ORDINANCE NO. 22-174 INTRODUCED BY: Mrs. Fenderbosch

AN ORDINANCE AUTHORIZING THE MAYOR TO EXECUTE A PERSONAL SERVICES AGREEMENT WITH THE MANNIK & SMITH GROUP, INC. FOR THE LOR-US6-18.52 PEDESTRIAN IMPROVEMENT PROJECT AND DECLARING AN EMERGENCY.

WHEREAS, the City of Avon Lake desires to retain the personal services of the Mannik & Smith Group, Inc. for design services associated with the LOR-US6-18.52 Pedestrian Improvement Project.

NOW THEREFORE, BE IT ORDAINED BY THE COUNCIL OF THE CITY OF AVON LAKE, STATE OF OHIO:

Section No. 1: That the Mayor is hereby authorized and directed to negotiate an agreement with the Mannik & Smith Group, Inc. of Shaker Heights, Ohio to design pedestrian safety improvements that will include sidewalks, ADA-compliant curb ramps, and pedestrian crossings from S.R. 83 to the eastern corporation limit of Bay Village along Lake Road.

Section No. 2: That it is found and determined that all formal actions of this Council concerning and relating to the adoption of this Ordinance were adopted in an open meeting of this Council and that all deliberations of this Council and any of its committees which resulted in such formal actions, were in meetings open to the public, in compliance with all legal requirements, including Section 121.22 of the Ohio Revised Code.

Section No. 3: That this Ordinance is hereby declared to be an emergency measure, the emergency being the necessity to improve accessibility along Lake Road and provide pedestrian safety improvements, thus for the health, safety, and welfare of the public. Therefore, this Ordinance shall be in full force and effect from and immediately after its passage and approval by the Mayor.

PASSED: 11/14/2022 /s/ Martin E. O'Donnell
President of Council

POSTED: 11/18/2022 APPROVED: 11/15/2022

ATTEST: /s/Valerie E. Rosmarin
Clerk of Council

/s/ Gregory J. Zilka
Mayor

October 3, 2022

**City of Avon Lake**
Beth Fulton, PE
150 Avon Belden Road
Avon Lake, Ohio 44012
Via email: bfulton@avonlake.org

**Re: LOR-US6-18.52 PID No. 117317**

Dear Ms. Fulton:

The City of Avon Lake values enhancing safety on its transportation network for its residents and visitors, and has taken a proactive approach to improving accessibility along Lake Road (US6) within the city limits. The recent Systemic Safety funding award from ODOT will allow for some much needed pedestrian safety improvements from State Route 83 to the eastern corporation limit of Bay Village along Lake Road. The Mannik & Smith Group, Inc. (MSG) has enjoyed working with the City on the planning study for this project, and would like to build upon our relationship and work towards fulfilling your vision for improved safety on Lake Road. This vision will include incorporating sidewalks, ADA-compliant curb ramps and pedestrian crossings, with specialized Rectangular Rapid Flashing Beacon (RRBF) signalization at a couple key intersections on Lake Road.

- ✓ ***Plan Development and Design Expertise***: The MSG team members outlined herein have considerable expertise in the project process for public transportation-related improvements, and developing constructible plan sets in compliance with ODOT standards.
- ✓ ***Diversity of Expertise:*** While pedestrian improvement projects demand core skill sets versed in planning, roadway design, and traffic engineering, our team also provides environmental documentation coordination, funding strategies, surveying and right-of-way plans, geotechnical engineering, and drainage/civil engineering, all of which will be key in developing a strategy in providing innovative solutions for the overall success of this project.
- ✓ ***The 4Cs:*** MSG's corporate philosophy stresses communication, collaboration, cooperation and commitment. Our personnel will make every effort to integrate these practices on your projects for long-term successes and positive results.

Thank you for your consideration of our qualifications.

Sincerely,

Sheri L. Bokros
Principal · Vice President


20600 Chagrin Boulevard, Suite 500, Shaker Heights, Ohio 44122 Tel: 216.378.1490 Fax: 216.378.1497 www.MannikSmithGroup.com

## 1.0 ODOT PREQUALIFICATIONS

Our talented staff delivers integrated planning, inspection, engineering, and construction solutions. We pride ourselves on our ability to anticipate the needs of our clients. MSG's ODOT Prequalifications include:

**Roadway**
- Bicycle Facilities and Enhancement Design
- Non-Complex Roadway Design
- Complex Roadway Design

**Interchange Justification / Modification Study**

**Safety Study**

**Right of Way Plan Development**
- Limited and Complex

**Subsurface Utility Location Services**

**Bridge Design**
- Level 1 & Level 2

**Bridge Inspection**
- Level 1 (Minor)

**Geotechnical Services**
- Geotechnical Engineering Services
- Geotechnical Testing Laboratory
- Geotechnical Field Exploration
- Geotechnical Drilling Inspection

**Traffic Signal Design**
- Basic Traffic Signal Design
- Traffic Signal System Design

**Highway Lighting Design**
- Limited and Complex

**Environmental Services**
- Environmental Document Prep – EA/ EIS
- Environmental Document Preparation – CE
- Environmental Document Preparation – 4(f)
- Ecological Surveys
- Stream and Wetland Mitigation
- Waterway Permits
- Noise Analysis and Abatement Design
- Archaeological Investigations
- Historical/Architectural Investigations
- Regulated Materials Review

**Cost Accounting System Firm**
- Unlimited

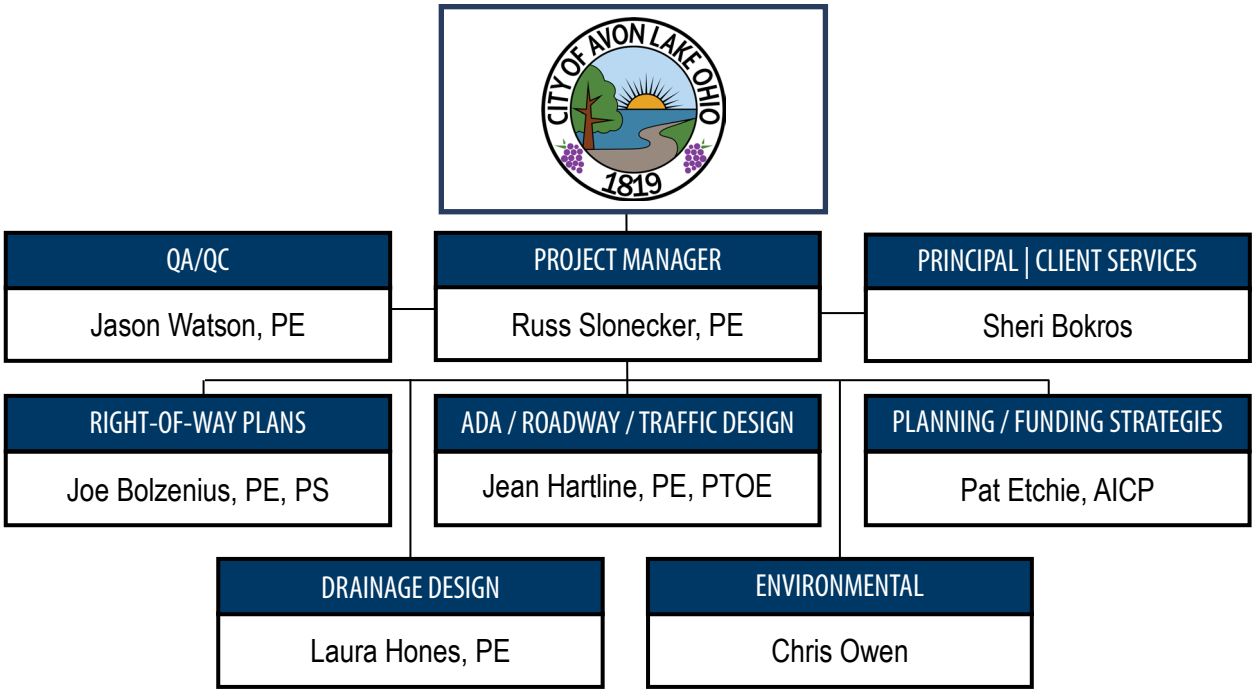
**Construction Management Firm**

**Construction Inspection & Administration**
- Project Inspector (9)
- Project Structures Inspector (9)
- Coatings Inspector (1)
- Soils and Aggregate Inspector (3)
- Traffic Signals and Lighting Inspector (5)
- Construction Engineer Level 1 (13)
- Construction Engineer Level 1 (6)

## 2.0 SUBCONSULTANTS

MSG has compiled a team of key in-house personnel with the expertise and availability to perform technical design, specifications, and preparation of construction drawings for the US 6 pedestrian improvements project without the use of subconsultants.

## 3.0 PROJECT MANAGER & OTHER KEY STAFF MEMBERS




**Russ Slonecker, PE · Project Manager:** Russ has more than 39 years of experience as a design engineer and project manager. Much of his expertise was obtained during his 30-year career with ODOT, District 1, in which he served as the District Design Engineer for 18 of the 30 years. In this role, Russ selected, scheduled and assigned internal design projects based on variables such as available resources and current workload. Russ's position as Senior Transportation Engineer for MSG includes the duties of Project Manager, Lead Roadway Design Engineer and the Ohio QA/QC Manager. His experience includes planning, managing, designing, and reviewing numerous projects including complex roadway relocations, major and minor highway rehabilitations, pavement resurfacings, bridge replacements and rehabilitations, culverts and drainage structures, retaining walls, and geotechnical activities. He has prepared construction cost estimates, value engineering analyses, and discrepancy resolution recommendations.

EDUCATION

- BS Civil Engineering, Ohio Northern University

CERTIFICATIONS / AFFILIATIONS

- Professional Engineer: Ohio #51971
- ODOT Leadership Academy – All Levels Completed

REPRESENTATIVE PROJECT EXPERIENCE

- US6 (Lake Road) Resurfacing and Curb Ramp Repairs, Avon Lake, Ohio
- Waterfront Walkway, Phase 1 PID 107061, Port Clinton, Ohio
- Safety Study Downtown Improvements Detail Design, Rossford, Ohio
- Commerce Drive Extension, Defiance, Ohio
- Ottawa Ave Phase II Multi-Use Path, Defiance, Ohio
- Meigs Street Reconstruction, Pedestrian Improvements, and Multi-Use Path, Sandusky, Ohio

**Jason Watson, PE · QA / QC**: Jason has over 23 years of engineering and management experience in the transportation industry on multi-disciplined projects ranging from local let roadway reconstruction to the design and management of tasks on major and/or complex highways and roadways, interstate and local roadway rehabilitations. He has directed the preliminary and final design of public works, with a particular emphasis on geometric design. He is adept in critical facets of infrastructure projects including complex MOT planning, sequencing, and multi-jurisdictional coordination for arterial networks requiring continuous traffic access to residences and businesses, to minimize disruptions during construction.

EDUCATION

- BS Civil Engineering, Purdue University

CERTIFICATIONS / AFFILIATIONS

- Professional Engineer: Ohio #69935; Indiana, Michigan, and West Virginia

REPRESENTATIVE PROJECT EXPERIENCE

- US6 (Lake Road) Resurfacing and Curb Ramp Repairs, Avon Lake, Ohio
- Waterfront Walkway, Phase 1 PID 107061, Port Clinton, Ohio
- STA-CR228-8.32(PID 104739), Stark County, Ohio

**Jean Hartline, PE, PTOE · ADA / Roadway / Traffic Design**: Jean has more than 38 years of experience in the areas of project management and traffic engineering and is knowledgeable concerning ODOT standards and procedures for the design of transportation projects. Her experience includes the development of geometrics for interchanges, major highways and large private development projects; interchange modification/justification studies; traffic signal system design; traffic impact studies; transportation master plans for communities; access management plans; and the preparation of environmental documentation for major transportation projects. She has managed or designed numerous ODOT LPA corridor and intersection improvements, meeting schedule and budget for all projects.

EDUCATION

- BS Civil Engineering, University of Toledo

CERTIFICATIONS / AFFILIATIONS

- Professional Engineer: Ohio #53480 and Michigan

REPRESENTATIVE PROJECT EXPERIENCE

- US6 (Lake Road) Resurfacing and Curb Ramp Repairs, Avon Lake, Ohio
- US6 (Lake Road) Safety Study, Avon Lake, Ohio
- Waterfront Walkway, Phase 1 PID 107061, Port Clinton, Ohio

**Joe Bolzenius, PE, PS · Right-of-Way Design**: Joe has over 30 years of engineering experience in preliminary studies, final design, and construction of projects including a variety of transportation specialties. He has prepared preliminary and final Right-of-Way plans and legal instruments for over 1,000 parcels throughout the State of Ohio. This includes the preparation of right-of-way plans for major new freeways (HAN-30 and MUS-16 projects with over 20 miles of new alignments) and numerous smaller projects..

EDUCATION

- BS Civil Engineering, Ohio State University

CERTIFICATIONS / AFFILIATIONS

- Professional Engineer: Ohio #55423; Kentucky, Indiana, Michigan, West Virginia, and Pennsylvania
- Professional Surveyor: Ohio #7526

REPRESENTATIVE PROJECT EXPERIENCE

- Cass & Thackery Crosswalk RRBF signal, City of Maumee, Ohio
- Roadway Reconstruction and ADA improvements (7 roadways), Toledo, Ohio
- LUC-24-15.61 (Monclova Rd to Detroit Ave) 3.6-mile shared-use path, ODOT D2, Maumee, Ohio

**Pat Etchie, AICP · Planning & Funding Strategies:** Pat Etchie has nearly 30 years of experience and in project funding, safety and traffic operations analysis, public involvement, transportation planning, and NEPA studies and documentation. His areas of expertise include retrofitting of roadways to include complete street concepts; roadway and land use connectivity; grant/funding assistance; access management studies; public engagement and consensus building; safety studies; traffic projections and needs analyses; roadway capacity analyses; and traffic impact studies. Pat supports Livability Transportation Concepts by preparing plans and supporting data to revitalize existing roadways to accommodate various modes of transportation and promote livability concepts for sustainable development.

EDUCATION

- MA Geography and Planning, University of Toledo
- BA Geography and Planning, University of Toledo

CERTIFICATIONS / AFFILIATIONS

- American Institute of Certified Planners (AICP) US & Canada, CP#013787
- ODOT Traffic Academy, Safety Studies, Public Involvement and Project Development Process

REPRESENTATIVE PROJECT EXPERIENCE

- US6 (Lake Road) Safety Study, Avon Lake, Ohio
- Multi-Modal Citywide Study, Avon Lake, Ohio
- Lake Road Resurfacing and Curb Ramp Repairs, Avon Lake, Ohio

**Chris Owen · Environmental / NEPA:** Chris is a NEPA Project Manager and federally certified (36 CFR 61) Architectural Historian with experience on numerous transportation, transit, rail, and compliance projects. Chris' NEPA experience includes preparation of Categorical Exclusion (CE), Environmental Assessment (EA), and Environmental Impact Statement (EIS) documentation; Section 4(f) Evaluation analysis; Community Impact and Environmental Justice Analysis; Cultural Resource Investigations; community and economic development planning; corridor and alternative development; livable cities initiatives; bike path and multi-use trail planning; and public involvement activities including Stakeholder, Advisory Committees, and Public Hearing Meetings.

EDUCATION

- Master's Certificate, Project Management, University of Pittsburgh
- MS, Historic Preservation Planning, Eastern Michigan University
- BA, Economics, Youngstown State University

CERTIFICATIONS / AFFILIATIONS

- Federally Certified Architectural Historian, Historic Preservation Planner (36 CFR 61)

REPRESENTATIVE PROJECT EXPERIENCE

- Irishtown Bend Section 106 Coordination, Cleveland, Ohio
- Waterfront Walkway, Phase 1 PID 107061, Port Clinton, Ohio
- SR172 Tuscarawas West Safety Improvements, Canton, Ohio

**Laura Hones, PE · Drainage Design:** Laura has experience providing consistent high-quality design for both large- and small-scale projects including new construction, roadway rehabilitation, bridge replacement approaches, local roadways, limited access highways and drainage. She has contributed to all aspects of roadway plan development through the preparation of geometrics, roadway and intersection grading, vertical alignment, superelevation, utility relocation, guardrail and barrier design, roadway details, noise walls, plan and profile sheets and cross sections. Laura has prepared several alternative analysis and feasibility studies including evaluation matrices and exhibits and coordinates with project team members of various disciplines to provide proficient plan development. Her design expertise includes water mains, storm sewers, sanitary sewers and storm water management as well as quality control review.

EDUCATION

- MS/BS Civil Engineering Youngstown State University

CERTIFICATIONS / AFFILIATIONS

- Professional Engineer: Ohio #62245
- Meets ODOT prequalification requirements and approved for Roadway Design (Complex/Non-Complex)

REPRESENTATIVE PROJECT EXPERIENCE

- Waterfront Walkway, Phase 1 PID 107061
- Commerce Drive Extension, Defiance, Ohio
- Ottawa Ave Phase II Multi-Use Path, Defiance, Ohio
- Meigs Street Reconstruction, Pedestrian Improvements, and Multi-Use Path, Sandusky, Ohio

**Sheri L. Bokros · Principal | Client Services | Contractual Authority:** Sheri has 18 years of experience in public relations. She provides firm-wide leadership and guidance in building and nurturing business relationships, and facilitates open lines of communication between clients, management and staff. She monitors project team performance to ensure long-term client satisfaction, and plays a critical role in the development and implementation of MSG's corporate goals, mission, and vision. Additionally, she provides central coordination and support of the firm's marketing and business development efforts.

CONTACT INFORMATION

- Office: (419) 891-2222 ext. 2034
- Mobile: (419) 279-5165
- Email: sbokros@manniksmithgroup.com

EDUCATION

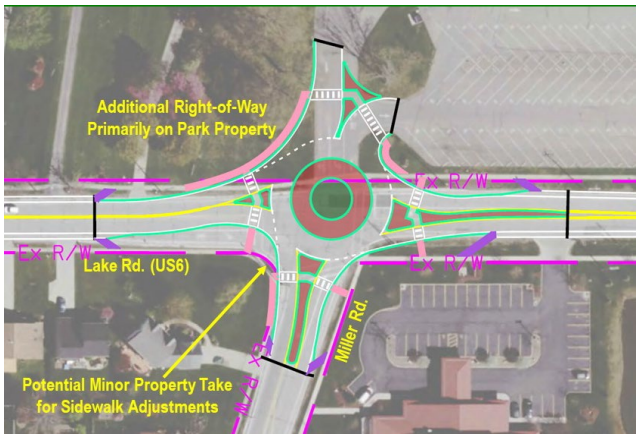
- BA, Public Relations, University of Toledo

REPRESENTATIVE PROJECTS AS PRINCIPAL-IN-CHARGE

- US6 (Lake Road) Safety Study, Avon Lake, Ohio
- Multi-Modal Citywide Study, Avon Lake, Ohio
- Lake Road Resurfacing and Curb Ramp Repairs, Avon Lake, Ohio
- SR172 Tuscarawas West Safety Improvements, Canton, Ohio

## 3.1 MSG | REPRESENTATIVE PROJECT EXPERIENCE

### Lake Road (US 6) Corridor Safety Study



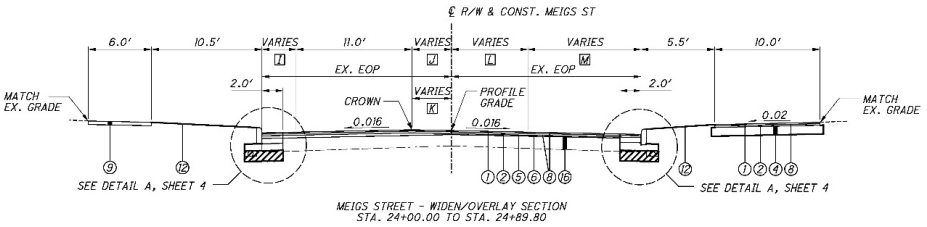

MSG performed a corridor Safety Study of Lake Road (US 6) in the **City of Avon Lake** to review crash history and document needed improvements for vehicular and non-motorized transportation safety countermeasures. The study included stakeholder involvement and coordination with both the City of Avon Lake, NOACA, and ODOT to determine the potential funding programs that could be available to help implement the proposed improvements along the Lake Road (US6) corridor. The improvements focused on addressing crash patterns such as providing enhanced safety of bicycle facilities; improved pedestrian crossings; traffic calming techniques; potential road diets where feasible; intersection geometric and traffic control improvements; filling in any sidewalk or bike facility gaps in coverage; upgrading all curb ramps to ADA standards if not present; and determine if additional right of way is needed to implement improvements. Potential funding sources were the ODOT Safety Program, the Transportation Alternative Program, ODOT's Urban Paving Program, and the CMAQ Program (which was applied to for a roundabout on the corridor).

### SR 172 Tuscarawas Street West Safety Study & Improvements

MSG assisted the **City of Canton** in finding funds to improve the SR 172 corridor. A safety study was conducted for the SR 172 (Tuscarawas Street West) corridor, as it was listed as the 22nd highest crash section in the State by the ODOT Safety Program at the time. This 1.4-mile section had nearly 6 times higher crashes and 1.5 times higher pedestrian/bicycle incidents than the State average. Local review and input from the City, as well as coordination with ODOT District 4, was critical to developing conceptual vehicular and pedestrian improvements to address the crash patterns and types of accidents that were occurring. The study was used to apply for funding to the ODOT Safety Program that resulted in the City being awarded $250,000 in funds for preliminary engineering; that involved development of several corridor alternate scenarios to not only improve safety and reduce congestion, but to enhance the corridor for economic growth. There are several key issues that involved workshops to aid in developing a roadway plan to create the vision to enhance businesses and adjacent residential neighborhoods. The improvement concepts include intersection improvements, traffic signal improvements, roundabouts, traffic calming designs, medians, improved pedestrian facilities, improved transit access and bicycle connectively.

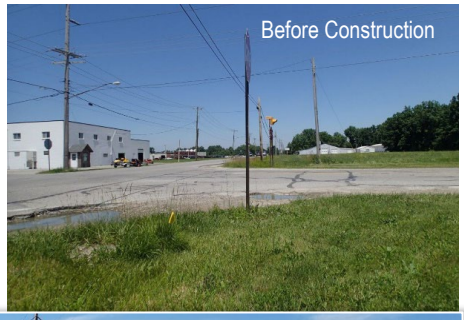
**Meigs Street Reconstruction & Shared Use Path**

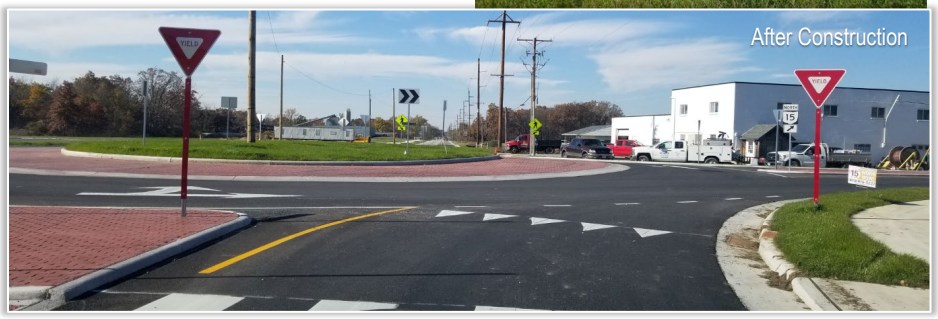
The **City of Sandusky** contracted MSG to reconstruct Meigs Street from Washington Street to Water Street, mill and overlay Meigs Street from Sycamore Line to Washington Street, and to upgrade the existing sidewalk to a shared use path along the east side of Meigs Street. The reconstructed portion of Meigs Street will replace the existing concrete pavement with asphalt pavement and repair aging storm sewers. All street crossings along the new shared use path will be upgraded to include ADA compliant ramps and integrate into the proposed Sandusky Bay Pathway. An aesthetically pleasing bioretention cell was designed to treat stormwater runoff and integrate seamlessly into the adjacent Battery Park area. With limited right of way and funding, MSG was able to keep the design within existing right of way to reduce project costs and maintain the project schedule. MSG assisted the City with roadway design, shared use path design, a new enclosed storm sewer system and BMP design, utility coordination and environmental coordination.




**Ottawa Avenue/Cleveland Avenue Roundabout (DEF-15-16.56 PID-103689)**

MSG assisted the **City of Defiance** in strategizing on various funding programs to finance vehicular, bicycle, and pedestrian improvements along the SR 15 corridor entering Defiance. The project was financed by use of a $500,000 Safety Program Grant; a $1.1 million Small City Grant, and a $396,000 TAP Grant for multi-use path enhancements. MSG prepared all grant applications for the City and conducted the Feasibility Study for use with the applications. Project involved a new single-lane roundabout for the intersection of SR 15 (Ottawa Ave) and Cleveland Ave and a left turn lane at SR 15 and Agnes Street. A 2,000 ft. section of a multi-use path from the intersection westward to Evan Drive along the south side of Cleveland Avenue was also designed as part of the project. Informational and educational materials were prepared for the Public Involvement process as part of the project, in order to solicit public input and to validate the selection of the roundabout as the preferred alternative. MSG designed the roundabout with minimal right-of-way impacts and safe accommodation for pedestrians/bicyclists. A left turn lane was designed from northbound Ottawa Avenue to Agnes Street. Lighting was designed for the roundabout, along with inlets, catch basins, and storm sewers. Construction costs were contained by limiting impacts to existing storm sewers, sanitary sewers, waterlines, and other utilities.



**Milan Avenue Reconstruction · Norwalk, Ohio**

MSG designed the reconstruction of Milan Avenue between East League Street (US 250) and East Main Street (SR 61), and helped the **City of Norwalk** prepare an application for $1.9M in funding from the Federal Small City program, administered by ODOT, which helped to finance the project. The reconstruction was needed to provide roadway, drainage, traffic signal and sidewalk improvements. A new water main will also be installed within the project limits. ADA ramps were designed with an emphasis on school routes and rectangular rapid flash beacon (RRFB) midblock pedestrian crossings. Maintenance of traffic plans were prepared with access to all residential and commercial drives during construction. Minor right-of-way takes were needed to accommodate the Marshall Street intersection improvements and for sidewalk and signal improvements. Project also involved the reconfiguration of an alley/driveway with Marshall St. and Milan Ave. MSG performed a geotechnical investigation for the project to document the subsurface investigation for the proposed roadway improvements. Survey services included base mapping. Phase I and II ESAs were also prepared.

*RRFB midblock pedestrian crossing*

**Pedestrian Hybrid Beacon (PHB) Signalization**

The **Village of Delta** contracted MSG to provide traffic engineering services to conduct an abbreviated safety study of their Downtown Area to determine potential safety and operational improvements for replacing their four signals in the business district. The traffic signals were all very antiquated and it was determined that three of the four signals did not meet any applicable signal warrants, while the fourth signal located slightly east of the core downtown did meet a warrant. This caused great concern for the Village since the removal of the unwarranted signals in the core downtown would result in no protected pedestrian crossing on the very busy corridor, which contained significant truck volumes for the SR 2 and SR 109 and US 20. MSG worked with the Village and ODOT District and Central Offices to develop a strategy to tackle this problem. As a result, the Village agreed to remove the three downtown, unwarranted, signals and add a Pedestrian Hybrid Beacon (PHB), formerly known as a High-intensity Activated crossWalK (HAWK) signal. The PHB requires vehicles to stop for pedestrians once they activate the signal to cross the roadway. This allows for a protected crossing in the core downtown area and allows for a safe crossing for students traveling between the elementary school on the north side of the road to the library on the south side of road. MSG provided traffic modeling and planning services and engineered the signal design. MSG also helped the Village in the preparation of informational materials to educate the community regarding the proper use and advantages of the new signal system. This was an LPA-Let project that resulted in the first PHB signal to be placed on the ODOT state route system and was a pilot project that gained much community support. MSG provided funding strategy/assistance, which paid for 100 percent of the construction administration costs.

*PHB Pedestrian Crossing*

## 4.0 STAFF CAPACITY & AVAILABILITY

Workload is managed through thorough time management, Project Planning and Scheduling. Weekly meetings held between the Project Managers and Principals-in-Charge identify operational needs, personnel assignments and potential deficiencies in a forecasted manner to allow proper resource allocation. We have readily available professionals to successfully administer your project without impacts to present and future workload obligations.

| TEAM MEMBER | PROJECT ROLE | % AVAILABLE |
|---|---|---|
| Sheri Bokros | Principal · Client Services | As needed |
| Jason Watson, PE | Senior Associate · QA/QC | As needed |
| Russ Slonecker, PE | **Project Manager** | **65%** |
| Joe Bolzenius, PE, PS | Right-of-Way Plan Development | 55% |
| Jean Hartline, PE, PTOE | Principal · ADA Compliance, Roadway Design, Traffic Engineering | 35% |
| Pat Etchie, AICP | Associate · Planning and Funding Strategy | 45% |
| Laura Hones, PE | Drainage | 65% |
| Chris Owen | Environmental/NEPA | 55% |

### Supplemental Personnel Resources

MSG is able to assign local technical and administrative staff with a variety of skills to assist on projects; as well as offer regional staff with specialized expertise to supplement and deliver projects in short time frames. Our in-house professionals routinely manage and work on multi-disciplined contracts and have the experience working and coordinating with architects, general contractors and other consultants on projects with a varied delivery processes including Design-Build, PPP, and traditional Design-Bid-Build.

| Personnel Classification | All Offices | Personnel Classification | All Offices |
|---|---|---|---|
| Administrative | 28 | GIS Specialist | 2 |
| Archaeologist/Historic Architect | 10 | IT Specialist | 4 |
| Chemical Engineer | 1 | Land Surveyor | 26 |
| Civil Engineer | 63 | Landscape Architect | 7 |
| Construction Inspection | 40 | Planners | 2 |
| Construction Manager | 5 | Project Manager | 11 |
| Electrical Engineer | 1 | Structural Engineer | 7 |
| Environmental Scientist | 96 | Technician (CADD) | 12 |
| Environmental/Geotechnical Engineer | 40 | Technical Analyst | 4 |
| Geologist | 13 | Transportation Engineer | 30 |
| | | **Total** | **402** |

## 5.0 PROJECT APPROACH

**Technical Approach |** In preparing the Safety Study and funding applications, and collaborating with ODOT to design resurfacing plans for the Lake Road (US 6) corridor through the City of Avon Lake, MSG staff conducted several project site visits. **Project Manager, Russ Slonecker, PE**, will lead MSG's team. Russ collaborated with ODOT to develop the recently completed Lake Road curb ramp reconstruction and pavement resurfacing plans. Russ led the design efforts for the ADA curb ramps, sidewalk approaches, and pavement markings for the Lake Road project, while ODOT developed the resurfacing plans. He has over 39 years of experience as a design engineer and project manager, of which he spent 30 years at ODOT District 1. This history provides our team with the leadership and guidance needed to deliver what Avon Lake and ODOT expect in coordination and plan development for a project of this scope. Jason Watson, PE, will be the QA/QC coordinator for the project, and he will assist Russ as needed. MSG will incorporate the balance of the pedestrian improvements recommended from the US 6 Safety Study developed by MSG for the City of Avon Lake. This second phase of improvements (first phase is resurfacing project) to Lake Road focuses on improving pedestrian safety (sidewalks, ADA curb ramps, & RRFB crossings) along the project corridor from Avon Belden Road (SR 83) eastward to the eastern corporation limits with Bay Village building upon the recently delivered resurfacing project. Our team will design the project to keep right-of-way impacts to a minimum and avoid or minimize impacts to any identified environmental concerns. The design will adhere to ODOT standards while minimizing impacts and improving pedestrian safety within the project corridor. Our familiarity with the project ensures rapid, detailed design development that reflects the priorities of Avon Lake to enhance pedestrian safety along this vital corridor.

Russ will proactively assure compliance with ODOT's LPA Project Process by addressing and reviewing scope and schedule items with Avon Lake and ODOT at the project kickoff meeting and throughout critical stages of project development. We understand that ODOT will lead the environmental documentation process per the Local Let Scope of Services form. However, MSG's in-house NEPA compliance specialist (Chris Owen) will provide coordination with ODOT on the Ecological Survey Report and the Regulated Materials Review (RMR), as these are the responsibility of the Local & Consultant Team. MSG holds ODOT prequalifications for all environmental services required for this project. MSG is very experienced and up-to-date with ODOT's public involvement process and will continuously work with Avon Lake and ODOT to develop the required public outreach materials and property owner notifications.

**Understanding of the Project |** The team at MSG understands the challenges along the Lake Road corridor. It will incorporate improvements into the design process based on the research, analyses, site visits, stakeholder input, and recommendations provided in the US 6 Safety Study. The recently completed Lake Road corridor resurfacing plans, developed collaboratively by ODOT and MSG and City input, will be integrated into this phase of work development for the Lake Road corridor. Our surveyors and designers will leverage their familiarity with the corridor to design this next phase of the project corridor efficiently. This phase in the process includes the development of detailed design construction plans to install sidewalks and curb ramps requiring right-of-way strip takes at numerous locations. Our team is already familiar with the difficult issues, including landscaping and private property ornamental aesthetic structures along the corridor. The resurfacing project to be constructed before this pedestrian improvement project includes the installation of numerous curb ramps throughout the Lake Road corridor for those locations identified to be within the right-of-way.

Funding for this pedestrian project comes from a successful Systemic Safety Program award and addresses those locations needing sidewalks, ADA curb ramps, and added RRFB crossings where construction of these elements requires right-of-way acquisition or work agreements outside of existing right-of-way.

**Qualifications for the Project |** MSG has extensive experience designing ADA curb ramps, sidewalks, RRFB installations, roadways, and drainage on projects. Our project team has designed projects for local public agencies (LPA), such as municipalities and county engineers, on Local Let projects, as detailed in our representative project experience referenced herein. Our project team holds all prequalifications required for this project as listed in the RFQ. MSG's history of successfully delivering Safety Program funded and LPA projects enables the team to deliver the project on an accelerated schedule, within budget, and comply with the grant criteria. As the lead designer on the previous Lake Road project, Russ will utilize his past leadership experience and existing knowledge of the corridor to focus on delivering the proposed pedestrian improvements for this project.

**Knowledge and Experience Concerning Relevant ODOT and Local Standards |** We have successfully delivered various LPA and ODOT projects using local agency and ODOT standards. Russ and his design team have designed various roadway improvement projects with extensive experience, up-to-date training on design specifications, intersection and safety performance characteristics, pedestrian and bicycle facility design, and construction inspection and administration. Our team is also familiar with the newly released (April 2022) *ODOT Multimodal Design Guide*, which provides excellent design guidance on non-motorized facilities such as sidewalks, ADA curb ramps, RRFBs, and other similar pedestrian improvements. This background provides Avon Lake with a quality project delivered efficiently, backed by experts for all aspects of this design project.

**Innovative Ideas |** MSG will work with Avon Lake and ODOT to reduce the number of submittals, thereby providing overall time/cost savings for the project design. Our strategy involves early coordination to reach a consensus for design elements and preferences with Avon Lake and ODOT to refine and develop the design of the recommended improvements. The project may gain cost and time savings with an early design review to lock down the footprint and right-of-way impacts and proceed directly to a Stage 2 plan submittal. In the past decade, we have successfully utilized this model with local agencies and ODOT on multiple projects to accelerate project schedules. We engage our entire team from start to finish, ensuring that the coordination items for the project (technical design, environmental coordination with ODOT, and right-of-way needs) are considered throughout the project lifespan and providing a "no surprises" project delivery experience.

**Project Specific Plan for Ensuring Increased Quality, Reduced Project Delivery Time, and Reduced Project Costs |** MSG strives to understand our client's expectations and needs during scope development. This understanding allows the Project Manager to develop an accurate scope and fee and identify costs saving strategies. MSG estimates construction costs at all major milestones and how design decisions may impact costs. This approach allows the team to make informed decisions regarding project design. A detailed project schedule identifying all critical path activities will be created at project initiation and incorporate timesaving steps, such as those mentioned in the Innovative Ideas section. Our previous safety study experience and existing experience collaborating in the development of the resurfacing plans will significantly reduce project startup time and provides a solid foundation for the detailed design work to progress almost immediately.