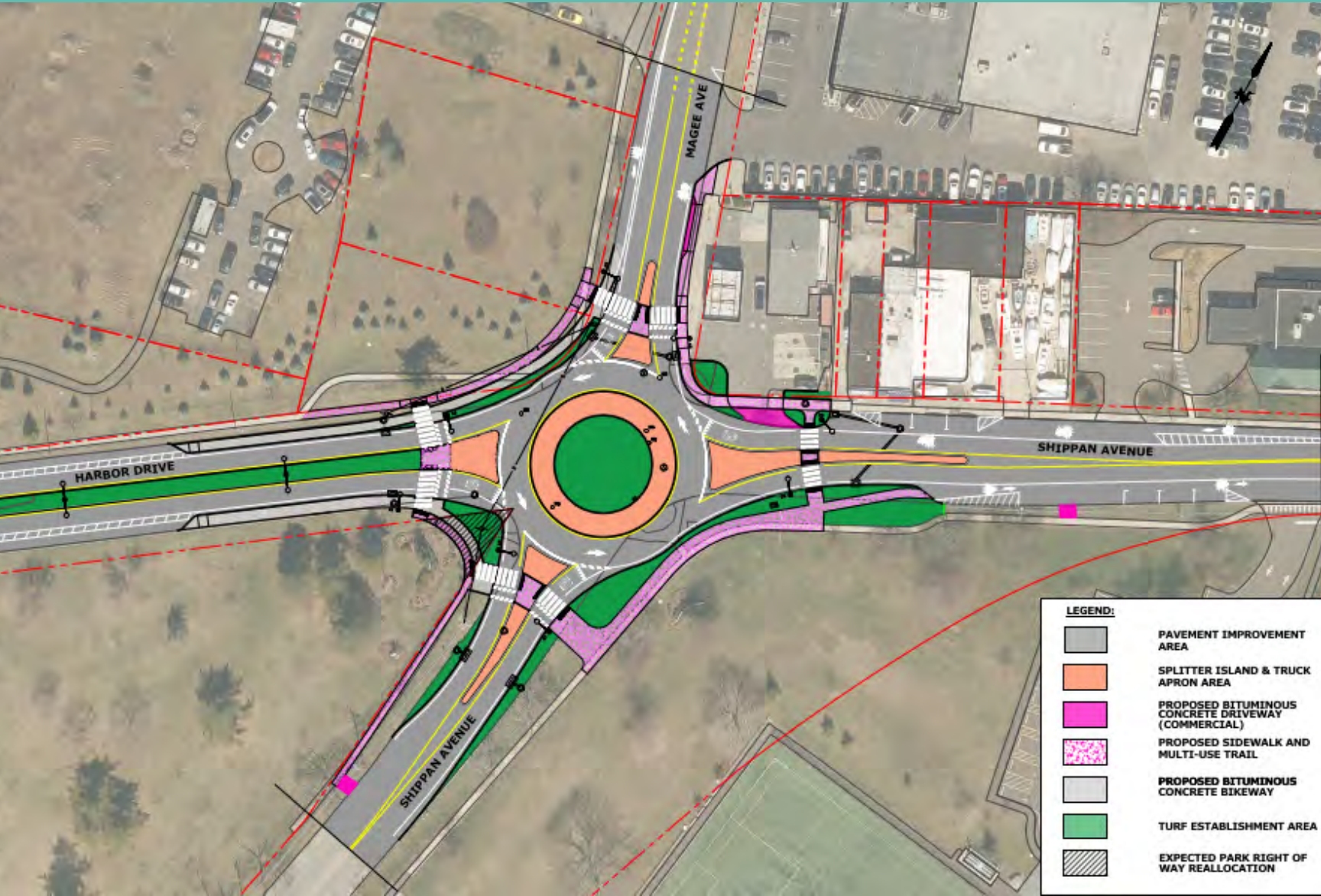


Proposal For

Roundabout Design & Inspection Services for Shippan Avenue, Harbor Drive, and Magee Avenue: RFP 867

Submitted to
City of Stamford, Connecticut

May 5, 2022





FUSS & O'NEILL

May 5, 2022

Frank Petise, PE
Bureau Chief, Transportation, Traffic, and Parking
888 Washington Boulevard
Stamford, CT 06901

RE: RFP No. 867; Roundabout Design and Inspection Services for Shippan Avenue, Harbor Drive, & Magee Avenue

Dear Mr. Petise:

From vehicles to cyclists and pedestrian users, roundabouts provide safety and connectivity to everyone that enters them. This important project will help to keep your City's residents and visitors safe, connected, and will efficiently get them to where they want to go.

Fuss & O'Neill has been a proud partner in transportation, traffic, and parking projects in Stamford for nearly two decades. For the past several years, we have been providing these services on an on-call basis, creating traffic and transportation safety improvements throughout the City. We also provided the conceptual design drawings for this project in support of the LOTCIP application – no firm has more knowledge of the intricacies of this project.

John Guzze, PE will serve as your Project Manager and works out of our Manchester office. He was the Project Manager for Long Ridge Road Sidewalk Design and the redesign of Boxer Square, a 2020 AASHTO America's Transportation award-winning project that provided pedestrian safety improvements to the intersection, among other improvements. John has managed and designed many projects with pedestrian and bicycle safety elements throughout the City, including Hope Street and Tom's Road improvements, Hope Street Pavement Markings, and the redesign of the Stillwater Avenue corridor and roundabout of West Avenue at Stillwater. His dedication and creativity, as well as experience on LOTCIP-funded projects, makes him an ideal choice to lead the formal design of this exciting project.

Our project team is made up of specialists and experts with decades of experience and specialized insight in transportation safety projects. To complete our team, we have partnered with Redniss and Mead (located at 22 1st Street in Stamford) to provide survey services, Haley & Aldrich (located at 100 Corporate Place #105 in Rocky Hill) to provide geotechnical and pavement design services, and Connecticut Counts, LLC (located at 63 Sugar Maple Lane in Berlin) to provide traffic counts.

We are excited about partnering with the City of Stamford to fulfill your vision for this important roundabout project. This proposal will remain in effect for one hundred and twenty (120) days after acceptance of the proposal by the City. Mark Vertucci, Vice President, is authorized to commit the company to this contract. The City may contact Mark Vertucci or John Guzze regarding any questions and clarifications to this proposal. They can be reached at 860.646.2469 extension 5381 and extension 5207 respectively.

Sincerely,

John Guzze, PE
Project Manager

Mark Vertucci, PE, PTOE
Principal-in-Charge

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SECTION 1

Project Approach

Downtown Streetscape Improvements and Roundabout Design - New Britain, CT



Section 1 – Project Approach

Fuss & O'Neill understands that Stamford is looking for a consultant to undertake a full design for the construction of a modern roundabout at the intersection of Shippan Avenue-Harbor Drive-Magee Avenue based on the approved LOTCIP application. We understand the challenges of this project because we have been involved since the beginning, as we helped the City develop the conceptual design and the LOTCIP application for this project, and our team is excited to continue through the formal design and construction process. Our team understands the importance of this project to your community, and we aim to provide Stamford with the same level of service and quality work that we have for the last two decades.

This section details our unique qualifications to manage this exciting roundabout project, followed by a detailed scope of work that informs our approach to reaching your goals in this project. Our team has reviewed the project description and desired work elements included in the request for proposals and will perform all services in accordance with City and CTDOT standards. Additionally, Fuss & O'Neill's numerous projects with private clients in Stamford help solidify familiarity with City requirements. We have performed design services for many projects that are administered by municipalities with CTDOT oversight and federal and/or state funding, and are familiar with the requirements of projects administered this way.

Complete Streets Design

We have worked with dozens of municipalities throughout Southern New England in creating functional, sustainable complete streets designs. Projects include road diets, curb radii reductions, raised intersections, streetscape elements, and green infrastructure. Bicycle accommodations range from sharrows to dedicated bike lanes and cycle track facilities. Streetscape treatments include special sidewalk treatments, ornamental lighting, and amenities such as furniture and planters. In addition, our designs often include intersection capacity and safety improvements, mid-block and raised crosswalks, on-street parking, and traffic calming measures. Our expertise in various methods of incorporating pedestrians and bicycles into the existing street corridors, combined with the use of innovative green infrastructure strategies where feasible, separates us from traditional firms.

LOTCIP Project Experience

Fuss & O'Neill is adept at managing projects with LOTCIP funding. Project Manager John Guzze has been through the process many times, and understands how to manage these projects on time and within budget. Our team has managed LOTCIP projects throughout Connecticut, including in:

- New Britain
- Berlin
- Darien
- Avon
- New London
- Windsor Locks



Complete Streets accommodates all users
Balancing the safety and efficiency for overall movement is one of our strengths, as evidenced by the multimodal solutions we employ in our design, such as the case with our streetscape improvements and roundabout design in New Britain.


Experience with Various Design Standards

Fuss & O'Neill has extensive experience with the necessary design standards required to manage this project. We have managed projects that have utilized design guidance from the National Association of City Transportation Officials, City of Stamford plans, guides, and standards, Federal Highway Administration (FHWA) standards and guidelines, NCHRP Report 672, American Association of State Highway and Transportation Officials (AASHTO) and other sources. With more than 40 transportation professionals throughout our company, we have the internal resources to further our understanding and collaborate to ensure that any required standards are being met.

In addition to our experience with local and Federal design standards, Fuss & O'Neill has a tremendous relationship with the Connecticut Department of Transportation (CTDOT). Our team currently serves as the CTDOT's Task-Based Traffic and Safety on-call consultants, the Environmental Planning Studies and Regulatory Investigations consultant, and the Task-based Bridge Rehabilitation/Replacement on-call consultant. Fuss & O'Neill recently won CTDOT's Consultant Liaison Engineering (CLE) contract for traffic and safety, and has three former CTDOT professionals on staff that bring decades of experience to our team.

Community Outreach Approach

All of the projects at Fuss & O'Neill require client engagement at various levels, and oftentimes community outreach on behalf of our clients. At Fuss & O'Neill, our professionals are skilled facilitators and sensitive to clients' concerns. We focus on clear communication and collaboration and have extensive experience with meetings, charrettes, and workshops. We routinely participate in stakeholder, public information, and planning and zoning meetings for infrastructure planning studies and land use applications for public and private development projects. Our team understands that this roundabout project is very important for Stamford, and will work with you to customize an effective communication plan.



Our design professionals understand that a successful project starts with understanding the City's vision of connecting all users while providing access for vehicles, pedestrians, cyclists, and all that travel through this area. Addressing the physical elements while creating an inviting, safe and efficient design for all users will be our focus.

Project Understanding

The intersection of Shippan Avenue/Harbor Drive/Magee Avenue is a connection point from the Cove/Shippan neighborhood to several diverse local neighborhoods and buildings. This intersection is a gateway for the Shippan Point Neighborhood, Cummings Park and Beach, the Shippan Avenue Commercial District and the Shippan Landing Office Park, home to several multi-national corporations. Additionally, significant volumes of pedestrians are generated due to proximity to one of Stamford's largest parks as well as the nearby commercial district.

The current design has wide, sweeping corner radii, long crossing distances, and no bicycle facilities. The City of Stamford Transportation, Traffic & Parking Department has committed to improving the Bicycle and Pedestrian facilities in Stamford by following the guidance of the recently approved Stamford Bicycle and Pedestrian Master Plan. The roundabout design will significantly increase safety for bicyclists as well as pedestrians by providing a further buffer from vehicles.

Furthermore, the existing traffic signal equipment is well beyond its useful life and it is separated from the rest of the system. This project will remove aging City infrastructure, reduce overall operating costs for the City, provide better traffic flow, and decrease the number of conflict points within the intersection. The roundabout design includes designated crosswalks and new sidewalks throughout all approaches to accommodate pedestrians, commuters, joggers, walkers, and/or cyclists. Additional street lighting is also proposed through the intersection to provide better visibility and pedestrian amenities. See Figure 1 below for the conceptual design layout.



Figure 1: Conceptual Design Plan

This project will greatly improve safety for bicyclists coming off of the City's newly installed bike lanes by separating bikes from vehicles. Bicyclists will be on a raised cycle track separate from pedestrians and vehicles going around the roundabout where the only conflict points will be at raised mixed-use trail crossings. The new roundabout will have raised crosswalks and crossbikes at each splitter island; slowing speeds, increasing visibility and re-enforcing that pedestrians have the right-of-way. Features will also be included such as enhanced landscaping, sidewalks, and significantly increased greenspace. Additionally, a planted median will be installed south on Harbor Drive away from the roundabout.

Project Approach

This proposal was generated to follow the procedures outlined by CTDOT and WestCOG for LOTCIP-funded projects. These guidelines can be found in the following documents:

- <https://portal.ct.gov/-/media/DOT/documents/dhighwaydesign/LOTICIP-Guidelines-November-2021-Final-Web.pdf>
- <https://westcog.org/transportation/foundational-plans/lotcip/>

We will also utilize the following design guidelines:

- <https://nacto.org/docs/usdg/nchrprpt672.pdf>
- <https://nacto.org/>
- https://portal.ct.gov/-/media/DOT/documents/dpublications/highway/CTDOT_HDM_20.pdf
- AASHTO: A Policy on Geometric Design of Highways and Streets – The Green Book, 2018 7th Edition
- <https://highways.dot.gov/>
- <https://mutcd.fhwa.dot.gov/>
- <https://www.access-board.gov/>
- City / Local Guidelines

We have assumed a total design project duration of eighteen (18) months. Furthermore, we have assumed a total construction duration of eight (8) months for this project.

Scope of Services

Task 01 – Meetings

Scope Review/Assignment Meeting

- Fuss & O'Neill (F&O) will organize one (1) pre-design meeting with the City of Stamford. This meeting will confirm the scope, schedule, and coordination procedures for the project.
- This meeting will be held virtually.

Site Visit

- Conduct a site visit to review the existing layout and operations, familiarize staff with the intersection, and identify potential impacts of the roundabout.

Design Development Meetings and Coordination

- F&O will attend three (3) meetings for design-related discussions/reviews and status updates at the Stamford Government Center or on site after the Preliminary Design (30%), Semi-Final Design (80%), Final Design (100%) submissions.
- Quarterly assistance to communicate project benchmarks, delays, and current construction costs to WestCOG will be provided by F&O.

Public Information/Involvement Meetings

- F&O will attend a public informational meeting in the City of Stamford and conduct design presentations at the following design stages. F&O is prepared to hold these meetings virtually if necessary.
 - » Prior to the completion of Preliminary Design (30%)
 - » Prior to the completion of Semi-Final Design (80%)
 - » Prior to the completion of Final Design (100%)
- F&O will take meeting minutes and prepare display plans and other information for presentation. Presentation material may consist of one rendering, one planimetric drawing, one cross section, and/or one streetscape motif that graphically represent the proposed conditions.
- The City will provide all required legal notices and publications.

Utility Notification Letter & Meeting

- F&O will send a project description and location plan to all utility companies listed on the CTDOT Utility Contact List that have facilities in the vicinity of Harbor, Shippan, Magee intersection to inform the utilities of the proposed design project.
- F&O will coordinate with those utility companies whose facilities are affected by the proposed improvements.
- Coordination will begin after the Preliminary Design (30%) submission.
- F&O will attend two (2) field utility meetings:
 1. Prior to Semi-Final Design (80%) commencement
 2. Prior to the Final Design (100%) commencement

These meeting are needed to familiarize the utility companies with the proposed improvements and incorporate any recommendations or adjustments necessary based on the utility owners review.

Task 02 – Topographic Survey

We will prepare a Right of Way (ROW) and Topographic Survey for the project. The topographic limits are defined based on Figure 2 below. The width of the corridor will be 75 ft. from each side of the centerline and approximately 100 ft. beyond each roadway project limit, except for the northern leg (150 ft.). The survey boundary yields approximately 2,000 LF of ROW (150 ft. width) for a total of +/- 6 acres. The goal is to create a base map for the project that can be used for the design of the proposed roadway and site improvements.

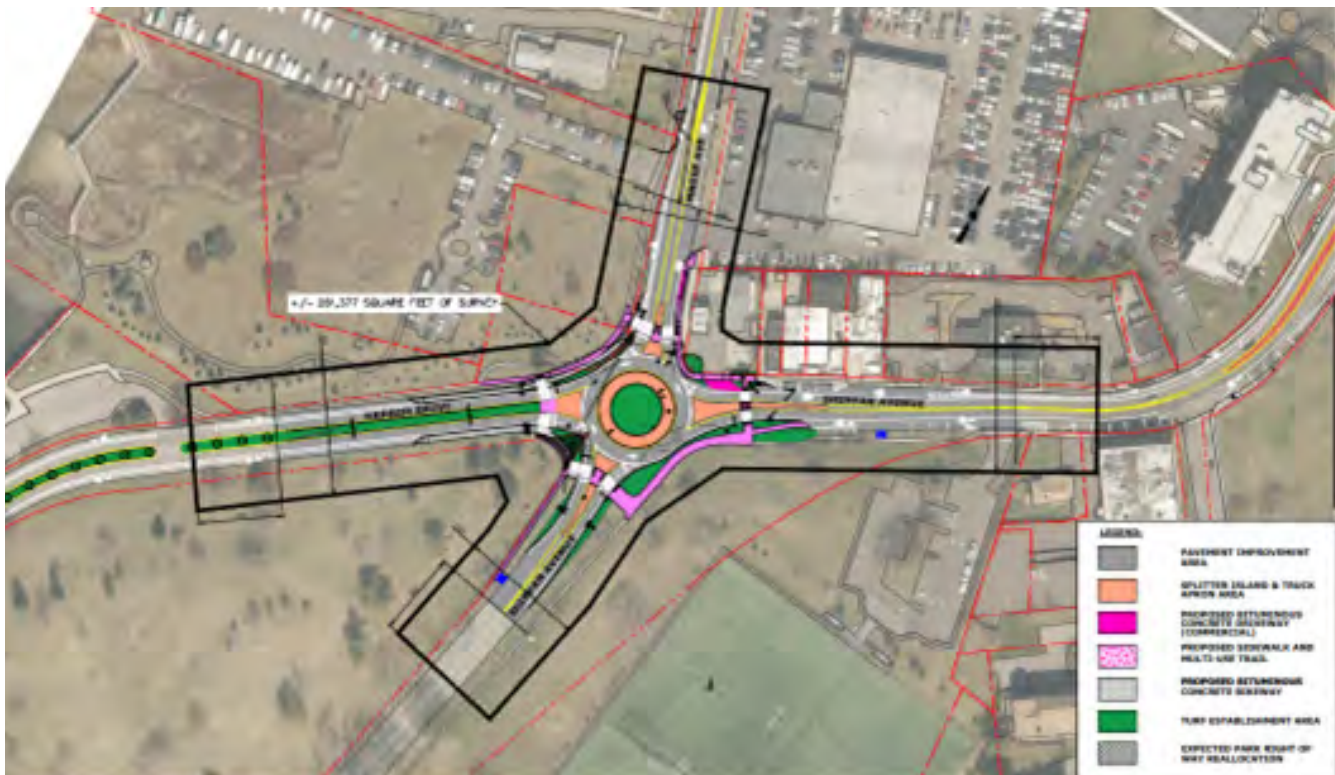


Figure 2: Project Survey Limits

The local land records will be researched for updated mapping, now or formerly and utility information pertinent to the above-referenced property and abutting properties. Individual property/parcel lines will be depicted based upon assessors and/or GIS mapping.

Horizontal control for the survey will be based on the North American Datum of 1983 (NAD 83) and vertical control will be based on the North American Vertical Datum of 1988 (NAVD 88). A minimum of 2 permanent control points and benchmarks will be set at appropriate locations. No new monumentation is included in this agreement.

The field survey will incorporate the location of the following ROW and topographic features: property monumentation along the right-of-way and street right-of-way monumentation, walls, fences, trees, buildings, structures, driveways, edge of pavement, edge of parking, pavement markings, top and bottom of curbs, walks, plantings, visible signs of utilities, utilities marked out by others, top of frame and invert elevations of storm and sanitary sewers, manholes, water gates, gas gates, electric and telephone hand holes, poles, signs, and lights.

Visible evidence of possible encroachments over the right-of-way line and/or record easements will also be located and depicted on the survey. Flood zones and Aquifer Protection Areas within the project area, if any, will be depicted using current Federal Emergency Management Agency (FEMA) FIRM and local mapping, respectively.

Local utility companies listed on CTDOT's Utility Owners by Town List will be contacted for information pertinent to the location of their underground and overhead utilities within the project area. Utility information will be based on visible evidence of surface and overhead structure locations and as compiled from existing record mapping available during the preparation of the survey. Information for these utilities related to depth, size, and connections to buildings will be based upon record mapping only. Storm and sanitary sewers may be depicted on the survey with top of frame elevations, pipe sizes, and invert elevations if this information is easily accessible during the preparation of the survey.

The City will be responsible for posting "No Parking" signs as required in order to maintain survey limits clear of parked cars in order to allow for collection of survey information. Mapping will be prepared using AutoCAD Civil 3D software depicting contours at one foot intervals as well as the location of features collected by the field survey.

The above plan and field survey will be prepared in accordance with the accuracies of a Class A-2 Property/Boundary – Right of Way Survey and a Class T-2 Topographic Survey while abutting side property lines will be based on Class "D" information as defined in the "Standards for Surveys and Maps in the State of Connecticut," prepared and adopted by the Connecticut Association of Land Surveyors, Inc., August 29, 2019.

Task 03 – Permitting & Environmental Screening

Permitting

We anticipate preparing three (3) permit applications and completing all approval processes for the following entities: CTDEEP General Stormwater Permit, State Historic Preservation Office (SHPO), and a Coastal Area Management (CAM) permit. The Environmental Screening Report developed by the Department will confirm the need to apply for these three (3) permits/approvals described above. Any other permits/approvals that need to be prepared are not part of this proposal.

- *CTDEEP General Stormwater Permit*
 - » Based on the total area to be disturbed by the subject project (> 1 acre), the State of Connecticut Department of Energy and Environmental Protection (CTDEEP) will require an application for the “General Permit for the Discharge of Stormwater and Dewatering Wastewaters Associated with Construction Activities”. The following are services necessary to complete these requirements.
 - ◇ We will complete the CTDEEP registration form for the stormwater General Permit which will also be stamped and signed by a Professional Engineer. A Stormwater Pollution Control Plan (SWPCP), specific to the site, will be developed to meet the requirements of the CTDEEP General Permit.
 - » During construction, the permit also requires weekly inspections by a qualified professional and monthly turbidity monitoring to ensure compliance with the permit. We assume that City forces or the Construction Inspector will be responsible for this work; therefore, no fees associated with stormwater inspections or monitoring have been included in this agreement.
 - » All fees associated with the CTDEEP Stormwater Permit will be submitted by the City.
- *State Historic Preservation Office (SHPO)*
 - » The State Historic Preservation Office (SHPO) administers a range of federal and state programs that identify, register, and protect the buildings, sites, structures, districts and objects that comprise Connecticut’s cultural heritage. It seeks new opportunities for collaboration on restoration and community revitalization.
 - » Although not within a historic area, CTDOT often requests the coordination of the State Historic Preservation Office for complete validation.
 - ◇ Thus, F&O will begin coordination with SHPO after the Preliminary Design (30%) phase and will review their recommendations and/or requirements.
 - ◇ Items associated with their review will be incorporated into the Semi-Final Design (80%) phase, if any.
 - ◇ F&O will re-submit updated material to SHPO indicating what was included or excluded seeking their approval, if necessary.
- *Coastal Area Management (CAM) Permit*
 - » This task includes work to prepare an Application for Coastal Site Plan Review. Fuss & O’Neill will provide drawings and information in support of the filing of the CAM application. Specific activities that we anticipate performing include:
 - ◇ **Hydrologic Analysis** – Both existing and proposed conditions will be modeled and compared using the

HydroCAD© computer program. This program uses the Rational Method or the Soil Conservation Service (SCS) curve number method to develop hydrographs that can compare pre- and post-project conditions.

- ◇ **Flood Contingency/Pollution Prevention Plan** – A narrative meeting the requirements of the City of Stamford including information on how coastal resources will be protected and water procedures are to be followed in the case of a flood event or spill.
- ◇ **Resource Feasibility Statement** – A narrative in accordance with Section 22a-105 of the Connecticut Coastal Management Act demonstrating project feasibility as it relates to coastal resources.
 - Respond to staff comments, perform revisions to the plans to facilitate approval, and perform revisions to plans for final filing. We have included one (1) round of revisions to address technical comments from the City of Stamford staff as well as Environmental Protection Board (EPB) members.

Environmental Screening (ES)

- F&O will perform a preliminary Environmental Screening Review concurrently with CTDOT in order to assist the City of Stamford in identifying potential compliance issues. The screening will be consistent with CTDOT screening conducted as part of Connecticut Environmental Policy Act (CEPA) compliance. It is not intended to replace CTDOT screening process but rather to position the City to be proactive in addressing any compliance issues that may potentially impact the project timeline.
- Such items may consist of elements relative to natural resources, historic/archaeological resources, endangered species etc. that are to be investigated and/or addressed during the subsequent design phases.
- F&O will coordinate and communicate our results with the City of Stamford.
 - » Time has been incorporated into this scope of work to address the following potential environmental screening findings:
 - ◇ Parks, Recreation Areas, Wildlife Refuges, and Scenic Roads
 - Air Quality
 - » Time has not been incorporated into this scope of work to address the following potential environmental screening findings:
 - ◇ Natural Resources
 - DEEP's Natural Diversity Data Base (NDDB)
 - ◇ Water Resources
 - Sole Source Aquifers
 - Wild and Scenic Rivers
 - ◇ Noise
 - ◇ CEPA and/or NEPA Requirements

Task 04 – Geotechnical & Pavement Design

F&O will prepare a pavement design and geotechnical memorandum / report that will include the following items, as applicable to the project and site:

- Accumulate and evaluate readily available data on subsurface soil and rock conditions and groundwater levels at and near the site from geologic maps and nearby team projects.
- Coordinate geotechnical services with the proposed LOTCIP roadway plans and/or existing condition plans.
- Prepare a Health and Safety Plan for Geotechnical field staff monitoring explorations.
- Visit the site to observe locations of proposed explorations and assess site conditions relative to equipment type and access. Stake or otherwise mark locations of explorations for utility clearance.
- Plan and conduct a subsurface exploration program consisting of up to 6 test borings to obtain soil and groundwater information for design of the new pavement section. Borings will be located on each roadway approach and one or two borings within the intersection. Boring depths will range between 3 to 5 feet.
- Fuss & O'Neill will engage a drilling subcontractor to perform the test borings. The subcontractor will contact Call Before You Dig (CBYD) for clearance of public utilities prior to undertaking exploration work.
- Prepare and provide logs of subsurface explorations.
- Perform laboratory testing on selected soil samples recovered from the explorations. We propose to perform up to four (4) grain size analyses.
- Perform analyses related to the geotechnical engineering aspects of design and construction, and prepare an engineering report in accordance with CTDOT Soil and Foundation Unit guidelines that will include the following items, as applicable to the project and site:
 - » Plan showing locations of subsurface explorations.
 - » Logs of explorations.
 - » Summary of subsurface conditions as interpreted from explorations.
 - » Results of laboratory testing.
 - » Comments regarding suitability of the proposed pavement section, and potential premium cost items during subgrade preparation such as removal of unsuitable soils.
 - » Comments regarding geotechnical aspects of construction, such as subgrade preparation, removal of unsuitable soils, excavation and filling, use of reclaimed asphalt from the site as subbase, re-use of existing pavement subbase, suitability of on-site soils for re-use as backfill in utility trenches, and rock excavation and dewatering at utility trenches.

Task 05 – Updated Traffic Analysis

Traffic Design

- This work includes advancing our traffic operations model in order to re-evaluate the capacity and queues anticipated from the proposed roundabout with 2022 traffic data. Weekday morning and afternoon peak hour capacity analyses will be re-assessed for the project using 20-year design horizon traffic volume projections provided by the CTDOT Planning Division.
- Traffic Data Collection and Analysis:
 - » Four (4) 24-hour ATR counts will be conducted to obtain vehicle classification and ADT information on each roadway approach for pavement design purposes.
 - » Conduct new turning movement counts (including vehicles, pedestrians, and cyclists) during one (1) typical weekday morning, afternoon, and Saturday midday peak periods at the intersection of Williams Street at Broad Street.
 - ◇ 4 hour AM, PM and Saturday counts will be requested and conducted in order to expand the data collection timeframe due to the Departments comments and concerns regarding truck traffic turning movements as well as seasonal marina traffic, particularly from the Roundabout Committee.
 - » Enhance existing conditions peak hour traffic volume figures.
 - » Calculate 20-year future conditions volume projections through coordination with the CTDOT Planning Division.
 - » Complete a new intersection capacity analysis of the intersection for the morning, afternoon, and Saturday peak hours to determine levels of service and vehicular queues under the 20-year future conditions.
 - » Analyses will be summarized and incorporated into the project Design Report.

Task 06 - Preliminary Design (30%)

This phase of the project will advance the plans to a design completion of approximately 30% in accordance with the LOTCIP-WestCOG Guidelines. All plans will be provided at a scale of 1 inch = 20 feet, unless otherwise noted.

Preliminary Horizontal and Vertical Design

- Develop preliminary baseline alignments and horizontal geometry for all roadway segments in accordance with the following resources as noted in the Project Approach:
 - » Highway Design Manual; Connecticut Department of Transportation, Revised 2013.
 - » National Cooperative Highway Research Program Report 672; Roundabouts: An Informational Guide; Second Edition; Transportation Research Board.
 - » A Policy on Geometric Design of Highways and Streets; American Association of State Highway and Transportation Officials, Seventh Edition, 2018.
 - » Urban Street Design Guide; National Association of City Transportation Officials, 2013.
 - ◇ Special attention will be given to the roundabout horizontal and vertical geometry during design

development in order to conform to defined CTDOT standards & NCHRP 672. Grading in particular can create design challenges where the proposed ties back into the northeast parcel. Efforts will be made to limit Right-of-Way impacts.

- ◊ If land is required, the City will negotiate with property owners for any rights or acquisitions.
- Comments from the CTDOT Roundabout Committee will be incorporated and enhanced as discussed during the application process. These comments consist of:
 - » Validating and/or adjusting two right turn movements for WB-62 vehicles
 - » Improving the R5 fastest path speed traveling northbound on Shippan Avenue and taking a right turn on Shippan Avenue
 - » Relocating the center of the roundabout slightly to the southwest in order to pull the roundabout further from the northeast parcel
 - » Increasing the inscribed diameter slightly to assist with all AutoTurn movements

Preliminary Drainage Design

- F&O will develop plans and details to relocate existing roadway storm drainage facilities that are necessary to proposed curb lines. F&O will request information from City engineering staff on drainage issues that they are aware of.
- We will develop preliminary layout of structures, outlets and pipes. Improvements will be limited to relocating the existing drainage inlets and connecting to the existing system. This scope does not include the evaluation of the storm drainage system to its ultimate discharge outlet, nor does it include CCTV inspection to its ultimate discharge outlet.

Cover, Gen. Notes & Legend, Index & Boring Locations, Boring Logs and Exist. Conditions Plans

- A preliminary cover sheet, general notes and legend plan, index and boring locations plan, boring logs and existing conditions plan will be created indicating the project area and the topographic layout.

Miscellaneous Details

- Preliminary details anticipated for the roadway construction will include items such as the following: curbing, pavement sections, sidewalks, roundabout design, pavement markings, erosion control systems, and special pavement treatments. Fuss & O'Neill will utilize the City of Stamford details as necessary or per request.
- No retaining walls are anticipated as we assume we can grade out all affected slopes.

Typical Cross Sections Plans

- Develop Typical Cross Sections for the project roadway segments. We have assumed approximately five (5) sections will be incorporated.

Alignment & Curb-Tie Plans

- The baseline-tie information will be provided in order to establish the alignments within the field.
- The curb data and curb-tie information will be advanced in the Semi-Final Design (80%) phase.

Roadway Plans

- Roadway Construction plans utilizing the horizontal alignment/baselines will be used to identify the proposed layout, materials, and construction activities necessary to reconstruct the intersection.
 - » Right-of-Way and Rights to Construct Designations
 - ◇ Property acquisitions, easements, and/or land swaps are anticipated for this project.
 - ◇ A Schedule of Property Owners and anticipated square footage of impact will be generated and incorporated into the project Design Report.
 - ◇ Property Surveys, Taking Maps and/or Property Maps used for acquisition procedures, easements, or land swap agreements are not incorporated within this contract, but will be communicated to the City as an 'Add-Alternative' per property, per map cost (see Assumptions).
 - ◇ The Contractor will need to obtain rights for construction and/or utility easements. These areas will be identified on the general construction plans.
 - ◇ The city will acquire all temporary construction rights prior to the Final Design (100%) submission.

Profiles

- Develop preliminary profiles and vertical geometry for the roundabout and its' four approach legs. The proposed profiles will be designed in accordance with the above mentioned references. Special attention will be given to any crosswalks to ensure approved grades are met per ADA and/or PROWAG requirements.

Drainage and Erosion & Sedimentation Control Plans

- Preliminary drainage modifications and erosion & sedimentation control features will be shown in approximate locations based on the proposed horizontal geometry and preliminary profiles. The drainage design and its' associated structures and pipes will be advanced once all test pits are performed and underground utilities are identified after Preliminary Design (30%).

Signing & Pavement Markings

- Fuss & O'Neill will develop lane uses and widths, and other uses of the roadway area, including parking or bike lanes.
- Signage will be developed during the Semi-Final (80%) design phase.

Preliminary Design Plans

- Preliminary plan sheets, as detailed in the PD Submission section below and described above, will be developed for each of the roadway segments, consistent with LOTCIP and CTDOT standard practice for preliminary design plans. We expect to work closely with City Staff in completing the preliminary design of the roundabout.
- Close attention will be given to the issues of vertical geometry, deflection, circulating and entry speeds in the roundabout, central island details, limiting property acquisitions and providing adequate sight lines for safety.

Preliminary Design Construction Cost Estimate

- F&O will prepare a preliminary construction cost estimate, based on the most recently available CTDOT Highway Cost Estimation Software.

Preliminary Design Report

- The Preliminary Design Report will include, but not limited to the following contents: Project Description, Design Exceptions, Geotechnical Investigations, Traffic Control, Crash History, Rights-of-Way, MP&T, Environmental Screening, Utilities, Schedule, and Construction Cost.
- Design Exception Documentation
 - » F&O will prepare documentation justifying design elements that do not meet design guidelines / standards.

PD Submission

The Preliminary Design Submission including the City and WestCOG will receive following materials in Portable Document Format as well as three (3) hard copies:

- Copies consisting of:
 - » Cover Sheet
 - » General Notes & Legend Plan
 - » Index Plan & Boring Locations
 - » Boring Logs
 - » Existing Conditions Plans
 - » Miscellaneous Details
 - » Typical Cross Sections Plans
 - » Alignment & Curb-Tie Plans
 - » Roadway Plans
 - » Profiles
 - » Drainage and Erosion & Sedimentation Control Plans
 - » Signing and Pavement Marking Plans
- Copy of Preliminary Design Construction Cost Estimate
- Copy of Preliminary Design Report

Post-Submission Tasks

- Provide Plans to Utility Companies & Conduct First Field Utility Meeting – See Task 01
- Coordinate & Attend Test Pits – See Task 07
- PD Review Meeting – See Task 01
- Second Public Information Meeting – See Task 01
- Begin Coordination with SHPO – See Task 03
- Value Engineering
 - » If necessary, Fuss & O'Neill will prepare a memo for City approval indicating cost-cutting measures to be included in the Semi-Final design if the preliminary estimate indicates the construction cost will exceed the amount in the budget.

Task 07 - Semi-Final Design (80%)

Respond to PD Comments

- F&O will respond to one (1) round of comments from the City and WestCOG in regards to the Preliminary Design submission to progress the design into the Semi-Final Design (80%) phase. It is assumed that all PD comments will be provided at one time prior to the initiation of SFD design.

Test Pits

- This activity shall include labor, equipment, and materials necessary to locate the proposed test pit locations, monitor the operation, and collect required information. One day of test pits are included in this proposal for an F&O staff member to attend & record pertinent information.
- F&O will incorporate the information gathered from the requested test pits in order to continue advancing the design. All test pits shall be performed prior to advancing to the Final Design (100%) submission.
- The City shall provide police traffic control, obtain a contractor to dig the test pits, repair the roadway, and waive any permit fees for these test pits.

Semi-Final Horizontal and Vertical Design

- F&O will advance the proposed geometry, horizontal alignments, and vertical baselines for all roadway segments within the project limits.

Draft Stormwater Management Narrative

- Perform necessary Stormwater Quantity calculations required by the City of Stamford, CTDOT and/or CTDEEP to prepare a Stormwater Management Narrative that will assess the storm drainage systems hydraulic capacity as well as the project areas hydrologic conditions, existing versus proposed.
 - » Hydraulic Analysis – This analysis will be completed using Bentley System's StormCAD computer program. The results will be compiled utilizing the following analyses:

- ◇ A drainage area delineation map
- ◇ Gutter flow analysis
- ◇ Inlet and conduit capacities
- ◇ Hydraulic grade line (HGL) calculations
- ◇ The analysis will not include the evaluation and survey of the storm drainage system to its ultimate discharge outlet
- » Hydrologic Analysis – Both existing and proposed conditions will be modeled and compared using the HydroCAD© computer program. This program uses the Rational Method or the Soil Conservation Service (SCS) curve number method to develop hydrographs that can compare pre- and post-project conditions.
- F&O will advance the layout of structures, outlets and pipes as well as incorporate the top of frame and invert elevations on the Drainage and Erosion & Sedimentation Control Plans, Profiles, and Cross Section Plans.

Semi-Final Design (80%) Plans

The following plans will be advanced and/or incorporated into the SFD design set.

Alignment & Curb-Tie Plans

- The curb data and curb-tie information off of the proposed alignments will assist in locating and constructing the proposed curb lines and sidewalks within the project area.

Grading Plans

- Draft proposed contours will be depicted within the grading plans to begin investigating drainage concerns and walkability requirements.
- Draft frame elevations, inverts and sump data will be added to the Drainage and Erosion & Sedimentation Control plans at this time.
- A supplemental Intersection Grading Plan will be developed for the roundabout to ensure proper drainage, curb returns and conformance with ADA/PROWAG requirements at crosswalks and walkable surfaces.

Streetscape, Hardscape, and Landscape Plans

- We will develop the streetscape, hardscape and/or landscape design for the project area including the amenity, snow shelves, buffer areas as well as the central island design.
- F&O to meet with city officials to discuss, identify, and confirm landscape elements or a “gateway” feature within the central island.
 - » F&O will create three conceptual designs via trace paper.
 - » One 3D rendering will be developed once a preferred concept is chosen.
 - » The intent is to bridge the gap between the physical elements themselves to creating a space that is meaningful to the surrounding community, the project site, and the city itself.

- Possible “gateway” features consist of a rain garden to implement sustainability and stormwater best management practices, general landscaping, up-lighting, flagpoles, and/or any other element that is not a crash hazard.
 - » Customized drainage solutions such as storm water infiltration swales, rain gardens etc. will be required to design a rain garden within the central island and may be recommended to achieve certain standards, permits and/or BMP requirements.
- Coordinate with F&O’s electrical engineering design team to provide power to any lighting components.
- F&O can develop details and/or specifications for an irrigation system that is planned to connect off a nearby water main.
- F&O will include all landscape, streetscape, or hardscape construction details within the MDS drawings.

Electrical Design Plan & Photometric Plan

Electrical Design

- Incorporate lighting fixtures selected through input from the City of Stamford and design team.
 - » Luminaires, poles and concrete bases will be provided in areas surrounding the proposed roundabout adjacent to each of the designated crosswalks.
- List component specifications such as lamps, reflectors, optics, angle of cutoff, supports, poles and include manufacturers catalog cuts. Coordinate with the utility company to establish an electrical service on site. The service will entail a standalone electrical cabinet mounted on a concrete pad. An electrical meter will be mounted on the exterior. The cabinet will house a power panel and necessary controls for site power. Spare conduits will be stubbed out of the concrete pad for future access to the electrical enclosure.
- Provide special provisions for all lighting elements and features outside the Connecticut Department of Transportation (CTDOT) Form 818.
- Complete a construction estimate for the lighting components.
- Locations and description of proposed light fixtures will be shown on the electrical design (ELE) and photometric (LUM) plans.
- Provide foundation details for light supports.
- Conduit locations, sizes, power and control wiring design and callouts will be displayed on the electrical design (ELE) plan.

Photometrics

- Calculations will be performed with available photometric data corresponding to the roadway luminaire manufacturer, utility pole owner, and the decorative light fixtures. The photometric plan shall include the following:
 - » Relocated and retained utility pole locations as well as decorative light fixtures.
 - » The following measures of maintained horizontal illuminance in footcandles:
 - ◇ Maximum
 - ◇ Minimum

- ◇ average; and
- ◇ average to minimum uniformity ratio
- » A photometric plan showing the proposed footcandle readings based on 10 foot by 10 foot grid due to the proposed decorative roadway and/or pedestrian light fixtures.
- » Design lighting levels shall meet minimum IESNA, FHWA, and/or NCHRP Report 672 recommended horizontal illuminance levels or higher lighting levels as defined by the owner, but not to exceed city regulations.

Utility Plans

- The utility plans will depict potential private or public utility relocations such as utility poles and/or the resetting of water and gas gate valves.
- These plans will be utilized to coordinate with the utility owners whose facilities may be impacted by the proposed construction.
- Test pits will be depicted on the plans to assist in further identifying potential underground or aboveground conflicts and gaining additional information.

Signing & Pavement Markings

- F&O will coordinate signing requirements with the City and determine the locations of the proposed signing. All signing details and locations will be included in the project plans and documents during the SFD phase.

Maintenance and Protection of Traffic

- Construction phasing and associated lane usage and dimensions during the various project phases will be developed. Plans will be in conformance with the Manual on Uniform Traffic Control Devices.
- Draft temporary traffic control plans, including signage for each phase, will be generated as well.
- Draft detour plans will also be generated to accompany the MPT / Staging plans if necessary.

Critical Cross Sections

- F&O will develop cross sections approximately every 25 to 50 feet at critical areas along the corridor. Known utilities will be shown in each section including but not limited to storm & sanitary sewer, gas, electric and water will be added into the cross sections.

Bid Package

- F&O will prepare a draft of all special provisions anticipated for necessary pay items.
- The City will provide the front-end boilerplate materials to F&O. F&O will provide a unit cost bid tabulation form, and make minor modifications to the City materials in order to create a coordinated bid package. We have assumed the following City staff will review and comment on the Bid Package within its entirety.
 - » Engineering

- » Public Works
- » Purchasing

Semi-Final Design Construction Cost Estimate

- F&O will update and submit quantity computations and the anticipated construction estimate for the project.

Semi-Final Design Report

- The Preliminary Design Report will be advanced and updated to include the latest information, schedule, and construction cost.

Semi-Final Design Submission

The Semi-Final Design Submission including the City and WestCOG will receive following materials in Portable Document Format as well as three (3) hard copies:

- Copies consisting of:
 - » Cover Sheet
 - » General Notes & Legend Plan
 - » Index Plan & Boring Locations
 - » Boring Logs
 - » Existing Conditions Plans
 - » Miscellaneous Details
 - » Typical Cross Sections Plans
 - » Alignment & Curb-Tie Plans
 - » Roadway Plans
 - » Profiles
 - » Drainage and Erosion & Sedimentation Control Plans
 - » Grading Plans
 - » Streetscape, Hardscape, Landscape Plans
 - » Electrical Design Plan
 - » Photometric Plan
 - » Utility Plans
 - » Signing and Pavement Marking Plans
 - » Maintenance and Protection of Traffic Plans
 - » Critical Cross Sections
- Copy of Semi-Final Design Construction Cost Estimate
- Copy of Draft Bid Package
- Copy of Draft Stormwater Management Narrative

- Copy of Semi-Final Design Report

Post-Submission Tasks

- Provide Plans to Utility Companies & Conduct Second Field Utility Meeting – See Task 01
- SFD Review Meeting – See Task 01
- Submit & complete CTDEEP Stormwater General Permit
- Value Engineering
 - » If necessary, Fuss & O'Neill will prepare a memo for City approval indicating cost-cutting measures to be included in the Final Design if the SFD estimate indicates the construction cost will exceed the amount in the budget.

Task 08 – Final Plans (100%)

This phase of the project will advance the construction documents to a design completion of 100% in accordance with the LOTCIP-WestCOG Guidelines.

Respond to Semi-Final Design (SFD) Comments

- F&O will respond to one (1) round of comments from the City and WestCOG in regards to the SFD submission to progress the design into the Final Design (100%). It is assumed that all SFD comments will be provided at one time prior to the initiation of Final Design.

Utility Plans

- Collected test pit data will be placed on the utility plans to communicate to the Contractor the findings.

Finalize Documents

- F&O will finalize the following material prior to submitting:
 - » Horizontal & Vertical Geometry
 - » Drainage Design
 - » Final Design LOTCIP Documentation Forms
 - » Plans
 - » Special Provisions (Bid Package)
 - » Construction Estimate
 - » Stormwater Management Narrative
 - » Design Report

Final Design Submission

The FD Submission including the City, CTDOT and WestCOG will receive following materials in Portable Document Format as well as three (3) hard copies:

- Plans:
 - » Cover Sheet
 - » General Notes & Legend Plan
 - » Index Plan & Boring Locations
 - » Boring Logs
 - » Existing Conditions Plans
 - » Miscellaneous Details
 - » Typical Cross Sections Plans
 - » Alignment & Curb-Tie Plans
 - » Roadway Plans
 - » Profiles
 - » Drainage and Erosion & Sedimentation Control Plans
 - » Grading Plans
 - » Intersection Grading Plan
 - » Streetscape, Hardscape, Landscape Plans
 - » Electrical Design Plan
 - » Photometric Plan
 - » Utility Plans
 - » Signing and Pavement Marking Plans
 - » Maintenance and Protection of Traffic Plans
 - » Critical Cross Sections
- FD Construction Cost Estimate
- FD Bid Package & Special Provisions
- FD Stormwater Management Narrative
- FD Design Report

Post-Submission Tasks

- Send Revised Plans to Utility Companies

Task 09 – Construction Documents

Fuss & O'Neill will respond and resubmit the Final Design Submission (FDS) documents addressing any items from the CTDOT per their 100% review.

The Construction Document (CD) submission back to the Department will include the following updated materials:

- Final Design LOTCIP Documentation Forms
- Plans
- Specifications (Bid Package)
- Estimate
- Design Report
- Stormwater Narrative

Post-Submission Tasks

- Send Revised Plans to Utility Companies

Construction Services

Bidding Assistance & Consultation during Construction services will not be provided as part of this contract.

Schedule

We anticipate this project will begin construction in the spring of 2024, and Fuss & O'Neill's efforts will be focused to maintain that schedule. We will review with you in our pre-design conference call as well as within the three design development meetings the interim deadlines and responsibilities for all project partners that will be necessary to meet this schedule.

Fees

Fuss & O'Neill proposes to provide these professional services on a lump sum basis for a fee of \$308,000. Our policy is to invoice on a monthly basis using a percent complete for each of the project tasks shown on the following page.

Individual costs that comprise the lump sum fee are provided according to the table below.

Task	Description	Basis	Fee
01	Meetings	Lump Sum	\$41,250
02	Topographic Survey	Lump Sum	\$39,750
03	Permitting & Environmental Screening	Lump Sum	\$25,500
04	Geotechnical & Pavement Design	Lump Sum	\$18,750
05	Updated Traffic Analysis	Lump Sum	\$5,750
06	Preliminary Design (30%)	Lump Sum	\$47,500
07	Semi Final Design (80%)	Lump Sum	\$96,750
08	Final Plans (100%)	Lump Sum	\$25,250
09	Construction Documents	Lump Sum	\$7,500
	Total Lump Sum Fee		\$308,000

Direct costs for any reproductions, mileage, and mailings are included in the above costs.

Assumptions - Meetings

The scope and fees detailed above were made utilizing the following assumptions. Should any of these assumptions prove to be incorrect, additional scope and fee may result.

1. Meeting attendance is limited to the meetings expressly detailed in the scope of services. A separate agreement can be provided if attendance at additional meetings is requested.

Assumptions - Topographic Survey

1. Periods of adverse weather could impact the ability to perform field work which therefore could delay the completion of the survey. Field survey and wetland delineation can be performed during a time period when there is no ground frost and/or minimal snow cover.
2. It is assumed police will be provided and paid for by the City as needed for survey work (if required).
3. Storm and sanitary structures will be clear of any snow or debris obstructing the pipe inverts. Storm and sanitary invert elevations at structures filled with snow or debris will not be obtained. Revisiting the site to obtain storm and sanitary inverts in structures that have had snow or debris removed will be considered additional.
4. The City will provide existing sanitary sewer collection and other infrastructure system mapping.
5. Wetlands will not be delineated and flagged by a registered soil scientist as it assumed no inland wetlands are located within the project area.
6. CCTV services of the existing stormwater system within the project area or a dye test will not be conducted to validate the existing stormwater network.
7. Utilities will be compiled from field information as well as existing record mapping. The use of ground penetrating radar (GPR) to locate underground utilities will not be performed as part of this task. If the use of GPR to locate underground utilities is required, it will be provided under a separate agreement.

8. The actual field location of monumentation agrees with record information within an allowable tolerance.
9. Iron pins will not be set at property corners that are not currently monumented. If pins are required at every property corner, an additional task authorization will be required for this service.
10. Additional survey, evaluation, wetland flagging, watercourse information and/or design of drainage improvements to the final discharge point are not included in this scope.
11. Land taking/easement maps, if required, will be provided under a separate task authorization.
 - It is anticipated the cost for an easement map, partial taking map, or land adjustment map is approximately \$2,000 per parcel.
12. Individual property surveys for full takings, if required, will be provided under a separate task authorization.

Assumptions – Permitting & Environmental Screening

1. Existing pipe and sewer structure materials are non-hazardous.
2. Environmental hazardous materials evaluations and remediation design (CTDOT Task 110) is not included and assumed to be completed by others.
3. A NDDDB request, Inland Wetland Permit, and/or Encroachment Permit through the CTDOT are not included in this scope.
4. The City of Stamford will not require a full stormwater management report and calculations. A full stormwater management report is not included in this scope.
5. Analysis and capacity (hydraulic) calculations of existing stormwater infrastructure beyond the limits of this project is not included in this scope.
6. Hydrologic analyses of upstream and/or downstream conditions are not included in this agreement.
7. Evaluation of the existing storm drainage system to its ultimate discharge outlet is not included in this agreement.
8. Surveys, data collection, analysis, and reports pertaining to C.G.S. sec 22a will not be required and are not included in this scope.

Assumptions – Geotechnical & Pavement Design

1. City will waive any necessary street opening permits and provide police details for the geotechnical team.

Assumptions – Traffic

1. Traffic analyses will be updated using Synchro and SimTraffic, Version 10 or PVT Vissim.
2. Traffic signal timing splits and signal plan(s) will be provided by the City.

Assumptions – Design

1. CTDOT Standard Specifications for Road, Bridges, Facilities and Incidental Construction Form 818 will be utilized with the corresponding cost estimate items.
2. If test pits are recommended or required, all test pits must be scheduled and completed prior to progressing into the Final Design (100%) phase in order to capture potential adjustments/conflicts.

3. The horizontal and vertical alignment of the roadway elements (centerlines, curb lines, and sidewalks/crossings) will become final after the review of the Semi-Final Design (80%) submission is complete. Changes to these elements after the start of the FD (100%) phase will be considered extra work.
4. If necessary, the City is to coordinate all property acquisitions and negotiations of easements for construction prior to the Final Design (100%) submission per COG / DOT guidelines.
5. The City will acquire all temporary rights for construction prior to the Final Design (100%) submission.
6. If necessary, the City will lead this effort or formally request CTDOT to lead the procurement process per CTDOT-LOTICIP procedures. Property maps and title mylars will be provided by the Cities survey consultant unless otherwise requested as noted in the above-mentioned Task 2 assumptions.
7. Poles that are not owned by the City of Stamford may necessitate relocation due to new construction. Payments for such relocations, if necessary, will be coordinated between the City and the Utility Pole owner. F&O may or may not recommend the installation of new roadway luminaries on these privately owned poles affected within the project area based on the lighting design and calculations performed.
8. It is assumed a metered service will be provided for the proposed decorative roadway and/or pedestrian lights. We will coordinate with the utility company regarding power supply as well as lighting and distribution requirements for roadway safety.
9. Retaining wall designs are not included in the above scope.

General Assumptions

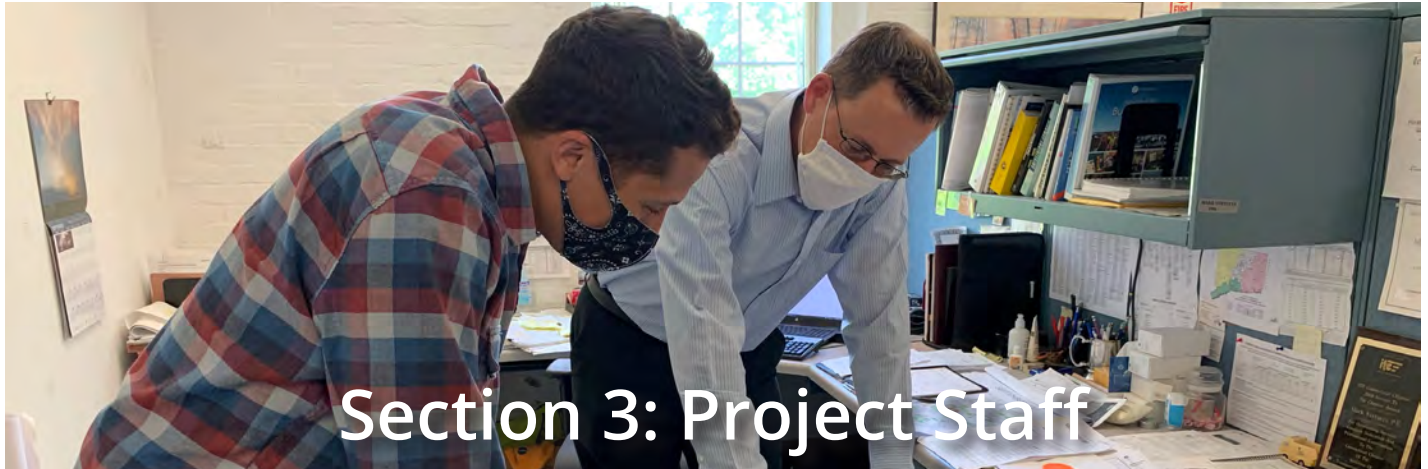
1. Traffic control will be required during test pits and geotechnical borings. We anticipate the City of Stamford will provide police protection and waive any necessary bonds and permits for these tasks as necessary.
2. It is assumed the design submission reviews will be completed within the following periods:
 - 30% Review (4 weeks)
 - 80% Review (6 weeks)
 - 100% Review by COG (2 weeks)
 - 100% Review by DOT (8 weeks)
3. Significant project delays initiated or caused by others (City of Stamford, WestCOG, regulatory agencies, utility companies, etc.) resulting in the project schedule being pushed back by more than 180 days, may result in the need for additional design budget.
4. No warranty, or guarantee, is expressed, or implied concerning the granting of permits or approvals required for this project, or timelines for review and action, by regulatory agencies.
5. Consultations during construction and inspection services are not included within this scope of services. A separate proposal can be provided should the City request it.

SECTION 2

Project Team

Six Corners Roundabout – Springfield, MA





Section 3: Project Staff

We have assembled a team of highly qualified engineers from our Manchester, CT office. Together we have extensive experience designing transportation safety projects. Our team of seasoned professionals have worked together on numerous projects and is adept at coordinating tasks seamlessly into the framework of the overall project and achieving or exceeding project goals. The narrative below summarizes the qualifications of our proposed leadership team. An Organizational Chart and Resumes for key personnel follow.



John Guzze, PE
Project Manager

John is an experienced transportation engineer who understands how to incorporate safety design for pedestrian and bicycles. John is no stranger to the City of Stamford. He was integral to the design of Boxer Square and has worked on numerous bicycle and pedestrian safety projects throughout the City. As Project Manager, John will be your primary point of contact. **John works in our Manchester office, he will be accessible to you on a daily basis and can respond quickly to any urgent issues.**



Mark Vertucci, PE, PTOE
Principal-in-Charge

Mark is a Vice President in our Transportation Business Line and has led some of our firm's largest transportation projects. His commitment to integrity defines the shortest path to success and sets the stage for getting the project done. Mark is invested in the development of a safety-centric City of Stamford that serves the needs of its residents. Furthermore, Mark has been involved in a number of bicycle and pedestrian safety projects throughout the City including Hope Street, Stillwater Avenue, and Strawberry Hill/Newfield Streets.



Kristen Solloway, PE
QA/QC

Kristen is a Vice President and Department Manager of our Transportation Business Line. Throughout her career, she has completed a wide range of projects in various technical disciplines. Kristen is currently the Senior Reviewer for the Connecticut roadway and land development projects. She is responsible for ensuring that Fuss & O'Neill's quality control policies are met and promoting high quality work products that meet client's expectations.



Jennifer Babowicz, PE

Traffic / MPT

Jennifer joined Fuss & O'Neill after working 19 years at the Connecticut Department of Transportation (CTDOT), where she specialized in traffic engineering projects and studies.

As part of Fuss & O'Neill's Transportation Business Line, Jennifer's project experience includes traffic signal design, traffic impact studies, Maintenance & Protection of Traffic plans, traffic signal system design, transportation planning and analysis, and complete streets design.



**Keith Goodrow, PE,
LEED AP**

Site / Civil / Permitting

Keith is a Senior Engineer in our Site Planning and Design Group. With more than 15 years of engineering experience, Keith has contributed to a wide variety of projects, including municipal roadway design, commercial and residential site development, and large campus improvements.



**Stephanie White, RLA,
CNU-A, LEED AP**

Landscape Architecture

Stephanie is a Project Manager with Fuss & O'Neill's design studio. With more than 19 years of experience, she has been involved in all facets of the site design and implementation process. Her expertise ranges from sophisticated planting designs, park master planning, housing, education facilities, and, most recently, new urbanism techniques.



Redniss & Mead

Subconsultant - Survey

Located in Stamford, Redniss & Mead has multi-disciplinary staff includes Professional Engineers, Professional Land Surveyors, Certified Planners and support staff, who average more than 20 years with the company. They deliver the personal service of a small firm, yet we offer the scale to handle complex development projects. Redniss & Mead will handle survey activities on this project.



Haley & Aldrich

Subconsultant - Geotechnical /
Pavement Design

Haley & Aldrich's geotechnical engineering services leaders know technical excellence is required when addressing geotechnical engineering challenges. They focus on delivering not only the highest technical quality, but an ability to build successful, collaborative relationships. They will handle geotechnical and pavement design services for this project.

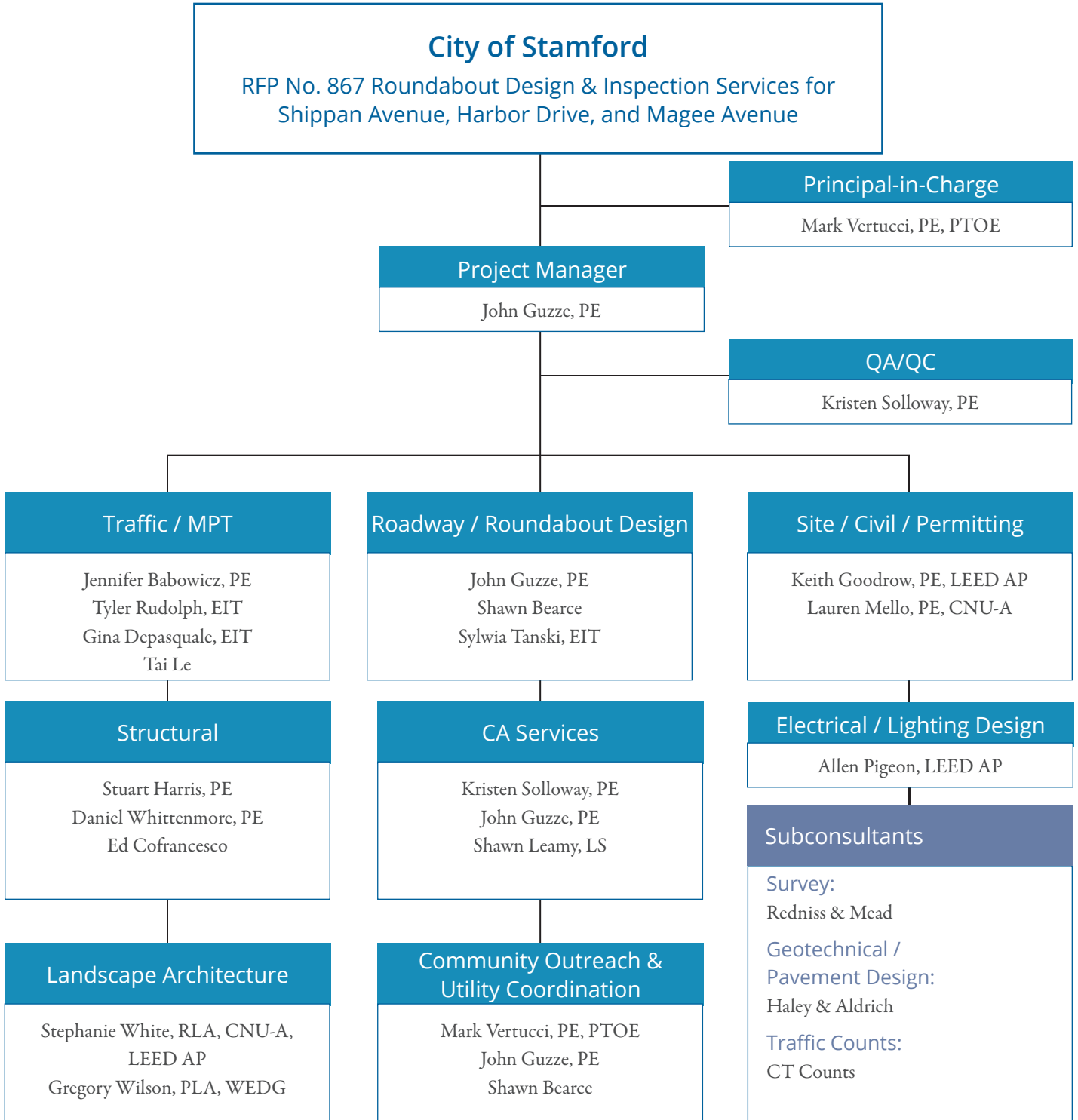


Connecticut Counts, LLC

Subconsultant - Traffic Counts

Founded in 2000 Connecticut Counts LLC is the leading traffic data collection firm in Connecticut. By using Connecticut Counts to collect traffic data, Transportation Professionals can focus more on the planning and design aspects of projects, and avoid the need to purchase and maintain staff and expensive inventory of Traffic Data Collection Equipment.

Organizational Chart





Mark Vertucci, PE, PTOE

Principal-in-Charge | Community Outreach and Utility Coordination

“As a child, I drew chalk roads on my driveway and installed paper road signs around my house. I coerced my mother to take me on long day trips just to drive along roads I had never been on before. Transportation has always been a passion of mine. To me, it is not all about the destination. Getting there is half the fun.”

mvertucci@fando.com

800.286.2469 x5381

EDUCATION

BS, Civil Engineering - 1998
Rensselaer Polytechnic Institute

LICENSES & REGISTRATIONS

Professional Engineer CT, MA, RI, NY
Professional Traffic Operations Engineer

PROFESSIONAL AFFILIATIONS

Inst Transportation Engineers

EXPERIENCE

25 Years Professional Experience

Mark is a Vice President in our Transportation Business Line. He has many years of experience in traffic engineering, transportation planning, site development, and roadway improvement projects. Throughout his career, he has prepared numerous traffic impact studies, planning studies, corridor studies, parking studies, and traffic management plans.

Mark has extensive experience with traffic signal design projects, roadway design projects, and intelligent transportation systems. Mark is certified by the Institute of Transportation Engineers (ITE) as a Professional Traffic Operations Engineer (PTOE), and the current President of the Connecticut Chapter of ITE.

REPRESENTATIVE PROJECTS:

Greenwich Avenue Corridor Improvements

and Roundabout Design, Stamford, CT: Project Director for conceptual plan alternatives to improve traffic safety and flow, pedestrian circulation, and the streetscape throughout the corridor limits. This project included review of operations, safety, and capacity at 13 intersections and assessment of existing conditions parking demand and turnover on the study corridors. Traffic capacity analysis and a simulation model were developed for the study area. Three conceptual alignment alternatives, intersection improvement options, and cost estimates were prepared. This project included a public involvement process, including workshops with stakeholders to achieve input during the concept planning stage. Following selection of the preferred alternative, this project culminated with the design and permitting of

a new roundabout at the Greenwich Avenue/Pulaski Street/O&G Industries Drive intersection.

Harbor Point Development Transportation

Planning, Stamford, CT: Senior Project Manager for transportation planning support for the \$3.5 billion Harbor Point development in the south end of Stamford. Project experience includes the Gateway office development, the Yale and Towne mixed-use/residential project, and the proposed \$750 million Bridgewater Headquarters project. In conjunction with these concurrent development projects, an interactive traffic model of the south end of Stamford was prepared to analyze traffic operations and impacts at more than 50 intersections and to answer a variety of “what if?” scenarios. A comprehensive set of roadway improvements was proposed to mitigate project impacts.

Talcott Notch Road Roundabout Evaluation,

Farmington, CT: Project Manager for the review and evaluation of two proposed improvement alternatives at the intersection of Route 4 at Talcott Notch Road and Old Mountain Road. This project included a capacity analysis for the proposed roundabout alternative as well as the proposed alternative that realigns Old Mountain Road to form two closely spaced signalized intersections. The team prepared a technical memorandum explaining the capacity and safety benefits of the roundabout over the double signalized intersection alternative.

LOTICIP Roundabout, New London, CT: Senior Transportation Engineer for transportation support for a proposed mini roundabout project for funding via LOTICIP. This project required the Fuss & O'Neill team to act as a subject expert, preparing and submitting a memorandum to CTDOT and SCCOG to address comments from both organizations. As part of this work, a concept drawing was prepared to provide

documentation and explanation.

Town Green Revitalization and Roundabout,

Bloomfield, CT: Project Director for conceptual design services required for the revision and revitalization of Bloomfield's prominent Town Center green. The design goals for the green included increasing visibility and making it a prominent feature, providing safe pedestrian connections to surround land uses, forming a connection to Filley Park, and providing a comfortable space for residents and visitors to congregate. Concept design components included a bandshell design, expanded usable open space, plaza and sitting areas, a walking path, lighting, gardens, the origination of the Town's memorials, and traffic calming measures that incorporated ConnDOT's initiative of a double roundabout.

City-wide Bicycle and Pedestrian Improvements,

Stamford, CT: Senior Transportation Engineer for numerous bicycle and pedestrian safety projects through the City that have included proven measures to reduce crashes and improve safety, such as high visibility retroreflective thermoplastic crosswalks, curb extensions at corners, “turning vehicles yield to pedestrians” signs, “no turn on red signs” and other signage, implementation of bike lanes, road diets, pavement marking and parking improvements. In addition, some of these projects have included the implementation of leading pedestrian intervals (LPI) at traffic signals and Rectangular Rapid Flashing Beacons (RRFB's). These “quick hit” projects have been done in conjunction with programmed capital improvement projects on City roadways including Hope Street, Stillwater Avenue, Strawberry Hill/Newfield Streets, Long Ridge Road, and West Broad Street.



John Guzze, PE

Project Manager | Roadway / Roundabout Design | CA Services | Community Outreach & Utility Coordination

“Projects we have completed demonstrate what we know; future projects decide what we will learn. Soaking in all the knowledge from coworkers who can make any project become a reality is something I look forward to each week.”

jguzze@fando.com

800.286.2469 x5207

EDUCATION

BS, Civil Engineering - 2012
University of Massachusetts at Amherst

MS, Transportation Engineering - 2013
University of Massachusetts at Amherst

LICENSES & REGISTRATIONS

Professional Engineer CT

PROFESSIONAL AFFILIATIONS

Inst Transportation Engineers
CT Institute of Trans Eng

EXPERIENCE

8 years Professional Experience

John is a Senior Transportation Engineer in Fuss & O'Neill's Transportation Department in Manchester, Connecticut. John has been leading roadway, streetscape, and safety improvements projects throughout Connecticut for several years. Drawing on his practical background designing parking solutions, bikeway facilities, intersection improvements, and streetscape enhancements, John leads and creates practical and constructable solutions for Connecticut municipalities. John works closely with his clients, listening to their concerns and making sure he understands their needs – both current and future needs. He then leads teams to design context-sensitive improvements that create safer passageways for all roadway users.

REPRESENTATIVE PROJECTS:

Greenwich Avenue Corridor Improvements and Roundabout Design, LOTCIP Program, Stamford, CT:

Senior Transportation Engineer for design alternatives to improve traffic safety and flow, pedestrian circulation, and the streetscape throughout the corridor limits. This project involved improving the current all-way stop controlled intersection by constructing a new roundabout with two lane eastbound and westbound approaches. In addition, the northern portion of Davenport Street will be realigned to form the easterly approach of the roundabout consistent with the City's plans to create a one-way loop with Greenwich Avenue and Davenport Street to the south and west. Final design services for the preferred alternative included

reconstruction/realignment of Greenwich Avenue and Davenport Street, permanent easements and property takings, streetscape enhancements, signalized intersections with audible pedestrian signals, street lighting improvements and crosswalk treatments, reconstruction of the Greenwich Avenue/Pulaski Street/O&G Industries Drive intersection with a new roundabout, and a multi-use path along Greenwich Avenue and Davenport Street.

Jefferson Avenue Improvements and Roundabout Design, LOTCIP Program, New London, CT:

As Project Manager, John has lead intersection improvements and roadway restoration on Jefferson Avenue and Chester Street. John managed tasks including: topographic survey, a geotechnical boring program, established public outreach and utility field meetings, generated an updated traffic analysis narrative, and lead corridor and roundabout design efforts. Other project tasks include coordinating with CTDOT, SCCOG, and the City to ensure all permits and environmental policies are satisfied and in compliance.

Downtown Complete Streets Improvements and Roundabout Design, LOTCIP Program, Windsor Locks, CT:

John is serving as Lead Designer for this public infrastructure investment that supports a relocated train station and provides safe, multi-modal connectivity to the station, to regional trail networks, and to historic/cultural sites. John is developing the vertical and horizontal geometries for the streetscape and roundabout layout, ensures proper grading and guiderail installation, coordinates utility conflicts, and replaces the existing storm system with new structures and piping. The project utilized its existing roadway cross-section to redistribute the wide travel lanes into

a Complete Street. This created space for on-street parking and wide multi-use sidewalks, as well as the development of public gathering spaces. Pedestrian safety and streetscape features are major components to this project.

Intersection Improvements and Roundabout Design, Six Corners, Springfield, MA:

Project Engineer for traffic circulation and safety improvements at the Six Corners intersection. Planned improvements included replacement of the existing traffic control signal with a roundabout and associated changes to the approaching street alignments. Roundabout design considerations included geometric constraints, grading, underground electric, storm, and sewer utilities, pavement signing and markings, and property impacts.

New Britain Roundabout Design, New Britain, CT:

As Project Engineer, John assisted with the design and plan production of New Britain's Phase IV streetscape project. Phase IV consisted of improvements to safety at the Bank Street and Columbus Boulevard intersection. Improvements included replacement of the existing traffic control signal with a roundabout and associated changes to the approaching street alignments. Roundabout design considerations included geometric constraints, grading, lighting, underground electric, storm, and vertical sewer utilities, pavement signing and markings, and property impacts.



Kristen Solloway, PE

QA / QC | CA Services

“Like a road, this job has its twists and turns. But if it wasn’t challenging, it wouldn’t be fun!”

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800.286.2469 x5344

EDUCATION

BS, Civil Engineering - 1996
Clarkson University

LICENSES & REGISTRATIONS

Professional Engineer CT

PROFESSIONAL AFFILIATIONS

CT Women’s Council
Inst Transportation Engineers
CT Institute of Trans Eng

EXPERIENCE

26 years Professional Experience

Kristen is a Vice President and Department Manager of our Transportation Business Line. Throughout her career, she has completed a wide range of projects in various technical disciplines. These projects include roadway design, traffic signal design, traffic impact studies, rights of way coordination, intelligent transportation systems, utility infrastructure, regulatory permitting, and construction administration and inspection. Kristen is currently the Senior Reviewer for the Connecticut roadway and land development projects. She is responsible for ensuring that Fuss & O’Neill’s quality control policies are met and promoting high quality work products that meet client’s expectations.

REPRESENTATIVE PROJECTS:

Greenwich Avenue Corridor Improvements and Roundabout Design, Stamford, CT: Project Manager for conceptual plan alternatives to improve traffic safety and flow, pedestrian circulation, and the streetscape throughout the corridor limits. This project included review of operations, safety, and capacity at 13 intersections and assessment of existing conditions parking demand and turnover on the study corridors. Traffic capacity analysis and a simulation model were developed for the study area. Three conceptual alignment alternatives, intersection improvement options, and cost estimates were prepared. This project included a public involvement process, including workshops with stakeholders to achieve input during the concept planning stage. Following

selection of the preferred alternative, this project culminated with the design and permitting of a new roundabout at the Greenwich Avenue/Pulaski Street/O&G Industries Drive intersection.

Jefferson Avenue Improvements and Roundabout

Design, LOTCIP Program, New London, CT: Project Director for intersection improvements and roadway restoration on Jefferson Avenue and Chester Street. Tasks included topographic survey, a geotechnical boring program, established public outreach and utility field meetings, generated an updated traffic analysis narrative, and lead corridor and roundabout design efforts. Other project tasks include coordinating with CTDOT, SCCOG, and the City to ensure all permits and environmental policies are satisfied and in compliance.

Windsor Locks Downtown Complete Streets Improvements, LOTCIP Program, Town of

Windsor Locks, CT: Project Manager for multimodal connectivity to a relocated train station site and streetscape improvements. This project is utilizing the existing roadway cross-section to redistribute the wide travel lanes into a Complete Street. The Complete Street design connected the station to regional bike systems, incorporated on-street parking and wide multi-use sidewalks as well as public gathering spaces throughout the streetscape improvements.

Noroton at West Intersection Improvements, LOTCIP Program, Town of Darien, CT: As Project Manager, Kristen led the design team to investigate the best alternative to improvement the intersection of Noroton Avenue and West Avenue for capacity issues. It was vital to keep the property impacts to a minimum on surrounding private properties and coordination with property owners was critical. Designated turning

lanes were added on approaches in order to allow traffic to move without interruption in thru and right turn movements. A new signal was designed with updated timing and phasing to allow this intersection to be as efficient as possible. Close coordination was maintained with the Client and Property owners throughout the process.

Stamford Urban Transitway, Stamford, CT: Senior Engineer for reconstruction and widening of five city streets and a creation of a new roadway. The purpose of this project was to create an important east-west connection from the city's transportation hub to the interstate highway system. Key design features included widening of existing roadways in an urban environment, a new storm drainage system, 5 new traffic signals and the inclusion of a bus/HOV dedicated lane and associated transit appurtenances. In addition to design, Kristen assisted with the coordination of over 70 property acquisitions. Kristen also assisted in project coordination with the City of Stamford, CT Transit and the Federal Transit Administration as well as the major utility relocation of all overhead and underground utilities.

Intersection Improvements at Silver Lane and Roberts Street, East Hartford, CT: Project Manager for intersection improvements at the intersection of Silver Lane and Roberts Street in East Hartford, CT as part of United Technologies development of Rentschler Field. The project included the design of a new traffic signal and roadway improvements and the preparation of contract documents. Kristen coordinated with the construction inspector, construction manager, the site developer, and the State of Connecticut on a daily basis.



Jennifer Babowicz, PE

Traffic / MPT

“When I was young I loved to build things and figure out how things worked. It wasn’t until I was preparing for college that I realized that was engineering. Now I hear my daughter and her friends talk about being engineers, and I’m excited that our industry is reaching kids at a young age...and inspiring them to the possibility that they can change the world!”

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EDUCATION

BS, Civil Engineering - 1994
University of Hartford

LICENSES & REGISTRATIONS

Professional Engineer CT

PROFESSIONAL AFFILIATIONS

Inst Transportation Engineers
CT Institute of Trans Eng

EXPERIENCE

27 Years Professional Experience

Jennifer joined Fuss & O’Neill after working 19 years at the Connecticut Department of Transportation (CTDOT), where she specialized in traffic engineering projects and studies. Much of her experience involved conducting reviews and preparing reports for the Office of the State Traffic Administration (OSTA).

As part of Fuss & O’Neill’s Transportation Business Line, Jennifer’s project experience includes traffic signal design, traffic impact studies, Maintenance & Protection of Traffic plans, traffic signal system design, transportation planning and analysis, and complete streets design. Jennifer has considerable knowledge in the processes and procedures of the CTDOT, including production of digital contract plans, specifications, and supplemental contract documents.

REPRESENTATIVE PROJECTS:

High Frequency Crash Locations, State Project 170-3601, CTDOT, New Haven, CT: Under Fuss & O’Neill’s Task-Based Traffic and Safety Engineering Services contract, Jen is the Project Manager for studying and producing reports for high frequency crash locations. The goal of this project is to recommend improvements to reduce crashes and improve safety for specific spot locations in the City. This project includes data collection, review of currently planned or programmed roadway improvements, proposed pedestrian and bicycle plans, published corridor study reports, and traffic study reports for proposed and ongoing major traffic generators. The information is then analyzed prior to preparing recommendations, and presenting our findings and recommendations to the Department.

Signal Design, Selleck Street at Greenwich

Avenue, Stamford, CT: Project Engineer for a signal redesign as a result of an additional turn lane being added to help accommodate a new residential development in Stamford's south end. Initial efforts included traffic impact analysis at the intersection and recommendation of a new turn lane, followed by the design of a new signal and completion of signal plan updates.

Traffic Signal Design for Downtown Streetscape Improvements Phases IV & V, City of New Britain,

CT: Senior Engineer responsible for the design of two traffic signals replaced as a part of the City's roadway diet design on the Main Street overpass. The traffic signals are located on either side of the overpass, which was given a new aesthetic treatment making it an iconic structure and more pedestrian friendly. The roadway diet included wider sidewalks, attention to streetscape features, and bicycle lanes. The traffic signal designs focused on replacement of existing mast arms and providing pedestrian ramps, crosswalks, push buttons, and pedestrian signals to meet current ADA standards.

Clearance Interval and Pedestrian Timing Revisions, State Project 174-387, CTDOT, Various Locations, CT:

Under Fuss & O'Neill's Task Based Traffic Engineering Services contract, Jen was the Project manager for review of clearance interval and pedestrian timings at 395 traffic signals in 42 towns within the western half of the state. They were revised, as needed, to meet current state and federal standards. The project involved reviewing operating speeds, approach grades, sight distances, and geometry at each signalized intersection and calculating the appropriate clearance intervals and pedestrian crossing times.

Highway Safety Improvement Program, State Project

170-3594, CTDOT, Statewide CT: Under Fuss & O'Neill's Task-Based Traffic and Safety Engineering Services contract, Jen was the Senior Transportation Engineer assisting the Department with writing a new Highway Safety Improvement Program Implementation Plan (HSIP IP). This project consisted of data collection and analysis of recent serious injury and fatal crashes; researching and outlining how the current HSIP expenditures align with recent crash trends; reviewing priority safety documents to gain foundational knowledge of existing Connecticut safety-related programs and practices; and stakeholder outreach. The knowledge gained from these tasks was then utilized to develop an HSIP IP for FFY22 for the Department to submit to FHWA.

Traffic Control Signal Replacement, State Project 173-486/487, CTDOT, District 3, CT:

Under Fuss & O'Neill's Task-Based Traffic and Safety Engineering Services contract, Jen served as Senior Transportation Engineer for 12 traffic signals selected for equipment replacement. The project included the upgrade of the existing infrastructure to the latest standards (e.g., span poles/ mast arms, signal heads, signage, and vehicle detection). Pedestrian control features were also upgraded to include accessible pedestrian signals (APS) with pushbuttons and countdown signal heads. The project included construction/reconstruction of pedestrian ramps, sidewalk extensions, landing areas, detectable warning surfaces, and realignment of skewed crosswalks. Capacity analysis using Synchro software was conducted at each location to determine recommended changes to the signal phasing and/or timings. Several intersections are located within existing computerized traffic signal systems, which required updated progression analysis.



Keith Goodrow, PE, LEED AP

Site / Civil / Permitting

“As an engineer, I find it very rewarding to be able to use my knowledge and experience to help our clients achieve their vision while being conscience of the environmental need to create sustainable low-impact solutions.”

kgoodrow@fando.com

800.286.2469 x5208

EDUCATION

BS, Civil Engineering - 2002
University of Connecticut

LICENSES & REGISTRATIONS

Professional Engineer CT
LEED-AP
Professional Engineer

EXPERIENCE

19 years Professional Experience

Keith is a Senior Engineer in our Site Planning and Design Group. With more than 15 years of engineering experience, Keith has contributed to a wide variety of projects, including municipal roadway design, commercial and residential site development, and large campus improvements.

Keith specializes in stormwater management and the design of detention systems, low-impact water quality measures, and hydraulic storm modeling.

REPRESENTATIVE PROJECTS:

Roadway Improvements, Town of Southington, CT:

Keith was the Project Engineer for the design of water quality and low-impact measures for the removal of an overpass bridge and roadway intersection improvements. Services included quantifying the water quality requirements, modeling the design improvements, and writing a report to summarize the design.

Bank Street Drainage Improvements, New London, CT:

Keith served as Project Engineer for the design of drainage improvements to reduce flooding during storm events. Services included evaluating the extent of the existing flooding and design improvements to alleviate or reduce flooding potential while working within several existing constraints.

Enfield ROADS 2010 Referendum and Stormwater

Management, Town of Enfield, CT: Keith served as Project Engineer for the design of stormwater management systems and hydraulic modeling of several large roadway reconstruction projects in the Town of Enfield. This project included roadway and drainage design for full-depth reconstruction of 15 streets in Enfield. The roadway projects included design, cost estimating, permitting (state and local), and construction administration.

Mixed-use Development and Construction,

Winstanley, New Haven, CT: As Senior Engineer, Keith assisted with the development of a feasibility study for a six-story mixed-use development site in New Haven. He prepared a site plan, evaluating access, utilities, water supply, and site grading. As part of this project, the following plans were created: site clearing/site preparation; site grading; site utility; erosion and sedimentation control; landscaping; signage; and remedial action. This project included design development, permitting, preparation of construction documents, construction administration, and multiple meetings with project stakeholders. The site has a historic building that was integrated into the overall site plan design.

Mixed-use Complex, Forest Manor, West Haven,

CT: As Project Engineer, Keith provided site/civil engineering support for construction of a mixed-use retail and residential complex supporting the University of New Haven. Services included site engineering, utility design, stormwater management, and landscape architecture.

Renovations, State Office Building, Hartford, CT:

Keith served as Project Engineer/Lead Designer for site/civil engineering support for the complete renovation of the State Office Building and construction of a public square and supporting parking garage. Services included site engineering, utility design, stormwater management, and landscape architecture.

Bowles Redevelopment, Hartford, CT:

Keith served as Senior Engineer for the phasing and site design of the redevelopment of Bowles Park. Keith provided site/civil engineering support of the redevelopment of a large housing project. Services included site engineering, utility design, grading, storm drainage design, stormwater management, landscape architecture, and preparation of all state and local permits.

Lower Woonasquatucket River Stormwater Control

Designs, Providence, RI: Keith served as Project Engineer/Designer for site/civil engineering support for the addition of green infrastructure to enhance the water quality of the stormwater runoff discharging to the Woonasquatucket River. Site improvements to the downtown Providence parking lot included removing impervious pavement to add a bio-retention basin, vegetated swale, and landscaping. Services included site engineering, stormwater management, landscape architecture, and preparation of state and local permits.

Platt Technical High School Site/Civil Engineering,

Milford, CT: Lead Drainage Designer for the total demolition and construction of a new school. This project also includes site engineering, utility design, stormwater management engineering, environmental soil management, survey, and traffic engineering.



Stuart Harris, PE

Structural Engineering

“I get a great deal of satisfaction from designing a project that solves a problem for someone – utilizing my experience to identify the need, develop and select the most appropriate solution, and prepare design documents so it can be built.”

sharris@fando.com

800.286.2469 x5232

EDUCATION

BS, Civil Engineering - 1981
University of Connecticut

BA, Liberal Studies - 1981
Fairfield University

LICENSES & REGISTRATIONS

Professional Engineer CT
Professional Engineer NY
Professional Engineer NJ
Professional Engineer MA
Professional Engineer RI

PROFESSIONAL AFFILIATIONS

American Soc of Civil Eng
American Concrete Institute
Assoc State Dam Safety Offcls
Structural Engineers Coalition

EXPERIENCE

40 years Professional Experience

Stu is our Chief Structural Engineer. His responsibilities include project management, staff coordination, quality assurance/quality control, business development, and client satisfaction. He has served as a project manager and structural engineer for a broad spectrum of structural design projects.

Stu's experience includes field investigations of existing structures, preparation of inspection reports, rating calculations, structure type studies, preliminary design plans, final design plans, specifications, quantity calculations, and cost estimates for a wide variety of structural rehabilitation, alteration, replacement, demolition, temporary construction and new construction projects.

REPRESENTATIVE PROJECTS:

Route 148 Bridge over Pattaconk Brook, CTDOT,

Chester, CT: Project Manager for the complete replacement of an existing bridge with a structural steel superstructure on integral abutments, including hydraulic engineering, and permitting. This ENR New England award winning project required extensive coordination with town officials, adjacent businesses, property owners, residents, CTDOT, utility owners, and the town's streetscape designer. Accelerated Bridge Construction methods were implemented to expedite construction and disruption to the local community.

Discovery Drive Extension / Wetlands Crossing Structures, University of Connecticut, Storrs, CT:

Structural Discipline Leader for the preparation of structure type studies for three wetlands crossings

on the proposed roadway, including the evaluation of wetlands impacts and costs for multiple span lengths and structure types.

Pedestrian Bridge Evaluation, University of Hartford, West Hartford, CT: Structural Engineer for an evaluation of the inspection and evaluation of an existing steel truss pedestrian bridge crossing the Park River at the University of Hartford's West Hartford campus. Inspected the bridge superstructure and its above-grade portions. Reviewed original design drawings and analyzed the bridge inspection. Evaluated alternative deck replacements, considering weight, durability, suitability for pedestrian traffic, and cost. Presented findings and recommendations to facility personnel at a closure meeting.

Connecticut DOT Task Based Bridge Rehabilitation/ Replacement Program, CT: Project Manager for the design of three bridge rehabilitation projects in Hartford and Waterford, two superstructure replacement projects in Preston and a culvert rehabilitation project in Franklin. The Hartford projects consisted of the rehabilitation of a 14-span steel stringer viaduct carrying I-84, an adjacent 3-span structure carrying an off-ramp off I-84 WB and a local road over Route 15. Specific repairs included parapet upgrades to current standards, deck patching and rehabilitation (including the installation of a cathodic protection system), link slab construction over the piers, deck joint replacement, spot stringer repairs as required, bearing replacements, raising the superstructure to increase the vertical clearance under the bridge, protective fencing, removal of bridge mounted signs and substructure rehabilitation. The projects also included highway and maintenance of traffic design. The Waterford project involved the rehabilitation a 182-foot-long, two-

span steel beam and concrete deck structure that carries I-395 northbound and southbound over Route 85 and a commuter parking lot. This project utilized accelerated bridge construction techniques to replace the existing deck with precast concrete deck panels and reopen the bridge to traffic in 7 days. Additional work included eliminating the raised median and installing median barriers, bearing replacement, repairing and painting the steel superstructure and substructure repairs. Traffic on mainline I-395 was closed and traffic was re-routed across Route 85 via existing off and on ramps, utilizing temporary signalization and regional detours. The Preston projects included the replacement of two single span concrete superstructures on Route 2A with pre-stressed concrete deck units. The project was complicated by having to maintain an existing high pressure fluid filled electric duct with zero movement tolerance that was supported by the existing superstructure. Substructure repairs included an ultra high performance concrete facing to bridge cracks and protect against future deterioration. The Franklin project involved re-lining two twin-cell 72" diameter asphalt-coated corrugated metal pipe (ACCOMP) culverts that convey Beaver Brook under Route 207.

Spring Street Bridge Rehabilitation, Manchester, CT: Project Manager for the evaluation of the historic two-span arch built of fieldstone rubble set in mortar. Tasks included inspecting the bridge, preparing an evaluation report identifying the repair needs of the structure in order to evaluate the feasibility of two options (maintaining the bridge for single lane vehicular use and maintaining the bridge for pedestrian use only), and preparation of preliminary plans for rehabilitating the bridge for vehicular use.



Allen Pigeon, LEED AP

Electrical / Lighting Design

“It’s a great feeling to know that the electrical designs I create make an important difference to people’s lives on a daily basis. I love being able to drive by a building and know that I designed the exterior lighting or fire alarm system that keeps people safe, or the backup generator that gives them a warm place to stay after an extended power outage.”

apigeon@fando.com

800.286.2469 x5204

EDUCATION

AS, Mechanical Engineering - 1985
Thames Valley State College

AS, Engineering Science - 2011
Quinebaug Valley Community-Tech. College

LICENSES & REGISTRATIONS

LEED-AP

PROFESSIONAL AFFILIATIONS

Phi Theta Kappa
Epsilon Pi Tau
Illuminating Engineering Soc
National Fire Protection Assoc

EXPERIENCE

35 years Professional Experience

Allen is the Senior Electrical Designer in our Manchester, Connecticut office. His experience involves the design of electrical systems associated with buildings. This includes the code research, calculations, preparation of specifications and drawings, cost estimating and construction administration.

Allen’s areas of expertise in electrical design include coordination with utility companies, site electrical distribution, site lighting, building power distribution, emergency power distribution, interior lighting, fire alarm, public address systems, and data and telecommunication systems. Projects have included police & fire stations, wastewater treatment facilities, parks, schools and office buildings.

REPRESENTATIVE PROJECTS:

Road Diet and Roundabout Design, City of New Britain, CT: Senior Electrical Designer for intersection and streetscape to enable TOD in the downtown area. This project utilized streetscape design standards developed in the City’s Complete Streets Master Plan, which will greatly improve pedestrian access to CTfastrak. The road diet and roundabout includes relocation of a local bus service hub, realignment of the Bank Street/Columbus Boulevard intersection to a roundabout intersection, and pedestrian improvements to the Main Street/ Columbus Boulevard intersection, including a new traffic signal.

Greenwich Avenue Corridor Improvements and Roundabout Design, City of Stamford, CT: Senior Electrical Designer for conceptual plan alternatives to improve traffic safety and flow, pedestrian circulation, and the streetscape throughout the corridor limits. This project included review of operations, safety, and capacity at 13 intersections and assessment of existing conditions parking demand and turnover on the study corridors. Traffic capacity analysis and a simulation model were developed for the study area. Three conceptual alignment alternatives, intersection improvement options, and cost estimates were prepared. This project included a public involvement process, including workshops with stakeholders to achieve input during the concept planning stage. Following selection of the preferred alternative, this project culminated with the design and permitting of a new roundabout at the Greenwich Avenue/Pulaski Street/O&G Industries Drive intersection.

Discovery Drive, UConn, Storrs, CT: Senior Electrical Designer for the Discovery Drive extension to complete the connection from North Eagleville Road to Route 44 in Storrs. Fuss & O'Neill provided the structural, site/ civil, roadway, and utility engineering design services.

Six Corners Roundabout, City of Springfield, MA: Senior Electrical Designer for development of potential roundabout design options for this dangerous intersection. The six-legged intersection was plagued with long delays, high accident rates, and unsafe pedestrian accommodations. The design balanced complex geometry challenges to meet the City's integrated goal of improved traffic circulation, improved safety, and creating a public space

connecting the neighborhood.

Parking Lot Lighting Upgrades, Private Aerospace Client, East Hartford CT: Upgraded lighting in a M-1 245,000 square foot parking lot. The existing 1500 watt metal halide and high pressure sodium flood lighting was replaced with full cut off LED lighting fixtures. The final installation uses 50% less electrical energy than the existing design and provided a safer environment by eliminating the glare from the flood lighting fixtures.

Crosswalk Lighting Design, Enfield, CT: LED lighting provided for crosswalks in conjunct with intersection and traffic controls upgrade.

Lighting Fixture Design, Vernon, CT: Historic enhancements within the Talcottville section of Vernon included providing historic replicas of lighting fixtures along Main Street and Elm Hill Road.

Lighting Design, Evergreen Walk, South Windsor, CT: Using period lighting type fixtures with LED lighting technology, lighting design was provided for a new residential and commercial development. Part of the Evergreen Walk development site, the next phase of development would include up to 200 new residential apartments and hotel.

Lighting Design, Edgewater Hill, East Hampton, CT: Lighting design for the Edgewater Hill development in East Hampton. This development includes residential units, daycare and office space. Lighting design was accomplished using period lighting fixtures in keeping with the rural atmosphere of the town.



Stephanie White, RLA, CNU-A, LEED AP

Landscape Architecture

“What is most rewarding about my job is being able to create memorable and enjoyable places that have positive impacts in the way we live, work, and play.”

swhite@fando.com

800.286.2469 x3005

EDUCATION

BS, Landscape Architecture -
2001
University of Massachusetts at
Amherst

LICENSES & REGISTRATIONS

Reg Landscape Architect CT
LEED-AP
Reg Landscape Architect MA
Reg Landscape Architect NH
Reg Landscape Architect RI

PROFESSIONAL AFFILIATIONS

American Soc of Landscape Arch
Congress for New Urbanism
Council of Landscape Arch.
Registration Board

EXPERIENCE

20 years Professional Experience

Stephanie is a Project Manager with Fuss & O'Neill's design studio. With more than 19 years of experience, she has been involved in all facets of the site design and implementation process. Her expertise ranges from sophisticated planting designs, park master planning, housing, education facilities, and, most recently, new urbanism techniques. She is a licensed landscape architect and an accredited professional with the Congress of New Urbanism and U.S. Green Building Council. Stephanie holds a Bachelor of Science in Landscape Architecture from the University of Massachusetts Amherst.

Stephanie has been a team member on two award-winning design projects recognized by the American Society of Landscape Architects. With a keen sense of design and attention to detail, she seeks to deliver creative and sustainable solutions to every design challenge.

REPRESENTATIVE PROJECTS:

Downtown Complete Streets, Windsor Locks, CT:

A continuation of the on-going planning efforts for downtown's Transit Oriented Development (TOD) area, provided civil engineering and landscape architectural services for implementing complete streets within the TOD area. The complete streets included lane diets, on-street parking to support future retail, designated bike lanes, and wide tree lined pedestrian sidewalks. An imaging and branding motif was developed for the streetscape which pays homage to Windsor Locks' past and future. Streetscape elements include: reclaimed railroad rails, green infrastructure, street trees, and iconic benches.

Filley Park, Town of Bloomfield, CT: Master

Planning through permit drawings for the restoration of Bloomfield's town center park. Involved in the initial conceptual design phase and managed all design aspects through permitting phase. Project highlights include: dam removal with fish passage, pond and stream water quality improvements, natural playground, native arboretum, rain gardens, streetscape and a new 3000sf community building.

Town Green Revitalization and Roundabout, Town of Bloomfield, CT: Senior Landscape Architect for

conceptual design services required for the revision and revitalization of Bloomfield's prominent Town Center green. The design goals for the green included increasing visibility and making it a prominent feature, providing safe pedestrian connections to surround land uses, forming a connection to Filley Park, and providing a comfortable space for residents and visitors to congregate. Concept design components included a bandshell design, expanded usable open space, plaza and sitting areas, a walking path, lighting, gardens, the origination of the Town's memorials, and traffic calming measures that incorporated ConnDOT's initiative of a double roundabout.

Hamden Center Town Park, Hamden, CT: Park

master planning services for a new 25 acre park in downtown Hamden. Responsible for land-use programming, project phasing and park design. Elements included an Amphitheater and bandshell, trail systems, community gardens, restrooms and concessions, children's playgrounds, spray park, streetscape, sledding hill and picnic groves.

Downtown Redevelopment, Windsor Locks, CT:

A continuation of the ongoing planning efforts for downtown's Transit-oriented Development (TOD) area, provided civil engineering and landscape architectural services (as Project Manager) for implementing complete streets within the TOD area. The complete streets included lane diets, on-street parking to support future retail, designated bike lanes, and wide tree lined pedestrian sidewalks. An imaging and branding motif was developed for the streetscape which pays homage to Windsor Locks' past and future. Streetscape elements include: reclaimed railroad rails, green infrastructure, street trees, and iconic benches.

North Street Streetscape Improvements, City of

Pittsfield, MA: Stephanie served as the Landscape Architect for Phase 4 of streetscape improvements for the City of Pittsfield. She worked closely with the City and public interest groups to develop Pittsfield's most prominent downtown roadway. Work included sidewalk improvements, design and implementation of rain gardens along North Street, designated sitting areas, and landscape improvements.

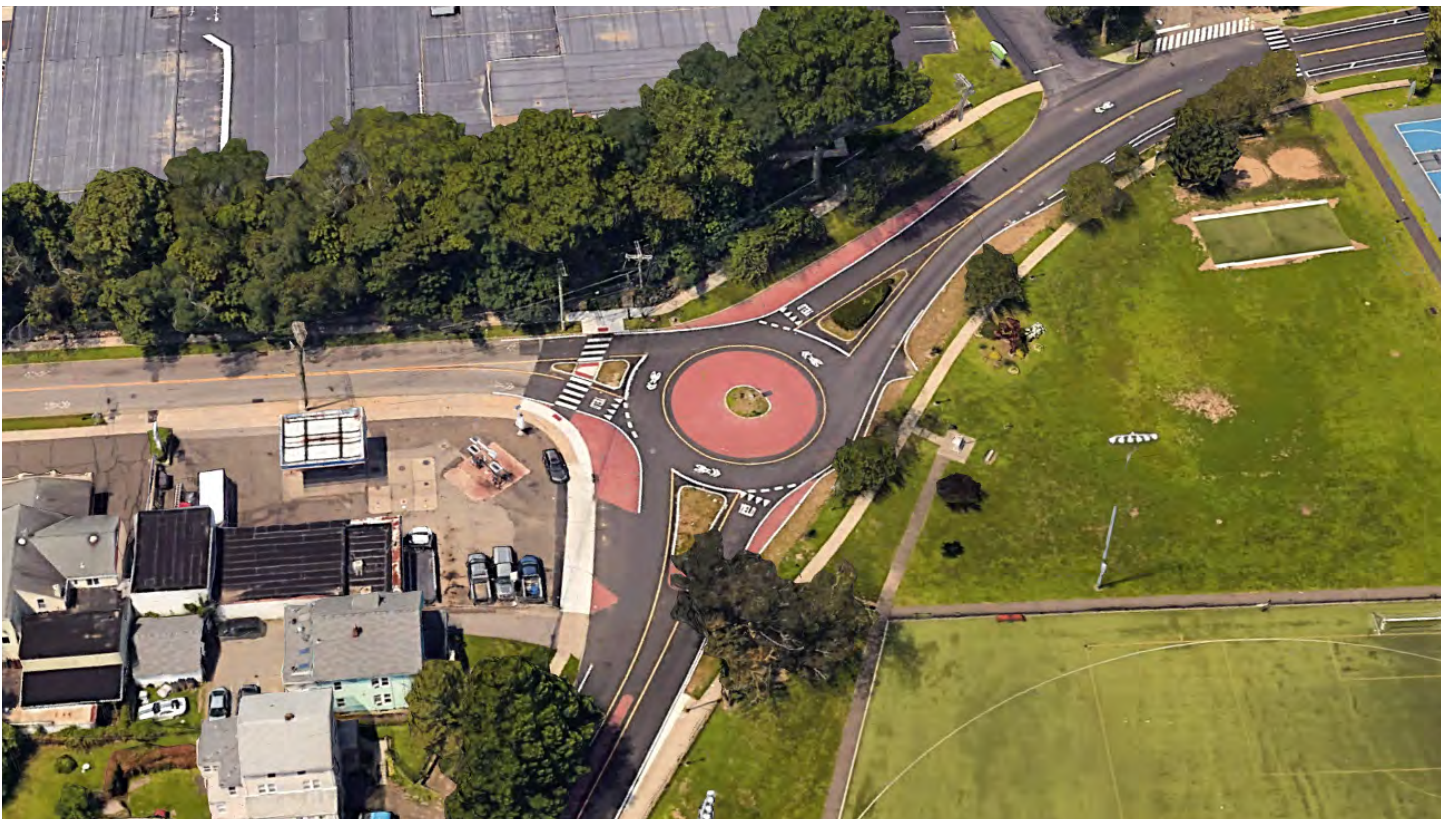
Discovery Drive Master Planning and Landscape Architectural Services, University of Connecticut,

Storrs, CT: Master planning and landscape architectural services for the expansion of a new roadway network to support a campus Technology Park. Planning and site design focused on creating an artful expression of each of the unique environments throughout the corridor. Paying homage to the site's agricultural heritage and forested wetlands, native fieldstone walls demarcate significant nodes with complementary roadside vegetation created distinguishable experiences throughout corridor.

SECTION 3

Experience and References

Stillwater Avenue at West Avenue Roundabout – Stamford, CT





Section 3: Experience and References

Fuss & O'Neill aims to create sustainable, productive, and healthy places for people to live, work, and play. We are nationally recognized for the contemporary and compelling traffic and transportation designs we develop, offering a wide range of transportation services including traffic calming, traffic signal design, intersection improvements, roadway geometry, complete streets design and context sensitive techniques from initial preliminary design stages through construction.

With more than 300 employees and two offices in Connecticut, Fuss & O'Neill can provide the City of Stamford with a deep bench of technical staff to successfully implement an exceptional roundabout design for Shippan Avenue.

These are not just projects to us, they are investments in our hometowns. Herein we present to you an overview of our experience and on similar transportation projects. We have also included a number of references on previous projects that can speak to Fuss & O'Neill's commitment to developing comprehensive designs that we see through to construction, all while adhering to budgetary parameters and project timelines.

Merging functionality and aesthetics generates safe pedestrian and bicycle-friendly streets, so that all users can operate and travel safely. Our renowned traffic and transportation engineers know how to best integrate designs that successfully accommodate the needs of vehicular and pedestrian travel.

At the core of our design philosophy is the notion of connecting. We focus on the needs of all users and creating a livable/walkable community that promotes economic development and accommodates traffic without sacrificing character. We plan to take this approach on this exciting project in Stamford.



LOTICIP Greenwich Avenue Corridor Improvements and Roundabout Design

City of Stamford, CT

Fuss & O'Neill provided design services for a roundabout at the intersection of Greenwich Avenue and Pulaski Street. Queuing has become a significant issue at this intersection. Utilizing a roundabout to replace the existing all-way stop controlled intersection will provide the best solution to mitigate the existing traffic congestion. Pedestrian crosswalks and curb ramps will be designed according to the latest ADA, MUTCD, and CTDOT Design Standards to provide safe crossings.

This project involved improving the current all-way stop controlled intersection by constructing a new roundabout with two lane eastbound and westbound approaches. In addition, the northern portion of Davenport Street will be realigned to form the easterly approach of the roundabout consistent with the City's plans to create a one-way loop with Greenwich Avenue and Davenport Street to the south and west.

Final design services for the preferred alternative include:

- Reconstruction/realignment of Greenwich Avenue and Davenport Street
- Permanent easements and property takings
- Streetscape enhancements
- Signalized intersections with audible pedestrian signals
- Street lighting improvements and crosswalk treatments
- Reconstruction of the Greenwich Avenue/Pulaski Street/O&G Industries Drive intersection with a new roundabout
- Multi-use path along Greenwich Avenue and Davenport Street
- Two waterfront overlook locations



The project considered enhancement elements such as waterfront overlooks, bicycle facilities, plantings, street lighting, and creation of a “gateway” to the south end of the city.

Project Highlights

- Coordinated with the City and WestCOG for LOTICIP funding
- Removed existing all-way stop flashing traffic signals and pedestrian amenities
- Provided a full-depth reconstruction design of Greenwich Avenue, Davenport Street, and Pulaski Street
- Landscape design improved aesthetics of roundabout design



Jefferson Avenue Roundabout and Roadway Improvements

City of New London, CT

The City of New London contracted Fuss & O'Neill to provide design engineering services in the area of Jefferson Avenue and Chester Street. The design increases both vehicular and pedestrian safety, redefines and redistributes the wide travel lanes, incorporates bicycles facilities, reconstructs a signalized intersection into a mini-roundabout, revitalizes the outdated roadway pavement sections, and improves vehicular flow.

The corridor is frequently utilized to connect from the City of New London to the Town of Waterford. Fuss & O'Neill coordinated with the City of New London and SCSOG as stipulated by LOTCIP. We investigated the location and geometry of the new mini-roundabout in consideration of traffic queues, sight lines, utilities, cost efficiency to limit full-depth reconstruction, and sidewalk implications. Jefferson Avenue to Broad Street in Waterford, CT underwent a full-depth reconstruction. Our design team utilized the existing drainage system and moved the catch basins to the new curb line.

Prior to drafting a preliminary design, Fuss & O'Neill held public meetings, coordinated with all utility companies in the vicinity of the proposed area, prepared a Right of Way (ROW) and Topographic Survey, prepared permitting applications, performed a preliminary Environmental Screening Review, conducted a geotechnical investigation, and updated the traffic analysis of the area.



Roadway enhancements and bicycle improvements in the design accommodates both traffic and pedestrian safety. Traffic lanes have room to safely travel at a reduced speed while parallel to bicyclists and pedestrians.



Vehicular safety is increased through narrower lanes and the roundabout. Roadway improvements are designed to reduce congestion at the Jefferson Avenue/Chester Street intersection.



Six Corners Roundabout

City of Springfield, MA

As part of the City's efforts to rebuild the Six Corners neighborhood after the June 1, 2011 tornado, Fuss & O'Neill partnered with the City of Springfield to develop intersection improvements in Six Corners, which is located in the heart of Springfield, Massachusetts.

The six-legged intersection was plagued with long delays, high accident rates, and unsafe pedestrian accommodations. Fuss & O'Neill worked with the City to develop a series of potential roundabout design options for the intersection. The design balanced complex geometry challenges to meet the City's integrated goal of improved traffic circulation, improved safety, and creation of a public space connecting the neighborhood.

Fuss & O'Neill assisted with securing MassWorks funding and delivered the design through a flexible, accelerated, and client-focused approach.



This area has long been troubled by traffic congestion and accidents.



The Six Corners neighborhood suffered losses from the 2011 tornado.

References

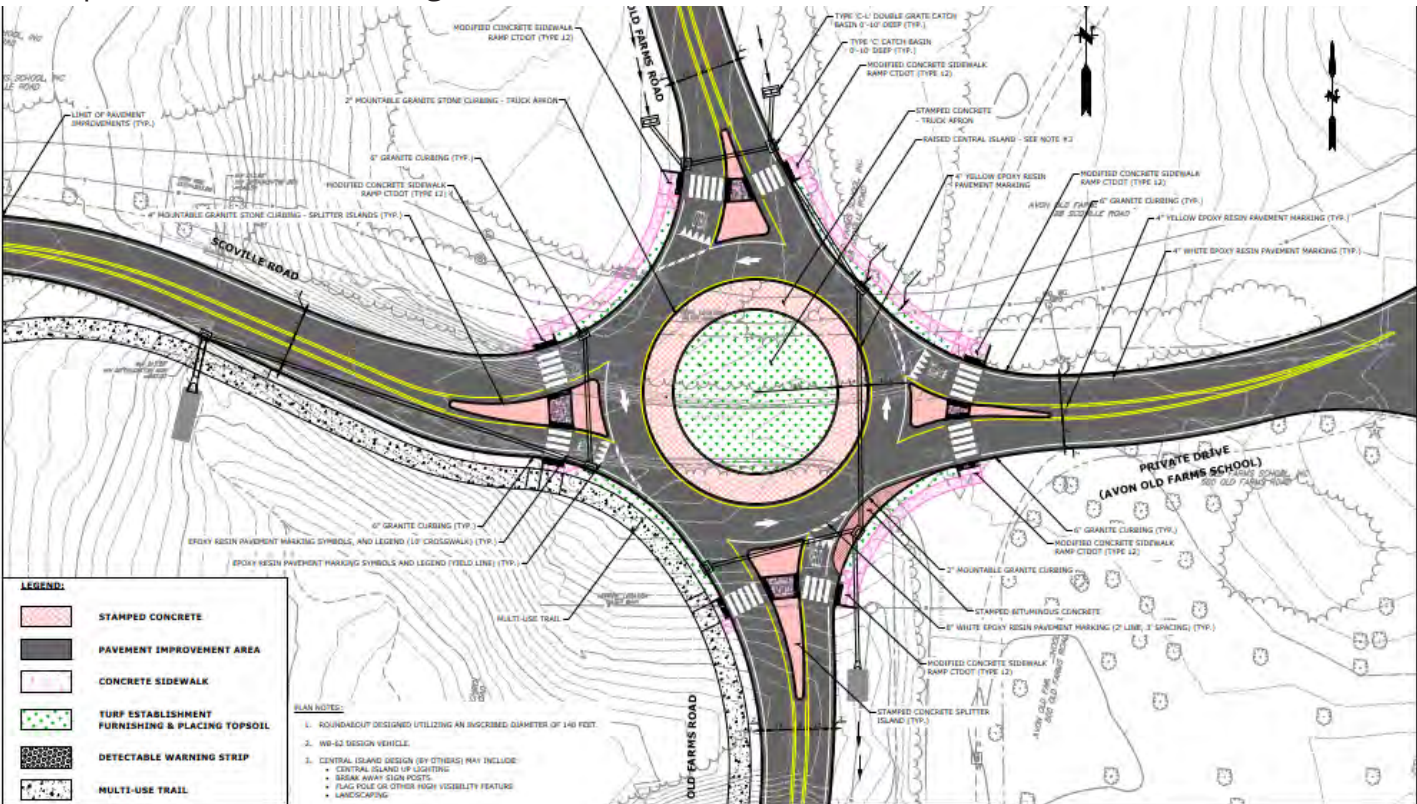
We are proud of the quality of our work and encourage you to contact any of the references listed below.

Project	Client
<p>Jefferson Avenue Roundabout and Roadway Improvements Consultant fees: \$249,000 New London, CT Scope of work: roadway and roundabout design, complete streets, traffic analysis, LOTCIP application, drainage, utility coordination, permitting, community outreach Fuss & O'Neill Project Manager: John Guzze</p>	<p>Brian Sear Interim Director of Public Works City of New London 181 State Street New London, CT 06320 bsear@newlondonct.org 860-447-5250</p>
<p>Six Corners Roundabout Consultant fees: \$210,000 Springfield, MA Scope of work: intersection improvements, roundabout design, traffic coordination, site engineering Fuss & O'Neill Project Manager: Steve Savaria</p>	<p>Christopher Cignoli, PE Director of Public Works City of Springfield, MA 70 Tapley Street Springfield, MA 01104 ccignoli@springfieldcityhall.com 413-750-2808</p>
<p>LOTICIP Pavement Structure Improvements Consultant fees: \$140,000 New Britain, CT Scope of work: roadway rehabilitation, repaving, permitting, bid package assistance, LOTCIP application assistance Fuss & O'Neill Project Manager: John Guzze</p>	<p>Michael Ahern, PE Director of Public Works Town of Berlin 240 Kensington Road Berlin, CT 06037 mahern@town.berlin.ct.us 860-828-7014</p>

SECTION 4

Fee Proposal

Conceptual Roundabout Design, Old Farms/Scoville Road – Avon, CT



APPENDIX II

APP I: FEE PROPOSAL FORM

For the services described in the preceding sections of this Request for Proposals pertaining to the Shippan-Harbror-Magee Roundabout:

TASK / DESCRIPTION	FEE
Task 1: Preliminary Engineering & Survey	\$39,750
Task 2: Meetings (4) with City of Stamford	\$16,250
Task 3: Meetings (3) with Public stakeholders.	\$25,000
Task 4: Final Design, specifications, bid documents, including cost estimates.	\$201,500
Task 5: Permit preparation process	\$25,500
Reimbursables, as per RFP, not to exceed.	\$0
TOTAL PROPOSAL COST	\$308,000

Note: Depending on available funding and City priorities, the City at its sole discretion may award any combination of the above listed tasks. The tasks are not listed in any particular order of priority. Proposers are advised to submit fees for each task independent of each other. The City may also choose to do a phased award to the selected vendor.

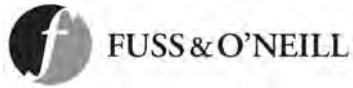
The validity of this offer is one hundred twenty (120) days from the date of the proposal.

2022 BILLING RATE SCHEDULE

LABOR CATEGORY	HOURLY RATE
Researcher, Clerical	\$ 87
Project Accountant	\$ 113
CAD, Survey, Technician I	\$ 81
CAD, Survey, Technician II	\$ 85
CAD, Survey, Technician III	\$ 94
Engineer, Scientist, Analyst I	\$ 95
Engineer, Scientist, Analyst II	\$ 113
Engineer, Scientist, Analyst III	\$ 134
Senior Engineer, Scientist, Analyst I	\$ 150
Senior Engineer, Scientist, Analyst II	\$ 171
Senior Engineer, Scientist, Analyst III	\$ 196
Associate	\$ 211
Officer	\$ 254
Senior Officer	\$ 287

DIRECT CHARGE SCHEDULE

Subcontractors/Subconsultants	Cost plus 15%
F&O Staff Mileage	At Prevailing IRS Rate
F&O Field Vehicles	\$100/day plus \$0.35/mile
F&O Hybrid Vehicles	At Prevailing IRS Rate
Printing/Reprographics	
Black & White Copy/Print	\$0.065/page
Color Copy/Print	\$0.40/page
Electrostatic Copy/Print	\$0.25/Sq.Ft.
Inkjet Plotter Monochrome	\$0.25/Sq.Ft.
Color Plotting	\$1.00/Sq.Ft.
Inkjet Mylar	\$2.50/Sq.Ft.
Binding Materials	At Cost
Payment Processing (e.g. debit or credit card)	3% fee



2022 FIELD EQUIPMENT RATE SCHEDULE

FIELD EQUIPMENT	DAILY RATE (unless otherwise noted)
Air Sampling Pumps	\$ 15
All Terrain Vehicle	\$ 100
Bladder Pumps	\$ 25
Boat	\$ 50
Combustible Gas Indicator (CGI)	\$ 110
Concrete Coring Machine	\$ 250
Cone Penetrometer	\$ 25
Dissolved Oxygen/Temp/pH Meter (YSI-30)	\$ 15
Generators	\$ 50
Hammer Drill	\$ 50
Hand Auger	\$ 25
Hydrogen Sulfide Sensor & Data Logger	\$ 206 per week
IAQ Meter	\$ 80
Interface Probe	\$ 25
Infiltrometer	\$ 25
Low Flow Controller	\$ 50
Metal Detector	\$ 25
Moisture Meter	\$ 80
Mold Air Pump	\$ 15
Multimeters (YSI-600)	\$ 85
Confined Space Meter (Multi-Gas Meter)	\$ 50
Particulate Monitor	\$ 155
Peristaltic Pumps	\$ 20
Petro Flag Sample	\$ 25
Photoionization Detector (OVM/PID)	\$ 75
Soil Gas Sampling Equipment	\$ 100
Soil/Sediment VOC Supplies (Terra Core)	\$ 2 per sample
Soil/Sediment SPLP/TCLP Supplies (Encore)	\$ 10 per sample
Soil Vapor Extraction (SVE) Pilot Test Equipment	\$ 260
Survey Levels	\$ 30
Survey GPS Submeter Receiver	\$ 50
Survey GPS VRS Subcentimeter	\$ 100
Survey Robotic Total Station	\$ 100
Total Organic Vapor Analyzer	\$ 65
Tracer Dye Flow Dilution Equipment	\$ 1,600
Transit Time Flowmeter	\$ 130 per day
	\$ 520 per week
	\$ 1,706 per month
Turbidity Meters	\$ 15
Water Level Indicator	\$ 15
XRF	\$ 250

APPENDIX

Forms and Attachments

University Drive Corridor Improvements – Amherst, MA



Contractor's Statement

Pursuant to Section 103.1 of the Stamford Code of Ordinances, I hereby provide the following:

If a joint venture, trustee, partnership, limited liability company or partnership, the names and addresses of all joint ventures, beneficiaries, partners or members:

Not applicable.

If a corporation, the names and addresses of all officers, and the names and addresses of all parties owning over 10% of its common stock or over 10% of its preferred stocks. If any of said stockholders is a holding corporation, the names and addresses of all persons owning a beneficial interest in over 10% if the common or preferred stock of said holding company.

Please see attached Ownership Disclosure.

The names and positions of all persons listed hereinabove who are elected or appointed officers or employees of the City of Stamford.

Not applicable.

Name of Bidder/Proposer: Mark Vertucci, PE, PTOE

Signature of Bidder/Proposer: 

Title: Vice President

Company Name: Fuss & O'Neill, Inc.

Address: 146 Hartford Road, Manchester, CT 06040

Indicate if company submitting this proposal is: MBE WBE DBE

Fuss & O'Neill, Inc.
Ownership Disclosure
July 22, 2021

Fuss & O'Neill, Inc.

<u>Owner</u>	<u>Principal Occupation/Position in Company</u>	<u>Business Address</u>	<u>% Owned</u>	<u>Shares</u>
1 Audet, Dean (PE)	Senior Vice President, Director	146 Hartford Road, Manchester, CT 06040	5.71%	8.0
2 St. Germain, Tim (PE)	Senior Vice President, Director	1550 Main St., Suite 400, Springfield, MA 01103	5.71%	8.0
3 DeSantos, Ted (PE, PTOE)	Senior Vice President, Director	146 Hartford Road, Manchester, CT 06040	5.71%	8.0
4 Chambers, John (PG, LSP)	Executive Vice President of Operations	146 Hartford Road, Manchester, CT 06040	5.71%	8.0
5 Lapinski, Craig (PE, LEED, AP BD +C)	Senior Vice President, Director	146 Hartford Road, Manchester, CT 06040	5.71%	8.0
6 Danielson, Robert (LEP, CPG)	Vice President, Director	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
7 Mas, Erik (PE)	Vice President, Director	1550 Main St., Suite 400, Springfield, MA 01103	3.57%	5.0
8 Bernardin, Eric (PE)	Vice President	1550 Main St., Suite 400, Springfield, MA 01103	3.57%	5.0
9 Forzley, Phil (PE)	Vice President	205 Billings Farm Rd., #6B White River Junction, VT 05001	3.57%	5.0
10 Grigg, Kevin (President/CEO)	CEO, President, Director	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
11 Mailman, Kurt (PE)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
12 Barbash, Adam (PE)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
13 Martin, Shawn (PE)	Vice President	317 Iron Horse Way, #204, Providence, RI 02908	3.57%	5.0
14 Solloway, Kristen (PE)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
15 Sullivan, Kevin (PE, LEED AP)	Vice President	108 Myrtle St., Suite 502, Quincy, MA 02171	3.57%	5.0
16 May, Robert	Senior Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
17 Nanowski, Katherine	Vice President, Director	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
18 Snape, Margaret	Director of Human Resources	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
19 Fryer, JoAnn (PE)	Vice President	50 Commercial Street, Manchester, NH 03101	3.57%	5.0
20 Landry, Elizabeth (PE, CEM, CBCP)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
21 Johnson, Kevin (PE, PTOE, NETTCP)	Executive Vice President of Business Developmt	317 Iron Horse Way, #204, Providence, RI 02908	3.57%	5.0
22 Vertucci, Mark (PE, PTOE)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
23 Bafna, Sudip (PE, CHMM)	Vice President	146 Hartford Road, Manchester, CT 06040	3.57%	5.0
24 DeLany, Daniel (PE)	Vice President	1550 Main St., Suite 400, Springfield, MA 01103	3.57%	5.0
25 Ferrero, Chris (RLA, AICP, CNU)	Vice President	146 Hartford Road, Manchester, CT 06040	2.86%	4.0
26 Mas, Diane (PhD, REHS/RS, CC-P)	Vice President	1550 Main St., Suite 400, Springfield, MA 01103	0.71%	1.0
			<u>100.00%</u>	<u>140.0</u>

Non-Collusion Affidavit

The undersigned, having been duly sworn, affirms and says that to the best of his/her knowledge and belief:

1. The prices in this Proposal have been arrived at independently without collusion, consultation, communication, or agreement with any other Proposer or with any competitor for the purpose of restricting competition.
2. Unless otherwise required by law, the prices, which have been quoted in this Proposal, have not been knowingly disclosed by the Proposer and will not knowingly be disclosed by the Proposer prior to opening, directly or indirectly, to any other Proposer or to any competitor.
3. No attempt has been made or will be made by the Proposer to induce any other person, partnership or corporation to submit or not to submit a Proposal for the purpose of restricting competition.

Name of Proposer: Fuss & O'Neill, Inc.

By: *Mark Vertucci*

Print Name: Mark Vertucci, PE, PTOE

Title: Vice President

ACKNOWLEDGMENT

STATE OF Connecticut

COUNTY OF Hartford

ss. Manchester

Date: May 5, 2022

Personally appeared Mark Vertucci, as Vice President of the above named firm, and attested that the foregoing statements are true and accurate to the best of his/her knowledge and belief.

Patricia Lozinski

Signature of Notary Public

My Commission Expires: August 31, 2025



EFFECTIVE: 2/24/09

PATRICIA LOZINSKI
NOTARY PUBLIC
State of Connecticut
My Commission Expires
August 31, 2025

City of Stamford
State of Connecticut Contractor Verification (in accordance with Public Act 16-67)

Compliance Affidavit

I, the undersigned, personally and on behalf of Fuss & O'Neill, Inc., having
(Contractor)
been duly sworn, affirm and say that I have read, understand and am in compliance with Public Act 16-67 Concerning the Disclosure of Certain Education Personnel Records, Criminal Penalties for Threatening in Educational Settings and the Exclusion of a Minor's Name from Summary Process Complaints, and that neither I nor said Contractor, to the best of my knowledge, is in possession of any information indicating a finding of abuse or neglect or sexual misconduct, or otherwise have knowledge of such a condition(s) for any employees working on the project identified in RFQ/RFP or Bid S-_____. Further, if I or said Contractor (RFQ/RFP or Bid Number) become aware of any information indicating such a finding, or otherwise gain knowledge of such a condition, I and/or said Contractor will immediately forward such information to the City of Stamford.

Contractor Name: Fuss & O'Neill, Inc.

Street Address: 146 Hartford Road

City, State, Zip: Manchester, CT 06040

Title of person completing this form: Vice President

Signature: *Mark Vertucci*

Printed Name: Mark Vertucci

Date: May 5, 2022

ACKNOWLEDGMENT

STATE OF Connecticut

COUNTY OF Hartford ss. Manchester

Date: May 5, 2022

Personally appeared Mark Vertucci, as Vice President of the above named Contractor, and attested that the foregoing statements are true and accurate to the best of his/her knowledge and belief on behalf of himself and said Contractor.

Patricia Lozinski
Signature of Notary Public

My Commission Expires: August 31, 2025



PATRICIA LOZINSKI
NOTARY PUBLIC
State of Connecticut
My Commission Expires
August 31, 2025

CERTIFICATE OF CORPORATE RESOLUTION
RFQ/RFP

I, Amy Jagodowski, SECRETARY OF Fuss & O'Neill, Inc.

A CORPORATION EXISTING UNDER THE LAWS OF THE STATE OF Connecticut, DO
HEREBY CERTIFY THAT THE FOLLOWING IS A TRUE COPY OF CERTAIN RESOLUTIONS
ADOPTED BY THE BOARD OF DIRECTORS OF SAID COMPANY, AT A MEETING THEREOF
DULY CALLED AND HELD ON THE 7th DAY OF February, 20 22.

“RESOLVED, THAT THE Vice President

OF THE CORPORATION BE AND IS HEREBY AUTHORIZED TO SIGN

A CONTRACT WITH THE CITY OF STAMFORD, CONNECTICUT FOR
Roundabout Design & Inspection Services for Shippan Avenue,
Harbor Drive, & Magee Avenue, RFP/RFQ No. 867”.

I, FURTHER CERTIFY THAT, Mark Vertucci, PE, PTOE IS THE DULY
ELECTED Vice President OF Fuss & O'Neill, Inc.

AND THE FOREGOING RESOLUTION HAS NOT BEEN MODIFIED OR REPEALED AND IS
IN FULL FORCE AND EFFECT.

IN WITNESS WHEREOF, I HAVE, HEREUNTO, SUBSCRIBED BY NAME AND AFFIXED

THE SEAL OF SAID CORPORATION THE 5th DAY OF May, 20 22.

Amy C. Jagodowski
SECRETARY



Request for Taxpayer Identification Number and Certification

**Give Form to the
requester. Do not
send to the IRS.**

▶ Go to www.irs.gov/FormW9 for instructions and the latest information.

Print or type.
See Specific Instructions on page 3.

1 Name (as shown on your income tax return). Name is required on this line; do not leave this line blank. Fuss & O'Neill, Inc.	
2 Business name/disregarded entity name, if different from above	
3 Check appropriate box for federal tax classification of the person whose name is entered on line 1. Check only one of the following seven boxes.	4 Exemptions (codes apply only to certain entities, not individuals; see instructions on page 3): Exempt payee code (if any) _____ Exemption from FATCA reporting code (if any) _____ <i>(Applies to accounts maintained outside the U.S.)</i>
<input type="checkbox"/> Individual/sole proprietor or single-member LLC	<input type="checkbox"/> C Corporation
<input checked="" type="checkbox"/> S Corporation	<input type="checkbox"/> Partnership
<input type="checkbox"/> Limited liability company. Enter the tax classification (C=C corporation, S=S corporation, P=Partnership) ▶ _____	<input type="checkbox"/> Trust/estate
Note: Check the appropriate box in the line above for the tax classification of the single-member owner. Do not check LLC if the LLC is classified as a single-member LLC that is disregarded from the owner unless the owner of the LLC is another LLC that is not disregarded from the owner for U.S. federal tax purposes. Otherwise, a single-member LLC that is disregarded from the owner should check the appropriate box for the tax classification of its owner.	
<input type="checkbox"/> Other (see instructions) ▶ _____	
5 Address (number, street, and apt. or suite no.) See instructions. 146 Hartford Road	Requester's name and address (optional)
6 City, state, and ZIP code Manchester, CT 06040	
7 List account number(s) here (optional)	

Part I Taxpayer Identification Number (TIN)

Enter your TIN in the appropriate box. The TIN provided must match the name given on line 1 to avoid backup withholding. For individuals, this is generally your social security number (SSN). However, for a resident alien, sole proprietor, or disregarded entity, see the instructions for Part I, later. For other entities, it is your employer identification number (EIN). If you do not have a number, see *How to get a TIN*, later.

Note: If the account is in more than one name, see the instructions for line 1. Also see *What Name and Number To Give the Requester* for guidelines on whose number to enter.

Social security number									
or									
Employer identification number									
0	6	-	0	8	4	5	6	4	8

Part II Certification

Under penalties of perjury, I certify that:

1. The number shown on this form is my correct taxpayer identification number (or I am waiting for a number to be issued to me); and
2. I am not subject to backup withholding because: (a) I am exempt from backup withholding, or (b) I have not been notified by the Internal Revenue Service (IRS) that I am subject to backup withholding as a result of a failure to report all interest or dividends, or (c) the IRS has notified me that I am no longer subject to backup withholding; and
3. I am a U.S. citizen or other U.S. person (defined below); and
4. The FATCA code(s) entered on this form (if any) indicating that I am exempt from FATCA reporting is correct.

Certification instructions. You must cross out item 2 above if you have been notified by the IRS that you are currently subject to backup withholding because you have failed to report all interest and dividends on your tax return. For real estate transactions, item 2 does not apply. For mortgage interest paid, acquisition or abandonment of secured property, cancellation of debt, contributions to an individual retirement arrangement (IRA), and generally, payments other than interest and dividends, you are not required to sign the certification, but you must provide your correct TIN. See the instructions for Part II, later.

Sign Here	Signature of U.S. person ▶	Date ▶ 4/20/2022
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General Instructions

Section references are to the Internal Revenue Code unless otherwise noted.

Future developments. For the latest information about developments related to Form W-9 and its instructions, such as legislation enacted after they were published, go to www.irs.gov/FormW9.

Purpose of Form

An individual or entity (Form W-9 requester) who is required to file an information return with the IRS must obtain your correct taxpayer identification number (TIN) which may be your social security number (SSN), individual taxpayer identification number (ITIN), adoption taxpayer identification number (ATIN), or employer identification number (EIN), to report on an information return the amount paid to you, or other amount reportable on an information return. Examples of information returns include, but are not limited to, the following.

- Form 1099-INT (interest earned or paid)

- Form 1099-DIV (dividends, including those from stocks or mutual funds)
 - Form 1099-MISC (various types of income, prizes, awards, or gross proceeds)
 - Form 1099-B (stock or mutual fund sales and certain other transactions by brokers)
 - Form 1099-S (proceeds from real estate transactions)
 - Form 1099-K (merchant card and third party network transactions)
 - Form 1098 (home mortgage interest), 1098-E (student loan interest), 1098-T (tuition)
 - Form 1099-C (canceled debt)
 - Form 1099-A (acquisition or abandonment of secured property)
- Use Form W-9 only if you are a U.S. person (including a resident alien), to provide your correct TIN.

If you do not return Form W-9 to the requester with a TIN, you might be subject to backup withholding. See What is backup withholding, later.

**COMMISSION ON HUMAN RIGHTS AND OPPORTUNITIES
CONTRACT COMPLIANCE REGULATIONS
NOTIFICATION TO BIDDERS**

(Revised 09/3/15)

The contract to be awarded is subject to contract compliance requirements mandated by [Sections 4a-60](#) and [4a-60a](#) of the Connecticut General Statutes; and, when the awarding agency is the State, [Sections 46a-71\(d\)](#) and [46a-81i\(d\)](#) of the Connecticut General Statutes. There are Contract Compliance Regulations codified at [Section 46a-68j-21 through 43](#) of the Regulations of Connecticut State Agencies, which establish a procedure for awarding all contracts covered by [Sections 4a-60](#) and [46a-71\(d\)](#) of the Connecticut General Statutes.

According to [Section 46a-68j-30\(9\)](#) of the Contract Compliance Regulations, every agency awarding a contract subject to the contract compliance requirements has an obligation to “aggressively solicit the participation of legitimate minority business enterprises as bidders, contractors, subcontractors and suppliers of materials.” “Minority business enterprise” is defined in [Section 4a-60](#) of the Connecticut General Statutes as a business wherein fifty-one percent or more of the capital stock, or assets belong to a person or persons: “(1) Who are active in daily affairs of the enterprise; (2) who have the power to direct the management and policies of the enterprise; and (3) who are members of a minority, as such term is defined in subsection (a) of [Section 32-9n](#).” “Minority” groups are defined in [Section 32-9n](#) of the Connecticut General Statutes as “(1) Black Americans . . . (2) Hispanic Americans . . . (3) persons who have origins in the Iberian Peninsula . . . (4) Women . . . (5) Asian Pacific Americans and Pacific Islanders; (6) American Indians . . .” An individual with a disability is also a minority business enterprise as provided by [Section 4a-60g](#) of the Connecticut General Statutes. The above definitions apply to the contract compliance requirements by virtue of [Section 46a-68j-21\(11\)](#) of the Contract Compliance Regulations.

The awarding agency will consider the following factors when reviewing the bidder’s qualifications under the contract compliance requirements:

- (a) the bidder’s success in implementing an affirmative action plan;
- (b) the bidder’s success in developing an apprenticeship program complying with [Sections 46a-68-1 to 46a-68-17](#) of the Administrative Regulations of Connecticut State Agencies, inclusive;
- (c) the bidder’s promise to develop and implement a successful affirmative action plan;
- (d) the bidder’s submission of employment statistics contained in the “Employment Information Form”, indicating that the composition of its workforce is at or near parity when compared to the racial and sexual composition of the workforce in the relevant labor market area; and
- (e) the bidder’s promise to set aside a portion of the contract for legitimate minority business enterprises. [See Section 46a-68j-30\(10\)\(E\)](#) of the Contract Compliance Regulations.

INSTRUCTIONS AND OTHER INFORMATION

The following [BIDDER CONTRACT COMPLIANCE MONITORING REPORT](#) must be completed in full, signed, and submitted with the bid for this contract. The contract awarding agency and the Commission on Human Rights and Opportunities will use the information contained thereon to determine the bidders compliance to [Sections 4a-60](#) and [4a-60a](#) CONN. GEN. STAT., and [Sections 46a-68j-23](#) of the Regulations of Connecticut State Agencies regarding equal employment opportunity, and the bidder’s good faith efforts to include minority business enterprises as subcontractors and suppliers for the work of the contract.

1) **Definition of Small Contractor**

[Section 4a-60g](#) CONN. GEN. STAT. defines a small contractor as a company that has been doing business under the same management and control and has maintained its principal place of business in Connecticut for a one year period immediately prior to its application for certification under this section, had gross revenues not exceeding fifteen million dollars in the most recently completed fiscal year, and at least fifty-one percent of the ownership of which is held by a person or persons who are active in the daily affairs of the company, and have the power to direct the management and policies of the company, except that a nonprofit corporation shall be construed to be a small contractor if such nonprofit corporation meets the requirements of subparagraphs (A) and (B) of subdivision [4a-60g](#) CONN. GEN. STAT.

2) Description of Job Categories (as used in Part IV Bidder Employment Information) (Page 2)

MANAGEMENT: Managers plan, organize, direct, and control the major functions of an organization through subordinates who are at the managerial or supervisory level. They make policy decisions and set objectives for the company or departments. They are not usually directly involved in production or providing services. Examples include top executives, public relations managers, managers of operations specialties (such as financial, human resources, or purchasing managers), and construction and engineering managers.

BUSINESS AND FINANCIAL OPERATIONS: These occupations include managers and professionals who work with the financial aspects of the business. These occupations include accountants and auditors, purchasing agents, management analysts, labor relations specialists, and budget, credit, and financial analysts.

MARKETING AND SALES: Occupations related to the act or process of buying and selling products and/or services such as sales engineer, retail sales workers and sales representatives including wholesale.

LEGAL OCCUPATIONS: In-House Counsel who is charged with providing legal advice and services in regards to legal issues that may arise during the course of standard business practices. This category also includes assistive legal occupations such as paralegals, legal assistants.

COMPUTER SPECIALISTS: Professionals responsible for the computer operations within a company are grouped in this category. Examples of job titles in this category include computer programmers, software engineers, database administrators, computer scientists, systems analysts, and computer support specialists

ARCHITECTURE AND ENGINEERING: Occupations related to architecture, surveying, engineering, and drafting are included in this category. Some of the job titles in this category include electrical and electronic engineers, surveyors, architects, drafters, mechanical engineers, materials engineers, mapping technicians, and civil engineers.

OFFICE AND ADMINISTRATIVE SUPPORT: All clerical-type work is included in this category. These jobs involve the preparing, transcribing, and preserving of written communications and records; collecting accounts; gathering and distributing information; operating office machines and electronic data processing equipment; and distributing mail. Job titles listed in this category include telephone operators, bill and account collectors, customer service representatives, dispatchers, secretaries and administrative assistants, computer operators and clerks (such as payroll, shipping, stock, mail and file).

BUILDING AND GROUNDS CLEANING AND MAINTENANCE: This category includes occupations involving landscaping, housekeeping, and janitorial services. Job titles found in this category include supervisors of landscaping or housekeeping, janitors, maids, grounds maintenance workers, and pest control workers.

CONSTRUCTION AND EXTRACTION: This category includes construction trades and related occupations. Job titles found in this category include boilermakers, masons (all types), carpenters, construction laborers, electricians, plumbers (and related trades), roofers, sheet metal workers, elevator installers, hazardous materials removal workers, paperhangers, and painters. Paving, surfacing, and tamping equipment operators; drywall and ceiling tile installers; and carpet, floor and tile installers and finishers are also included in this category. First line supervisors, foremen, and helpers in these trades are also grouped in this category.

INSTALLATION, MAINTENANCE AND REPAIR: Occupations involving the installation, maintenance, and repair of equipment are included in this group. Examples of job titles found here are heating, ac, and refrigeration mechanics and installers; telecommunication line installers and repairers; heavy vehicle and mobile equipment service technicians and mechanics; small engine mechanics; security and fire alarm systems installers; electric/electronic repair, industrial, utility and transportation equipment; millwrights; riggers; and manufactured building and mobile home installers. First line supervisors, foremen, and helpers for these jobs are also included in the category.

MATERIAL MOVING WORKERS: The job titles included in this group are Crane and tower operators; dredge, excavating, and lading machine operators; hoist and winch operators; industrial truck and tractor operators; cleaners of vehicles and equipment; laborers and freight, stock, and material movers, hand; machine feeders and offbearers; packers and packagers, hand; pumping station operators; refuse and recyclable material collectors; and miscellaneous material moving workers.

PRODUCTION WORKERS: The job titles included in this category are chemical production machine setters, operators and tenders; crushing/grinding workers; cutting workers; inspectors, testers sorters, samplers, weighers; precious stone/metal workers; painting workers; cementing/gluing machine operators and tenders; etchers/engravers; molders, shapers and casters except for metal and plastic; and production workers.

3) Definition of Racial and Ethnic Terms (as used in Part IV Bidder Employment Information) (Page 3)

<p><u>White</u> (not of Hispanic Origin)-All persons having origins in any of the original peoples of Europe, North Africa, or the Middle East.</p> <p><u>Black</u> (not of Hispanic Origin)-All persons having origins in any of the Black racial groups of Africa.</p> <p><u>Hispanic</u>- All persons of Mexican, Puerto Rican, Cuban, Central or South American, or other Spanish culture or origin, regardless of race.</p>	<p><u>Asian or Pacific Islander</u>- All persons having origins in any of the original peoples of the Far East, Southeast Asia, the Indian subcontinent, or the Pacific Islands. This area includes China, India, Japan, Korea, the Philippine Islands, and Samoa.</p> <p><u>American Indian or Alaskan Native</u>- All persons having origins in any of the original peoples of North America, and who maintain cultural identification through tribal affiliation or community recognition.</p>
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BIDDER CONTRACT COMPLIANCE MONITORING REPORT

PART 1 – Bidder Information

<p>Company Name: Fuss & O'Neill, Inc. Street Address: 146 Hartford Road City & State: Manchester, CT 06040 Chief Executive: Kevin Grigg, PE</p>	<p>Bidder Federal Employer 06-0845648 Identification Number: Or Social Security Number:</p>
<p>Major Business Activity: Full-service consulting firm specializing in engineering, planning, and scientific studies. Serving both public and private sector clients for more than 95 years, we provide solutions that maximize value and address our clients' long-term needs.</p>	<p>Bidder Identification (response optional/definitions on page 1)</p> <p>-Bidder is a small contractor? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>-Bidder is a minority business enterprise? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>(If yes, check ownership category)</p> <p>Black <input type="checkbox"/> Hispanic <input type="checkbox"/> Asian American <input type="checkbox"/></p> <p>American Indian/Alaskan Native <input type="checkbox"/> Iberian Peninsula <input type="checkbox"/></p> <p>Individual(s) with a Physical Disability <input type="checkbox"/> Female <input type="checkbox"/></p> <p>-Bidder is certified as above by State of CT? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>
<p>Bidder Parent Company: (If any)</p>	
<p>Other Locations in CT: Trumbull, CT (If any)</p>	

PART II - Bidder Nondiscrimination Policies and Procedures

<p>1. Does your company have a written Affirmative Action/Equal Employment Opportunity statement posted on company bulletin boards? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>7. Do all of your company contracts and purchase orders contain non-discrimination statements as required by Sections 4a-60 & 4a-60a Conn. Gen. Stat.? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>
<p>2. Does your company have the state-mandated sexual harassment prevention in the workplace policy posted on company bulletin boards? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>8. Do you, upon request, provide reasonable accommodation to employees, or applicants for employment, who have physical or mental disability? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>
<p>3. Do you notify all recruitment sources in writing of your company's Affirmative Action/Equal Employment Opportunity employment policy? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>9. Does your company have a mandatory retirement age for all employees? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p>
<p>4. Do your company advertisements contain a written statement that you are an Affirmative Action/Equal Opportunity Employer? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>10. If your company has 50 or more employees, have you provided at least two (2) hours of sexual harassment training to all of your supervisors? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/> N/A <input type="checkbox"/></p>
<p>5. Do you notify the Ct. State Employment Service of all employment openings with your company? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p>	<p>11. If your company has apprenticeship programs, do they meet the Affirmative Action/Equal Employment Opportunity requirements of the apprenticeship standards of the Ct. Dept. of Labor? Yes <input type="checkbox"/> No <input type="checkbox"/> N/A <input checked="" type="checkbox"/></p>
<p>6. Does your company have a collective bargaining agreement with workers? Yes <input type="checkbox"/> No <input checked="" type="checkbox"/></p> <p>6a. If yes, do the collective bargaining agreements contain non-discrimination clauses covering all workers? Yes <input type="checkbox"/> No <input type="checkbox"/></p> <p>6b. Have you notified each union in writing of your commitments under the nondiscrimination requirements of contracts with the state of CT? Yes <input type="checkbox"/> No <input type="checkbox"/></p>	<p>12. Does your company have a written affirmative action Plan? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If no, please explain.</p> <p>13. Is there a person in your company who is responsible for equal employment opportunity? Yes <input checked="" type="checkbox"/> No <input type="checkbox"/></p> <p>If yes, give name and phone number: Margaret Snape, (860)646-2469, x5289</p>

1. Will the work of this contract include subcontractors or suppliers? Yes No

1a. If yes, please list all subcontractors and suppliers and report if they are a small contractor and/or a minority business enterprise. (defined on page 1 / use additional sheet if necessary)

1b. Will the work of this contract require additional subcontractors or suppliers other than those identified in 1a. above? Yes No

PART IV - Bidder Employment Information

Date: 5/2/2022

JOB CATEGORY *	OVERALL TOTALS	WHITE (not of Hispanic origin)		BLACK (not of Hispanic origin)		HISPANIC		ASIAN or PACIFIC ISLANDER		AMERICAN INDIAN or ALASKAN NATIVE	
		Male	Female	Male	Female	Male	Female	Male	Female	Male	Female
Management	85	59	23			1		1	1		
Business & Financial Ops	37	29	6					1	1		
Marketing & Sales											
Legal Occupations											
Computer Specialists											
Professionals Architecture/Engineering	159	88	57	2	2	2	3	3	2		
Office & Admin Support	22		20		1		1				
Bldg/ Grounds Cleaning/Maintenance											
Technicians Construction & Extraction	15	9	4			1	1				
Installation, Maintenance & Repair											
Material Moving Workers											
Production Occupations											
TOTALS ABOVE	318	185	110	2	3	4	5	5	4		
Total One Year Ago	312	187	101	2	6	3	4	5	4		
FORMAL ON THE JOB TRAINEES (ENTER FIGURES FOR THE SAME CATEGORIES AS ARE SHOWN ABOVE)											
Apprentices											
Trainees											

*NOTE: JOB CATEGORIES CAN BE CHANGED OR ADDED TO (EX. SALES CAN BE ADDED OR REPLACE A CATEGORY NOT USED IN YOUR COMPANY)

PART V - Bidder Hiring and Recruitment Practices

1. Which of the following recruitment sources are used by you? (Check yes or no, and report percent used)				2. Check (X) any of the below listed requirements that you use as a hiring qualification (X)		3. Describe below any other practices or actions that you take which show that you hire, train, and promote employees without discrimination Fuss & O'Neill implements, monitors, and enforces our Affirmative Action/Equal Opportunity Employment Policy Statement and program in conjunction with all applicable Federal and State laws, regulations and executive orders. In order to implement our Affirmative Action/Equal Opportunity Employment Program, Fuss & O'Neill will develop written strategies and plans designated to correct any deficiencies identified. Furthermore, our policy statement, as well as the Labor and Antidiscrimination Poster, shall be posted and otherwise made known to all workers in the company's home office, each satellite office, and at each job site. Managers and supervisory staff will be advised of their responsibilities to ensure the success of this program
SOURCE	YES	NO	% of applicants provided by source			
State Employment Service	<input checked="" type="checkbox"/>	<input type="checkbox"/>	2	X	Work Experience	
Private Employment Agencies	<input checked="" type="checkbox"/>	<input type="checkbox"/>	3	X	Ability to Speak or Write English	
Schools and Colleges	<input checked="" type="checkbox"/>	<input type="checkbox"/>	7		Written Tests	
Newspaper Advertisement	<input type="checkbox"/>	<input checked="" type="checkbox"/>		X	High School Diploma	
Walk Ins	<input type="checkbox"/>	<input checked="" type="checkbox"/>		X	College Degree	
Present Employees	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		Union Membership	
Labor Organizations	<input type="checkbox"/>	<input checked="" type="checkbox"/>		X	Personal Recommendation	
Minority/Community Organizations	<input checked="" type="checkbox"/>	<input type="checkbox"/>	1		Height or Weight	
Others (please identify)	<input checked="" type="checkbox"/>	<input type="checkbox"/>			Car Ownership	
Company Job Board	<input checked="" type="checkbox"/>	<input type="checkbox"/>	86		Arrest Record	
	<input type="checkbox"/>	<input type="checkbox"/>			Wage Garnishments	

Certification (Read this form and check your statements on it CAREFULLY before signing). I certify that the statements made by me on this BIDDER CONTRACT COMPLIANCE MONITORING REPORT are complete and true to the best of my knowledge and belief, and are made in good faith. I understand that if I knowingly make any misstatements of facts, I am subject to be declared in non-compliance with Section 4a-60, 4a-60a, and related sections of the CONN. GEN. STAT.

(Signature) 	(Title) Vice President	(Date Signed) 5/5/2022	(Telephone) 860 646 2469 x5381
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