

Proposal to
City of St. Helens

S. 1st and Strand Streets, Road and Utility Extensions Design, Construction, and Permit Documents

PRIMARY CONTACT

Mike Peebles, PE, Principal/Sr. Vice President
808 SW Third Ave., Suite 800, Portland, OR 97204
503.415.2354 | mike.peebles@otak.com

Submitted by





TABLE OF CONTENTS

A. COVER LETTER	1
B. PROJECT UNDERSTANDING	2
Project Goals, Issues, Opportunities, and Constraints	2
C. PROJECT TEAM.....	3
Team Roles and Expertise for the Project	3
Key Staff Roles, Qualifications, and Experience	4
D. PROJECT APPROACH.....	7
Tasks, Methodologies, Timeline, and Deliverables	7
E. RELEVANT EXPERIENCE.....	11
Project Summaries	11
Otak Size, Locations, Services, and Capacity	15
Why Should the City Select the Otak Team?	15
Project Team Resumes.....	Appendix
F. CITY INVOLVEMENT.....	16
Key Points of Input from City Staff.....	16
Proposed Project Timeline.....	16
G. REFERENCES.....	17
5 Client References - Otak	17
Additional Client References - Subconsultants.....	18
H. SIGNATURE PAGE.....	19
APPENDIX	21
Project Team Resumes	



December 8, 2020

Mr. John Walsh, City Administrator
City of St. Helens
265 Strand Street
St. Helens, Oregon 97051

Re: S. 1st Street and Strand Street Road and Utility Extension Project

Dear Mr. Walsh and Selection Committee:

We appreciate this opportunity to present our qualifications for the S. 1st and Strand Streets, Road and Utility Extensions project. Otak is able to provide a wide array of services on this project including civil engineering, urban planning and design, land use planning, stormwater design, surveying, and construction management.

Mike Peebles will serve as Principal-in-Charge and primary contact for the project with Keith Buisman as Project Manager. We have strategically partnered with Mayer/Reed on this project to provide landscape and streetscape design services and continuity with the Riverwalk project. We have enlisted GeoDesign to provide geotechnical and environmental investigations and permitting support and DKS to provide street lighting and signing/stripping design as well as multimodal connectivity expertise. Leeway Engineering will provide design of the water and sewer extensions and work with Grayling to design the relocation of the sewer lift station. As a team, we bring extensive experience working on similar projects that involve street and utility extensions, riverfronts, and brownfield development. That experience in combination with our expertise implementing private development and master planning projects enables us to deliver a project that more comprehensively fulfills the City's vision for this project and meets the community's needs.

The team we have assembled is excited to work on this project and is committed to working with the City to create a project that provides opportunities for economic development and community connectivity. We believe these roadway and infrastructure extensions can create a strong foundation for redevelopment of the Veneer Property and really enhance the community's ability to connect to the riverfront. The BUILD grant application layout provides a good starting point for extending S. 1st Street and Strand Street, but there are opportunities we see to improve upon the proposed alignments to maximize the developable property and create community public spaces and connectivity to the riverfront. We envision a project that connects the gap for multimodal transportation options, maintains flexibility for future development of the remaining property, and allows the community better access to the riverfront. We see opportunities for utility infrastructure and regional stormwater management that help plan for property development.

Otak accepts all terms and conditions contained in the Request for Proposal and the Professional Services Agreement. Our proposal is valid for ninety (90) days from the proposal due date, December 8, 2020. We have received no addenda. All materials and documents acquired or produced by Otak in conjunction with the resulting contract shall be delivered to and become property of the City of St. Helens, without restriction or limitation of future use.

The officer authorized to represent Otak in any correspondence, negotiations, and signing of any contract is Mike Peebles, Principal/Senior Vice President: (503) 415-2354; mike.peebles@otak.com. Otak is located at 808 SW Third Ave, Suite 800 Portland, OR 97204 and this is the physical office where work will be completed.

We look forward to the opportunity to assist you and would be pleased to discuss our qualifications and approach to this project in further detail in person. Please do not hesitate to contact either of us at any time.

Sincerely,

Otak, Inc.

Mike Peebles, PE
Principal / Senior Vice President
(503) 415-2354 | mike.peebles@otak.com

Keith Buisman, PE
Project Manager / Civil Engineer
(503) 415.2337 | keith.buisman@otak.com

B. PROJECT UNDERSTANDING

The City of St. Helens has identified the street and utility extensions of Strand Street and S. 1st Street as a catalyst for redevelopment of the prime riverfront property (Veneer Property). The improvements will provide multimodal connectivity for the community to the proposed Riverwalk project, historic downtown, existing pathway/trail connections, and support revitalization of the Columbia View Park area as a community gathering place and event space.

S. 1ST STREET is proposed to extend from Cowlitz Street south to Plymouth Street. This street extension will include multiple mid-block crossings to allow for pedestrian and bicycle crossings that provide access to the river and future property development. The street section proposes two narrow shared travel lanes that allow for bike traffic and minimize the pedestrian street crossing length at designated crossings. The coordinated location of the street crossings with adjacent future development parcels provide the opportunity to maintain view corridors to the river, as well as enhanced multimodal connections between the proposed Riverwalk trail, S. 1st Street, and connections to the west (Tualatin St stairway, Nob Hill Nature Park, Plymouth Street).

STRAND STREET is proposed to extend south and west from Columbia View Park to intersect S. 1st Street opposite the Tualatin pedestrian stairway. In accordance with previous community input, the design of the Strand Street extension should include ample parking and maintain view access to the river, so there is a great opportunity to integrate the streetscape design into the Riverwalk design (wider sidewalks, head-in-parking, connections to Riverwalk trail, overlook/nodes, etc.). Strand Street is targeted to be a festival street with a gateway or special streetscape treatment at the intersection of 1st and Strand to highlight an arrival to the riverfront.

NEW UTILITY EXTENSIONS and the relocation of the existing sanitary sewer lift station on the Veneer Property will support new development and improve the existing City systems (looping of water, alleviating sewer capacity issues). Utility infrastructure and stormwater management should be designed in accordance with City Master Plan documents and provide coordinated stubs and services (including franchise utilities) to future development parcels, providing flexibility for different configurations and development patterns for the area. Stormwater management will include the exploration of low impact development options. A challenge for drainage will be maintaining adequate depth and conveyance to utilize the existing stormwater outfalls to the Columbia River.

PROJECT OPPORTUNITIES

Otak has identified opportunities to improve upon the alignments and utilities for the two street extensions shown in the BUILD grant application and to allow for better use of the remaining land. These include:

- » **Sharpening the corner of S. Strand Street to create better corner parcels and placing minor curvature in S. 1st Street to help to facilitate traffic calming.**

- » **Analyzing the alignment of S.1st Street with respect to the bluff to create opportunities for usable parcels or functional public spaces adjacent to the bluff.**
- » **Establishing key criteria for reviewing alternatives accounting for City's development code and planning for the Riverfront with input from outside parties, such as developers, brokers, and business leaders.**
- » **Evaluating stormwater management opportunities that would look at a regional approach to encompass the entire property.** This may include a mix of low-impact stormwater facilities and/or regional stormwater facilities and would help establish a baseline for development.

PROJECT CONSTRAINTS

- » **The existing "pinch point" alignment of Strand Street through the City Hall/Courthouse and in front of Columbia View Park presents access constraints** to the riverfront and connection to the south past Cowlitz Street. The Otak team will coordinate closely with the Riverwalk/Columbia View Park design team to review design alternatives for providing circulation, parking, and connectivity through this area, and to design for required street closures and access during festivals and community events.
- » **Balancing future parcel earthwork, 100-year floodplain elevation, and street earthwork when defining the street network finish ground.** The site topography is flat and future development is anticipated to drain toward the street extensions. Keeping the street extensions lower may be necessary to minimize site earthwork. The 100-year floodplain extends into the project site; the street network should be situated at or above this elevation. Consistent undulation of the street network is anticipated to be necessary in order to minimize street earthwork.

CRITICAL ISSUES FOR PROJECT SUCCESS

- ✓ **Selecting alignments and cross sections that maximize the developable property and create connection opportunities to the riverfront.** An evaluation of alternatives will need to clearly identify how each mode of transportation is being accommodated and can access the riverfront.
- ✓ **Integrated design is necessary to create a project that achieves the City's goals of a thriving redevelopment.** A team built around collaboration of infrastructure engineering and urban planning/streetscape design is crucial to producing a project that is both functional and inviting.
- ✓ **A strong connection between design and construction management teams during the early design stages to review costs, constructability, and schedule will provide better initial estimates and reduce potential construction issues.** Having a preliminary design phase between selection of alignment alternatives and final design will help identify issues for additional evaluation, coordination, and resolution.

C. PROJECT TEAM

Team Roles and Expertise for the Project

We have assembled a customized team with the expertise and experience needed to help the City achieve its goals for this project.

OTAK, Inc. Otak will serve as Prime consultant and provide:

- » Project Management
- » Civil /Roadway Design
- » Stormwater Management
- » Survey
- » Urban Planning and Design
- » Development Planning
- » Cost Estimating
- » Construction Management

Otak is a multi-discipline firm that provides strong integration of design on a variety of development and public improvement projects. From roadway design to urban planning to stormwater management, Otak is well-suited to provide valuable design to the extensions of S. 1st Street and S. Strand Street that will set a course for the future built-up development along the City's waterfront. Otak is committed to using its integrated, multi-discipline approach to both identify critical challenges and provide creative solutions early on in projects. Our extensive experience on projects of similar nature and magnitude allows us to anticipate early items for coordination and manage the various design elements necessary to completing a successful project. Otak's in-house services include civil engineering, transportation, land use planning and urban design, water and natural resources, architecture, landscape architecture, survey and mapping, construction management, and Owners Representative services. We have long-standing and successful working relationships with our selected subconsultant partners for this team-- Mayer/Reed, GeoDesign, and DKS, and we have established a strategic connection with Leeway Engineering Solutions for the utilities design (water, sewer, and lift station).

MAYER/REED, Inc. - Landscape Architecture, Urban Design, Wayfinding

Mayer/Reed is a 31-person Portland-based firm specializing in landscape architecture, urban design, placemaking, and wayfinding design. Over the past 3 decades, the firm's projects for transportation infrastructure have achieved creative, community-based, practical solutions that enhance connectivity, livability and sustainability within the public realm. Their work on district plans and transportation networks provides an exceptional background in designing for connectivity and placemaking. Mayer/Reed and Otak have a strong working relationship, which includes our current work together on the Phase 1 implementation of the Willamette Falls Riverwalk.

GeoDesign, Inc. an NV5 Company - Geotechnical Engineering and Environmental Consulting

GeoDesign provides geotechnical engineering, pavement design, and environmental consulting from Pacific Northwest locations in Wilsonville, Vancouver, Longview, Tacoma, and Bothell, Washington. Its team of 50-plus works on a range of infrastructure projects, including road improvements, new road alignments,

intersection and pedestrian access improvements, new and replacement bridges, and recreational facilities. GeoDesign's waterfront development project work includes the 30-plus-acre South Waterfront in Portland, where its team has provided geotechnical and environmental services for the majority of the area's high-rise and mid-rise residential and healthcare buildings. In southwest Washington, projects include the McMenamins Kalama Harbor Lodge for the Port of Kalama. Locally, GeoDesign collaborated with Otak on Columbia County's Vehicle Maintenance Facility and Park & Ride, as well as on the City of Scappoose's West Lane Road Improvements.

LEEWAY Engineering Solutions / Grayling Sanitary/Water Design, Lift Station Relocation

Leeway will lead the water and sewer utility design tasks and will manage work on the sanitary lift station design. Rob Lee founded Leeway in 2019 on decades of experience in the public works consulting sector and with technical expertise and management skills obtained from working for national consulting firms. Rob has a strong familiarity with the City of St. Helens. He was a key leader in the initial I/I investigation project that deployed flow monitors and modeling the sanitary system's response to peak wet-weather. Through that work, priority basins were identified and subsequent rehabilitation projects were developed to successfully reduce infiltration and inflow into the City's system. Leeway will manage Grayling Engineers' work on the lift station design. Grayling's staff has extensive experience with the design of lift stations that satisfy current and future capacity needs, are cost-effective, provide operator safety and operational flexibility, and satisfy regulatory requirements.

DKS Associates - Traffic Engineering, Street & Pedestrian Lighting, Signing/Striping, Multimodal Safety Design

DKS has partnered with Otak on multiple projects, including: Willamette Falls Riverwalk, Alamo Manhattan Blocks (South Waterfront), and Kronenberg Park Multi-Use Trail. Founded in 1979, DKS Associates provides specialized transportation planning, design, and engineering services to public agencies across the country. Firmwide, their staff includes 133 professionals with offices in Oakland, Sacramento, and Anaheim, CA; Portland (headquarters) and Salem, OR; Seattle, WA; and Austin, TX. Our professional staff members provide expert services in multimodal transportation analysis, planning, and engineering; intelligent transportation systems; pedestrian and bicycle planning and design, and transit planning and design.



Willamette Falls Riverwalk is an example of our team's continuity and collaboration on similar projects.

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE

APPLICABLE EXPERIENCE



31 years of experience

Mike Peebles, PE - Principal-in-Charge & QA/QC

As Principal-in-Charge, Mike will ensure that all members of project team have the necessary resources to complete the scope of work on time and within budget. Mike provides leadership to ensure project teams deliver exceptional service to clients. His management and technical work has included a wide variety of public and private site developments including site lay-out, street design, grading, water systems, storm drainage, sanitary sewer design, and private franchise utility coordination.

Current Workload: 40%
Estimate of Project Involvement: 10%

- Alamo Manhattan Greenway and Blocks: Blocks 41, 42, 44, 45; South Waterfront, Portland, OR
- Scappoose Industrial Subdivision, Scappoose, OR
- Barrows Road Collector Road (6C) Extension, SCM Heights, Beaverton, OR
- North Bethany Master Plan, Washington County, OR



17 years of experience

Keith Buisman, PE - Project Manager/Project Engineer

As project manager will serve as the primary point-of-contact for the City of St. Helens, providing task management and direction to the team members. Keith's civil engineering experience includes street improvements, storm water design, mass grading, street layout, sanitary sewer design, and water systems design. His core project work involves a mix of private development, public infrastructure, and large scale master planning.

Current Workload: 70%
Estimate of Project Involvement: 25%

- Scappoose Industrial Subdivision, Scappoose, OR
- Alamo Manhattan Greenway and Blocks: Blocks 41, 42, 44, 45; South Waterfront, Portland, OR
- NW 160th Ave (P15) Roadway Design, Washington County, OR
- Ginger St. Sewer Design: Heather-20th, Cornelius, OR



20 years of experience

Kristen Ballou - Civil/Roadway Design

Kristen works with both public and private sector clients on projects related to transportation systems, water systems, and sewer systems. Projects have included site development, grading, street, storm drainage, water, and sewer design. Her involvement in projects ranges from the preliminary planning stages to final design and construction.

Current Workload: 60%
Estimate of Project Involvement: 50%

- Scappoose Industrial Subdivision, Scappoose, OR
- South Waterfront Central District; Portland, OR
- NW 160th Ave (P15) Roadway Design, Washington County, OR
- Barrows Road Collector Road (6C) Extension, SCM Heights, Beaverton, OR



13 years of experience

Rose Horton, PE, ENV SP, LEED AP BD+C Stormwater Engineering Lead

Rose will be responsible for stormwater management design related to the trails, road extension and preparation for the future development. Rose enjoys collaborating on sustainable design solutions and brings a variety of project experience including stormwater treatment, flow control, hydrologic and hydraulic analysis.

Current Workload: 50%
Estimate of Project Involvement: 20%

- Scappoose Industrial Subdivision, Scappoose, OR
- OR219: Aldercrest to Quail; Newberg, OR
- Alamo Manhattan Greenway and Blocks; Portland, OR
- Columbia Palisades Subdivision, Vancouver, WA
- Hillsboro Stormwater Master Plan, Hillsboro, OR



28 years of experience

Jon Yamashita - Survey Manager

Jon will lead the additional topographic survey of the project area to augment the existing conditions information already collected. Jon is the director of Otak's Survey and Mapping team and skilled in project research, boundary calculations, rights-of-way, easements, legal descriptions and construction staking, as well as topographic, as-built, ALTA, and bathymetric surveys.

Current Workload: 30%
Estimate of Project Involvement: 5%

- 5th and Kinsman Roadway Extension; Wilsonville, OR
- Columbia Palisades Subdivision; Vancouver, WA
- 12th St. SE Widening Project; Salem, OR
- Willamette Falls Legacy Project Riverwalk, Oregon City, OR
- Scappoose Industrial Subdivision Phase 1 - Final/CD, Scappoose, OR

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE**APPLICABLE EXPERIENCE****Don Hanson - Urban Design / Development Planning**

Don will serve as senior advisor for the development alternatives. Don's range of experience includes residential, mixed-use commercial and industrial development. He also has extensive project experience with public park/recreation, open space, and streetscape improvements. As a hands-on designer, Don is very adept at public design presentations and is considered an expert in the land-use approval and entitlement process.

30+ years of experience

Current Workload: 25%

Estimate of Project Involvement: 15% (Alternatives Analysis)

- Scappoose Industrial Subdivision; Scappoose, OR
- South Waterfront District Development; Portland, OR
- Lacamas Shores Residential Development; Clark County, WA
- Columbia Shores; Vancouver, WA
- Columbia Wharf Waterfront Development; Camas, WA

**Li Ailligood, AICP, LEED AP ND - Land Use Planning**

Li will provide land use code compliance review during review of alternative analyses and their effects on remaining parcel development. Li has extensive experience in presenting land use and development applications at public hearings and neighborhood meetings. She draws upon her local government experience and relationships with local officials to negotiate on behalf of clients and to shepherd applications through complex governmental approval processes.

12 years of experience

Current Workload: 60%

Estimate of Project Involvement: 15% (Alternatives Analysis)

- Columbia Palisades Subdivision, Vancouver, WA
- South Cooper Mountain; Beaverton, OR
- Scappoose Industrial Subdivision, Scappoose, OR
- Alamo Manhattan Greenway, Blocks, and Bank Stabilization projects; Portland, OR
- Willamette Falls Legacy Project Riverwalk, Oregon City, OR

**Mike Williams - Construction Manager**

Mike will lead the construction management and inspection team. He offers extensive leadership experience with expert level skills in construction management and comprehensive owner's representative services. Mike's strong background in both engineering and project management in the construction industry allows him to easily communicate complex technical matters in the right terms for any audience.

13 years of experience

Current Workload: 70%

Estimate of Project Involvement: 15%

- Boones Ferry Rd Improvements Construction Management Services, Lake Oswego, OR
- I-205 Mill Plain Exit – 112th Connector; Vancouver, WA
- CT Orange Line BRT CM planning and Program schedule development
- OR-22 Bad Banks Creek Culvert Extension and Repair, Gates, OR; Project Manager

**Rob Lee, PE, PMP - Water, Sewer, and Lift Station Design Lead (Leeway)**

Rob will lead the water and sewer utility design and manage Grayling's work on the sanitary lift station design. The majority of Rob's career has been focused on municipal utility projects. His engagement will bring a clear and unified vision for the City's project. Rob will be the single point of contact for the sanitary and water analysis and design.

23 years of experience

Current Workload: 50%

Estimate of Project Involvement: 20%

- I/I Program Assistance, City of St. Helens, OR
- Hooker Road Sewer Project, Roseburg Urban Sanitary Authority, Roseburg, OR,
- Agate Beach Wastewater Improvements, City of Newport, OR
- Lake Oswego Interceptor Sewer, City of Lake Oswego, OR

**Kyle Thompson - Lead Lift Station Design Engineer**

Kyle Thompson (Grayling Engineers) will be responsible for design of the relocated Sanitary Lift Station #1. Kyle has extensive experience engineering wastewater system improvements for municipalities. His expertise is in planning as well as design of collection systems, lift stations, force mains, and odor control facilities. Kyle has led six sanitary pump station projects in the last five years.

13 years of experience

Current Workload: 70%

Estimate of Project Involvement: 20%

- Hillhurst Road Force Main Redirection, Clark Regional Wastewater District, WA
- Abrams Park Pump Station Replacement, Clark Regional Wastewater District, WA
- Knoll Ridge South Pump Station Replacement, Clark Regional Wastewater District, WA
- Mill Creek Pump Station R&R Evaluation, Clark Regional Wastewater District, WA

STAFF ROLES, QUALIFICATIONS, AND EXPERTISE

APPLICABLE EXPERIENCE



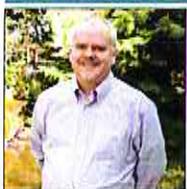
Jeramie Shane, ASLA | Landscape Architect (Mayer/Reed)

Jeramie will direct Mayer/Reed's landscape architecture and urban design scope. Jeramie brings expertise in urban design and multi-modal transportation connectivity. His creative problem-solving and collaborative approach lead to sensitively balanced user experience, safety, aesthetics and sustainability.

25 years of experience

Current Workload: 40%
Estimate of Project Involvement: 20%

- MAX Orange Line Urban Design, TriMet, Portland to Milwaukie, OR
- Naito Parkway Bicycle and Pedestrian Improvements, Portland, OR
- Willamette Falls Riverwalk Concept Design & Phase 1, Oregon City, OR (w/Otak)
- OHSU Schnitzer Campus Master Plan Update, Portland, OR



Krey Younger, PE, GE | Geotechnical Engineer (GeoDesign)

Krey will be responsible for overseeing the geotechnical investigation and subsequent recommendations for geotechnical and pavement design for the proposed improvements. Specializing in public sector work, Krey has collaborated with civil-lead design teams, providing geotechnical and pavement design recommendations, along with construction support, to inform infrastructure improvements throughout the Pacific Northwest.

24 years of experience

Current Workload: 50%
Estimate of Project Involvement: 15%

- West Lane Road: Honeyman to Hwy30 Improvements, Scappoose, OR (w/Otak)
- West Lane Road Frontage Improvements (Wagner Court to Crown Zellerbach Road), Scappoose, OR
- Seely Lane Park Improvements, Scappoose, OR
- Market St NE/Swegle Road NE Corridor Improvements, Salem, OR (w/Otak)



Colby Hunt, CHMM - Environmental/HazMat (GeoDesign)

Colby will oversee the environmental scope (potentially a hazardous materials corridor study) in order to identify any potential environmental concerns that could affect the project's construction. Colby's project work includes hazardous materials corridor studies (HMCS) for transportation corridors, where he examines and evaluates any potential environmental concerns that may affect the design and construction schedule.

20 years of experience

Current Workload: 45%
Estimate of Project Involvement: 15%

- SE 129th Avenue Bike Lanes and Sidewalk Project, Happy Valley, OR
- SW 124th Avenue Extension & Tualatin Valley Water District Water Installation, Washington County, OR
- US-26 Powell (SE 20th to 33rd Avenues), Portland, OR
- Otty Street Realignment, Clackamas County, OR



Steve Boice, PE, PTOE - Lighting, Signing/Striping, and Multimodal Safety Design (DKS)

Steve will be responsible for the street lighting, signing/striping and multimodal safety design services related to this project's improvements. He has successfully designed traffic signals, transportation system communications utilizing fiber optic cable, temporary traffic control, and intelligent transportation systems. Steve has also designed signing, striping, and LED lighting systems for roadways, intersections, roundabouts, and pedestrian crossings.

15 years of experience

Current Workload: 45%
Estimate of Project Involvement: 5%

- Crescent Street Connection, Beaverton, OR (w/Otak)
- Kronberg Park Trail, Milwaukie, OR (w/Otak)
- Milwaukie South Downtown Improvements, Milwaukie, OR
- 'The Round' Improvements, Beaverton OR
- Boones Ferry Road Improvements, Lake Oswego, OR



Kevin Chewuk, PTP - Multimodal Transportation Analysis (DKS)

Kevin's experience includes concept plans, corridor studies, citywide transportation system plans, and regional sub-area plans. Many of these involve riverfronts, streetscapes and multimodal corridors. His skills include multimodal planning and analysis, corridor and intersection capacity analysis, safety analysis, access management planning, and geographic information system (GIS) mapping and analysis.

13 years of experience

Current Workload: 50%
Estimate of Project Involvement: 5%

- Willamette Falls Riverwalk Concept Plan, Oregon City, OR (w/Otak)
- OMSI Master Plan, Portland, OR
- River Terrace Community Plan, Tigard, OR (w/Otak)
- Walnut Street Extension, Canby OR
- Otto Road Extension, Canby, OR

D. PROJECT APPROACH

Project Tasks, Methodologies, Timeline, and Deliverables

Task 1 – Project Management

Task Responsibility: Keith Buisman and Mike Peebles

Timeline: 27 months (graphic provided on p.16)

Otak will provide overall project management for the project team and work closely with City staff to develop a Project Work Plan. With projects of this nature, frequent communication between the project team and City staff is vital to its success.

At the onset of the project, **project manager, Keith Buisman will lead the team and work closely with the City to refine the scope of work in the RFQ.** The project team will also refine and update the project schedule in consultation with City review and input on initial schedule provided with the RFQ.

Otak will schedule a kickoff meeting with the project team and City staff to discuss the project background and delivery goals with the consultant team. **The team will identify action items and assign completion timeframes which will be incorporated into the project schedule including quality reviews.** Otak will schedule regular bi-weekly internal project design team meetings to resolve issues and establish key action items throughout the design process.

Otak will develop a Communication Plan that will include regular phone conversations with the City's project manager with virtual meetings occurring during specific project stages and milestones. City decisions, review comments, and responses will be documented by project team in on-going project log.

Principal-in-charge, Mike Peebles, will provide contract oversight and Keith will actively monitor the project scope, schedule and budget throughout the life of the project. He will proactively anticipate budget challenges and communicate issues to both the team and the city project manager. Monthly project management updates will be provided to the City to document the project status and track monitoring and action items to address issues.

Keith and Mike will keep tabs on any tasks that may become out-of-scope. They will reach out to City staff to discuss these items and review a path forward. No work on out-of-scope tasks will be performed prior to City authorization to proceed

Mike will provide quality assurance and quality control for the project during preliminary and final design stages. He will utilize Otak's standard QA/QC process to review and evaluate designs at these stages to make sure the project elements are coordinated and the City receives high quality plans.

Deliverables:

- » Monthly Progress Reports and Billings
- » Project Work Plan
- » Communication Plan and On-going Project Log

TASK 2 – Topographic Survey and Geotechnical /Environmental Investigations

Task Responsibility: Jon Yamashita, Krey Younger, Colby Hunt
Timeline: 8 weeks

TOPOGRAPHIC SURVEY: Otak's in-house survey staff led by Jon Yamashita will quickly mobilize and collect topographic survey within the project area. They will analyze the existing ALTA survey information and work with the project team to determine additional gaps in survey that need to be collected. The topographic survey will include utilities, topography, boundary, and hard surfaces. A Digital Terrain Model (DTM) suitable for design purposes will be prepared. Otak's survey group will also order title reports, perform research, field ties, calculations and boundary resolution where necessary to confirm adjacent property lines to the project site provided by the ALTA.

GEOTECHNICAL INVESTIGATION: GeoDesign will research existing available geologic and geotechnical information for the site. Geotechnical explorations will consist of test pits and/or shallow borings to explore subsurface conditions which are expected to consist primarily of fill for the proposed roadway extensions. **Explorations will be advanced to sufficient depths to evaluate if the depth and consistency of basalt are design and construction considerations for underground utilities** at the north end of the street extensions where basalt is shallowest. Infiltration testing will be conducted at preferred exploration locations, if necessary. Dynamic Cone Penetrometer tests will be conducted to evaluate the modulus of subgrade reaction for pavement design.

ENVIRONMENTAL ANALYSIS: Based on the June 2015 Conditional No Further Action letter and the July 2015 Consent Judgement for the site, redevelopment activities must be completed in accordance with the DEQ-approved Contaminated Media Management Plan (CMMP). In addition to other requirements, the CMMP for the site requires DEQ notification prior to all cases of planned soil-disturbing activities at the site, characterization of all soil removed from the site for offsite disposal, and preparation of construction summary reports for each project involving contaminated soil disturbance. GeoDesign has successfully completed and is currently working on numerous waterfront brownfield redevelopment projects in Portland's South Waterfront district. For these projects, GeoDesign successfully negotiated with DEQ to allow pre-characterization of soil for waste disposal purposes prior to excavation. **Pre-characterizing soil prior to excavation allows for soil intended for offsite disposal to be directly loaded for transport, avoiding costly stockpiling and double-handling of the soil during construction,** and may also avoid the costly sampling frequency for stockpiled soil specified in the CMMP.

Deliverables:

- » AutoCAD drawing file with base mapping, property boundary information, and Digital Terrain Model (DTM)
- » Geotechnical Report
- » Environmental Report

TASK 3 – S. 1st Street and Strand Street Extensions: Alignment Alternatives

Task Responsibility: Keith Buisman, Kristen Ballou, Don Hanson, Li Alligood, Kevin Chewuk, Jeramie Shane

City Involvement: Select Preferred Alignment

Timeline: Consultant Team: 6 wks. | City Staff: 2 wks.

Otak will meet with the City to discuss additional thoughts and priorities on alignment alternatives. The review of alternatives will include further refinement of typical street cross sections for Strand and 1st Street. Otak will work with DKS and Mayer-Reed to explore layout options looking at horizontal geometry to meet minimum design speed criteria, creation of developable parcels, existing topography, pedestrian crossings and connectivity, and access to the riverfront. Li Alligood will review current planning code and zoning requirements and provide feedback on how they may impact developability of the created parcels. Led by Don Hanson, the **Otak architecture/urban design/planning team will prepare a concept development plan for adjacent parcels** based on alignment alternatives to provide conceptual yield studies for building footprints, parking, circulation, and site analysis.

Design alternatives presented will include conceptual level (10%) design for at least two alignment alternatives. The conceptual level will include the streetscape layout, pathway connections, and developable areas within the project limits. The alternatives will focus on horizontal location of S. 1st Street to evaluate potential use and development of the space between the river, roadway, and bluff. Alternatives will also consider the intersection configuration of S. 1st Street and Strand Street and the alignment/connection of S. 1st Street to the north. Otak will work with the City to develop criteria for analyzing the alternatives, with a weighted system toward the highest priorities. These would likely include the following:

- **Parcel development:** Providing developable parcels is anticipated to be a priority of the City. Options for the street alignments are confined between the bluff and the river, so maximizing developable, attractive land is critical to creation of a successful project that increases economic activity and provides viable community centers.
- **Riverfront access:** Creating connectivity to the riverfront for both future development and public spaces. Jeramie Shane will provide a link to integrate alternatives with the Riverwalk design team for collaboration at the Columbia View Park connection and with the Riverwalk extension 30% design plans.
- **Multimodal activity:** Establishing street cross sections that allow for safe multimodal operations including vehicles, bikes, and pedestrians will be important to the community. Providing rights-of-way that maximize these functions while minimizing overall width will be a key criteria. Connectivity and "looping" of future and existing pathways and trails will be considered in the alternatives.

Deliverables:

- » Two Alignment Alternatives
- » Scoring Criteria for Analyzing Alternatives



TASK 4 – S. 1st and Strand, Road and Utility Extensions: Preliminary Design (30%)

Task Responsibility: Keith Buisman, Kristen Ballou, Steve Boice, Jeramie Shane, Rose Horton, Robert Lee

City Involvement: Preliminary plan review

Timeline: Consultant Team: 9 wks. | City Staff: 3 wks.

The project team will proceed with preliminary design for development of the preferred alignment alternative from the City. The 30% preliminary design milestone will include streetscape layout, street cross sections, alignment geometry and profile, schematic utility layout, illumination, and delineation of landscaped areas and stormwater management facilities. **The 30% plans will be presented in roll-map format to enable review of entire project alignments at larger scale for clarity of design elements.**

Otak will develop the street alignments, cross sections, street layout, and profiles for 1st Street and Strand Street. DKS will layout preliminary illumination and signing and striping design. Mayer-Reed will work with Keith Buisman and Kristen Ballou on the streetscape design for 1st Street and Strand Street, including the intersection of Strand and 1st, the festival street portion of Strand, furnishings, and landscape planting.

Otak will explore options for stormwater management to include possible regional stormwater options that would create stormwater management for both the street extensions and developable properties. Rose Horton will work with Keith Buisman and Kristen Ballou to explore low impact development options for stormwater management of the street runoff. Rose will provide sizing and placement recommendations to incorporate into the streetscape design.

Leeway Engineering will work with Grayling to determine the most cost-effective relocation options for the lift station that also account for groundwater levels. Based on an initial analysis, the lift station could be relocated to the furthest southwestern corner of the Veneer Property as close to the existing waste water treatment plant as possible to optimize the pumping system and minimize operational costs. **Leeway Engineering will site lift station location options as part of this 30% preliminary design and provide gravity and force main routing sizing and schematic layout.**

Leeway Engineering will work with Otak to layout the water and sanitary sewer extensions for the streets. As part of this design, we will review the developable parcels and recommend to the City

various utility stubs/laterals for future connections. Gravity sewer extensions will be coordinated with the proposed street grading to optimize depth for future development while minimizing utility trenching costs.

Otak will consider future site grading when looking at the grading of street extensions. An evaluation of earthwork will be necessary to set street grades (both for the street extensions and future parcel development). Considerations will also be made for the 100-year floodplain elevation and existing flat topography.

A preliminary construction cost estimate will be included at the 30% design stage and a constructability review will also be provided by the construction management team to evaluate project phasing/schedule and identify any critical path issues related to construction/permitting. This budget level cost estimating will allow project team to balance project amenities with the City's budget and community's objectives.

Deliverables:

- » 30% Design roll-map
- » 30% PS&E (Plans, specifications, and estimate)

TASK 5 – S. 1st and Strand, Road and Utility Extensions: Final Design

Task Responsibility: Keith Buisman, Kristen Ballou, Steve Boice, Jeramie Shane, Rose Horton, Rob Lee

City Involvement: Final Plan Review

Timeline: Consultant Team: 18 wks. | City Staff: 4 wks.

Based on City input from the preliminary design plans, **Otak will proceed with final design and construction documents to advance the preliminary design to 90% and final design documents.** The objective of this task is to produce documents that can go to bid advertisement. Street plans will incorporate a final design level of detail for streetscape, stormwater collection and management, utility information, street cross sections, and ADA grading. Otak will work with DKS to detail and incorporate illumination and signing/stripping plans. Mayer-Reed will progress the street landscape plans, working with Otak to coordinate furnishings and features in the furnishing zone as well as treatment detailing of the Strand and 1st Intersection.

Based on input from the City during the preliminary design task, **Otak will refine the stormwater management for the public streets and potentially the developable parcels.** Sizing and detailing of the stormwater facilities will be identified in the plans and Otak will provide a final stormwater management report that documents basin delineation, hydrology, and hydraulics for the City's records.

Leeway Engineering and Grayling will advance the proposed lift station design documents. This will include finalization of the force main alignment and discharge to the waste water treatment plant. They will work closely with DEQ on permitting and approvals for decommissioning the existing lift station, siting the proposed lift station, force main alignment, and impacts to the waste water treatment plant.

Leeway Engineering will work with Otak to finalize the water system extensions and looping within the street network. Final design will include water line alignment, sizing, details, appurtenances, and mainline profiles. The project team will work with the City and Fire Department to determine best locations for hydrants.

At the 90% milestone, Otak will provide City staff with updated plans, special provisions, specifications, and preliminary cost estimate/bid tab. Upon City review and comment, Otak will provide City staff with final stamped plans, final special provisions, final cost estimate, and final bid tab.

Deliverables:

- » Plans, specs, estimate (90%/Final)

TASK 6 – Permitting

Task Responsibility: Keith Buisman, Rob Lee, Colby Hunt

City Involvement: Permit Application Signatures (6 weeks)

Timeline: Consultant Team: 6 wks. | City Staff: 6 wks.

Otak will work with City staff on permitting for the project. This will include preparation of permit applications and materials, permit tracking, and schedule of permit submittals. Otak will rely on the City to be the applicant for permits, but will take the lead on shepherding the project through permit reviews and approvals. It is anticipated that some external permit submittals will require an earlier lead time and may be submitted at the 90% design stage in order to elicit plan review comments.

DEQ will need to be engaged for a plan review on the new lift station as well as the decommissioning of the existing lift station. Permitting would include the lift station, force main, and potential discharge directly to the headworks in the WWTP. **Leeway Engineering and Grayling are well-versed at providing DEQ with all the information they need for a streamlined review,** including complete design data and specifying O&M manual requirements. By keeping the new lift station and force main outside of the floodplain, permitting will be streamlined to avoid any required environmental permits and only construction-related permits (e.g., 1200-C, ROW permits, etc.) will be needed.

GeoDesign will work with DEQ to allow for pre-characterization of the soil to satisfy requirements of the CMMP prior to any ground disturbance activities. Because DEQ notification will be required prior to soil disturbance, and construction summary reports will be required following the completion of construction projects, it may be necessary to enroll individual sites into the DEQ Voluntary Cleanup Program to obtain DEQ approval in accordance with the Conditional NFA and Consent Judgement.

Otak will complete 1200-C Erosion and Sediment Control Plans in accordance with DEQ requirements. Otak anticipates the City will require a right-of-way/construction permitting application as part of the street and utility extension work. Since this is a City project, the City may choose to waive the requirement for an application form. Additional activities that may require City permitting are



grading outside the right-of-way and building permits for the lift station. Otak will work with the City during the preliminary design phases to determine City permitting requirements.

Deliverables:

- » DEQ Approval (Lift Station and force main)
- » DEQ Approval (Implementation of CMMP)
- » 1200-C Erosion and Sediment Control Permit Submittal to DEQ
- » City Public Works Right-of-way/Construction Permit (street and utilities)
- » Grading Permit (outside right-of-way)
- » Building Permit (lift station)

TASK 7 – Bid Documents and Bidding Assistance

Task Responsibility: Keith Buisman, Mike Williams

City Involvement: Advertise Bid Package

Timeline: Consultant Team: 7 wks. | City Staff: 7 wks.

Otak will package plans, special provisions, specifications, and bid tab created under the Final Design task for advertisement by the City in procuring a general contractor. While the City will be the primary contact for the bid advertisement, the project team will work with the City to answer questions during the bid advertisement process and prepare addenda as needed. At the close of bidding, Otak will help the City evaluate proposals and make a final selection.

Deliverables:

- » Bid package including Final plans, special provisions, specifications, and estimate.

TASK 8 – Construction Management Services

Task Responsibility: Mike Williams

Timeline: 18 months

Otak will take the lead in providing Construction Management services to support the project and be an extension of City staff. Otak's Construction Management team has applicable and relevant experience with managing roadway/utility projects for a variety of state (ODOT) and local agencies (City, County) and

can tailor a Construction Management plan to meet the City's goals and expectations. The following details our approach to some of the CM tasks presented in the RFQ.

Otak will prepare meeting agendas built to resolve and remove obstacles and will follow them up with meeting notes built for documentation and accountability. After discussion of safety and environmental health, every meeting will begin with a review of the prior week's action items and end with a summary of current action items, including who is responsible for them, what support they need and their due dates.

Otak will conduct regular site observations to verify that the progress in the field reflects the requirements as specified in the contract documents. Perhaps more importantly, our teams are skilled at working with contractors early in each process to ensure they establish safe, repeatable practices that naturally meet or exceed requirements. We will serve as the single point of contact for field inquires and a contract administration log will be kept tracking all project RFIs, submittals and correspondence. Otak will provide timely and accurately written responses to requests for information and clarification from the contractor and City staff.

Otak will provide qualified, tough, and collaborative inspection so construction proceeds per the contract plans. We will ensure that the appropriate team member is selected to review and inspect procurement and construction of each project element. Our inspector will document observations, analysis, quantity calculations and photographs in daily written reports. Otak will monitor progress closely and coordinate with the City's on-call materials testing contractor to provide adequate advance notice and dependable timeframes.

Otak will review monthly progress payment requests. Our standard practice is to track quantities on a calendar-month basis. Our intention is to have a draft progress estimate for review with contractor staff by the 5th of each month, so that by the 7th of each month, we have negotiated an agreed estimate for submittal to the City. If these dates need to shift to accommodate Council review (or any other third party), this schedule can simply be adjusted accordingly.

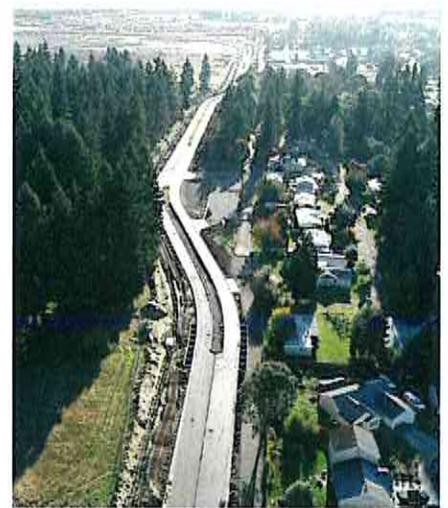
Otak will maintain a redlined set of construction document noting changes to original design and use these plans, contractor notes, and as-built survey data to prepare a set of record drawings and the end of construction.

Deliverables:

- » Pre-construction meeting agenda/minutes
- » Weekly construction meetings/minutes resulting in action items and accountability
- » Timely Progress Payments (monthly)
- » Regular site inspections and contract administration log and responses
- » Daily Written Inspection Reports
- » Record Drawings

E. RELEVANT EXPERIENCE

Scappoose Industrial Subdivision | Scappoose, Oregon



The 330-acre Scappoose Industrial Subdivision project is located near Crown-Zellerbach Road and West Lane Road in Scappoose, Oregon, just south and east of the Scappoose Industrial Airpark. This phased project includes a 12,200 lineal feet extension of Crown-Zellerbach Road east of West Lane Road. The Crown-Zellerbach Road extension is a collector street and includes two travel lanes, a center median, planter strips, LDIA stormwater facilities, and 12-foot wide bike/pedestrian pathways. Utility extensions include an 18" water main and 12" sewer main to service the industrial subdivision. The project also includes a new trailhead and parking lot to provide improved access to the existing regional pedestrian trail. Notable utility improvements include drilling a new municipal water well and routing the additional raw water supply to the water treatment facility near Miller Road, adding one sanitary sewer pump station, upsizing the existing sewer main in Columbia Avenue from 18-inch pipe to 30-inch pipe (~2,400 lineal feet of sewer), and grading two regional stormwater facilities that will work in coordination with the required wetland mitigation sites (approximately 6 acres). These street extensions and utility improvements are designed to service as-yet constructed industrial development with anticipated levels of demand.

Otak is providing civil engineering, surveying, landscape architecture, stormwater, and land use planning and has taken project from concept design/feasibility, through land use approvals, final design/permitting, and construction support services. Phases 1 and 2 are nearly complete and Phases 3 and 4 are currently under construction.

CLIENTS: Air Park Development;
City of Scappoose

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Design of pedestrian facilities
- ✓ Survey mapping/ Platting
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

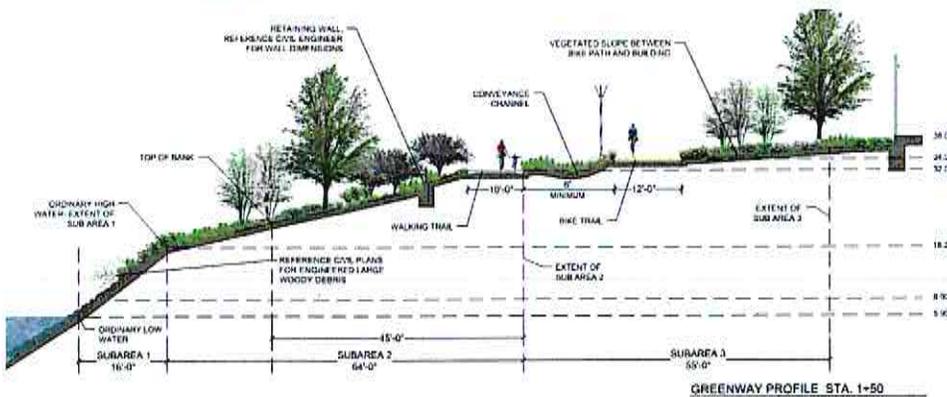
Keith Buisman - PM / Civil engineering
Mike Peebles - Principal-in-charge
Li Allgood - Land Use Planning
Kristen Ballou - Roadway/Utilities
Rose Horton - Stormwater/drainage
Jon Yamashita - Survey & mapping

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45 | Portland, Oregon



"I have worked with Otak on multiple major urban mixed-use projects over many years. The firm is highly competent, knowledgeable, and solutions oriented. Most recently, I have worked closely with Otak, especially Keith Buisman, on a 10-acre development project on the Willamette River in the South Waterfront neighborhood of Portland....Otak (and Keith) have been the leaders on this very complicated project. They have met and exceeded our expectations at every turn."

–Wade Johns, Chief Operating Officer
Alamo Manhattan



Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The development will consist of new public roadways and pedestrian accessways, four new multistory, mixed-use buildings, Willamette River Greenway improvements, and riverbank stabilization. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks. Pedestrian accessways situated between the blocks provide primary connectivity to the riverfront and Greenway.

The proposed Greenway development, consists of 650 linear feet of frontage and stretches a minimum of 100' from top of bank to building's edge. The Greenway will provide a dual trail system for bikes and pedestrians as well as other river related amenities. The Greenway will provide bank stabilization in the form of planted rip-rap as well as habitat restoration through use of native plantings, creating increased value for wildlife. It also integrates open space with proposed housing and provides multiple viewpoints of the river with minimal intrusion into the riparian edge of the river. Portions of the site are located with the 100-year flood plain and Otak has worked on CLOMR-F and LOMA determinations for the project site.

History of Integrated Design Involvement at Portland's South Waterfront District:

Since 1996, Otak's on-going involvement has included roadway infrastructure planning during the feasibility/planning stage of the District, a major riverbank restoration project, and civil engineering, landscape, surveying, permitting, and construction support for numerous block development projects that have been implemented in the District to date.



CLIENT: Alamo Manhattan

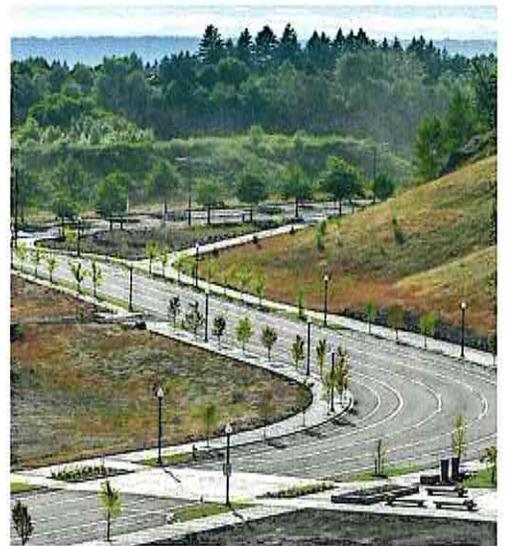
SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Design of pedestrian facilities
- ✓ Riverfront/Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Keith Buisman - PM / Civil engineering
 Mike Peebles - Principal-in-charge
 Rose Horton - Stormwater/drainage
 Jon Yamashita - Survey & mapping
 Colby Hunt (*GeoDesign*) - Environmental permitting/monitoring
 Steve Boice (*DKS*) - Street lighting, Signing/stripping

Columbia Palisades Subdivision | Vancouver, Washington



Otak provided and continues to support comprehensive planning, surveying, engineering, and permitting services to support reclamation and urban redevelopment of a former Washington State Department of Transportation rock quarry.



Named Columbia Palisades, this 84-acre quarry site provided the rock base to build hundreds of miles of state highways over many decades.

The City of Vancouver identified the local area of the rock quarry as the Riverview Gateway, and initiated a subarea planning process, for which Otak participated in the preparation. The realization of Columbia Palisades began with collaborative vision of the development possibilities for the site, and evolved into a master plan. The Master Plan includes design and development guidelines for building architecture, landscaping, and signage, as well as a parking management plan. Otak prepared, processed, and permitted the Master Plan and plat with the City of Vancouver to include a mix of uses with single-family residential (on the bluff with stunning 180 degree views), multi-family, office, commercial, and hospitality uses.

Otak design professionals detailed the landscape, the public roadway and utilities, open spaces and parks, an amphitheater, and pedestrian connectivity. Otak's civil and stormwater engineers assessed the unique attributes of the site, including over 100 feet of elevation drop throughout the quarry, to design a new roundabout (tourist attraction), new sanitary sewer pump station, regional and onsite stormwater management for the entire site. Nearly two miles of interconnected public roadways, utility mains and service laterals were designed and permitted. After receiving final plat approval in 2019, Otak has been assisting the buyers and developers of the individual lots with our comprehensive site development services.

CLIENTS: Columbia Palisades Corporation

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains for future development
- ✓ Sanitary lift station design
- ✓ Design of pedestrian facilities
- ✓ Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Don Hanson - Urban Design
Li Alligood - Land Use Approvals
Kristen Ballou - Roadway/Utilities
Rose Horton - Stormwater management
Jon Yamashita - Survey & mapping

Willamette Falls Legacy Project Riverwalk | Oregon City, Oregon



The Otak Team is assisting Metro with completion of the Planning and Design and Construct Phase I for the development adjacent to Willamette Falls on the site formerly occupied by the Blue Heron Paper Mill in Oregon City, OR. The Willamette Falls Legacy Project is a partnership between Metro, Oregon City, Clackamas County and the State of Oregon. The vision to honor this historic site and share it with the world is coming to fruition and we are thrilled to help deliver what is certain to be a legacy project. Phase I will construct a publicly-accessible riverwalk and viewpoint of the falls and obtain initial land use approval and permits for future phases of public improvements, guide future site programming, maintenance and operations, and support potential economic development opportunities.

CLIENT: Metro

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway design
- ✓ Utility design, sanitary sewer, storm drainage, water mains
- ✓ Design of pedestrian facilities
- ✓ Riverfront/Brownfield development
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Li Alligood – Land Use Planning
Jon Yamashita – Survey & mapping
Kristen Ballou – Civil Engineering
Jeramie Shane (Mayer/Reed) – Urban design and landscape architecture
Kevin Chewuk (DKS)– Multimodal analysis

Vehicle Maintenance Facility and Park & Ride | St. Helens, Oregon



Otak was prime consultant providing civil engineering, architecture, landscape architecture, planning, and survey for Columbia County's Vehicle Maintenance Facility Remodel and Park & Ride in St. Helens. This 7.5-acre project included construction of curbs and sidewalks along the adjacent streets, interior site pathways, a parking area for transit employees, a bus only roadway, a bus yard with a maintenance area and building, a transit passenger parking area, and a remodel of the existing building on site to accommodate the transit authority's needs. The site consisted of a demolished lumber mill that included remnant foundations and original asphalt pavement. GeoDesign provided geotechnical and pavement recommendations to be used in design and construction of the development. Their environmental scope included soil characterization, on-site soil management, and evaluating soil disposal options during excavation activities. Our team created a Contaminated Media Management Plan and assisted the County with closing out the site under DEQ guidelines.

CLIENT: Columbia County

SIMILAR/RELEVANT EXPERIENCE:

- ✓ Roadway/parking lot design
- ✓ Utility design, sanitary sewer, storm drainage, water mains
- ✓ Design of pedestrian facilities
- ✓ Brownfield development
- ✓ Geotechnical and environmental services (GeoDesign)
- ✓ Detailed cost estimation
- ✓ Construction management

COHESIVE TEAM INVOLVEMENT:

Mike Peebles - Project Manager
Keith Buisman - Civil engineering
Rose Horton - Stormwater/drainage
GeoDesign – Geotechnical engineering / Environmental Services

Otak, Inc.

History and Overview. Founded in 1981 and headquartered in Portland, Oregon, Otak is a multidisciplinary firm with more than 300 professional and support staff based in six offices in Oregon, Washington, and Colorado. Otak employs experts in civil/roadway engineering, bridges/structures engineering, architecture, stormwater management, hydrology, survey & mapping, urban design, landscape architecture, and construction management services. Our commitment to working with emerging businesses coupled with the efficiency of our in-house disciplines has given Otak the rare privilege of being a respected solutions provider for growth in our communities. Through years of practical experience, we bring the principles of sustainability in alignment with cost-effective coordination to successful implementation. The volume of our built work attests to our ability to provide high quality projects and earn repeat business.

At Otak, our shared purpose as an integrated design team is to connect people to place so they feel a lasting sense of pride and delight in their communities. This is reflected in the legacy of our built projects and is an approach that we continue to refine in the work that we pursue. The end results are projects that can be readily implemented since they are rooted in a deep understanding of the needs of today's communities and their citizens.

Capacity. The Otak team commits to delivering the talented, passionate team we offer in our qualifications. This core team will be available for the duration of the contract to provide the services and deliverables necessary to complete the S. 1st and Strand Street Extension project on schedule. As demonstrated in the Staff Qualifications table in Section C, their projected work loads for existing project commitments indicate they can perform this work and maintain additional peak capacity to respond to the requirements of this contract. Otak has weekly workload meetings where project workplans are updated in our Enterprise Resource Planning system. This level of staff workload planning allows all future project requirements to be projected, promoting resource planning efficiency and mitigating potential allocation conflicts.



US101 @ OR6 CORRIDOR IMPROVEMENTS; TILLAMOOK, OR

Otak was a major subconsultant for the design and lead consultant for the CMI phase of this project. The project reconstructed the intersection between US101 and OR6, realigned a portion of US101 through the heart of Tillamook, replaced the US101 bridge over the Hoquarton Slough, and constructed a mile-long pedestrian trail connecting two City parks. The downtown streetscape work included 66 ADA ramps along eight blocks of urban US101 SB and NB, construction of a curbsless "festival street," and installation of decorative street lighting and new signalized intersections. Otak's range of in-house services included roadway, bridge/structural, stormwater and landscape design, hydraulic analysis, and construction management / inspection services.

Why Otak is the Best Firm to Select for this Project

Our team offers the City of St. Helens the following benefits that will be instrumental to the success of this Project:

✓ INTEGRATED DESIGN APPROACH

Our project team is comprised of members with a variety of perspectives who will be able to provide valuable design direction that focuses on the big picture as it relates to the street and utility extensions including future development opportunities, community spaces, and connectivity to the waterfront. This will be especially beneficial for review of alignment alternatives and preliminary design.

✓ COHESIVE DESIGN TEAM

The Otak staff and our subconsultant teaming partners are also strategically teamed up on the Riverfront project with Mayer/Reed as the prime consultant. This is intended to provide continuity between the two projects and help streamline the approach. We have partnered together successfully on similar projects involving riverfront properties and brownfields.

✓ RIVERFRONT/BROWNFIELD DEVELOPMENT EXPERIENCE

Otak and its teaming partners have worked on a variety of other brownfield projects, riverfront projects, street extensions, and utility designs. That experience provides our team with a keen understanding of design challenges and permitting hurdles.

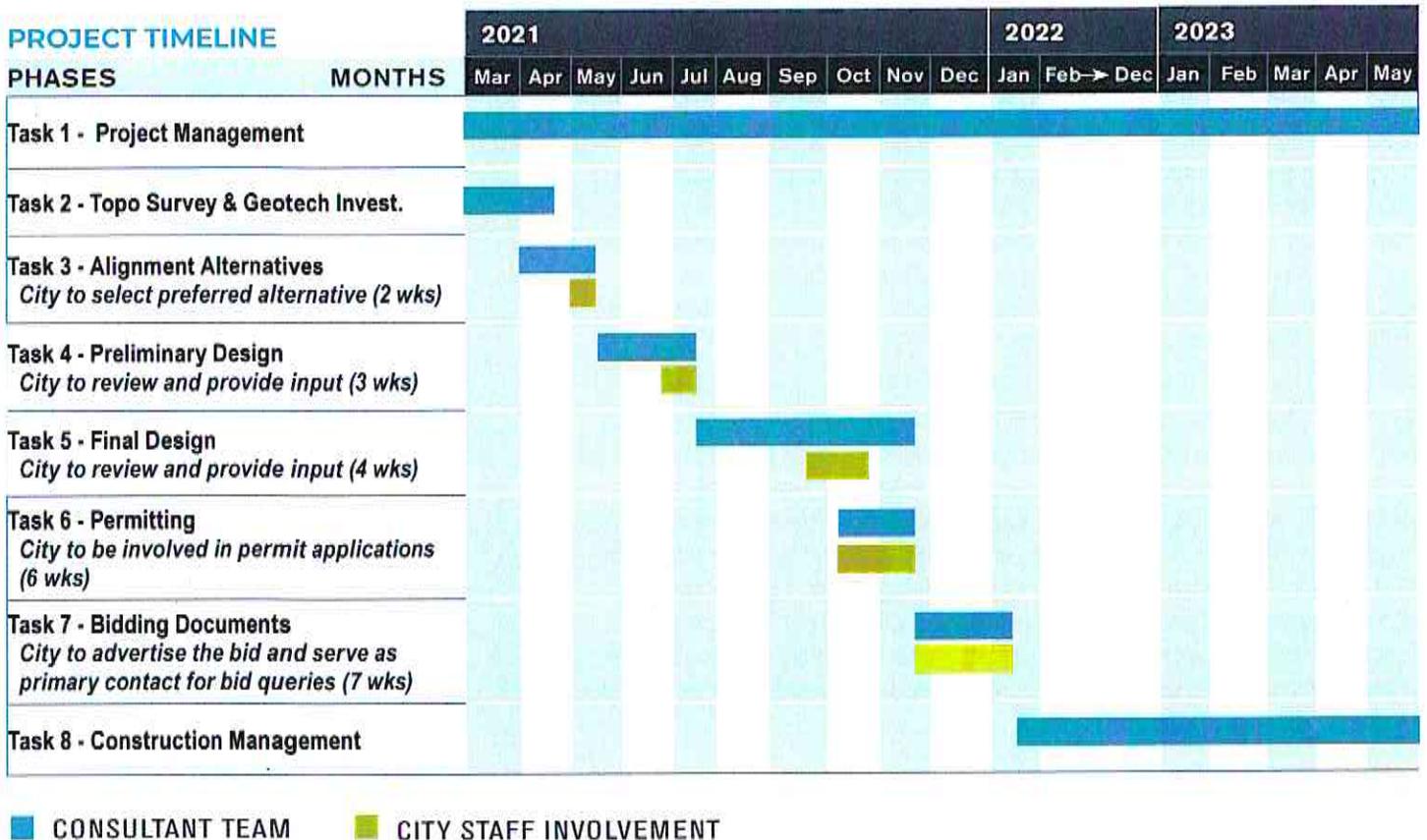
✓ STRONG OTAK CMI TEAM

To avoid construction cost overruns, projects of this size and nature require construction input for both constructability and value engineering. Otak's construction management team will be consulted during design to provide input and review of plans, specs, and estimates.

F. CITY INVOLVEMENT

Otak understands that the City will need to facilitate internal discussions throughout the project. We will support City staff and decision makers at established milestones so that everyone is informed about potential problems and proposed solutions. We want to avoid surprises at the end. To do this, we will provide the background, methods, and rationale for each planning step to City

staff. We will incorporate input to produce effective, high-quality deliverables that reflect the City's priorities. The Timeline graphic below indicates the key milestones where we would expect the City to provide input in order to keep the project development focused and on schedule.



Key Points of Input and Review from City Staff

Alignment Alternatives: We anticipate City involvement will be a little more heavy during this task as we will need input from City staff on key priorities and considerations. This task will set the stage for the rest of the project, so it is important that we have as much input as possible to push the project in the right direction.

Preliminary Design: City involvement will be required at this phase to review the preferred alignment design and provide input on the preliminary layout.

Final Design: It is expected that City staff will provide a final review of plans at the 90% phase and submit comments to the project team for incorporation into the final documents.

Permitting: The project team will compile documents and appropriate applications for submittals to relevant agencies. Project team will track permitting reviews and provide status updates to City staff.

Bidding: Bid documents will be prepared and organized by the project team. The City will be responsible for advertising the bid and will be the primary contact for receiving bid queries. The project team will work with the City to answer questions and provide responses.

Project Team Resumes

Resumes for all Otak and subconsultant key team member are located in the Appendix beginning on page 21.

G. REFERENCES



1. CITY OF TILLAMOOK

Liane Welch, City Engineer
(503) 842-2472 | lwelch@tillamookor.gov

Project: Tillamook Sewer Rehabilitation – Ph. 3

"I have worked with OTAK engineering on many projects since 2007, including a \$10 million new bridge on the Oregon Coast, emergency response, and culvert replacements with fish passage. They have always been responsive, professional, and within scope and budget. Keith Buisman was the project manager to repackage a \$2 million sewer rehabilitation design project for the City of Tillamook in 2019. Again, Keith and his team provided professional services on time and within budget. I would recommend and have recommended the OTAK team for projects."

–Liane Welch, P.E. City Engineer,
City of Tillamook



2. METRO, PARKS & NATURE

Brian Moore, Willamette Falls Legacy Project Manager
(503) 797-1761 | Brian.Moore@oregonmetro.gov

Project: Willamette Falls Legacy Project Riverwalk;
Oregon City, OR



3. ALAMO MANHATTAN

Wade Johns, Chief Operating Officer
(469) 941-4510 | wade.johns@alamomanhattan.com

Project: Alamo Manhattan Greenway and Blocks – B41,
B42, B44, B45; South Waterfront; Portland, OR



4. CITY OF CORNELIUS

Terry Keyes, City Engineer
(503) 357-3011 | tkeyes@ci.cornelius.or.us

Re: Ginger Street Sewer Design - Heather to 20th

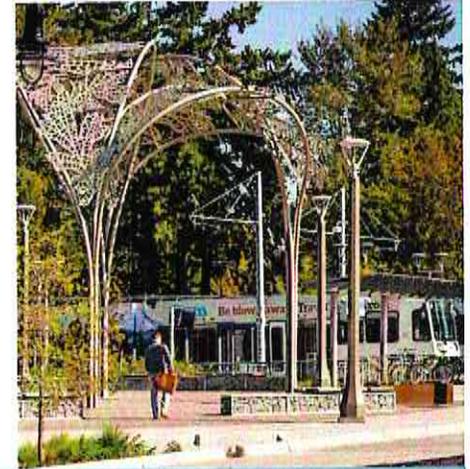


5. CITY OF SCAPPOOSE

Chris Negelspach, City Engineer
(503) 543-7184 | cnegelspach@cityofscappoose.org

Projects: Scappoose Industrial Subdivision Ph. 1-2 and
Ph. 3-4; Scappoose, OR

Additional Subconsultant References



Urban Design for MAX Orange Line East | Portland to Milwaukie, OR - Mayer/Reed worked with the community to realize this station area as a new neighborhood gathering space and trailhead for the Trolley Trail.

Mayer/Reed supported this transportation infrastructure project with urban design, placemaking, pedestrian and bike connectivity, sustainability and healing of the landscape. New trails, sidewalks and bike facilities encourage multi-modal connections between neighborhoods along the corridor. Placemaking is expressed through unique gathering places and urban design elements of railings, paving, lighting and furnishings, along with public art and landscape. *Award of Excellence and Peoples' Choice Award, American Society of Landscape Architects, Oregon Chapter, 2015*

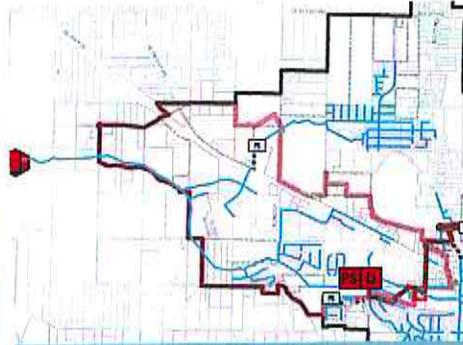
CONSULTANT: Mayer/Reed

CLIENT REFERENCE:

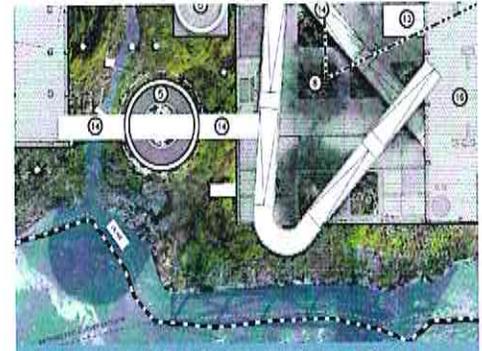
Jeb Doran, Project Manager, Tri-Met
DoranJ@trimet.org, 503.734.9004



SW Bond Avenue Extension | Portland, OR



City of Sandy Wastewater Program | Sandy, OR



Willamette Falls Riverwalk Concept Plan | Oregon City, OR

CONSULTANT: GeoDesign

CLIENT REFERENCE:

Linda Williams, PE, Portland Bureau of Transportation, 503.823.7154

GeoDesign provided geotechnical and pavement engineering services and pre-construction environmental support for this road extension project. They prepared a geotechnical report providing recommendations for surcharging, lightweight fill near existing structures, pavement sections, retaining wall design parameters, and embankment slopes. Crossing Bridge.

CONSULTANT: Leeway

CLIENT REFERENCE:

Mike Walker, Public Works Director, City of Sandy, mwalker@ci.sandy.or.us, 503.489.2162

Leeway is leading the collection system design, which also is evaluating and optimizing the collection system improvements with downstream facilities, including the City's influent pump station. Work involved flow projections for confirm sanitary sewers and downstream receiving facilities, design, and coordination with construction contractor.

CONSULTANT: DKS

CLIENT REFERENCE:

Christina Robertson-Gardiner, City of Oregon City, 503.496.1564

DKS led the transportation element of this project. Special attention was given to pedestrian and bicycle components given the need for high quality access to the riverfront and falls area. The study included recommended designs and alignments for the riverwalk, street extensions and connecting pedestrian and bicycle improvements.

H. PROPOSAL SIGNATURE PAGE

ATTACHMENT A – PROPOSAL SIGNATURE PAGE

The undersigned hereby submits this Proposal to furnish all work, services systems, materials, and labor as indicated herein and agrees to be bound by the following documents: Request for Proposal, Personal Services Contract, and associated inclusions and references, specifications, Proposal Form, Consultant response, mutually agreed clarifications, exceptions which are acceptable to the City, and all other Consultant submittals.

The undersigned hereby certifies and represents that the Consultant:

- has examined and is thoroughly familiar with the Request for Proposal
- has examined and is thoroughly familiar with the Personal Services Contract, and agrees to accept the contract terms, and execute such contract upon award
- understands that the City reserves the right to accept a proposal or reject all proposals if deemed in the best interest of the City
- understands that all information included in, attached to, or required by this RFQ shall be public record subject to disclosure within the context of the federal Freedom of Information Act and Oregon Revised Statutes (ORS) 192.501 and ORS 192.502.

Receipt of Addenda

Consultant acknowledges that ADDENDA NUMBERED _____ THROUGH _____ have been reviewed as part of the Request for Proposal. No Addenda have been received.

Signature

The Consultant hereby certifies that the information contained in these certifications and representations is accurate, complete, and current.

Otak, Inc.

CONSULTANT FIRM NAME

Mike Peebles, PE

CONTACT PERSON

808 SW Third Avenue, Suite 800, Portland, OR 97204

MAILING ADDRESS, CITY, STATE, AND ZIP CODE

503. 287.6825

FIRM TELEPHONE NUMBER

503. 415.2354

CONTACT PERSON TELEPHONE

mike.peebles@otak.com

EMAIL ADDRESS

Mike Peebles, PE, Principal /
Senior Vice President

PRINT NAME AND TITLE OF FIRM'S
AUTHORIZED REPRESENTATIVE



SIGNATURE OF FIRM'S AUTHORIZED
REPRESENTATIVE

December 8, 2020

DATE

Appendix: Project Team Resumes



Mike is the Director of Transportation/Infrastructure Services and principal at Otak. He provides leadership and management for the Transportation Infrastructure Service staff to ensure that project teams provide exceptional service to clients and to guarantee the proper resources are allocated to meet project delivery requirements. His project management and technical work has included a wide variety of public and private projects. He has worked on numerous master planned communities and residential site developments, with extensive experience in site layout, street design, grading, water systems, storm drainage, sanitary sewer design, and private franchise utility coordination. His involvement in projects from the preliminary design and planning phase through the development of construction documents and construction services allows in-depth coordination and problem-solving during the design process.

PROJECT ROLES

Principal-In-Charge
and QA/QC

EDUCATION

Bachelor of Science,
Civil Engineering
(University of
Washington)

REGISTRATIONS

Professional Engineer
(Oregon)

PROFESSIONAL AFFILIATIONS

American Public Works
Association

City of Lake Oswego
Transportation Advisory
Board

SELECTED PROJECT EXPERIENCE

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45; Portland, OR

Principal-in-Charge—Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks. The Greenway will provide bank stabilization in the form of planted rip-rap as well as habitat restoration through use of native plantings, creating increased value for wildlife. Pedestrian accessways situated between the blocks provide primary connectivity to the riverfront and Greenway.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Principal-in-Charge—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

ADDITIONAL RELEVANT EXPERIENCE

- Vehicle Maintenance Facility and Park & Ride; St. Helens, OR
- NW 160th Ave (P15) Roadway Design; Washington County, OR
- Barrows Road Collector Road (6C) Extension, South Cooper Mountain Heights; Beaverton, OR
- North Bethany Master Plan; Washington County, OR
- Ginger St. Sewer Design-Heather to 20th; Cornelius, OR
- Frog Pond District Master Plan; Wilsonville, OR
- South Cooper Mountain Main Street Commercial; Beaverton, OR
- West Hills Development: North Bethany Creek Subdivision; Washington County, OR
- Roy Rogers – 175th Alignment Analysis; Tigard, OR



Keith is a civil engineer who has worked on a variety of developments, including single family, mixed use, and multi-family. His seventeen years of design experience have included street improvements, storm water design, mass grading, street layout, sanitary sewer design, and water systems design. His main project work includes a mix of private development, public infrastructure, and large scale master planning. Keith also has experience in construction, including observation, cost estimates, and general design management during project construction.

PROJECT ROLE:

Project Manager and
Project Engineer

EDUCATION

Bachelor of Science,
Civil Engineering
(Oregon State
University)

REGISTRATIONS

Professional Engineer
(Oregon)

Certified Erosion and
Sediment Control Lead
(CESCL)

SELECTED PROJECT EXPERIENCE

South Waterfront – Alamo Manhattan Greenway and Blocks B41, B42, B44, B45; Portland, OR

Project Manager—Keith is leading the project team that is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The proposed development consists of four new multistory, mixed-use building, new public roadways and pedestrian accessways, Willamette River Greenway improvements and riverbank stabilization. Public roadway and utility improvements include an urban streetscape with LIDA stormwater planter facilities and extension of public mains for storm, sanitary, and water utilities to serve new development on the Blocks.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Project Manager—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

Ginger Street Sewer and Bridges; Cornelius, OR

Project Manager—The existing sewer was replaced with an 18- and 21-inch sewer main to provide capacity for the new developments under construction on the southeast corner of the City. Otak was responsible for the upper section design from Heather Street to 20th and Ginger. This upper section included two pre-fabricated steel bridges carrying the new sewer over wetland areas in Free Orchards Park. The bridges were designed to allow for future pedestrian use and spanned 70 and 175 feet. Block retaining walls were constructed on either side of the bridges. Sewer construction in Ginger Street and Emerald Loop included full depth asphalt pavement reclamation.

Tillamook Sewer Rehabilitation – Ph. 3; Tillamook, OR

Project Manager— Otak provided sanitary sewer design for the third phase of the City's sewer rehabilitation project. The project involved improvements to roughly 9,000 lineal feet of gravity sewer main through replacement or CIPP lining. The main improvements included replacement of roughly 15 manholes and 3,000 lineal feet of sewer laterals. Since this was a CDBG project with a limited budget, certain portions of the project were prioritized with some segments created as adds to the project pending final construction costs. Construction has neared completion.



Kristen is a civil engineer with over 20 years of experience in both the public and private sectors. Her project background includes working with Oregon and SW Washington jurisdictions on public capital improvement projects related to transportation systems, water systems, and sewer systems. She has also worked on many private-sector projects including site development, grading, street, storm drainage, water, and sewer design. Her involvement in projects ranges from the preliminary planning stages to final design and construction.

PROJECT ROLE:

Civil/Roadway Design

EDUCATION

Bachelor of Science, Civil Engineering (University of Portland)

REGISTRATIONS

Professional Engineer (Oregon)

TRAINING

Roundabout Design Workshop (NE Roundabout)

SELECTED PROJECT EXPERIENCE

NW 160th Ave (P15) Roadway Design, Washington County, OR

Civil Engineer—Otak provided final design work for Washington County on the new P15 Roadway (now NW 160th Avenue) that provides access to the new North Bethany Creek development area. The street includes all the necessary sanitary sewer, water, storm drainage, lighting, landscaping, and franchise utility improvements. This project included the design of 2200 LF of 12-inch and 8-inch waterlines within the new roadway. Each line was constructed to serve separate pressure zones within the new development area.

South Cooper Mountain Heights Phase 1, 4; Beaverton, OR

Civil Engineer—Otak completed final design and platting for 174 single-family lots (detached and attached). Design services included land use planning, civil engineering, survey, landscape/urban design, stormwater design, and architecture. Otak obtained a City of Beaverton Site Development Permit for the site improvements, including public roadways, public potable and non-potable waterlines, public sanitary sewer and offsite extension, and public stormwater system with stormwater management facilities (ponds). The design team coordinated with City of Beaverton Water Department on the waterline intertie and "vault" farm construction at the northwest corner of the site.

Scappoose Industrial Subdivision Phases 1 and 2; Scappoose, OR

Civil Engineer—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

South Waterfront Central District; Portland, OR

Civil Designer—Kristen was responsible for the civil design elements for the replacement and relocation of the Pacific Power tower on Ross Island, as well as the undergrounding of a 115 KV power line within the South Waterfront Central District. This project required significant coordination between Otak, Pacific Power, and the project environmental consultant, Pacific Habitat Services. The project involved master planning, permitting, surveying, final design, and construction of approximately 16 new city blocks adjacent to the Willamette River in downtown Portland. Project elements include design and construction support for public streets, sanitary and storm sewer, and water system improvements, master site grading, support to vertical design and construction, and coordination and design of franchise utilities.





Rose has over 13 years of experience as a water resource engineer. She has participated in design projects ranging from housing and commercial development to utility, roadway, bridge, and stream restoration. She has experience in drainage master planning, low impact development (LID) design, scour analysis, stream and wetland restoration, and large wood debris design. Rose is skilled in various hydrologic and hydraulic analysis and modeling programs and is knowledgeable about preparing construction documents, technical specifications, and technical reports.

PROJECT ROLE:
Stormwater
Engineering Lead

EDUCATION
Master of Science,
Civil and
Environmental
Engineering
(Colorado State
University)

Bachelor of Science,
Civil Engineering
(University of Texas)

REGISTRATIONS
Professional Engineer
(Oregon)

Engineer-in-Training
(Texas)

LEED AP BD+C
Envision SP

**PROFESSIONAL
AFFILIATIONS**
American Society of
Civil Engineers

SELECTED PROJECT EXPERIENCE

Alamo Manhattan Greenway and Blocks B41, B42; South Waterfront, Portland, OR

Stormwater Engineer—Otak is providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks project along the Willamette River in the South Waterfront District in Portland. The proposed development consists of four new multistory, mixed-use building, new public roadways and pedestrian accessways, Willamette River Greenway improvements and riverbank stabilization. Rose provided design of stormwater treatment facilities for the private development and public improvements along with analysis of the proposed stormwater system.

OR219: Aldercrest to Quail; Newberg, OR

Water Resources Engineer— Otak is part of the design team hired by ODOT to continue previous improvements on OR219 in the City of Newberg. The planned improvements include construction of sidewalk, curbs, drainage improvements, and bike lanes. Rose is providing preliminary stormwater treatment, flow control, and conveyance design.

Hillsboro Stormwater Master Plan; Hillsboro, OR

Water Resource Engineer—The master plan recommends and prioritizes capital improvement projects, discusses system management and maintenance improvements, suggests programs to address routine and systemic needs, and evaluates costs. In addition to addressing existing system deficiencies, the plan focuses on preparing for growth where the City is expanding. Additional services include updating and calibration of the Rock Creek Watershed HSPF model, review of the FEMA 100-year floodplain elevations, and hydraulic modeling of the downtown core. Rose led the hydraulic modeling of the downtown core using XPSWMM under current and future conditions.

Scappoose Industrial Subdivision, Phases 1 and 2; Scappoose, OR

Stormwater Engineer—As part of our ongoing work at the Scappoose Industrial Airport, this phase of work included a large 85-acre industrial subdivision. Infrastructure improvements included the extension of roughly 1.5 miles of street improvements, a new sewer pump station, a new municipal well, a new 18-inch potable water line, a new 12-inch raw water line, and sanitary sewer trunk upsizing. Street improvements included a two-lane street with median, low impact development planters, and 12-foot wide multiuse paths. A shallow 30-acre detention facility was constructed with the site and also served as a partial wetland mitigation facility.

Mill Creek Corporate Center (Industrial Park Master Plan); Salem, OR

Water Resources Designer—Rose contributed to mapping and monitoring ground water data, updating the XP SWMM model with site hydrology and hydraulic data, and designing conveyance through berms in wetland cells and flow control structures and detailed habitat features. Otak led the preparation of the Mill Creek District Plan which includes land use, stormwater management, and infrastructure plans to guide the development of the Oregon Department of Corrections 2,000-acre farm property in southeast Salem.





Jon is a professional land surveyor and survey manager at Otak who is registered in both Oregon and Washington. With over 28 years of experience, Jon is skilled in project research, boundary calculations, and QA/QC. Jon is knowledgeable about rights of way, easements, legal descriptions, construction staking, and topographic, as-built, ALTA, and bathymetric surveys. Jon has provided survey services on multiple NPS (four years) projects in Oregon and Washington and across the country. He leads Otak's Survey team from Otak's Portland office.

PROJECT ROLE:

Survey Manager for additional topographic survey of project area

EDUCATION

Bachelor of Science, Geography (Portland State University)

REGISTRATIONS

Professional Land Surveyor (Montana, Oregon, Washington, South Dakota)

AFFILIATIONS

Land Surveyors' Association of Washington

Clark County Railroad Advisory Board (2010-present)

Clark County Employment Zone Code Task Force (2011-2013)

Vancouver City Manager's Business Leadership Advisory Council (2010-2013)

Leadership Clark County Board of Directors (2003-2011)

SELECTED PROJECT EXPERIENCE

Columbia Palisades Subdivision; Vancouver, WA

Survey Manager—Otak is providing land use planning, survey, civil engineering, stormwater design, and landscape architecture services to support this 84-acre mixed-use project near the junction of SR 14 and SE 192nd. Within the site, the development will conserve 24 acres of open space with five acres developed into parks. The current development scheme includes a 100-room hotel, over 1 million SF of commercial and retail space, 50 single-family homes, and more than 300 apartment and condominium units.

Bike and Pedestrian Improvements; Lake Oswego, OR

Survey Manager—Jon managed this project that included land surveying and mapping, right-of-way resolution, and preparation of legal descriptions for temporary construction easements and permanent easements in support of the design and implementation of bicycle and pedestrian improvements at six locations totaling over a mile of improvements. Jon provided right-of-way resolution, prepared the easement legal descriptions, and provided QC over the easement sketch exhibits and mapping.

12th Street SE Widening Project; Salem, OR

Project Surveyor—Otak designed approximately 0.25 mile of street modifications to 12th Street SE (Hoyt Street SE to Fairview Avenue SE). This project adds an additional southbound lane terminating as a right turn lane at Fairview Avenue, which will relieve significant congestion during peak traffic times. For this project, Otak performed right-of-way survey, pre-construction survey, and mapping, and also wrote acquisition descriptions.

NW Camas Meadows Drive / NW Larkspur Street Improvements; Camas, WA

Survey Project Manager—The Otak team is providing preliminary and final engineering services to the City of Camas for the NW Camas Meadows Drive/NW Larkspur Street Improvement project. This project completes an important corridor for the City, providing connectivity from Goodwin Road all the way to State Route 14. The roadway will be widened to three lanes and include a new sidewalk, bicycle lanes, planter strips, stormwater treatment, water and sewer connections, large retaining walls, and street lighting.

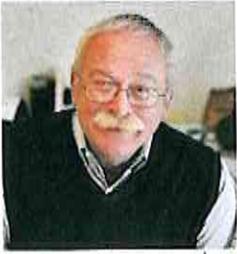
Minor Road Improvements; Kelso, WA

Survey Project Manager—Otak provided engineering and geotechnical solutions to rebuild part of Minor Road that experiences continual settlement due to the wood chip fill it was originally built on. The project also repaired failing shoulders, overlay the driving surface, build a new 12-foot multiuse pedestrian pathway, constructed a new parking lot that serves a skate park, provide roadway and pathway lighting, stormwater design, and other enhancements on the 3,000-foot section of roadway between Allen Street and Mt. Brynion Road. Otak's services included alternatives analysis, survey, structure design, staging and traffic control, and stormwater design.



DON HANSON

SENIOR ADVISOR – URBAN DESIGN/PLANNING



Don is a Principal at Otak. His range of experience over the past 30 years includes residential, mixed-use commercial and industrial development. He also has extensive project experience with public park/recreation, open space, and streetscape improvements. As a hands-on designer, Don is very adept at public design presentations and is considered an expert in the land-use approval and entitlement process. Don served as chairman of the Portland Planning and Sustainability Commission and was a member of the commission for 10 years, which sets development and land use policies in Portland.

PROJECT ROLE:

Senior Advisor for the Development Alternatives

EDUCATION

Bachelor of Landscape Architecture (University of Oregon)

AFFILIATIONS / COMMUNITY INVOLVEMENT

Past Chair and Former Member of Portland Planning and Sustainability Commission; Portland, Oregon

Urban Land Institute (ULI)

Former Development Review Advisory Committee, City of Portland

Former Citizen Advisory Committee Member reviewing the Title 34 Land Development Ordinance; Portland, Oregon

Former Stakeholder Advisory Group Member for Vision 2000, Portland, Oregon

Committee Member reviewing the Urban Renewal Districts Status; Portland, Oregon

Former Downtown Design Review Board Member, Vancouver, Washington

SELECTED PROJECT EXPERIENCE

Scappoose Industrial District; Scappoose, OR

Master Planner and Principal-in-Charge—Otak prepared a master plan for a mixed-use community surrounding the airport. The 190-acre district includes industrial sites with taxiway access to the airstrip, as well as local service retail, parks/open space, and potential public institutional uses. Aero Business Park, the first phase of this master plan, has been designed, permitted, and constructed. Phase 1 includes approximately 37 acres of industrial land configured into 5-acre parcels with infrastructure services in place for each lot and the provision for taxiway access to the airport facilities. The 30-acre Phase 2 project has been approved but not yet constructed.

South Waterfront District Development; Portland, OR

Principal Planner—Otak has been involved in the South Waterfront District since 1996, providing surveying, master planning, preliminary and final engineering, and landscape design services. During the Framework Master Planning phase by the City of Portland, the Otak team provided conceptual and preliminary design support and infrastructure planning for the entire district covering the area between the Marquam Bridge on the north to SW Bancroft to the south and from SW Macadam Avenue to the Willamette River. The project includes development of master plan engineering, land use planning, site analysis, development engineering, and surveying for the 16-block central district redevelopment, the 10-block southern district plan, and the 8-block northern district for the Oregon Health Sciences University. Otak is currently providing civil engineering, stormwater/bank stabilization design, surveying, and land use planning support for the Alamo Manhattan Blocks within the South Waterfront District.

Eastbank Esplanade Phase III (The Crescent); Portland, OR

Project Manager/Principal—This site is the south anchor for the Eastbank Esplanade project, a downtown waterfront park development along the Willamette River. The "Crescent" is the third phase of the project and reclaims an underutilized, remnant site balancing recreation needs and community event space with improved shoreline and fish habitat objectives. Viewed from many vantage points in the city, this project added a new landmark to Portland's parks system.

ADDITIONAL RELEVANT EXPERIENCE

- Columbia Wharf Waterfront Development; Camas, WA
- Frog Pond District Master Plan; Wilsonville, Oregon
- Lacamas Shores Residential Development; Clark County, WA
- Columbia Shores; Vancouver, WA
- Pedestrian Facilities for Transit Access; Portland, OR
- Ridgefield Waterfront Park; Ridgefield, WA
- Rivergate Industrial District Landscape Improvements; Portland, OR
- Vancouver Barracks Reuse Plan; Clark County, WA





Li is a planning professional with experience in a wide range of private, public, and non-profit development projects. She has more than 12 years' experience in public and private sector planning managing projects of various sizes and levels of complexity. She draws upon her local government experience and relationships with local officials to negotiate on behalf of clients and to shepherd applications through complex governmental approval processes. Li has extensive experience in presenting land use and development

applications at public hearings and neighborhood meetings. Li's prior experience includes working as a development review planner and long-range planner with the City of Milwaukie, Oregon.

PROJECT ROLE:

Land use code compliance during Alternative Analysis

EDUCATION

Master of Community Planning (University of Cincinnati, OH)

Bachelor of Arts, Community Development (Portland State University, OR)

Bachelor of Arts, Sociology (University of Minnesota, MN)

REGISTRATIONS

American Institute of Certified Planners

LEED AP Neighborhood Design

PROFESSIONAL AFFILIATIONS

American Planning Association

International Society of Community and Regional Planners

COMMUNITY INVOLVEMENT

Oregon APA Professional Development Committee, 2016 to present

Oregon APA Mentor Program, 2016-present

Foster-Powell Neighborhood Association, Board Member, 2012-2016

SELECTED PROJECT EXPERIENCE

Columbia Palisades Subdivision; Vancouver, WA

Planner—Li led the land use approvals and entitlements processes for an 84-acre mixed use development in Vancouver, Washington, located adjacent to State Hwy. 14. The site is a former quarry which has been reclaimed for development and contains very steep slopes and protected stream buffers. Land use approvals and permitting required close coordination with the cities of Vancouver and Camas (directly to the east), Clark County, WSDOT and the State of Washington.

South Cooper Mountain; Beaverton, OR

Planner—Li led the land use planning, submittals, approvals, and permitting for three planned development projects totaling about 275 acres in the South Cooper Mountain Plan Area. The sites contained several mapped wetlands and habitat areas and required extensive coordination with various jurisdictions (City of Beaverton, Washington County), agencies (Clean Water Services), and districts (Beaverton School District, Tualatin Hills Parks and Recreation District).

Willamette Falls Legacy Riverwalk; Oregon City, OR

Planner—Otak is providing architecture, planning, civil engineering and many other services to Oregon Metro to lead a team of local and national designers and engineers to deliver Phase I of the Willamette Falls Riverwalk, transforming an existing 23-acre, post-industrial factory site into a world-class public facility to allow pedestrians to experience North America's second-largest-by-volume waterfall. Li assisted Otak's construction project management team by leading the land use permitting and coordination efforts between Oregon City staff and the project team; identifying various studies, reports, and permits required for the development; and informing the project team of potential delays or time constraints related to these items.

Cascades Converting Plant; Scappoose, OR

Planner—Otak provided land use planning, civil site, and architectural services for a new converting plant at the Scappoose, Oregon Airport Industrial Park. The development required annexation, Comprehensive Plan and zone change approval, and site plan review. The new facilities receive raw paper rolls from paper mills to convert in final product to be shipped to distributors. Phase 1 Facilities consisted of 260,000 sf of light industrial space with 10,000 sf of office facilities, with Phase 2 adding 300,000 sf of warehouse and distribution center space.

NE 162nd & Halsey – Rossi Property; Gresham, OR

Planner—Otak's team provided land use planning services and a land use report addressing three conceptual site plans for a vacant 8.4-acre parcel at NE 162nd & Halsey. The planning and design concepts established the highest and best use for this site and provided the owner with a roadmap of development options.



MIKE WILLIAMS

SENIOR PROJECT MANAGER/ CONSTRUCTION MANAGER



Mike offers extensive and consistent leadership experience with expert level skills in concept to closeout project and program management and has a special talent for the effective use of resources in the delivery of complex projects. He is an effective communicator with a talent for speaking to and connecting with groups of all types and sizes with that comes a skill for facilitating meetings, strategy sessions and general decision making between a wide variety of departments, the public, special interest groups, consultants, senior management and other stakeholders. Mike's engineering degree combined with a very strong background in hands-on and direct project management experience in the construction industry allows him to easily translate and communicate complex technical matters in the right terms for any audience.

PROJECT ROLE: CONSTRUCTION MANAGER

EDUCATION

BS, Construction
Engineering
Technologies (Montana
State University)

Kiewit Project
Management,
Superintendent,
Scheduling & Surveying
Schools

Washington State
Department of
Transportation Project
Management Academy

MEMBERSHIPS & CERTIFICATIONS

PMI Member

OR/WA CESCL Certified

First Aid/ CPR w/ AED
OSHA 30 Hour General
Industry

OSHA 8 Hour Std. 29
CFR 1910.46 Compliant
Confined Space Entry
Training; Entrant,
Attendant, Supervisor

NFPA 70E Electrical
Safety – Arc Flash
Safety for Employees

OSHA Excavation and
Trenching Competent
Person

Lockout/ Tagout
Training

Employee Fall
Protection

SELECTED PROJECT EXPERIENCE

Construction Management for Boones Ferry Road Improvements; Lake Oswego, OR

CA/ CEI Project Manager— Otak is providing owner's representative and third-party construction management and inspection services for construction on this \$23 million project to improve pedestrian, bicycle, and vehicular safety and access on Boones Ferry Road from south of Madrona Street to north of the Lanewood Street intersection. It will provide proper drainage and improvements to stormwater quality and aesthetic improvements to enhance the business corridor including landscaped medians and planter strips, underground utilities, and new signs, traffic signals, and sidewalks. Otak's role began with pre-construction, including review of 95 and 100 percent PS&E; constructability, schedule, and staging review; and contractor procurement.

West Devils Lake Road Bridge 30-100%, Lincoln City, OR

CA/CEI Project Manager—This was a State Funded Local Agency bridge replacement. The bridge crosses a sensitive waterway and provides access to both residential neighborhoods and the local hospital. The project was developed as a progressive Design/Build project for the City. Otak, as the design consultant with HP Civil, the builder, examined the site and provided the Design Acceptance Package (DAP) to the City. The project resulted in a uniquely cooperative relationship with the City, who provided the utility relocation, survey, and geotechnical work to the design team.

Swift BRT Orange Line Program Scheduling; Snohomish County, WA

CA/CEI Project Manager—Otak is leading the design and permitting for this 11-mile route that lies within portions of Snohomish County and the cities of Lynnwood and Mill Creek. This 11-mile route lies within Snohomish County and the cities of Edmonds, Lynnwood, and Mill Creek. Elements include construction of 21 BRT stations along the new corridor, re-construction of an existing transit center, and signal improvements at approximately 14 intersections to improve transit speed and reliability. Mike facilitated/ built the Baseline Schedule and continue to support with monthly updates. He also provided programmatic recommendations and construction phasing/ constructability reviews.

Bad Banks Creek Culvert CA/CEI; Linn County, Oregon

CA/CEI Project Manager—As the project manager on this culvert rehabilitation project for ODOT, Mike manages a team of engineers and inspectors while driving collaboration with the contractor. Difficult, steep access and an aging structure have required teamwork and creativity to complete the project on schedule.



JERAMIE SHANE, ASLA

PRINCIPAL, LANDSCAPE ARCHITECTURE/ URBAN DESIGN



As principal, Jeramie will direct Mayer/Reed's scope. With 25 years of experience, he brings in-depth understanding of design for urban public landscapes and transportation related projects. His experience includes master plans and sustainable designs for streetscapes, bicycle and pedestrian routes, light rail corridors and plazas. Through thoughtful, collaborative leadership style, he directs the big picture while enriching projects with placemaking details. Jeramie is an excellent communicator, skilled in presentations and working with multidisciplinary teams. His creative problem-solving and collaborative approach leads to sensitively balanced user experience, safety, aesthetics and sustainability.

PROJECT ROLE:

Landscape
Architecture and
Urban Design

EDUCATION

Bachelor of Science,
Landscape Architecture,
Washington State
University

REGISTRATION

Landscape Architect:
OR, AK

AFFILIATIONS / COMMUNITY INVOLVEMENT

American Society of
Landscape Architects
(ASLA)

SELECTED PROJECT EXPERIENCE

Urban Design for Max Orange Line East, Portland To Milwaukie, OR

Urban Design Lead—Mayer/Reed supported this transportation infrastructure project with urban design, placemaking, pedestrian and bike connectivity, sustainability and healing of the landscape. New trails, sidewalks and bike facilities encourage multi-modal connections between neighborhoods along the corridor. Placemaking is expressed through unique gathering places and urban design elements of railings, paving, lighting and furnishings, along with public art and landscape.

ADDITIONAL SIMILAR EXPERIENCE

- Naito Parkway Bicycle and Pedestrian Improvements "Better Naito," Portland, OR
- MAX Orange Line East Urban Design, Portland to Milwaukie, OR
- SW Corridor Light Rail Urban Design, Portland - Tualatin, OR
- Tigard Downtown Station Urban Design, Tigard, OR
- Oregon Convention Center, Plaza & Streetscape Redevelopment, Metro, Portland, OR
- Willamette Greenway Trail at OMSI / Tilikum Crossing, Portland, OR
- Willamette Falls Riverwalk Concept Design & Phase 1, Oregon City, OR
- Trolley Trail, Park Ave. to Milwaukie, Clackamas County, OR
- Darlene Hooley Pedestrian Bridge, Portland, OR
- 4th & Montgomery Mixed-Use Building, Portland, OR
- Nike World Headquarters North Campus Expansion, Beaverton, OR
- OR 99W: N. Victory Blvd. – N. Argyle St. Improvements, Portland, OR
- Washington Way Redevelopment at OSU, Corvallis, OR
- OHSU Schnitzer Campus Master Plan Update, Portland, OR
- Walker Road Improvements, Beaverton, OR
- Earthquake Ready Burnside Bridge, Portland, OR

KREY YOUNGER, PE, GE | Senior Associate Engineer



Krey Younger has 24 years of experience with geotechnical engineering and pavement design for transportation infrastructure and commercial developments. Krey also coordinates GeoDesign's pavement design activities, which includes flexible and rigid design for both new and rehabilitation projects. In addition, Krey has considerable experience managing the geotechnical and pavement focus for transportation corridor improvement projects. Krey has been an integral member of project teams for county, state, and city projects throughout the Pacific Northwest, providing cost conscious design options for key project elements such as pavement preservation, road widening, retaining wall design, and drainage concerns.

EDUCATION *MS, Civil Engineering, Oregon State University, 1994 • BS Civil Engineering, Oregon State University, 1992* **REGISTRATIONS** *Professional Engineer, OR, WA • Geotechnical Engineer, OR*

KEY PROJECT EXPERIENCE

City of Scappoose, West Lane Road - Honeyman to HWY 30, Scappoose, Oregon. For Otak, Krey was project manager of pavement design services for this section of West Lane Road. (Improvements had been prompted, in part, by a proposed development involving construction of a manufacturing/warehouse building to the south of the project limits.) GeoDesign's pavement designs and construction recommendations were based on the results of FWD tests, on-site visual evaluations and subsurface explorations, and traffic loading derived from recent vehicle classification counts and forecasted for future traffic through the proposed 20-year design period.

City of Scappoose, West Lane Road Frontage Improvements, Scappoose, Oregon. Krey was project manager of pavement engineering for the West Lane Frontage Improvements in Scappoose. Krey worked with the project team to provide pavement structural recommendations and construction specifications based on City of Scappoose requirements. Due to future construction of a nearby development planned along the West Lane frontage, the project schedule was very tight. Krey worked with the team to provide design information in a timely manner and under proposed budgets. He also partnered with the City and the contractor to provide construction observation and additional engineering support during construction.

City of Beaverton, SW Karl Braun Drive Improvements, Beaverton, Oregon. Working with Otak, GeoDesign provided geotechnical engineering services to realign SW Karl Braun Drive between SW Millikan Way and SW Terman Road along the east side of the Tektronix campus. The project involved construction of a new roadway to the north of the existing alignment, with sections of SW Terman Road and SW Karl Braun Drive abandoned in the process. Under Krey's direction as project manager, GeoDesign completed FWD testing to evaluate the structural condition of the existing pavement section and

subgrade modulus and design a new pavement with full-depth cement reclamation of the existing roadway and subgrade.

City of Salem, Market Street NE/Swegle Road NE Corridor Improvements, Salem, Oregon. For Otak, Krey served as GeoDesign's project manager for improvements to the Market Street/Swegle Road Corridor. Work involved pavement rehabilitation design and geotechnical support for widening the current roadway to a 46-foot minor arterial. The project included road drainage and stormwater modifications; construction of a center turn lane, bike lanes, curbs, gutters, and sidewalks; and replacement of existing culverts and storm drain outfalls.

City of Salem, McGilchrist Street SE, Salem, Oregon. For Otak, Krey was project manager, overseeing GeoDesign's pavement services for the future roadway widening and improvement of McGilchrist Street. The project consisted of widening and rehabilitating approximately 8,600 feet of roadway along McGilchrist Street SE from 12th Street SE to 25th Street SE in Salem.

City of Lake Oswego, Laurel Street Pathway, Lake Oswego, Oregon. Krey provided a geotechnical evaluation and design recommendations for the proposed improvements to Laurel Street between Hallinan Street and Cornell Street. It included construction of new sidewalks, driveways, and curb ramps, along with reconstruction of existing sidewalks, driveways, and curb ramps to meet ADA accessibility guidelines. The project also included widening Laurel Street between Dyer Street and Hallinan Street to accommodate two standard travel lanes, and construction of a new pedestrian sidewalk. Work through this area required the construction of retaining walls on the north side of Laurel Street to accommodate the proposed widening. GeoDesign provided observation/consultation during construction, which was completed in 2017.

COLBY HUNT, CHMM | Environmental Principal



Colby Hunt has more than 20 years of experience conducting various environmental and hazardous materials assessments and cleanups. He has a BS in Environmental Health and Safety, is an AHERA Building Inspector and Management Planner, and is a Certified Hazardous Materials Manager (CHMM). Colby's project work includes hazardous materials corridor studies (HMCS) for transportation corridors, environmental site assessments (ESAs), asbestos and lead-based paint surveys, remedial investigation/feasibility studies, risk-based analysis, groundwater monitoring and remediation projects, and regulatory liaison.

EDUCATION BS, Environmental Health and Safety, Oregon State University, 1993

REGISTRATIONS Institute of Hazardous Material Management Certified Hazardous Materials

Manager (Senior Level) • OSHA Hazardous Materials Training (40-Hour, Refresher) • AHERA Building Inspector and Management Planner

KEY PROJECT EXPERIENCE

ODOT/City of Happy Valley, SE 129th Avenue Bike Lanes and Sidewalk Project, Happy Valley, Oregon. Colby conducted a Level 1 HMCS to identify potential environmental conditions (sources of hazardous materials) that could impact project construction. Project plans call for widening of the roadway to accommodate new bike lanes, as well as construction of a new pedestrian path. Based on the results of the Level 1 HMCS, GeoDesign characterized soil in a series of drainage ditches along the east side of SE 129th; petroleum-related contaminants and/or metals are commonly detected at concentrations greater than DEQ CFSLS in surface soil present in roadside drainage ditches and other low-lying areas adjacent to roadways, which may affect disposal options if the soil is removed during construction. The results of the soil characterization indicated that the soil could be managed as clean fill.

Washington County, SW 124th Avenue Extension and Tualatin Valley Water District Water Installation, Washington County, Oregon. Colby was project manager of a Level I HMCS for this new road alignment extending from SW Tualatin-Sherwood Road to SW Grahams Ferry Road, as well as intersection improvements. The project included installing a new water line along a portion of the road alignment. GeoDesign also devised a Contaminated Media Management Plan (CMMP) in order to address the management of potentially contaminated media that could be encountered during site construction. Construction was completed in 2018.

ODOT/City of Portland, US-26 Powell (SE 20th to 33rd Avenues), Portland, Oregon. Colby oversaw the Level I HMCS for this ongoing project, which will include road improvements such as signal upgrades and left turn phasing, modifications to existing traffic islands, sidewalk widening,

signing improvements, and improvements to ADA ramps and crosswalk striping. During the Level I assessment, Colby's team identified historical service stations and other potential sources of contamination adjacent to the alignment.

Clackamas County, Otty Street Realignment, Clackamas County, Oregon. Colby led GeoDesign's Level I HMCS for this road alignment project. Project plans called for constructing a new roadway that realigns the west leg of SE Otty Street with the intersection at SE 82nd Avenue and SE Otty Road to the east, improving safety and connectivity for the area. Planned improvements also included road widening and the addition of turn lanes, a bike lane, and sidewalk; new pavements and stormwater facilities; and the reconstruction/modification of signal poles.

Clackamas County, Roadway Design Plans for D-Street Clackamas County, Oregon. Colby led the environmental scope (Level I and II HMCSs) in support of this project, which includes construction of a new section of D-Street. It will include new road segments, infiltration swales, and widening of SE Fuller Road and SE Otty Road adjacent to the site. The Level II HMCS included a subsurface investigation, sampling, and analytical lab testing in order to address and evaluate environmental areas of concern identified during the Level I assessment. (Design work is in-progress.)



Role on Project

Utility (Water, Sewer)
Lead

Experience

23 years

Education

MEng, Environmental
Engineering, Cornell
University, 1999

BS, Environmental
Engineering, Cornell
University, 1997

Licenses

Professional Engineer –
OR #82099

Project Management
Professional - #2308673

Certification

Certified NASSCO
Pipeline Assessment
Certification Program
(PACP) U-203-551

Certified Construction
Documents Technologist
(CSI)

Confined-Space Entry 29
CFR 1910.146(g) OSHA

Construction Safety
Awareness 29 CFR
1926.21 (b) OSHA

Professional Affiliations

Pacific Northwest Clean
Water Association, Board
of Directors, President-
Elect (2019-present)

Rob Lee, PE, PMP

Rob Lee Rob has 23 years of experience providing engineering services for projects involving wastewater and stormwater collection, conveyance, and treatment. Rob's experience includes trenchless rehabilitation and condition assessment, inflow/infiltration studies and infrastructure evaluations, wastewater conveyance and treatment design, water transmission and distribution design, preparation of contract drawings and specifications, preparation of as-built plans, shop drawing, and submittal reviews, and construction oversight and management. Rob's experience gained from leading municipal design projects will be leveraged to quickly and effectively lead the water, sewer, and lift station designs for the City of St. Helens.

Relevant Experience

Interim Program Manager and Technical Lead, Large Scale Sewer Rehabilitation Program, City of Portland Bureau of Environmental Services. Rob served as interim program manager to help reinvigorate this critical \$250M+ ongoing program to address sewer risk in the City of Portland's collection system. Having been involved with the program since 2009, Rob also served as technical lead for two different consulting teams on this program. Rob coordinated and delivered the designs for over a dozen project areas as part of the program. He has also served as technical lead and project manager on a multi-year Large Diameter Sewer Condition Assessment program in support of the LSSRP.

Project Engineer, Lake Oswego Interceptor Sewer, City of Lake Oswego, OR. Rob led and supported the design of over 18,000 feet of replacement 42-inch buoyant and pile-supported HDPE interceptor to replace a failing and undersized concrete interceptor through the middle of Lake Oswego serving over two thirds of the City's residents. Rob served as design lead on the condition assessment and subsequent rehabilitation design of 12,000 feet of 8- and 10-inch in-water sewers, 6,000 feet of 16-, 18-, 24-, and 36-inches of in-water interceptor, and rehabilitation of over 40 manholes. Seven manholes were coated with polyurethane to provide corrosion protection, and 11 manholes were lined with HDPE inserts.

Project Manager, I/I Abatement Program, City of Sweet Home, OR. This decade-long program focused on reducing excessive flows to the City's wastewater treatment plant. Flow monitoring and modeling were key to identifying the leakiest basins in the City and Rob helped develop a long-term

program to address the I/I. Four phases of rehabilitation were implemented focusing on sewer mains, laterals, and manholes. Rob served as engineer of record, as well as construction manager, for the largest and most recent phase that involved over 45,000 feet of sewer mains. The City invested \$17M with a resulting 50% reduction in wet-weather peak flows.

Project Engineer, Agate Beach WW Program, City of Newport, OR. This multi-phase project was aimed at improving the wastewater conveyance system on the northern portion of the City. The program involved the evaluation of peak wet-weather flows, upgrades of three pump stations, pipeline design, and development of bid documents.

Project Manager, I/I Program Development, City of St. Helens, OR. The City of St. Helens, OR has been addressing infiltration and inflow (I/I) in its sanitary sewer system through the development and implementation of an I/I reduction program. Smoke testing was conducted on the City's entire sanitary sewer system (250,000 lineal feet) to identify sources of inflow. Project included data management of the smoke-testing data for incorporation into the City's GIS, review and collation of findings into separation/rehabilitation packages that consider public versus private inflow sources and availability of local storm drains, reviewing results of CCTV inspections and incorporating these findings into the I/I reduction program, further delineation of the City into smaller sewer basins to focus rehabilitation projects to areas of highest Rainfall Derived I/I (RDII) contributions in order to meet DEQ compliance objectives.



Kyle Thompson, PE

Lead Lift Station Design Engineer

Kyle's background encompasses planning and design of wastewater and water improvements for municipalities. Kyle has extensive experience designing wastewater system improvements, including planning, collection systems, lift stations, force mains, and odor control facilities. He has designed new facilities as well as improvements for repair and rehabilitation projects. Kyle's varied experience with design and construction provides a perspective that allows him to understand and critique all phases of a project to provide the greatest value to the client. Kyle has led six sanitary pump station projects in the last five years.

Firm

Grayling Engineers

Years of Experience

13

Licenses

Professional Engineer:

- Oregon - 87090 PE
- Washington - 49717
- Montana - 17881 PE

Education

- B.S., Civil Engineering, Montana State University
- B.A., Biology, University of Montana

Key Expertise

- Sewer Design, Including Gravity, Pump Stations and Force Mains
- Hydraulic Analysis
- Project Management And Construction Management
- Alternatives Analysis
- Value Planning

Key Project Experience

- **Fisher Lift Station Performance Review**, City of Camas, WA
- **Abrams Park Pump Station Repair and Rehabilitation**, Clark Regional Wastewater District, WA
- **Knoll Ridge South Pump Station Repair and Rehabilitation**, Clark Regional Wastewater District, WA
- **Mill Creek Pump Station Repair and Rehabilitation**, Clark Regional Wastewater District, WA
- **NW Hillhurst Road Force Main Redirection**, Clark Regional Wastewater District, WA
- **North Junction Trunk Sewer and Pump Station**, Clark Regional Wastewater District, WA
- **NE 10th Avenue Pump Station and Force Main**, Clark Regional Wastewater District, WA
- **Waterfront Pump Station**, City of Vancouver, WA
- **Bridge Road Water System Source Change Desktop Study**, Clark Public Utilities, WA
- **Shepard Contact Tank and Pump Station Replacement**, Skamania PUD No. 1, WA
- **Iron and Manganese Treatment Improvements**, Wat Pa Lao Woodland, WA
- **Arsenic Treatment Improvements**, Washougal Timber Trails Association, WA
- **Fisher Lift Station Review**, City of Camas, WA
- **Highway 99 Water Main Replacement**, Clark Public Utilities, WA
- **Knoll Ridge South Pump Station R&R**, Clark Regional Wastewater District, WA
- **Vine Street WTP Improvements 2017**, City of Albany, OR
- **Albany-Millersburg WTP Chemical Tank Repair And Replacement**, City of Albany, OR*
- **2017 Water System Plan Update, City of Stevenson, WA**
- **Shepard Contact Tank and Pump Station Replacement**, Skamania PUD No. 1, WA
- **Duggan Falls Water System Consolidation Feasibility Study**, Skamania PUD No. 1, WA
- **Underwood Water System Plan Update**, Skamania PUD No. 1, WA

**Registrations:**

Oregon Professional Civil Engineer No. 74348

Washington Professional Civil Engineer No. 52488

ODOT Certified Traffic Signal Inspector No. 44635

Professional Traffic Operations Engineer® (PTOE) No. 3647

Education:

Master's of Engineering, Civil Engineering, Portland State University

Bachelor of Science, Civil Engineering, Oregon State University

Years of experience: 15

Unique Qualifications:

- Long history of delivering capital projects with Otak
- Familiar with local agency and utility lighting design and requirements
- Has performed numerous pedestrian safety crossing analyses and designs

STEVE BOICE, PE, PTOE, Senior Project Manager

Steve's relevant expertise: Steve specializes in the design, operations, planning, and safety areas of transportation. Steve has successfully led the design of capital projects involving traffic and pedestrian signals; roadway and pathway signing, striping, and lighting; temporary traffic control and intelligent transportation systems. He has served as a vital task leader for several urban streetscape projects and understands the importance of maintaining mobility and safety for all users in constrained environments. Steve has also performed numerous traffic operations analyses, including the evaluation of roadway segments, pedestrian crossings, access management, level of service analysis, and multimodal analysis. Steve has analyzed collision records, computed collision rates and has served as an active team member in road safety audits.

Beaverton Crescent Connection: Cedar Hills Blvd – Lombard,

OR. Steve performed the transportation analysis to determine appropriate trail crossing treatments at the Beaverton Creek roadway crossing of the City of Beaverton's new east-west shared use path near the intersection of SW Cedar Hills Boulevard/SW Westgate Drive. He designed the new enhanced midblock pedestrian crossing rectangular rapid flashing beacon (RRFB) system, LED pathway lighting, trail crossing improvements and signal modification at the Crescent St/Hall Blvd. intersection, and shared lane bicycle pavement markings and signing. DKS also prepared design for fiber optic traffic signal communications and temporary traffic during construction to minimize impacts to the travelling public.

City of Milwaukie Kronberg Park Multi-Use Trail, OR. Steve provided traffic signal, traffic control, signing, striping, and lighting design services for a trail connection within Kronberg Park between TriMet's light rail station and Clackamas County's Trolley Trail. The design included a connection to ODOT's OR99E to provide a signalized crossing for pedestrians and bikes. The trail involved multiple structures to traverse through the existing wetlands within the park. Steve also provided engineering support during construction.

Beaverton Round South Plaza, OR

As lead project engineer, Steve provided engineering design and construction support for the installation of lighting and electrical systems for the urban redevelopment of the South Plaza and associated parcels at the Beaverton Round. The plaza provides access to an adjacent TriMet light rail station, nearby mixed-use development, the relocated City Hall and also provides flexibility for event usage. The lighting design included pedestrian scale perimeter ornamental lighting with LED globe fixtures, in-ground up-lighting to highlight a 37-foot tall custom art sculpture, dimmable high mast floodlights to light the plaza and stage, and lighting for four parking lots poised for future redevelopment. Steve designed the electrical infrastructure to support the lighting as well as GFI outlets and circuits for holiday lights (on light poles and trees), vendor use, and a public announcement system.



KEVIN CHEWUK, PTP

Transportation Planning Associate

Kevin's relevant expertise: Kevin has led and assisted on numerous concept plans, corridor studies, citywide transportation system plans, and regional sub-area plans. Many of these transportation plans involve riverfronts, streetscapes and multimodal corridors that provide diverse and high-quality connections for all people and modes through assertive and context-sensitive improvements.

Registration:

Professional
Transportation Planner
(PTP) No. 412

Education:

Master of Science, Urban
and Regional Planning,
Transportation Planning
Specialization, Florida
State University

Bachelor of Science,
Environmental Studies and
Transportation Planning,
Florida State University

Years of experience: 13

Unique Qualifications:

Experienced working on
complex transportation
planning projects that
involve riverfronts,
streetscapes, and
multimodal corridors

Willamette Falls Riverwalk Master Plan, Oregon City, OR. Kevin led the transportation planning and analysis for the conceptual design of a riverwalk along the Willamette River adjacent to Willamette Falls. Our challenge was to find solutions that provide safe and convenient access to the old paper mill site without impacting the urban character of the downtown area. Special attention was given to pedestrian and bicycle components given the regional designation of this site and the need for high quality access to the riverfront and falls area. The study included recommended designs and alignments for the riverwalk, street extensions and connecting pedestrian and bicycle improvements.

OMSI Master Plan, Portland, OR. Kevin led the transportation planning for the Oregon Museum of Science and Industry (OMSI) 18+ acre waterfront site in the City of Portland. The plan identified an interconnected network of multimodal streets and shared-use paths that links the district with the Willamette River. Key components of the plan include an expanded and improved Willamette River Greenway Trail, and realignment of Water Avenue with enhanced walkways and incorporation of a cycle track for bicyclists. The resulting plan provides for more frequent and higher quality river access opportunities and allows for convenient and comfortable travel for all people regardless of their choice of mode.

Innovation Gateway Area Plan, John Day, OR. Kevin led the transportation and design element of the plan to revitalize the former Oregon Pine mill site and adjacent riverfront properties into a dynamic, thriving and welcoming public space. The plan creates safe and comfortable connections between the Innovation Gateway site and nearby destinations and includes new trails on the north and south banks of the John Day River that connect and circulate to and within nearby parks. Three additional footbridges over the John Day River encourage exploration of the restored river and better connections for adjacent neighborhoods. The plan also includes an extension of 7th Street adjacent to the river that will connect the only two functioning bridges for vehicles to the north side of the city.

