



Partners for a Better Quality of Life

Burnet County

RFQ #20-4090-02

Consulting Engineering Services
Planning and Design Engineering Services

February 10, 2020





February 10, 2020

Burnet County Auditor
133 E Jackson St.
Burnet, TX 78611

Re: RFP #20-4090-02, For Consulting Engineering Services Planning and Design Engineering Services

Dear Members of the Selection Committee:

On behalf of CP&Y, I am pleased to submit our proposal in response to the County's subject RFP.

This proposal is the product of a sincere and continuing interest to serve Burnet County that is motivated by deep roots and strong ties to this community. To that end, I have assembled the most qualified and experienced team of expert planners, engineers, and transportation specialists to serve Burnet County on any and every project related to this solicitation.

I have served the County directly in the role of TxDOT Burnet Area Engineer, and indirectly as Austin District Director of Transportation Planning and Development, and as Austin District Deputy District Engineer and District Engineer. These assignments span more than ten years and have provided a familiarity with local issues as well as a broader understanding of funding and development issues:

- ✓ **Jacob Roberts**, our Project Manager, has extensive experience with the various types of roadways that move through Burnet County and is currently designing the segment of SH 29 in Burnet County from the Williamson County line to RM 243 in Bertram.
- ✓ **Paul Schrader** and **Stacey Benningfield**, our Schematic and Environmental Task Leaders, have completed numerous challenging projects in the central Texas area – most recently, Corridor F (US 183) in Williamson County and the Fredericksburg Relief Route – and know how to solve the problems and get the approvals needed to move projects forward.
- ✓ **Anthony Serda**, our Roadway Task Leader, has unmatched experience in developing Plans, Specifications and Estimates (PS&E) for projects in Central Texas. He has delivered designs on everything from rural and urban widenings on local and state highways, to complex design on freeways in this region.
- ✓ **Tom Ashcraft**, our Structures Task Leader, has designed every type of structure from minor creek crossings to the SH 130/US 290 multi-level interchange. **Marcus Galvan** will provide Geotechnical support and bring his direct experience from SH 29 over Inks Lake and US 281 over Lake Marble Falls to the team.

My job as Principal in Charge, similar to the recent RM 2900 Bridge Replacement Project in Kingsland, is to assure that any work assigned through the contract is successfully delivered to the County. I am confident this team can handle anything you throw at them. With the submittal of this proposal, I further commit that in addition to our project team, Burnet County will have the full resources of CP&Y available to execute any project you may assign to us. My team and I are eager and excited to provide excellent service to Burnet County – should you have any questions or require additional information, please feel free to contact me at 512.818.9554 or via email at tmccoy@cpyi.com.

Sincerely,

Terry McCoy
Vice President
CP&Y, Inc.

13809 Research Boulevard, Suite 300
Austin, Texas 78750

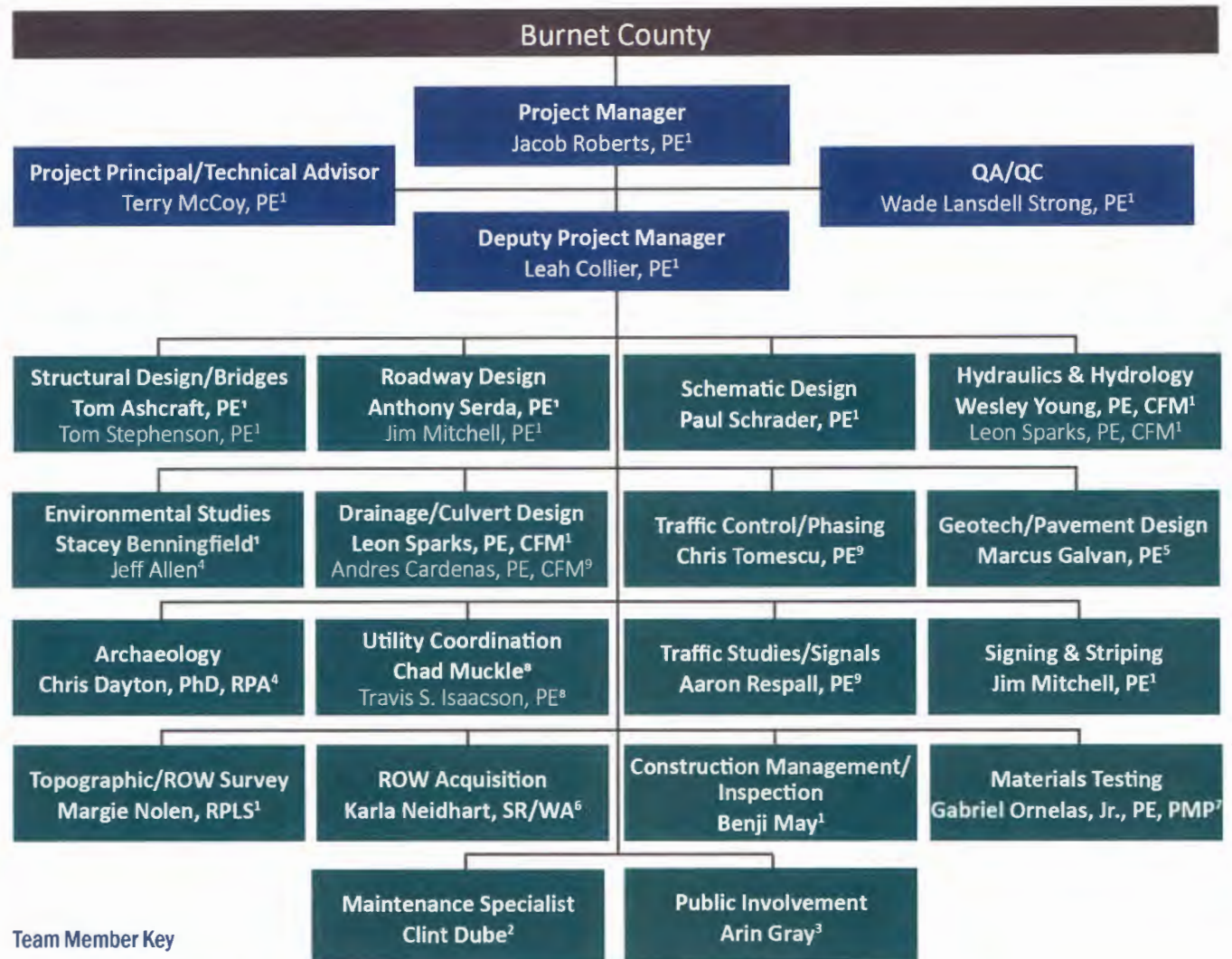
(p) 512.349.0700 · (f) 512.349.0727
www.cpyi.com



Consultant's Capabilities/Experience/References

Management and Organizational Structure

CP&Y has thoughtfully selected and structured our project team to meet the specific objectives set forth by Burnet County. This project will require a team that understands the local area as well as the contract's ultimate goals. With offices in Central Texas (Austin and Round Rock), our team members are experts in local transportation design projects and their associated challenges, and will deliver innovative, practical, and sustainable solutions to the County and its residents.

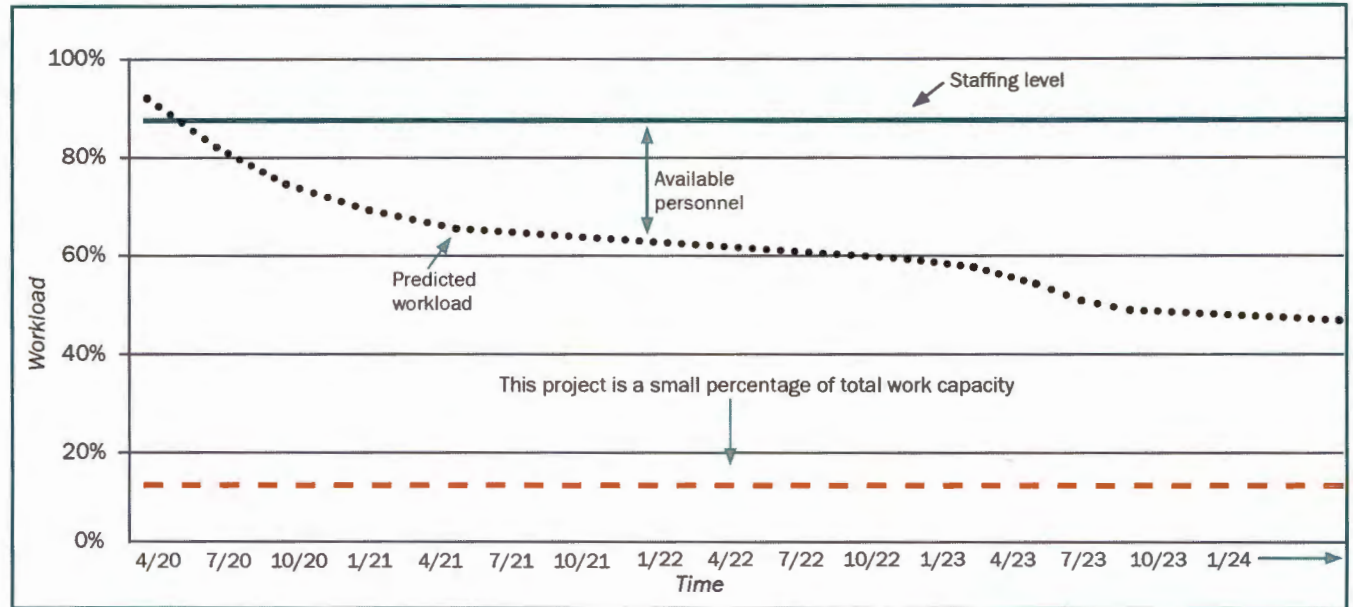


TxDOT Pre-Certified Task Leads	Jacob Roberts, PE	Wade Lansdell Strong, PE	Leah Collier, PE	Paul Schrader, PE	Tom Ashcraft, PE	Anthony Serda, PE	Stacey Benningfield	Chris Dayton, PhD, RPA	Chris Tomescu, PE	Arin Gray	Ryan Blair, PE	Wesley Young, PE, CFM	Marcus Galvan, PE	Benji May	Chad Muckle	Margie Nolen, RPLS
1.5.1 Feasibility Studies		•		•							•					
1.8.1 Public Involvement										•						
2.4.1 Nationwide Permit							•									
2.10.1 Archeological Surveys, Documentation, Excavations, Testing Reports, & Data Recovery Plans								•								
2.14.1 Environmental Document Preparation		•					•									
3.2.1 Route Studies & Schematic Design		•	•	•		•			•							
4.2.1 Roadway Design	•	•	•	•		•			•		•					
4.6.1 3-D Design Visualization Services											•					
5.2.1 Bridge Design					•											
7.1.1 Traffic Engineering Studies		•	•	•					•							
8.1.1 Signing, Pavement Marking, & Channelization	•	•	•	•		•			•							
9.1.1 Bicycle And Pedestrian Facility Development			•						•							
10.1.1 Hydrologic Studies		•	•	•		•			•			•				
10.2.1 Hydrologic Studies	•	•	•	•		•			•			•				
10.3.1 Bridge Hydraulic Design		•										•				
11.3.1 Construction Superintendent														•		
14.1.1 Soil Exploration													•			
14.2.1 Geotechnical Testing													•			
15.1.1 Right of Way Surveys																•
15.2.1 Design Survey																•
18.3.1 Utility Adjustment Coordination															•	

Capability to Perform the Work for the Duration of the Contract

A critical element in the successful implementation of a project is the depth and expertise of the project staff. For this assignment, CP&Y has assembled a multi-disciplinary team of individual professionals with local transportation and infrastructure design experience in Burnet County and throughout Texas. These individuals were selected to bring their expertise, responsiveness, quality, and innovation to help the County achieve this contract's goals. CP&Y has a total staff of almost 400 employees, whose expertise we can pull from for any project assigned.

CP&Y uses Deltek Vision software to maintain an accurate account of current and projected workflows to provide adequate staff for existing and future projects. The graph below illustrates that this project will be a small percentage of our total workload at project start based on our current backlog.



This graph shows our predicted workload at or about April 2020, when the County has work slated to begin. As the project progresses, other projects will wrap up, freeing up our staff to dedicate more time to this project.

Internal Procedures and/or Policies Related to Work Quality and Cost Control

Jacob uses a tried and true management approach that he has honed over his career of planning, designing, and delivering projects to a variety of clients. Regardless of project type, the approach is the same, but also specifically tailored to the project assignment. **Plan to succeed. Execute the plan. Adapt as necessary.**

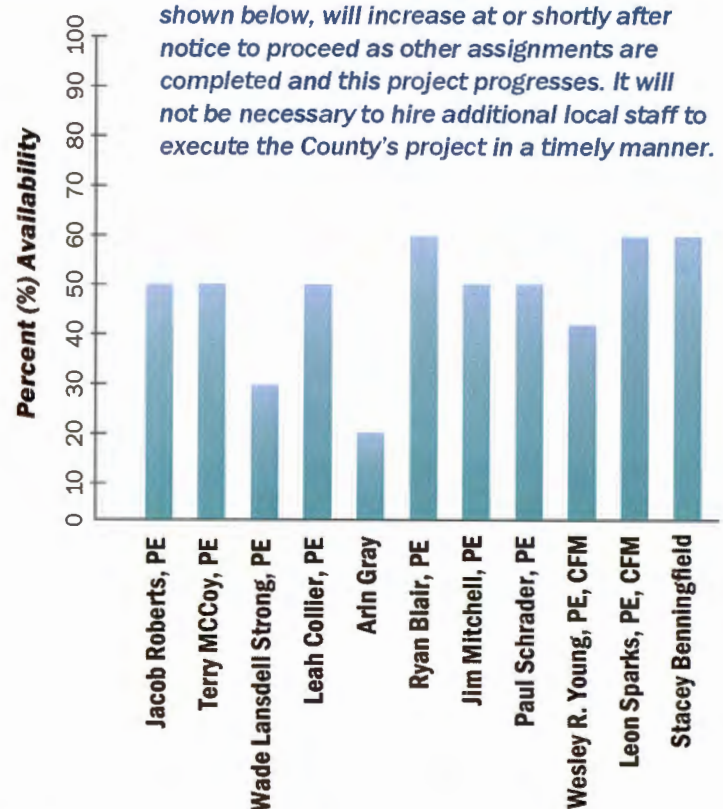
Project Management Plan (PMP)

For every project assignment, Jacob will develop a PMP that outlines key components of how he plans to execute the project successfully. The PMP is the roadmap to success and explains how the project will be executed. The PMP identifies roles and responsibilities, goals and priorities, risk management methods, schedule, budget, deliverables, communication plan, and the quality management plan. Jacob will visit the project site prior to work order development and meet with County staff on-site to discuss key project concerns and issues. Jacob's goal is to fully understand the goals and objectives of the County prior to work order execution – keeping both the County and CP&Y on the same page from day one.

Schedule

Jacob manages projects using a resource-loaded critical path schedule to allocate resources for each assignment and involve task leads and key staff in the scheduling process to provide accurate durations, identify critical path items, and promote accountability. Jacob will work with the County to determine the required bid date for each project and the key milestone dates, including time for internal, County, and - potentially - other agency reviews, and task interconnectivity needed to achieve the final deliverables.

The current availability of our key personnel, shown below, will increase at or shortly after notice to proceed as other assignments are completed and this project progresses. It will not be necessary to hire additional local staff to execute the County's project in a timely manner.



Budget

Jacob will lead a scoping meeting with County staff to understand the County's goals and project needs. The meeting will clarify roles and expectations, as well as project scope, schedule, and budget needs. This process results in a detailed scope that identifies all tasks to be completed and agreement with the County regarding the level of effort and budget for the project documented in the project contract. Jacob will regularly monitor and communicate the budget status to task leads and subconsultants to appropriately plan resources through the life of the project. Jacob will frequently communicate with the County via phone and e-mail to proactively address project issues and identify any potential changes that could affect the budget early so that adjustments can be made to avoid the need for supplemental services.

CP&Y will also conduct a cradle-to-grave budget analysis and design the project to the allocated budget to the extent feasible. Reviews will be done by senior staff with over 30 years of experience in construction management/oversight to Value Engineer the design. This review is completed during the schematic design process, so that any major concept or design changes can be implemented prior to detailed design to avoid re-work and allow for appropriate budgeting of the project. Potential cost-saving elements can include bridge configuration optimization, minimizing roadway approach work at bridges, streamlining traffic control, avoidance of utility conflicts, and keeping the construction limits within existing right-of-way (ROW). During the detailed design phase, the team conducts Constructability Reviews to mitigate common causes of change orders/Requests for Information (RFIs), reduce costs, and prevent other constructability issues such as quantity errors.

Communication Plan/Coordination

Constant, clear, and concise coordination (both externally with the County and internally within the team) is paramount for success. Our communication plan identifies parties, contact frequency, and methods for communication. There will be a team directory with contact info and protocols for communication. Jacob conducts weekly team meetings via WebEx/online meetings and/or conference calls to coordinate/discuss information, design status, issues, schedule, and to set action items. All decisions made via meetings and/or phone calls are documented with meeting minutes, follow up emails, and put into ProjectWise, which our entire team uses for instantaneous document sharing. A key benefit of these meetings is to identify and resolve design issues in real time with input from team members, and they continue throughout the project development.

Quality Management Plan (QMP)

To maintain quality and consistency on every project, CP&Y develops a Quality Management Plan (QMP) that defines QA/QC procedures, document submittal and review process, and CADD Standards. The QMP is shared with the team and contains a signed QA/QC Guarantee from each subconsultant confirming adherence to QA/QC protocols for submittals prior to submitting to CP&Y. QA/QC is incorporated into the project schedule and is proactively monitored throughout the project life. The QC process includes the following reviews: self, peer, task lead, and management. Deliverables are also reviewed across disciplines to prevent anything from being overlooked. At each level of QA/QC, toolkits, checklists and standard operating procedures are used in conjunction with work plans, management plan, and style guide to produce work that is consistent with the Project Manual. Jacob also verifies that all prior County comments have been addressed in the subsequent submittal. All plans and calculations are reviewed, back-checked, corrected, and approved in our QA/QC process prior to submittal to the County. The QMP identifies each project assignment's process as overseen by our QA/QC Manager Wade Strong, who has over 30 years of planning and design experience. The QMP assures accuracy of the plans and a common design approach across all disciplines.

Jacob makes sure that the QMP is accepted by each subconsultant prior to commencing work, requiring them to follow a documented and certifiable QA/QC process with checklists required to be submitted at each review. We enlist cross-discipline reviews by Team Leads and constructability reviews by experienced construction management and inspection staff at each milestone. Over-the-shoulder (TCP, drainage, bridge, wall) reviews with Client and others with approval authority are often utilized to gain design consensus.



Project Closeout

After successfully delivering the final submittal, Jacob will submit all the necessary project documentation (plans, calculations, CADD files, environmental reports, studies and permits, etc) to the County for archiving. Jacob and CP&Y's involvement then continues with supporting the County in getting the project successfully let and constructed, answering questions and providing clarification when requested.

Bid and Construction Management

Once a construction date has been established, our team will issue bid documents for project advertisement, issue a certified opinion of probable cost, research contractor qualifications/references, and provide a letter of recommendation for the qualified contractor, as needed. We will coordinate and attend all pre-bid meetings, prepare addenda as necessary, and respond to any RFIs, review construction bids, and assist the County with the contract execution process. In order to construct a quality project as intended as defined by the construction documents, our team will provide the following:

- Attend pre-construction meeting with the County's Construction Project Manager, contractor, and team subconsultants
- Owner representation during construction and observation
- Review of all field alterations and preparation of change orders as needed
- Review of all contractor RFIs and other questions
- Review and evaluation of all shop drawings submitted by the contractor for compliance with design concepts
- Review of laboratory shop and mill test reports on materials and equipment
- Final inspection and report on the completion of the project
- Production of as-builts/record drawings from information submitted by the contractor in accordance with County standards
- Warranty inspection 11 months after County acceptance of project

Experience with Similar Projects

Old San Antonio Road at Onion Creek

Travis County, Texas

CP&Y provided PS&E design for this \$2.1 M, quarter-mile long bridge improvement project involving the construction of a new alignment and bridge over Onion Creek. The new 650-foot-long, two-lane bridge will provide capacity to pass the 25-year storm event and not be overtopped by the 100-year storm event. CP&Y provided environmental investigation involving wetlands, T&E, historical and archaeological investigations, hydraulic analysis, alternative analysis, geotechnical investigations and public involvement. CP&Y recently completed project design and utility coordination and will assist with construction phase services including bid opening/award, shop drawing review, change orders, RFI support and pay application review.

Key Services Provided: Schematic Design • Final Design • Topographic Survey • Boundary Survey, including parcel plats • Utility Location Services • Public Involvement • Environmental Documentation • Bid and Construction Phase Support

CP&Y Project Manager

Tom Ashcraft, PE

Construction Cost

\$2.6 M

Project Completion

2020

Client Contact

Mo Mortazavi, PE

Travis County

512.854.9444



Wells Branch Parkway - Immanuel Rd. to Killingsworth Lane

Travis County, Texas

CP&Y completed the PS&E for the 1.7-mile widening and eastward extension of the Wells Branch Parkway corridor from Immanuel Road to the approximate south property line of the Travis County North East Metro Park. The proposed roadway configuration consisted of an interim four-lane divided section that was built with accommodation for an ultimate six-lane divided urban arterial. The layout of the interim section included the two outermost lanes in each direction with a wide depressed median that allows for easy future widening for an additional through lane in each direction. The existing 124-foot ROW was increased to 140 feet with slope and drainage easements identified for acquisition by the County. The proposed roadway consisted of two 11 foot lanes and a 5 foot bike lane with 2 foot buffer in each direction with curb and gutter separated by a 46 foot depressed grassy median with a 50 mph design speed. The project included water quality, detention and storm sewer design. Water quality and detention consisted of the incorporation of one existing pond, two new sedimentation/filtration ponds and one rain garden. The ponds and the proposed storm sewer were designed to accommodate the anticipated flows for the ultimate roadway configuration.

CP&Y also provided design services for a \$3.5 M 1.4-mile new location, two-lane collector road within Northeast Metro Park that connected the north end of the park to Wells Branch Parkway along the south edge of the park. CP&Y provided all engineering services for the detailed design of the roadway that included a new bridge crossing of Gilleland Creek, a roundabout, and several parking areas.

The roadway was configured with two 11 foot lanes flanked by 2-foot-wide curb and gutter and a 12 foot shared use path offset to the south/east side of the road. Scope included field surveys, SUE investigations, geotechnical investigation, pavement design, innovative intersection (roundabout), culvert and storm sewer design, water quality pond design, utility coordination, bridge design, traffic control plans, signing and striping, traffic signals, computing of construction quantities, preparation of an opinion of probable cost, and bid/construction phase services.

Key Services Provided: Schematic Design • Final Design • Topographic Survey • Boundary Survey • Utility Location Services • Environmental Documentation • Bid and Construction Phase Support

CP&Y Project Manager

Paul Schrader, PE

Construction Cost

\$11.5 M

Project Completion

2017

Client Contact

Chiddi N'Jie, PE

Travis County

512.854.7585



NE Metro Park Rd.

Travis County, Texas

CP&Y provided design services for this \$3.5 M, 1.4-mile new location, two-lane collector road within Northeast Metro Park that connected the north end of the park to Wells Branch Parkway along the south edge of the park. CP&Y provided all engineering services for the detailed design of the two-lane facility that included a new bridge crossing of Gilleland Creek, a roundabout, and several parking areas. The project consists of two 11 foot lanes flanked by 2-foot-wide curb and gutter and a 12 foot shared use path offset to the south/east side of the road. Design speed was 30 mph low speed urban without superelevation. Services provided by the CP&Y team included hydrologic and hydraulic analysis and design, bridge design, roadway geometry, roundabout design, shared use path alignment, drainage, and erosion control design; P&P sheets; cross sections; signing and striping, traffic signals, traffic control plans, and utility coordination. Drainage was designed with "backless" inlets to reduce costs by draining to ditches instead of trunk lines.

CP&Y Project Manager

Paul Schrader, PE

Construction Cost

\$17 M

Project Completion

2017

Client Contact

Mo Mortazavi, PE

Travis County

512.854.9444

Key Services Provided: Schematic Design, including preliminary cost estimate • Final Design, including detailed drawings, specification and contract documents, and final cost estimate • Topographic Survey • Utility Location Services • Environmental Documentation • Bid and Construction Phase Support

Old Settlers Boulevard (FM 3406) – Sam Bass Road to IH-35 SBFR

Round Rock, Texas

Old Settlers Blvd (FM 3406) is a TxDOT facility that was experiencing rapid growth. Safety had become a concern due to the lack of turning lanes and limited sight distance at some intersections. To the east of the Georgetown Railroad, the existing roadway was a five lane urban arterial with continuous center turn lane and curb and gutter. To the west of the railroad, the existing roadway is a four-lane undivided rural arterial with no shoulders and open ditches.

East of the railroad, the proposed improvements consisted of widening the existing roadway to provide right turn lanes at intersections and constructing continuous sidewalks on both sides of the road. West of the railroad, the proposed improvements consisted of widening the existing roadway to provide a left turn lanes at all intersections, 5-foot outside shoulders and a right turn lane at one intersection. Also, a sidewalk was constructed on the north side of the road to connect the east section of the project to a school in the west section, including a new bike/pedestrian bridge over the railroad and the extension of a major culvert stream crossing of the Onion Branch of Brushy Creek. The proposed design west of the railroad consisted of a mixture of urban curb and gutter and rural open ditch configurations depending on drainage needs and grading constraints. All proposed work was completed within the existing ROW. Additional design features included storm sewer for the curb and gutter sections, traffic signal improvements at two intersections, ADA compliant crosswalks and several MSE retaining walls. The project limits were within the Edwards Aquifer Recharge Zone, so a WPAP was completed to comply with the Edwards Aquifer Rules. BMPs included a mixture of in-line "StormTrooper" units, vegetative filter strips and grassy swales to achieve the required TSS load removal. The project was environmentally cleared through TxDOT with a Categorical Exclusion. Scope included field surveys, SUE investigations, geotechnical studies, pavement design, railroad coordination, traffic control plans, signing and striping, computing of construction quantities, preparation of an opinion of probable cost, and bid/construction phase services.

CP&Y Project Manager

Paul Schrader, PE

Construction Cost

\$6.3 M

Project Completion

2015

Client Contact

Bill Stablein

City of Round Rock

512.854.7585

Key Services Provided: Schematic Design • Final Design • Topographic Survey • Utility Location Services • Environmental Documentation • Bid and Construction Phase Support

RM 1431, RM 1174 to Travis County Line (4 mi)

TxDOT Austin District, Burnet County, Texas

CP&Y provided schematic design for this \$7.5 M, four-mile project to improve an existing two-lane rural highway with no shoulders to meet current 60-mph design speed criteria with two 12 foot lanes and 10 foot shoulders. The project was located in the Texas Hill Country with severe terrain, and the existing roadway included numerous steep grades, deficient vertical curves and low-water crossings. The proposed design maintained the approximate existing horizontal centerline and brought the vertical geometry, superelevation, cross-drainage structures and intersections/driveways up to current criteria. Maintaining the existing centerline allowed the improvements to be completed within the existing ROW limits. Careful consideration was given to constructability to ensure two lanes and driveway access could remain open at all times given the significant changes in elevation between the existing and proposed pavement. The CP&Y team provided schematic design, hydrologic and hydraulic analysis, horizontal and vertical alignments, superelevation calculations, cross sections, preliminary traffic control, and preliminary cost estimate.

CP&Y Project Manager

Paul Schrader, PE

Project Completion

Schematic Design 2005

Construction Cost

\$7.5 M

Client Contact

Marisabel Ramthun, PE

TxDOT Austin District

512.832.7216

Key Services Provided: Schematic Design • Topographic Survey • Utility Location Services

Little Elm Trail, Lakeline Blvd. to Alexis Drive

City of Cedar Park, Texas

CP&Y provided PS&E design for this \$5 M, 1.2-mile project. The existing roadway was in various forms of completion – fully completed with turn lanes, two lanes in each direction without turn lanes, and a section with one lane in each direction. CP&Y completed the entire section to a four-lane divided roadway with turn lanes at major cross streets. Right turn lanes were also added to Lakeline Blvd. and US 183. The project crossed over two major stream/tributary crossings of Buttercup Creek requiring bridge class culverts and channel re-grading. CP&Y provided environmental services for the work in State ROW, as well as survey, ROW acquisition (metes and bounds), 16-inch waterline installation, geotechnical investigations; environmental studies; hydrologic and hydraulic, roadway geometry, storm sewer, water quality ponds and erosion control design; P&P sheets; cross sections; signing and striping, traffic signals, traffic control plans, and utility coordination. Water quality and detention was achieved by extending an adjacent existing sand filter/detention facility and by providing a new in-line “Jellyfish” system by Contech. CP&Y planned, scheduled, and conducted the bid opening at the City of Cedar Park and provided construction phase services including progress, shop drawing, change order, and pay application review until project completion.

CP&Y Project Manager

Anthony Serda, PE

Construction Cost

\$5 M

Project Completion

2017

Client Contact

Randall Lueders, PE, CFM

City of Cedar Park

512.401.5354



Key Services Provided: Schematic Design • Final Design • Topographic Survey • Utility Location Services • Environmental Documentation • Bid and Construction Phase Support

Kenney Fort Boulevard Segment 4

City of Round Rock, Texas

CP&Y performed design and construction services of Kenney Fort Blvd Segment 4 from Old Settlers Blvd to Chandler Creek Blvd. This major arterial roadway is included in the Transportation Master Plan and, when all segments are completed, will connect Georgetown to Round Rock to Pflugerville. Segment 1 of Kenney Fort Boulevard, between Joe DiMaggio and Forest Creek, was completed in the summer of 2013. Segments 2 and 3, from Forest Creek to Gattis School Rd to SH 45/Louis Henna, are currently in design.

Phase 1 of Segment 4 is complete and provides access to the City of Round Rock Multipurpose Sports Complex at Old Settlers Park. Phase 2 will complete the six-lane divided arterial connection from the Multipurpose Sports Complex to Chandler Creek Blvd. and includes illumination, sidewalk and a shared use path. The scope of services for the project includes surveying, geotechnical investigation and pavement design, preliminary schematic design and final PS&E design, environmental documentation and permitting, USACE section 404 permit coordination, ROW acquisition and utility relocation, drainage analyses and design, bridge widening, traffic signal, signing and pavement marking plans, illumination, storm water pollution prevention plans, traffic control plans and construction sequencing.

CP&Y Project Manager

Anthony Serda, PE

Construction Cost

\$8.7 M

Project Completion

2017

Client Contact

Gerald Pohlmeyer
CIP Program Manager
512.218.5589



Key Services Provided: Schematic Design • Final Design • Topographic Survey • Boundary Survey • Utility Location Services • Public Involvement • Environmental Documentation • Bid and Construction Phase Support

CR 136 FEMA Hydrology Study for Precinct 2

Milam County Precinct #2

CP&Y analyzed the replacement structure for a low water crossing destroyed during May 2015 flooding. Site visits were made to recreate the destroyed structure in HEC-RAS and compare this to the proposed replacement. It was determined that there were no impacts from the new construction design. We summarized findings and results in a Hydrology Study that was then submitted to FEMA. The study supported Precinct 2 requests to FEMA for reimbursement after Disaster Declaration. CP&Y coordinated the results with a FEMA reviewer for study clarifications.

CP&Y Project Manager

Wesley Young, PE, CFM

Study Completion

January 2016

Study Cost

\$15,000

Client Contact

Donald Shuffield
Milam County
254-697-7054

Key Services Provided: Permitting • Drainage Design • Hydraulics & Hydrology

Spur 191 Bridge Replacement

TxDOT Austin District

Growth and safety issues led to the replacement of a bridge over Cypress Creek on Spur 191 in unincorporated Spicewood, Texas. Wesley Young was Hydraulics Task Leader and Tom Ashcraft was the Bridge Task Lead for this project in Burnet County. The new bridge was constructed in the footprint of the original bridge, with a raise in elevation. Wesley supervised hydrologic calculations using TxDOT regression equations, and developed and reviewed the creation of HEC-RAS hydraulic models for existing and proposed conditions for the Zone A floodplain, surveyed sections, and USGS digital topography. The existing 70-foot structure was replaced with a three-span 100-foot steel structure to accommodate seven-foot shoulders in each direction and a single six-foot sidewalk, which provided much safer crossings of the creek. Wesley wrote the hydraulic reports.

CP&Y Project Manager

Tom Ashcraft, PE

Study Cost

\$724,000

Project Completion

2016

Client Contact

Marisabel Ramthun, PE
TxDOT Austin
512.930.5402

V.S. \$860K Construction

Key Services Provided: Final Design • Topographic Survey • Utility Location Services • Bid and Construction Phase Support

RM 1431 Corridor: US 183 to 183A; 183A to CR 185; CR 185 to Parmer Lane

City of Cedar Park, Texas

CP&Y was the Prime Consultant for three different corridor projects totaling \$22.7 M over the last 10 years. The projects upgraded the existing four- and five-lane rural facility to an urban six-lane divided arterial with a raised center median and left/right turn lanes at intersections. Each of the three projects required unique coordination: US 183 to 183A coordination with (future at the time) CTRMA facility; 183A to CR 185 offsite commercial development for shared water quality and detention facilities; CR 185 to Parmer with UBCWCID for new bridge crossing over floodplain. Two projects were completed under TxDOT contracts, and one under the City.

The scope of construction work involved widening the existing five-lane rural section to a six-lane urban divided section with storm sewer and water quality/detention facilities. The projects are located in a rapidly developing area of Cedar Park, with a number of large developments along both sides of the roadway. The roadway was developed to accommodate all future conditions including adding room for dual lefts at signalized intersections. Pedestrian facilities included sidewalks, pedestrian ramps, crosswalks, appropriate driveway grades, and pedestrian signal heads and push buttons all of which met ADA/TAS requirements. Scope included field surveying and SUE investigations, geotechnical investigation, pavement design, schematic design, water quality/detention design, culvert and storm sewer design, utility coordination and design, bridge design, retaining walls, traffic control, signing and striping, traffic signals, computing of construction quantities, preparation of an opinion of probable cost, and bid/construction phase services.

CP&Y Project Manager

Anthony Serda, PE

Project Completion

US 183-183A: 2009

183A to 185: 2011

CR 185 to Parmer: 2019

Construction Cost

US183 to 183A: \$4.3 M; 183A to CR 185: \$5.6 M; CR 185 to Parmer: \$12.8 M

Client Contact

Darwin Marchell, PE
City of Cedar Park
512.258.4121



Key Services Provided: Schematic Design • Final Design • Topographic Survey • Utility Location Services • Bid and Construction Phase Support

Mays Street, Teravista to Westinghouse

City of Georgetown, Texas

CP&Y provided schematic, environmental documentation and PS&E for this 1.2-mile, four-lane new location/extension project which provides a connection from Teravista Parkway at Bass Pro Drive in Round Rock to Westinghouse Road at Rabbit Hill Road in Georgetown. The \$6.4 M project was a collaborative effort funded by the Georgetown Transportation Enhancement Corporation in partnership with the City of Round Rock. The new roadway gives motorists an alternative to I-35 that benefits both communities providing a direct route from Georgetown to a retail and commercial area in Round Rock along University Boulevard. CP&Y also completed an additional \$2.5 M, half mile extension to the north of Westinghouse Road that will convert an existing two-lane rural roadway into an undivided four-lane urban section. The Mays Street extension is a key economic development driver for properties along the project area that will attract new commercial and office projects. Services included the detailed design of a four-lane divided section for all aspects of the project with support for signal design by a sub-consultant. The project consists of two 12-foot lanes, 5-foot bike lane and 6-foot sidewalks in each direction with a 24-foot raised median. Services provided by the team included survey; geotechnical investigations; environmental studies and documentation; hydraulics and hydrology, roadway geometry, storm sewer, water quality and erosion control design; cross sections; signing and striping, traffic signals, traffic control plans, and utility coordination. Storm sewer plans were designed to maximize pavement draining to a single water quality and detention pond (offsite and combined with developer) to minimize impacts to adjacent property.

CP&Y Project Manager

Anthony Serda, PE

Construction Cost

\$6.4 M

Project Completion

2016

Client Contact

Edward Polasek, PE

City of Georgetown

512.930.8096

Key Services Provided: Schematic Design • Final Design • Topographic Survey • Boundary Survey • Utility Location Services • Public Involvement • Environmental Documentation • Bid and Construction Phase Support

Master Watershed Study

City of Del Rio, Texas

This FEMA-sponsored study, covering 75 square miles, encompassed three major basins with approximately 100 subareas. CP&Y developed baseline hydrologic models, using the latest aerial photos, digital soil maps, land use zones from the City, and extensive field reconnaissance. Survey and coordination with the Public Works Department provided anticipated future growth corridor information. Areal reduction factors were developed due to the large size of the San Felipe Creek and Cienega Creek watersheds. CP&Y developed hydraulic models for seven streams and tributaries from latest LIDAR data, TxDOT as-built plans, and on the ground survey. Iterative analysis between the HEC-RAS models and HEC-HMS models allowed for the creation of Modified-Puls routing relationships to account for valley storage attenuation of peak flows. For shallow urbanized flooding areas not connected to streams, CP&Y utilized InfoWorks SD 2D to determine inundation levels of runoff in neighborhoods and low-lying properties. The study made recommendations for future CIP programs consisting of stormdrain collection, regional detention, and channel modifications. CP&Y also provided environmental permitting services to ensure proposed flood control solutions are practical and sustainable.

CP&Y Project Manager

Wesley Young, PE, CFM

Construction Cost

\$10 M

Project Completion

2012

Client Contact

Bob Parker, PE

City Engineer

830.744.8693



Key Services Provided: Development and Planning • Drainage Design • Hydraulics & Hydrology

Project Team

The CP&Y team is comprised of internal task leads and subconsultant firms with exceptional experience delivering a wide range of municipal projects in the Central Texas area. Even more importantly, Principal in Charge Terry McCoy has specifically chosen the task leads and subconsultants not only for their leading experience but also their history of delivering projects successfully together *as a team*. The CP&Y task leads identified in the following pages have worked together a minimum of 10 years delivering projects on similar past contracts. The following pages document their relevant and shared experience in delivering diverse projects to their clients. PM Jacob Roberts and the team bring impeccable communication and coordination abilities, allowing them to both expedite project delivery and handle multiple, concurrent assignments without issue.

Extent of Principal Involvement

As the project principal, Terry McCoy's role is to put together the project team that best suits the need of the County and any project assigned to CP&Y. He will also be responsible for providing this project team with all of the necessary resources to execute the project per the County's required schedule and to the high quality that Central Texas clients have come to expect from CP&Y. Terry will also serve as a technical advisor to the project team with his extensive background in developing projects in the Central Texas area and his specific expertise in Burnet County.

Project Manager Experience

Jacob Roberts, PE has over 10 years of design and project management experience on a wide variety of transportation projects. He has managed and led design teams on diverse projects throughout the state, working with several TxDOT districts over his career. Jacob has significant experience working on and leading design teams on TxDOT Indefinite Deliverable Contracts (IDCs). He has proven experience successfully delivering multiple assignments concurrently to TxDOT. Jacob has an excellent background in completing both PS&E and advance planning design. His roadway design experience includes urban and rural roadways, completing PS&E design on shoulder widenings, Super 2s, arterials, freeways and multilevel interchanges. His range of experience includes feasibility studies, schematic design, roadway design, hydrologic/hydraulic studies, construction sequencing/TCP, signing and pavement markings, and erosion control/SW3P plans. His recent, relevant projects include:



SH 29, TxDOT Austin District, Burnet County, Bertram, Texas

Project Manager for the widening and reconstruction of SH 29 in Burnet County from Bertram to the Williamson County line. The project involves a portion to be reconstructed in the City of Bertram to add stormsewer and improve the pedestrian accessibility through town by upgrading/lengthening sidewalks at various locations. The portion of the project to be widened is for the addition of a 5th lane that will serve as a dedicated two-way left turn lane along the corridor for vehicles to have refuge while making left turns. This stretch of SH 29 has over 100 driveways, 10 intersections, and has a railroad adjacent to the corridor, thus validating the need for the two-way left turn lane. In addition to widening and reconstruction, the project will have several utility relocations requiring the need for a dedicated utility relocation specialist along with stakeholder coordination meetings with the TxDOT Austin District, TxDOT Burnet Area Office, CAMPO, City of Bertram, and local residents.

SH 71 @ Tucker Hill and Pope Bend, TxDOT Austin District, Bastrop County, Bastrop, Texas

Project Manager for the construction of two, concurrent, grade separated interchanges along SH 71 near Bastrop, Texas. Project involves ROW acquisition, utility relocations, and phased bridge construction of major creek crossing. The project is adding new ramps and frontage roads to convert the existing arterial into a limited access facility providing for a safer corridor near a major high school and state park. The project also includes a multi-phased, staged traffic control approach due to ROW acquisition schedule running concurrent with PS&E Design. As Project Manager, Jacob is leading the team in final PS&E design of roadway geometrics, bridge design, traffic control, retaining walls, drainage, signing/stripping, ITS, signal design, utility relocation, and ensuring the project schedule meets ready-to-let date just six months out. Jacob attends all utility coordination meetings and is assisting the TxDOT ROW group with priority acquisitions as there are over 27 properties being acquired. Estimated construction cost for both projects is \$50 M.

SH 204, TxDOT Tyler District, Tyler, Texas

Deputy Project Manager for the 21-mile long Super-2 Project. The project contained four CSJs through three different counties that required stakeholder coordination for multiple municipalities along the corridor alongside multiple business with access to SH 204. The project also had a large utility coordination/relocation component, which Jacob managed alongside the Tyler District utility representative. SH 204 had multiple bridge structures that had to be retrofitted with appropriate rail types/sizes and many bridge class culverts that had to be lengthened. This meant a very detailed traffic control plan was necessary in order to phase the structures appropriately while allowing enough room for construction activities to take place and maintain a safe corridor for vehicular traffic. The overall construction cost was approximately \$40 M and the first CSJ is currently being constructed.

FM 2551 (FM 544 to FM 2170) Schematic Design, Collin County, Texas

Project Engineer. Developed schematic plans and prepared Environmental Assessment for the widening and realignment of this 6.5-mile rural highway project. Design involved preparing and analyzing alignment alternatives that would minimize impact to the environment and to local resident and their homes/businesses. Also prepared documentation and created exhibits for the Environmental Assessment. Project also demanded multi-jurisdictional coordination to meet the needs of the client-Collin County, TxDOT, and the cities of Murphy, Parker and Allen.

Key Staff Responsibilities and Experience

Our firm has an experienced staff of almost 400 highly-qualified engineers, technicians, architects, and support staff located in offices across Texas. With two full-service offices located in Central Texas, staffed with over 70 employees, we offer a full range of services to municipalities for civil and environmental projects including, but not limited to, roadway design, drainage facilities, street lighting, traffic signal modifications, intersection improvements, and public water and wastewater utility adjustments.

A critical element in successful project implementation is the depth and expertise of the project staff. We will deliver a successful project to Burnet by assigning the best people to bring their expertise, responsiveness, quality, and innovation to exceed the County's expectations.

Terry McCoy, PE • Principal in Charge & Technical Advisor

- 31 years of Central Texas transportation planning and design experience
- Brings direct Burnet County transportation planning experience and expertise
- Proficient in all aspects and phases for all sizes of project development from funding and programming through planning, design, construction, maintenance and operations. In one of his last projects before retiring from TxDOT, he marshalled the project to completely replace the RM 2900 bridge in Kingsland, Texas in less than eight total months



Wade Lansdell Strong, PE • QA/QC

- 35 years of Central Texas transportation planning and design experience
- Experience in comprehensive traffic improvement programs, financial feasibility studies, land use planning studies, functional planning and layout, traffic impact and operational analyses, route location studies, and public involvement
- Local experience with SH 45 SW, US 290 W/SH 71 "Y at Oak Hill", SH 45, and 183 A



Leah Collier, PE • Deputy Project Manager

- 34 years of Central Texas transportation planning and design experience
- Local experience as a consulting engineer, municipal engineer, and TxDOT engineer
- Local experience in Leander, Round Rock, and Williamson County



Stacey Benningfield • Environmental Planning

- 38 years of Central Texas transportation planning experience
- Brings direct Burnet County transportation planning experience and expertise in environmental planning and permitting for transportation projects
- Expertise includes pre-NEPA planning studies, NEPA studies and documentation, environmental field investigations, agency coordination, public involvement, and environmental permitting/mitigation planning



Paul Schrader, PE • Schematic Design/Feasibility Studies

- 18 years of schematic development, transportation planning, and feasibility study experience
- Transportation design experience includes the development of minor, major and complex highway feasibility studies, alternatives analysis and schematic design ranging from rural two-lane highways to major urban freeways with direct connectors
- Has managed some of the most complex corridor projects in the Austin area, including improvements to US 183 and I-35 and brings experience on planning projects for Williamson County, including SH 29, Seward Junction Loop, and Corridor F



Anthony Serda, PE • Roadway Design

- 15 years of experience in civil engineering including local roadway design projects
- Transportation, water resource, and environmental design experience involves the preparation of PS&E for highway related projects
- Project experience includes roadway design projects for Williamson County, the City of Round Rock, Central Texas Regional Mobility Authority, the City of Georgetown, and the City of Cedar Park



Arin Gray (CD&P) • Public Involvement

- 15 years of experience developing and implementing outreach and communication strategies
- Extensive Burnet County experience, including CAMPO 2045 plan, CAMPO Regional Active Transportation Plan, and the Upper Highland Lakes Study
- Led community outreach for Wirtz Dam Road Community Outreach Program for CAMPO in 2016



Tom Ashcraft, PE • Bridge/Structures Design

- 29 years of progressive bridge design experience
- Serves as CP&Y's Bridges and Special Structures Group Manager
- Experience includes serving as the bridge design task leader on numerous rural and urban projects involving new bridges, bridge replacements, widening, and drainage structures
- Relevant projects involving structural planning and design in Central Texas include SH 45 Southwest, Post Road Emergency Bridge Replacement, and the 290E/SH 130 (MEP III) Interchange



Wesley Young, PE, CFM • Hydrology/Hydraulics/Drainage Design

- 33 years of experience in water resources and civil engineering projects related to hydrologic and hydraulic models for water resources studies
- Project experience includes serving as the H&H task lead on Central Texas roadway planning and design projects, including SH 29 at CR 260 Hydraulic Analysis and Post Road Emergency Bridge Replacement



Marcus Galvan, PE (FPE) • Geotechnical Engineering

- 31 years of experience in geotechnical engineering, constructability reviews, and field support
- Geotech experience in Burnet, Travis, and Blanco counties
- US 281 over Lake Marble Falls, RM 620 at the Colorado River, SH 29 at Inks Lake



Margie Nolen, RPLS • Survey

- 25 years of survey experience in Central Texas, from crew chief to survey manager
- Experience with horizontal and vertical control monuments, GPS-derived aerial ground control, topographic and tree surveys, land title surveys, boundary, and platting survey
- Central Texas experience in Lakeway, Cedar Park, Austin, Round Rock, and San Antonio



Gabriel Ornelas, Jr., PE, PMP (RKI) • Materials Testing

- 22 years of experience in materials testing, geotechnical engineering, and construction materials
- Conducted geotechnical engineering studies for Marble Falls ISD and Hill Country Recycling Facility
- Recent experience in roadway materials testing in Leander, Round Rock, Pflugerville, Georgetown, Hutto, and Hays County



Chris Tomescu, PE (RTG) • Signing/Striping/Signals & Engineering Support

- 19 years of experience including geometric design, grading & earthwork, TCP, signing/striping/signals
- Projects include PS&E, schematic design, design scheduling, and construction phase support
- Served as Roadway Task Lead for SH 45 SW and Project Engineer for Anderson Mill and Chandler Road for Williamson County



Chad Muckle, PE (TRG) • Subsurface Utility Engineering/Utility Coordination

- 25 years of experience in utility coordination, management, and monitoring all phases of utility adjustment and relocation process
- Extensive experience in subsurface utility engineering
- Recent local experience in Pflugerville and Austin



Benji May • Construction Management/Inspection

- 39 years of construction management and inspection experience
- Local experience in Cedar Park, Georgetown, Bastrop, and Austin



Leon Sparks, PE, CFM • Drainage/Culvert Design

- 11 years of drainage experience in Central Texas
- Former Texas Commission on Environmental Quality employee with extensive knowledge of Edwards Aquifer Protection Program
- Hydrologic and hydraulic design experience throughout Texas



Chris Dayton, PhD, RPA (CMEC) • Archaeology

- 20 years of field experience, founding the cultural resources program at Cox|McClain
- Registered Professional Archeologist, with training in the Texas Antiquities Code
- Conducted Intensive Archeological Surveys in Williamson, Travis, and Hays Counties, as well as other locations throughout Texas



Clint Dube (ATK) • Maintenance Specialist

- Over 30 years of maintenance/asset management experience
- Specializing in maintenance of staff management and development, roadway asset inventory and management, maintenance contract management, employee safety training, and vehicle fleet management



Karla Neidhart, SR/WA (LSROW) • ROW Acquisition/Eminent Domain Specialist

- 15 years of experience in land acquisition and relocation services
- Utility/drainage/construction easements, property disposal, and condemnation support
- Central Texas experience in Temple, Coryell County, Lampasas County, Bell County, and more



Method of Approach

As noted in section 3.1 of the subject RFP, “the objective of this work is to assist Burnet County with the design and construction of a variety of projects as the need arises.” CP&Y has assembled a comprehensive team of professionals that are organized to efficiently address any and all (civil) engineering-related needs that might arise within the county. This team is hand-picked and comprised of highly-qualified and experienced individuals prepared to tackle the various aspects of project development cited within Section 3.1 and effectively dispatch the Consultant’s Responsibilities noted in Section 3.2. *In other words, we stand ready to serve the needs of Burnet County and provide the highest possible level of client service through any aspect of project development and delivery.*

Upon culmination of the selection process, our team will be on hand at the County’s Commissioner’s Court during consideration of award of the contract. Upon approval, we intend to immediately deliver the Preliminary Fee Schedule and be prepared to enter into fee negotiations with a goal of fully executing the contract as quickly as practical. Upon execution, we would propose to meet with members of the Commissioners Court and key staff members to introduce our team, receive any general direction, and fully engage as the County’s Engineering Firm for this Contract.

As noted within the RFP, work will be assigned through Work Orders for each project and the Work Orders will contain a detailed Scope of Work. Our expectations are that the Work Orders would be segmented to move any complex project(s) from development milestone to development milestone in order to effectively define scope, mitigate risk, and manage both costs and schedule. Any smaller scale projects can be handled in more of a turn-key approach. We would also propose to develop a template that would accommodate special projects or assignments such that we could mobilize a team very quickly if or when an urgent need arises.

Upon execution of any specific Work Order, the CP&Y team will meet with County officials and key staff members to discuss specific directions, solicit insights from those most knowledgeable with local issues, and discuss any local preferences for methods and materials. For major projects, the CP&Y Project Manager will subsequently conduct a kick-off meeting with the owner and major stakeholders to establish standards and protocols as the foundation for efficient delivery. The CP&Y team will then aggressively execute with appropriate resources being strategically applied throughout the development process timeline. Any issues requiring consensus will be identified, communicated, and coordinated such that there are no adverse impacts to the overall schedule. Agency approvals and permits will be obtained in a similar manner. In all matters, *CP&Y will respect communication, coordination, and reporting protocols and cadence* as established early in the life of the contract, or as directed with any unique situations.

Contractual issues, such as invoicing, will be handled within best management practices and according to guidelines prescribed by the County. Our adherence to the DBE goal of 12.6% will be monitored and reported throughout the contract. CP&Y will function as the prime consultant and assume full responsibility for the management and performance of subconsultants on this team.

The CP&Y team contains the expertise to work with the County to develop funding strategies, support and assist the County in funding discussions with CAMPO and TxDOT, and guide in the development and execution of funding agreements. Project development issues potentially affecting funding will be discussed with the County to avoid any preclusions (or re-work) from federal or state sources.

This team also has the experience to effectively coordinate issues or support coordination with other agencies such as LCRA and utility companies. Further, we are prepared to assist the County in assessing and addressing constituent safety or operational concerns within the County, as well as supporting the County in the oversight and administration of construction contracts as needed.

A Safety Culture is ingrained in CP&Y and our team will follow the greater of our or the County’s Standard Operating Procedures (SOP) and consistently work in accordance with OSHA criteria. Any traffic control required for data collection or other purposes will be coordinated in advance with the County and shall be in accordance with TxDOT and AASHTO standards.

In summation, the CP&Y team is fully prepared to perform any function outlined in the subject RFP in support of the County in accordance with the County's SOP's, directives or preferences, and deliver the highest possible work products on time and on budget.

Understanding of Requested Services and Local Area

Although not specifically listed, this RFP has been linked to the Wirtz Dam Road project through recent articles in the December 3 and December 31, 2019 editions of the Highlander News. This project was selected to receive \$2,981,250 for Preliminary Engineering (PE) through CAMPO's 2019-2022 Project Call. The Wirtz Dam Road and Bridge Feasibility study was completed in December 2005 and public support was fully assessed through the Wirtz Dam Road Community Outreach effort presented to the Policy Board on March 6, 2017. We would anticipate that the County would intend to build on the momentum and the foundational basis of those studies and continue working with CAMPO and TxDOT to solicit construction funding. If the roadway is developed as a county facility, potential funding sources could include County funds, CAMPO's Regional Infrastructure Bank, and TxDOT's Category 7, Metropolitan Mobility and Rehabilitation. If it is determined to be in the best interest of the State and the County to bring the roadway onto the state system, the project could also potentially qualify for TxDOT's Category 2: Metropolitan and Urban Corridors, Category 4: Connectivity Corridors, and/or Category 12: Strategic Priority. *The CP&Y team is qualified to support the County in those deliberations through providing navigational guidance and the best possible engineering data on project costs and system mobility influence in the pursuit of construction funding.*

A probable scenario would be a combination of the funding sources listed above, and we would recommend that the environmental coordination process follow all TxDOT and NEPA guidelines to avoid any future preclusion of receiving state and federal funds. That process for this project would include the development of a schematic and an Environmental Document addressing all potential impacts including the acquisition of ROW that will be required. The schematic would be developed through coordination with TxDOT, LCRA, CAMPO, impacted utility companies (PEC), affected property owners, and outreach with residents of Burnet County. The apparent appropriate classification of the coordination process would be an Environmental Assessment (EA). The roadway profile and design of the bridge will be driven in large part by release volumes and velocities associated with the preferred design frequency of the Wirtz Dam as well as the hydraulic characteristics of the proposed bridge structure and the channel. We will plan to utilize any hydrologic and hydraulic models previously developed by LCRA and self-perform ground surveys of the channel to calibrate and confirm any information that is provided to us by others. The entire project area including connection areas on RM 1431 and RM 2147 will be surveyed and mapped as the basis for schematic design and PS&E, utility coordination, and ROW mapping. Permanent control points will be installed at strategic locations throughout the project as well as ROW monuments in accordance with the County's directives. The schematic will serve as the basis for developing preliminary bridge layouts, utility coordination, development of ROW documents, and securing Corps of Engineer permits, as well as detailed traffic studies for intersection improvements on both RM 2147 and RM 1431 and Plans, Specifications and Estimates (PSE) for Construction Contract bidding. Coordination and approvals from LCRA and TxDOT throughout the schematic and detailed design phases will be critical to the success of the project.

We are prepared to assist and support through the preparation of ROW documents and ROW acquisition processes including eminent domain (if negotiated acquisition fails) and utility relocations leading to a "clean" project ready for letting. These efforts would typically be concurrent with the detailed design phase and PS&E development phase of the project to avoid stacking activities that would delay letting to construction contract.

The CP&Y team fully understands the factors that drive construction costs and contract execution and will fully consider those factors throughout the schematic and plan development. Although the granite present and highly prevalent in the area will generally provide excellent strength for founding drilled shafts (as well as the roadbed subgrade), construction costs will be driven by the challenges of drilling into this stratum. Fracturing and faulting could further complicate drilling. New drilling techniques, however, such as those utilized with the RM 2900 bridge in Kingsland, Texas, should help to mitigate those difficulties as well eliminate variability in production rates and schedule impacts. *CP&Y team members were involved with the design and construction of the SH 29 bridge over Inks Lake, the US 281 bridge over Lake Marble Falls, and the RM 2900 Bridge in Kingsland as noted above.*

As with the series of events that led up to the flooding that destroyed the RM 2900 Bridge in October of 2018, Central Texas is subject to extreme weather events and the Contractor will be subject to risk from dam releases associated with upstream flood events. Excellent communication and coordination protocols with LCRA will help the Contractor manage those risks. Further, pre-cast concrete bridge components may increase costs but would serve to decrease time and risk from extended exposure. Other materials such as concrete, base, and other roadway materials are readily available in this area. Although the bridge work will be somewhat specialized, long-standing relationships with the contracting community would lead us to believe that there are a good number of qualified Contractors who work in this area, and we would expect bidding to be competitive.

The CP&Y team can bring our expertise and experience to bear on any other project, program, or issue in Burnet County. One example would be to support the County in the development and execution of their maintenance program, wherein we could utilize traffic and roadway conditions to develop proposals for methods and materials to most effectively resurface or rehabilitate county roadways. **Mr. Clint Dube** has been included in this CP&Y team to serve as a Maintenance Specialist and bring his extensive expertise in addressing specific problems as well as developing programmatic solutions. Burnet County and surrounding Central Texas offers quality aggregates, and asphalt is also readily available from a fair number of regional suppliers. CP&Y can develop programmatic strategies in coordination with the County and produce plans and bidding documents for contracting this work on County roadways. Other maintenance issues such as addressing drainage issues arising from either surface run-off or groundwater and springs that occur in the area, replacing cross or parallel drainage metal pipes damaged over time by corrosive granite gravel, repairing culvert headwalls, and aprons damaged from high velocity ditch and channels flows, and roadway safety, signing, and striping could also be handled as a program or addressed site by site. *The CP&Y team is also prepared to develop emergency contracts should the need arise for flood damaged roadways that may occur with the extreme weather conditions (noted above) that arise in this area.*

We will provide whatever level of construction engineering and inspection, shop drawing review, construction staking and owner verification, responses to RFIs, materials testing, contract record-keeping, verification of permit requirements and commitments, and any other contract support and oversight requested by the County. We are extremely well-qualified to efficiently and effectively move this project along through every phase of the project development process and fully support the County in securing the funding and approvals required to move the project into construction from feasibility into construction and through construction into operation.

Lastly, we fully recognize that Burnet County is rapidly growing and developing. This team can support the County in working with Developers and TxDOT, reviewing site plans and access management, planning discussions regarding safety and operational improvements, and the execution of funding agreements.

▶ The CP&Y team has the expertise to support the County through a full spectrum of projects, programs and issues and to serve and support the County as their Engineering firm for the full duration of the Contract.



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