment control plans, private and state road design, environmental permitting, structural steel design, reinforced concrete design, steel connection design in high rise structures, rural and urban boundary surveys, boundary disputes, telecommunication surveys, construction stakeout and ALTA / ACSM land title surveys.



Joseph A. Fink, P.S., E.I.T.

Education & Licensure:

- 1999 - Graduate of Princeton High School
- 2003 - Graduate of Virginia Polytechnic Institute and State University (Virginia Tech) with Bachelors of Science in Engineering Science and Mechanics
- 2003 – Engineer in Training
- 2012 – Licensed Professional Surveyor No. 2243 (WV)

Experience:

Joseph A. Fink has over 20 years of experience in the fields of forensic surveying for boundary dispute cases, rural and urban boundary surveys, ALTA / ACSM land title surveys, telecommunication surveys, construction stakeout, residential and commercial site plans, storm water runoff analysis and design, water quality analysis and design, erosion and sediment control plans, geotechnical engineering, soil and concrete testing, foundation design and FEMA flood studies.

Ronald D. Fink, P.S., L.S.

Education & Licensure:

- 1965 - Graduate of Princeton High School
- 1971 - Graduate of Bluefield State College with an Associate of Science in Civil Engineering.
- 1972 - Licensed Professional Surveyor [REDACTED] (WV)
- 1977 - Graduate of Bluefield State College with a Regents Bachelor of Arts degree
- 1978 - Graduate of West Virginia Institute of Technology with Bachelor of Science degree
- 1984 - Graduate of Marshall University with Master of Science Degree
- 2006 – Licensed Land Surveyor No. 2816 (VA)

Experience:

Ronald D. Fink Has over 43 years of experience in the fields of rural and urban boundary surveys, forensic surveying, ALTA / ACSM land title surveys, telecommunication surveys, boundary disputes and expert witness testimony.



OVERALL PROJECT UNDERSTANDING

Bluefield Area Transit (BAT) is seeking professional design services for a transfer station to be located at 1400 Bluefield Avenue in Bluefield, Mercer County, West Virginia. The goal is to design and construct a new transfer station to serve BAT in the transfer of transit passengers and promote regional public transportation. The design shall function as an efficient transfer point and be aesthetically complimentary to the City of Bluefield "Depot District". Our design will take into account Bluefield State College and the Commercialization Station. We understand that sustainability will be an important element in design considerations and an on-site CNG filling station, and LED site and canopy lighting should be taken into account.

ADDRESSING YOUR PROJECT EXPERIENCE EXPECTATIONS AND GOALS

In section three of the Expression of Interest, you have identified specific information to be provided in regarding to communication, budget control and schedule control. In response we would like to provide the following:

Clear Communication Procedure with the Owner

In the Wendel project and service delivery system, the project and design manager is the leader for the communications, resource allocation, cost control, quality control, schedule adherence and risk management of the project. Our project manager, Ron Reekes, will be the main point of communication with BAT on this project.

Led by Ron Reekes, we will implement a project communication plan from the outset of the project. Features of this plan include:

- Maintain frequent and regular telephone and e-mail communication with the BAT project manager and other involved stakeholders for the duration of the project.
- We will provide written bi-weekly project status updates to BAT's project manager.
- Conduct regular coordination meetings internally at Wendel and externally with BAT and distribute action-oriented meeting minutes within 3 days of the meeting.
- Maintain an open issues log with assigned responsibilities and make regular follow-ups.
- Perform daily "desk to desk" management of team members to check on the progress of the work.
- Make sure team members have the information they need, know what they must accomplish and when it must be completed.



Wendel understands that one of the main keys to developing and maintaining excellent client relationships is first class communication. First class communication is a combination of thoughtful listening and timely responses. Therefore, our entire project approach is based on carefully listening to what are our client's goals, needs, concerns, challenges, and expectations. We then use our professional and technical expertise to produce designs and solutions that respond to our client's needs. We constantly keep in mind that we are not designing for ourselves but rather for our clients and their customers and constituents. Our work for clients may be within a project framework, but we understand the success of our project work is really about building relationships with people – first with our clients and then the people who will use the projects we develop and design.



Project Approach

Designing to the Project Construction Budget

Our plan for designing projects within the construction budget is to incorporate cost control guidelines as part of the project from day one of the design process. By doing this, a cost control baseline will be established that will guide the project team as they do their work. This baseline will establish the type, quantity and quality of materials that the project can expect to afford, including the engineering systems. This will then be compared to the project budget and expectations, and if necessary, refinements can be made to the project scope in the early phases of the project. This will help the project avoid costly time delays later due to design revisions, as well as avoid raising false hopes and expectations by showing designs that cannot be constructed for the available budget.



Additionally, we will do probable cost estimates at major project milestones (30%, 60% and 100%) to verify the project design and scope are within the established construction budget. If the probable cost estimate is over the construction budget, appropriate revisions will be made to the design to bring the project back in-line with the budget. What these revisions are will be collaboratively decided with the BAT staff.

Designing On Schedule

The key to designing the project on schedule is developing a complete project schedule that is based on a comprehensive work plan. For the Bluefield Transfer Station, we will prepare a customized project work plan that will include the following:

- Preparation of project work breakdown structure (WBS) by phase and task.
- Development of a project interdependency chart which defines the interdependent activities of all team members and stakeholders with respect to WBS activities.
- Preparation of a detailed project schedule with critical milestones.
- Establish a quality management review plan and approval processes.
- Project work package and deliverable definition and development.



Once this schedule is completed and agreed upon, we will review this schedule at every internal project meeting in Wendel and every external project meeting with BAT. During these meetings we will proactively track progress of key tasks against the schedule, and if necessary, prepare schedule recovery plans for any items that appear to be behind schedule.

Another way we make sure we stay on schedule is to make wise and efficient use of time, particularly in the beginning of a project. We do this by means of our "Immersion Process".



WENDEL'S UNIQUE "IMMERSION" PROCESS – KEY TO A QUICK AND EFFICIENT START!

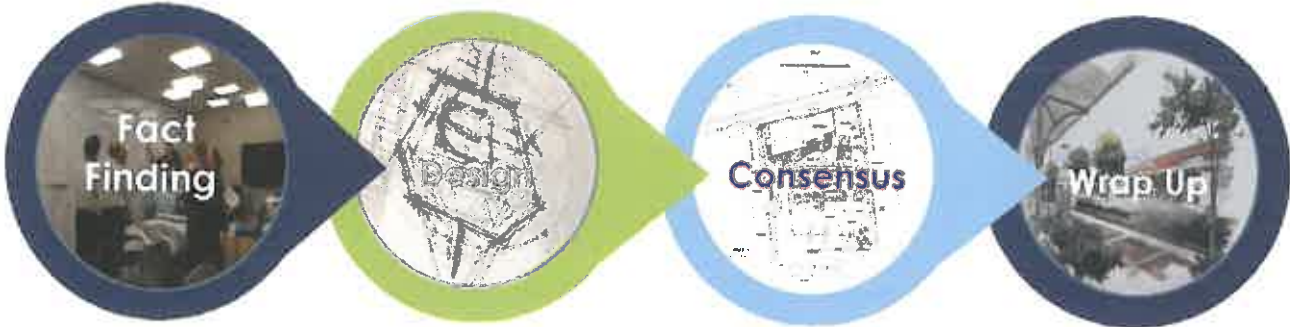
The purpose of our Immersion process is to gain a first-hand, on-site understanding of a project's challenges – physical, functional and operational – and to identify and gain consensus on the vision, needs, goals and objectives for the project.

Logistically, the Immersion process is a series of on-site observation periods, concentrated meetings, interviews and working sessions administered over a contiguous three to four day stretch. The exact length of time is dependent on the complexity of the project. Prior to the Immersion process, Wendel will coordinate a schedule with BAT leadership so you know when it is most optimal to have their staff available to meet and work with the Wendel Team. As a result, BAT staff will not need to be continually present for all days.

This process is conducive to streamlined, key decision making, facilitating real progress in a short period of time and allowing our project team to have their undivided attention focused specifically on your project.

The process also leads to collaborative discussion among design team members, the owner and involved stakeholders and has been used on nearly all of our transit projects. Our key design team members all have experience in Immersion workshops.

An itinerary for a typical Immersion would lay out similarly to the following diagram:



Discovery Workshop
Discuss and understand existing operations and new facility needs.

Operations
Visually observe current facilities and operations; discuss work flow and daily requirements.

Concepts
Define vision, goals and objectives; brainstorm ideas to solve facility / operational design issues.

Real-time Design
Wendel presents initial project solutions / options based on workshop efforts- all within this 3-4 day period

Consensus Building
Collaborative workshop to confirm project vision and design solutions with the intent to select and agree on the project's "best approach" option.

Wrap Up
Summarize findings and decisions made, and outline the next steps.

Our experience has proven that this process is extremely effective in efficient decision making so real progress is made in a concentrated period of time, and also allows our project team to have their undivided attention focused only on your project. What traditionally has taken weeks, and even months, now takes one week!

The Immersion process typically begins with the project kick-off meeting, although you may decide you would like the kick-off to stand on its own and have the Immersion process follow shortly thereafter.





ADDRESSING YOUR PROJECT GOALS

Also in section three of the Expression of Interest, you have identified specific project goals. In response we would like to describe how we will assist you in meeting these goals:

While each transit center is unique, certain items consistently are found to be critical in their successful design long-term operation:

- **Pedestrian Safety and Walkability:** This consistently is the number one priority for transit providers. Circulation patterns for a transit center must minimize the number of times pedestrians have to cross vehicle paths. Where they must cross, appropriate pedestrian control and traffic calming measures need to be employed.
- **Vehicle Type Separation of Cars and Buses:** Which is necessary for safe, efficient station operations, controlling site circulation, minimizing site congestion, and avoiding accidents for all buses and users.
- **Traffic and Parking Control:** Have an impact on adjacent streets, roads and intersections having different design features. These include separate ingress and egress points for each mode and vehicle type, appropriate use of one-way circulation on and off-site, restricted turning movements (i.e. "Right Turn Only") for site egress points, and modifying existing and/or adding new traffic/intersection signalization and signage.
- **Operational Flexibility:** Must be provided for car and bus staging and queuing areas allowing for independent movement of the various transportation vehicles and modes.
- **Signage, Wayfinding and Amenities:** The key to optimal customer service, as well as attracting "choice" riders, is making their travel experience enjoyable and anxiety-free. This includes real-time information and amenities such as electronic ticketing, wireless internet, kiosks, message boards and multi-lingual information.
- **Federal Requirements:** Need to be understood including the Federal Transit Administration's (FTA) regulations that apply to transit projects.
- **Public Outreach and Agency Coordination Plan:** Transit centers belong to the communities and neighborhoods they serve. It is essential to inform the public about these projects from the very beginning of the process, before any design is done, so they feel included, have opportunity to provide input, and will ultimately support it. Key stakeholders, involved agencies, and public officials also need to be included.



These key items will form the foundation of our design for your facility so you will have a safe, efficient facility that will serve the Bluefield community for many years to come.

Historical Context with A Modern Interpretation

Many of our intermodal transit projects have a historical component to them or require historical sensitive design due to being located in a historic district or context. One of them, our intermodal project in Kalamazoo, Michigan for the Central County Transit Authority, was located on the site of a historic train depot. We detailed the new transit plaza, including the bus slips, in a historically sensitive manner, yet with a modern touch. For example, we used precast instead of limestone, with the precast being cast to look like limestone. This also provided a cost savings to the project.



Project Approach

Our Corning, New York intermodal project was designed to invoke memories of a historic train station, yet has a modern feel that bridges the past with the future. Our intermodal project in Lynchburg, Virginia was located on the same site as an existing historic Amtrak Station, and so has historically sensitive detailing that is respectful of the past and yet definitely has the feel of a modern transfer center.

All 3 of these projects are shown in detail in section 3 of our proposal.

Bluefield State College Ridership

Many of our intermodal projects have substantial college ridership as part of the program and operation. Approximately half of the ridership using our intermodal project in Lynchburg, Virginia are students and faculty from Liberty University. We currently are designing an intermodal center on the Virginia Tech campus. We understand the potential positive impacts college and university institutions can have on intermodal centers and the need to take these impacts into consideration when programming and planning new facilities. It is also important to include amenities in the intermodal center that attract students in and faculty to use the transit system.



Sustainability

As a design and construction firm, we recognize our projects can have a significant impact on the environment. From how we design buildings to how we plan our cities and design infrastructure, we strive to advance opportunities that will raise the bar on sustainability. Through collaboration and discovery, we help our clients educate stakeholders and the general public on the benefits of adopting sustainability measures that provide economic value and create healthier, more productive environments.

We design all of our projects to appropriate sustainability standards. We have more than 35 LEED Accredited design professional in our firm who are educated and experienced in sustainable design, including the people who will work on your project. While not all our projects are LEED certified, we are proud to say our firm has designed 5 LEED certified transit projects, as well as many others that are designed to LEED standards, but did not seek certification.

Within Wendel, we also have a robust department of dedicated energy engineers who are expert in all facets of energy design, including LED lighting systems, photovoltaic arrays and building commissioning.



CNG Fueling

We are expert in the design of CNG fueling stations. We have done feasibility studies for, or designed, CNG fueling stations and facilities for 10 transit agencies. Please refer to the CNG Experience page in Section 3 of our proposal for a listing of these agencies and projects. So whether you need us to design your new on-site CNG fueling station or coordinate with a utility / supplier who will design it, we are qualified to help you with this aspect of the project.





Project Approach

Regulatory Compliance Methodology and NEPA

The methodology and approach the Wendel team will use is implementation based and supports moving your project to implementation. Therefore, throughout this project we will conduct the work according to the project evaluation and validation procedures required by the Federal Transit Administration (FTA) and set out in their Construction Project Management Handbook.

The Wendel Team also knows and understands additional FTA regulations apply to these projects. Our staff is well versed in FTA guidelines including:

- FTA C4229.1F- "Third Party Contracting Guidance"
- FY 2010 FTA Master Agreement
- FTA circulars

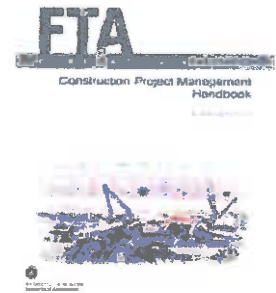
We are also familiar with the documentation that federal and state funding agencies look for when they are presented with a project that is ready to advance from a conceptual plan into property acquisition, design and construction. Our approach will deliver the documentation needed and answers to those questions in a technically sound and convincing manner.

In regard to the required environmental documentation for the project, we understand the project must comply with the National Environmental Policy Act (NEPA) in order to receive federal funding for the project. As a part of the process we will coordinate with the State Historic Preservation Office (SHPO) to identify any known records of listed historic architectural or archaeological resources on or near the site. A preliminary screening to determine potential architectural and/or archaeological sensitivity of the site will be required.

Additionally, our team will also assess the following environmental items:

1. Air Quality
2. Critical Environmental Areas/Threatened & Endangered Species
3. Environmental Justice
4. Farmlands
5. Floodplains
6. Hazardous Materials/Contamination
7. Historic and Cultural Resources
8. Land Use
9. Noise
10. Section 4(f) Resources
11. Section 6(f) Resources
12. Visual/Aesthetics
13. Water Resources and Water Quality
14. Wetlands
15. Environmental Justice

Based on this assessment, as well as communication with the FTA Regional Office, we will be able to assist BAT in ascertaining what level of NEPA documentation (Categorical Exclusion, Environmental Assessment, etc.) will be required for the project. Led by Draper Aden, our team is qualified and prepared to assist you in providing the requisite NEPA documentation.





Construction Oversight

Wendel Construction is part of the Wendel family of companies, and therefore we can provide experienced construction oversight for this project. Additionally, our lead project architects and engineers typically stay on their projects through the entire construction phase so they are also experienced in providing high-value construction support on projects.

In addition to providing construction oversight, through Wendel Construction we are also able to offer our clients Construction Management services, wherein we manage all the construction for you. Pragmatically this gives you single source responsibility for the design and construction, and provides the platform for an integrated design. We would be happy to explain how this works and benefits you in more detail should we be able to interview with you for this project.



QUALITY PROGRAM



Wendel is certified to ISO 9001:2015 through DNV GL – Business Assurance. Being ISO 9001:2015 certified shows an organization’s well defined Quality Management System (QMS) that demonstrates a commitment to consistency, continual improvement and customer satisfaction.

ISO 9001 is the most widely used quality management standard, and has recently undergone a periodic update to better reflect modern business challenges. The current standard requires greater involvement of senior management, broader understanding of processes and more focus on customer and stakeholder expectations.

Our Quality Policy best summarizes how we use our quality systems: “At Wendel, we leverage our values of Team First, Quality, Promises Made Promises Kept, and First Class Communication to continuously improve our quality system, meet applicable requirements, and provide high value to our customers.”

Quality Philosophy

Our high level philosophy can be captured in a few simple statements. “Do it right the first time,” “Quality is designed in, not checked in,” and “Follow the process.” Beyond those basic premises, we believe in and include a quality assurance process that supports the “done right” intent.

We are a process driven company with a spirit of continuous improvement. This is how we achieve our high quality standard and ensure that it is maintained into the future using our ISO 9001 certification as the framework.

Quality Management Processes

Quality is designed into our processes from start to finish in order to provide maximum benefit. As part of the planning process, we assign experienced and knowledgeable professionals to all projects as key components to each design team. These people are part of the “0% Review” meeting, bringing the best personnel from each discipline in at the beginning of each project to clearly identify the approach, risks, boundaries, and creative aspects unique to each project. The project approach is then defined and shared with the entire team, creating a “roadmap” for the project.



Project Approach

QA/QC Process

Milestones are defined (typically 30%, 60% and 100%) to verify and validate that the project is on track to meet the client's expectations of scope, budget, and schedule. They also provide an opportunity for our clients to provide feedback.

At each of the milestone QA/QC reviews, we start with each discipline performing a comprehensive review of the client's expectations and all internal requirements by an experienced design professional.

As a second level of review, we perform a coordinated cross-discipline review. This approach is a proven methodology that works by electronically overlaying the drawings of all team disciplines in order to identify any deficiencies and create closely coordinated documents.

For many of our projects, we utilize Bluebeam Studio Sessions to allow a secure, cloud-based review within and across disciplines. This tool allows for review and immediate feedback for all team members to address concerns and suggest corrections or responses. Our senior discipline leaders check that all mark-ups are addressed.





Purchasing Division
 2019 Washington Street East
 Post Office Box 50130
 Charleston, WV 25305-0130

State of West Virginia
 Centralized Expression of Interest
 34 - Service - Prof

Proc Folder: 421230

Doc Description: Expression of Interest for WVDOT, Division of Pubic Transit

Proc Type: Central Contract - Fixed Amt

Date Issued	Solicitation Closes	Solicitation No		Version
2018-03-02	2018-03-20 13:30:00	CEOI	0805 PTR1800000002	2

BID RECEIVING LOCATION

BID CLERK
 DEPARTMENT OF ADMINISTRATION
 PURCHASING DIVISION
 2019 WASHINGTON ST E
 CHARLESTON WV 25305
 US

VENDOR

Vendor Name, Address and Telephone Number:
 Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC
 375 Essjay Road, Suite 200
 Williamsville, NY 14221
 877. 293.6335
 427 West Pike Street
 Clarksburg, WV 26301

FOR INFORMATION CONTACT THE BUYER

Melissa Pettrey
 (304) 558-0094
 melissa.k.pettrey@wv.gov

Ronald Reekes, Principal

Signature X

FEIN # 45-3680766

DATE March 16, 2018

All offers subject to all terms and conditions contained in this solicitation

ADDENDUM ACKNOWLEDGEMENT FORM
SOLICITATION NO.: PTR180000002

Instructions: Please acknowledge receipt of all addenda issued with this solicitation by completing this addendum acknowledgment form. Check the box next to each addendum received and sign below. Failure to acknowledge addenda may result in bid disqualification.

Acknowledgment: I hereby acknowledge receipt of the following addenda and have made the necessary revisions to my proposal, plans and/or specification, etc.

Addendum Numbers Received:


(Check the box next to each addendum received)

- | | |
|--|--|
| <input checked="" type="checkbox"/> Addendum No. 1 | <input type="checkbox"/> Addendum No. 6 |
| <input type="checkbox"/> Addendum No. 2 | <input type="checkbox"/> Addendum No. 7 |
| <input type="checkbox"/> Addendum No. 3 | <input type="checkbox"/> Addendum No. 8 |
| <input type="checkbox"/> Addendum No. 4 | <input type="checkbox"/> Addendum No. 9 |
| <input type="checkbox"/> Addendum No. 5 | <input type="checkbox"/> Addendum No. 10 |

I understand that failure to confirm the receipt of addenda may be cause for rejection of this bid. I further understand that that any verbal representation made or assumed to be made during any oral discussion held between Vendor's representatives and any state personnel is not binding. Only the information issued in writing and added to the specifications by an official addendum is binding.

Wendel WD Architecture, Engineering, Surveying
& Landscape Architecture, PC

Company



Authorized Signature

March 16, 2018

Date

NOTE: This addendum acknowledgement should be submitted with the bid to expedite document processing.

DESIGNATED CONTACT: Vendor appoints the individual identified in this Section as the Contract Administrator and the initial point of contact for matters relating to this Contract.

 (Name, Title)
 Stewart C. Haney, PE , PMP CEO/President

 (Printed Name and Title)
 375 Essjay Road, Suite 200; Williamsville, NY 14221


 (Address)
 877.293.6335 716.625.6825

 (Phone Number) / (Fax Number)
 shaney@wendelcompanies.com

 (email address)

CERTIFICATION AND SIGNATURE: By signing below, or submitting documentation through wvOASIS, I certify that I have reviewed this Solicitation in its entirety; that I understand the requirements, terms and conditions, and other information contained herein; that this bid, offer or proposal constitutes an offer to the State that cannot be unilaterally withdrawn; that the product or service proposed meets the mandatory requirements contained in the Solicitation for that product or service, unless otherwise stated herein; that the Vendor accepts the terms and conditions contained in the Solicitation, unless otherwise stated herein; that I am submitting this bid, offer or proposal for review and consideration; that I am authorized by the vendor to execute and submit this bid, offer, or proposal, or any documents related thereto on vendor's behalf; that I am authorized to bind the vendor in a contractual relationship; and that to the best of my knowledge, the vendor has properly registered with any State agency that may require registration.

Wendel WD Architecture, Engineering, Surveying & Landscape Architecture, PC
 (Company)



 (Authorized Signature) (Representative Name, Title)

Ronald Reekes, Principal

 (Printed Name and Title of Authorized Representative)

March 16, 2018

 (Date)

877.293.6335 716.625.6825

 (Phone Number) (Fax Number)

West Virginia Ethics Commission



Disclosure of Interested Parties to Contracts

Pursuant to *W. Va. Code* § 6D-1-2, a state agency may not enter into a contract, or a series of related contracts, that has/have an actual or estimated value of \$100,000 or more until the business entity submits to the contracting state agency a Disclosure of Interested Parties to the applicable contract. In addition, the business entity awarded a contract is obligated to submit a supplemental Disclosure of Interested Parties reflecting any new or differing interested parties to the contract within 30 days following the completion or termination of the applicable contract.

For purposes of complying with these requirements, the following definitions apply:

"Business entity" means any entity recognized by law through which business is conducted, including a sole proprietorship, partnership or corporation.

"Interested party" or "Interested parties" means:

- (1) A business entity performing work or service pursuant to, or in furtherance of, the applicable contract, including specifically sub-contractors;
- (2) the person(s) who have an ownership interest equal to or greater than 25% in the business entity performing work or service pursuant to, or in furtherance of, the applicable contract. (This subdivision does not apply to a publicly traded company); and
- (3) the person or business entity, if any, that served as a compensated broker or intermediary to actively facilitate the applicable contract or negotiated the terms of the applicable contract with the state agency. (This subdivision does not apply to persons or business entities performing legal services related to the negotiation or drafting of the applicable contract.)

"State agency" means a board, commission, office, department or other agency in the executive, judicial or legislative branch of state government, including publicly funded institutions of higher education: Provided, that for purposes of *W. Va. Code* § 6D-1-2, the West Virginia Investment Management Board shall not be deemed a state agency nor subject to the requirements of that provision.

The contracting business entity must complete this form and submit it to the contracting state agency prior to contract award and to complete another form within 30 days of contract completion or termination.

This form was created by the State of West Virginia Ethics Commission, 210 Brooks Street, Suite 300, Charleston, WV 25301-1804. Telephone: (304)558-0664; fax: (304)558-2169; e-mail: ethics@wv.gov; website: www.ethics.wv.gov.

West Virginia Ethics Commission
Disclosure of Interested Parties to Contracts

(Required by W. Va. Code § 6D-1-2)

N/A till contract execution

Contracting Business Entity: _____ Address: _____

Authorized Agent: _____ Address: _____

Contract Number: _____ Contract Description: _____

Governmental agency awarding contract: _____

Check here if this is a Supplemental Disclosure

List the Names of Interested Parties to the contract which are known or reasonably anticipated by the contracting business entity for each category below (attach additional pages if necessary):

1. Subcontractors or other entities performing work or service under the Contract
 Check here if none, otherwise list entity/individual names below.

2. Any person or entity who owns 25% or more of contracting entity (not applicable to publicly traded entities)
 Check here if none, otherwise list entity/individual names below.

3. Any person or entity that facilitated, or negotiated the terms of, the applicable contract (excluding legal services related to the negotiation or drafting of the applicable contract)
 Check here if none, otherwise list entity/individual names below.

Signature: _____ Date Signed: _____

Notary Verification

State of _____, County of _____:

I, _____, the authorized agent of the contracting business entity listed above, being duly sworn, acknowledge that the Disclosure herein is being made under oath and under the penalty of perjury.

Taken, sworn to and subscribed before me this _____ day of _____,

Notary Public's Signature

To be completed by State Agency:
Date Received by State Agency: _____
Date submitted to Ethics Commission: _____
Governmental agency submitting Disclosure: _____

N/A not a construction contract

STATE OF WEST VIRGINIA
Purchasing Division

PURCHASING AFFIDAVIT

CONSTRUCTION CONTRACTS: Under W. Va. Code § 5-22-1(f), the contracting public entity shall not award a construction contract to any bidder that is known to be in default on any monetary obligation owed to the state or a political subdivision of the state, including, but not limited to, obligations related to payroll taxes, property taxes, sales and use taxes, fire service fees, or other fines or fees.

ALL CONTRACTS: Under W. Va. Code §5A-3-10a, no contract or renewal of any contract may be awarded by the state or any of its political subdivisions to any vendor or prospective vendor when the vendor or prospective vendor or a related party to the vendor or prospective vendor is a debtor and: (1) the debt owed is an amount greater than one thousand dollars in the aggregate; or (2) the debtor is in employer default.

EXCEPTION: The prohibition listed above does not apply where a vendor has contested any tax administered pursuant to chapter eleven of the W. Va. Code, workers' compensation premium, permit fee or environmental fee or assessment and the matter has not become final or where the vendor has entered into a payment plan or agreement and the vendor is not in default of any of the provisions of such plan or agreement.

DEFINITIONS:

"Debt" means any assessment, premium, penalty, fine, tax or other amount of money owed to the state or any of its political subdivisions because of a judgment, fine, permit violation, license assessment, defaulted workers' compensation premium, penalty or other assessment presently delinquent or due and required to be paid to the state or any of its political subdivisions, including any interest or additional penalties accrued thereon.

"Employer default" means having an outstanding balance or liability to the old fund or to the uninsured employers' fund or being in policy default, as defined in W. Va. Code § 23-2c-2, failure to maintain mandatory workers' compensation coverage, or failure to fully meet its obligations as a workers' compensation self-insured employer. An employer is not in employer default if it has entered into a repayment agreement with the Insurance Commissioner and remains in compliance with the obligations under the repayment agreement.

"Related party" means a party, whether an individual, corporation, partnership, association, limited liability company or any other form or business association or other entity whatsoever, related to any vendor by blood, marriage, ownership or contract through which the party has a relationship of ownership or other interest with the vendor so that the party will actually or by effect receive or control a portion of the benefit, profit or other consideration from performance of a vendor contract with the party receiving an amount that meets or exceeds five percent of the total contract amount.

AFFIRMATION: By signing this form, the vendor's authorized signer affirms and acknowledges under penalty of law for false swearing (W. Va. Code §61-5-3) that: (1) for construction contracts, the vendor is not in default on any monetary obligation owed to the state or a political subdivision of the state, and (2) for all other contracts, that neither vendor nor any related party owe a debt as defined above and that neither vendor nor any related party are in employer default as defined above, unless the debt or employer default is permitted under the exception above.

WITNESS THE FOLLOWING SIGNATURE:

Vendor's Name: _____

Authorized Signature: _____ Date: _____

State of _____

County of _____, to-wit:

Taken, subscribed, and sworn to before me this ____ day of _____, 20__.

My Commission expires _____, 20__.

AFFIX SEAL HERE

NOTARY PUBLIC _____



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