

QUALIFICATIONS FOR RFQ NO. 80-22

TRAIL DESIGN + ENGINEERING SERVICES

PARKS + REC DEPARTMENT

JACKSON COUNTY, MISSOURI

AUGUST 2, 2022



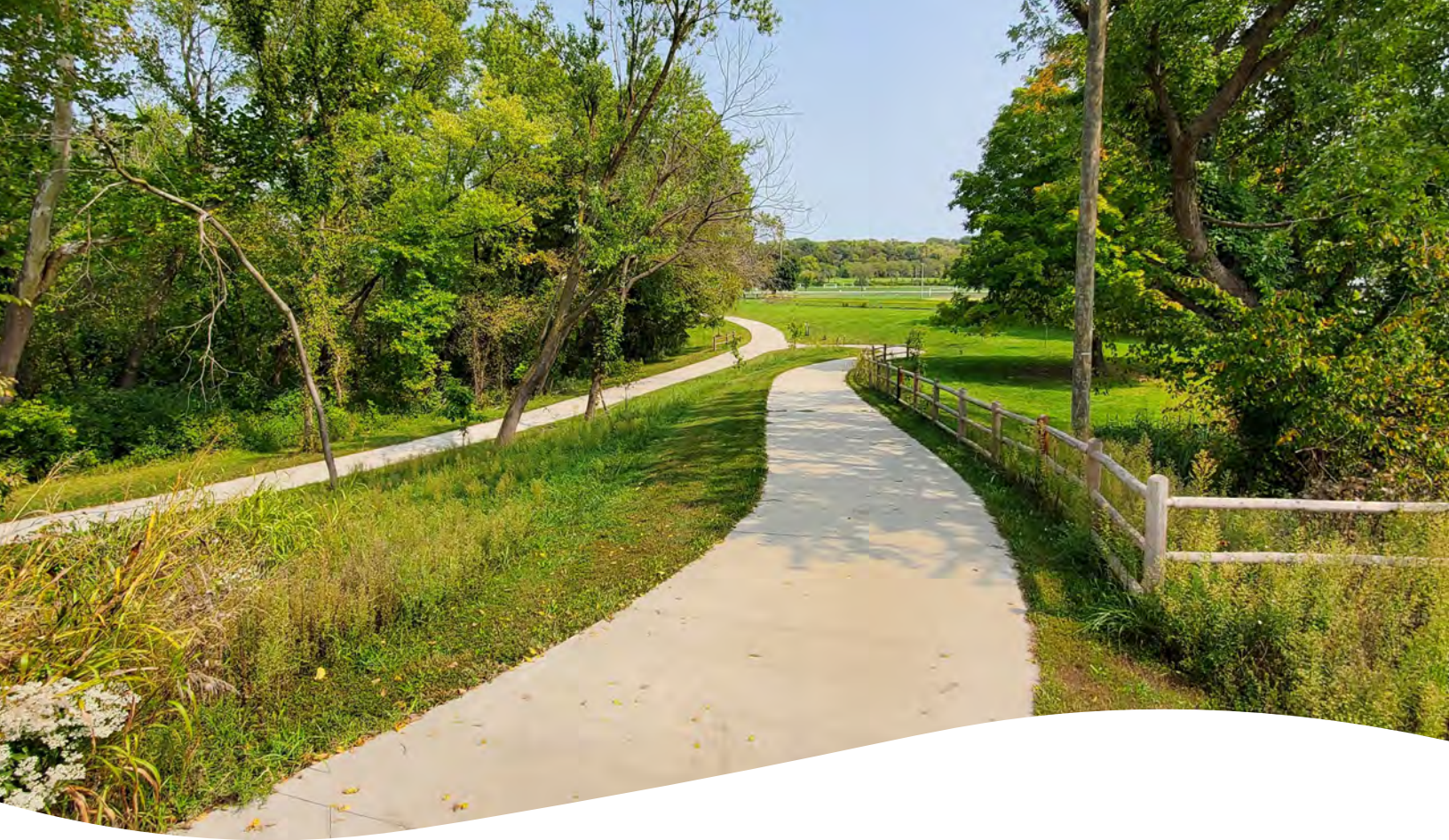


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PROJECT MANAGER + PRIMARY POINT OF CONTACT

MATT EBLEN, PE, LEED AP

1700 Swift Street, Suite 100, North Kansas City, Missouri 64116

E meblen@mcclurevision.com **O** 913.307.2588 **C** 913.522.2786



SECTION 1



1. COVER LETTER

August 2, 2022

MS. BARBARA CASAMENTO

Point of Contact + Purchasing Supervisor
Jackson County
415 East 12th Street
Kansas City, Missouri 64106



**RE: REQUEST FOR QUALIFICATIONS | NO. 80-22
TRAIL DESIGN + ENGINEERING SERVICES FOR THE PARKS + REC DEPARTMENT**

Dear Ms. Casamento and Members of the Jackson County Selection Committee:

We have developed the McClure team with the sole focus of completing projects in the quickest time possible to continue the County’s great momentum of their trail system, most notably the Rock Island Corridor development and its connections. In the past decade, our team has been involved in the trail design and implementation of several locally and federally funded projects (including MetroGreen projects). We have highlighted some of our favorite trail projects for your review as part of this submittal.

The McClure team offers its firm commitment that we will help the County get projects complete without scope or budget creep. We will draw upon our understanding of how to work within all the federal and state regulatory processes to minimize impacts to the project schedule. For the past fourteen years, McClure’s Project Manager and Point of Contact Matt Eblen, PE has helped design and implement several trail projects in Blue Springs, Excelsior Springs, KCMO and two (2) trail projects for Jackson County (Longview Lake several years ago and the Rock Island Greenwood Connector that our team is currently designing). Steve Rhoades, PLA of Vireo, is also familiar with trail projects from his years of planning work on the Rock Island Line and the connection to the Katy Trail. Laurie Brown of Vireo also brings NEPA compliance strengths back to the same team. Our team is rounded out with TSi Geotechnical, who will provide geotechnical borings and recommendations, as well as Lovelace Survey, who will provide survey via either field topo or legal descriptions/exhibits for easements.

The same team that is designing the Rock Island Greenwood Connector is being proposed in this RFQ. The only changes are adding Jim Schuessler and Kimberly Koenigs of McClure to the team based on their wealth of trail design experience and knowledge of the MoDOT process. We are open to other teaming partners should the situation call for it, but we believe these additions will make an already good team even better.

OUR TEAM’S APPROACH

Our process for trail design will be similar to the process currently being used for the Rock Island Greenwood Connector project currently ongoing with Jackson County (in Lee’s Summit south of 50 Highway). The approach that follows is general, but notes will be made specific to the Rock Island Greenwood project along the way.

Trail projects usually start with a study or preliminary design phase, followed by a design phase and finishing with a construction phase. (NOTE: depending on the needs of the project, this process typically applies whether the project is federally or locally funded). Any trail project involving federal funding will be administered through the Missouri Department of Transportation (MoDOT) and would follow their LPA process. McClure is familiar with the LPA process not only by doing trail projects, but also through the many county projects our bridge team at McClure provides throughout the state (so, we offer a deep bench with the knowledge of the MoDOT process from concept to construction).

PRELIMINARY DESIGN

For new sections of trail, the preliminary design phase provides an initial alignment to vet and be agreed upon by the design team and the County. Due diligence during this phase will determine easement needs, potential utility conflicts and environmental clearances that will be required.

Should there be a need for Field Survey, Lovelace Survey would provide the field work and CAD file. The McClure team can also work with surveys by other parties if they exist and have been given to the County. This was the case for the Greenwood project, as the County provided survey from three (3) different entities for design.

Once initial constraints have been identified and a preliminary alignment set, an opinion of probable construction cost will be provided to the County to assist in the determination of a budget. This budget will be checked during subsequent plan updates to make sure the project budget goals are being met.

Two areas of importance during this phase include a visual inspection and obtaining Section 106 Clearance from SHPO. Aside from being a means of familiarizing ourselves with the site, the site visit is recommended to observe the presence of possible threatened and endangered species (including trees for potential bat habitat) and prepare documentation to submit to MoDOT for review. Regarding the 106 Clearance, the McClure team will review available maps prior to making a submittal to the State Historic Preservation Office and if there are known sites within the project area, we would attempt to avoid those sites. If necessary, we will contract with a local archaeologist to provide any required field inspection and documentation to submit to SHPO for Section 106 clearance early in the projects.

RIGHT-OF-WAY SUBMITTAL

Once the preliminary design phase is complete, the next phase following MoDOT's LPA Process is the "Right-of-Way (ROW)" submittal. This involves obtaining all environmental clearances, plans showing the easements (permanent and temporary) on the project as well as legal descriptions and exhibits. This also includes clearance letters to MoDOT and the landowner that McClure and the County would complete prior to submittal.

We will utilize our teaming partner TSi Geotechnical to provide borings for any proposed bridge locations and pavement sections for the trails. We recommend using the contractor furnished design specifications on any bridges, because this can reduce the cost of bridges by allowing multiple prequalified bridge manufacturers to bid on the project and this would assist in getting the best price to keep the project within budget.

We will work with the County to place bridge or culvert crossings in a location where fill in the floodway can be avoided. Should the floodway be impacted, and the flood model is determined to require an update, we will evaluate whether the cost and impact to project schedule of the CLOMR/LOMR process is greater than locating the trail elsewhere. In the case of the Greenwood Connector, a No-Rise was required because the adjacent parking and trailhead will be built within the floodway on the eastern portion of the trail. A No-Rise was achieved because an emphasis was placed on not adding any fill and instead cutting into existing grade within the area. This also helped carve out a location for Green Infrastructure, which the County was in favor of providing. Note that this review and analysis occurs during both the Preliminary & ROW Phase, but any analysis must occur (a) before legal descriptions and exhibits have been finalized in the event the trail alignment needs to change and (b) as part of the environmental clearance requirements.

While not typical, certain projects may require completion of a categorical exclusion form before MoDOT approves Right-of-Way plans. Should this be the case on any project, we are happy to assist the County with initial property owner contacts informing them of the project and learning about their plans for any potential development to make acquisition easier. The team will work with the County and rely on our collective experience in securing easements on federally funded projects and personal touchpoints to try and reduce condemnation chances.

FINAL DESIGN

Once Right-of-Way plans have been approved and all the necessary environmental permits and easements have been obtained, our team will proceed into Final Design (referred to by MoDOT as "Plans, Specifications & Estimate" (PS&E) Submittal). This involves making the plans 'construction-ready' as well as providing Specifications via a Project Manual per MoDOT & County requirements. The same estimate that began in Preliminary Design and refined during the ROW submittal will be finalized as part of Final Design. In addition to MoDOT, the plans will also need to be reviewed and approved by local jurisdictions. For the Greenwood Connector, there will be an approval process with the City of Lee's Summit in addition to MoDOT because the project lies within Lee's Summit City Limits.

In addition to our technical understanding and commitment to personal service, McClure's experienced project management team implements an extensive Quality Assurance/Quality Control (QA/QC) process to ensure exceptional design while providing a line of consistent and clear communication throughout a project. This commitment to quality is our standard of service, and our integrated team of professionals is eager to deliver on this standard to you.

THROUGHOUT THE DESIGN PROCESS

Throughout each phase, we have found that the best way to keep projects moving forward and to keep the design team and county staff informed is to have bi-weekly meetings. These meetings are virtual, typically 30 minutes long and serve as a great way to keep both County Staff and the Design Team informed and to keep key elements of the project moving forward. It also insures that communication lines are always open and keeps all parties accountable. Even if the meetings last 15 minutes, the communication has proven invaluable on the Greenwood Connector project. We would therefore recommend this same format be utilized on all projects, starting with a kickoff meeting and continuing through project completion.

CONCLUSION

In closing, McClure has been fortunate to work on two (2) projects for our recent on-call trail and design contract with Jackson County. The first project is the Rock Island Greenwood Connector, which we have mentioned throughout this letter. This project is in the southern portion of Lee's Summit and will help 'connect' the Rock Island Trail to the City of Greenwood. Our team is currently working on this project, which has gone through the preliminary design phase and is nearly ready for Right-of-Way submittal to MoDOT. The second project involved an initial site visit and scoping for the Raytown Crossing area. This is a short section of trail that currently exists between 65th & 66th Streets within the City of Raytown on county-owned land. The initial idea consisted of new parking, improved drainage and green infrastructure. It also provides an opportunity to connect the community to adjacent businesses adjacent to the trail.

Both projects are valuable pieces of the trail system, and both projects help us provide service to Jackson County which aligns with our company goals at McClure of 'Making Lives Better'. We believe that 'making lives better' is why we're in business and that all people should be treated with that in mind. Among the many ways we are privileged to do this is working with clients who help make their communities better, and among the many ways to bring health to a community is by creating and maintaining trails.

We are thankful to have had the opportunity to work with Jackson County on their trail system and would be honored if we are chosen to continue working in the same capacity, so we can help continue to make lives better for the staff and citizens of Jackson County.

If you have any questions or require additional information, please do not hesitate to contact us at **816.756.0444** or at **meblen@mcclurevision.com**.

On Behalf of McClure,



MATT EBLEN, PE, LEED AP

PROJECT MANAGER + PRIMARY POINT OF CONTACT

☎ 816.756.0444 | ☎ 913.522.2786

E meblen@mcclurevision.com





SECTION 2



2. AFFIDAVIT

AFFIDAVIT

STATE OF Missouri)
) SS.
COUNTY OF Clay)

Matt Eblen of the city of North Kansas City
County of Clay State of Missouri being duly sworn on her or his oath, deposes and says,

1. That I am the Project Manager (Title of Affiant) of McClure (Name of Bidder) and have been authorized by said Bidder to make this Affidavit upon my best information and belief, after reasonable inquiry as to the representations herein.
2. No Officer, Agent or Employee of Jackson County, Missouri is financially interested directly or indirectly what Bidder is offering to sell to the County pursuant to this Invitation (though no representation is made regarding potential ownership of publicly traded stock of bidder).
3. If Bidder were awarded any contract, job, work or service for Jackson County, Missouri, no Officer, Agent or Employee of the County would be interested in or receive any benefit from the profit or emolument of such.
4. Either Bidder is duly listed and assessed on the tax rolls of Jackson County, Missouri and is not delinquent in the payment of any taxes due to the County or Bidder did not have on December 31, 2021, any property subject to taxation by the County and if bidder is duly listed and assessed on the tax rolls of Jackson County, Missouri, bidder agrees to permit an audit of its records, if requested by the Jackson County Director of Assessment, as they relate to the assessment of Business Personal Property.
5. Bidder has not participated in collusion or committed any act in restraint of trade, directly or indirectly, which bears upon anyone's response or lack of response to the Invitation.
6. Bidder certifies and warrants that Bidder or Bidder's firm/organization is not listed on the General Services Administration's Report of Debarred and/or Suspended Parties, or the State of Missouri and City of Kansas City, Missouri Debarment List.
7. Bidder certifies and affirms its enrollment and participation in a federal work authorization program with respect to the employees working in connection with the contracted services.
8. Bidder certifies and affirms that it does not knowingly employ any person who is an unauthorized alien in connection with the contracted services.

McClure (Name of Bidder)
By: Matt Eblen (Signature of Affiant)
Project Manager (Title of Affiant)

Subscribed and sworn to before me this 2nd day of August, 20 22

Kim [Signature]
NOTARY PUBLIC in and for the County of Clay (SEAL)

State of Missouri

My Commission Expires: 10-29-23





SECTION 3



3. FIRM PROFILES



YOUR VISION. ENGINEERED HERE.

We're engineers, yes – but also visioneers, driven to make lives better. We think like owners. We do whatever it takes to get your job from concept to completion. We help you navigate opportunities like funding and building public support for a project. Always adding value and imagining what's possible. Our engineering and planning expertise includes transportation, aviation, structures, water, wastewater, stormwater management, land development, landscape architecture, construction observation, administration, surveying, and community development.

Since 1956, McClure has grown to a firm of 200 professionals in eleven offices located in Ankeny, Carroll, Cedar Rapids, Clive (headquarters), North Liberty, Fort Dodge, and Sioux City, Iowa; North Kansas City, Macon, and Columbia, Missouri; and Lenexa, Kansas. McClure has sixty Professional Engineers, twelve Professional Land Surveyors, two Licensed Landscape Architects, four LEED Accredited Professionals, two Certified Envision Sustainability Professional, and one AICP Certified Planner.

Our team members embrace our core values — integrity, kindness, innovation, commitment, and fun and fulfilling. We are committed to providing outstanding project delivery services, personal communication, and innovative and cost-effective design. If you've got a vision, we've got the team to bring it to life. When you choose McClure, you're choosing a partner with an unmatched depth of experience, all the specialists you need, and a passion for building great communities. *It's time to get to work.*

OWNERSHIP

We are an employee-owned firm with at least one shareholder in each of our offices. Among our 55 shareholders, the average tenure of shareholders at McClure is ten years.





Vireo LLC is a 20-person landscape architecture, community engagement, community planning, and design firm that has focused on ecologically based planning and design for over 20 years.

Vireo is in the business of creating healthy places for people. We have built the firm on the design of environments that are attractive, livable, vibrant, and sustainable – places where people want to be. We can make a real impact, bringing life to public spaces and contributing to both the livability and economic success of our cities. Whether it is large-scale planning for the future or starting with small-scale improvements, we listen to the people who care about the places in their lives. We create ways to make those places more vibrant, welcoming, inclusive and a reflection of the people who live and work there.

Our approach to trail alignment and design is rooted in a thorough understanding of constructability, alignment choices, the impact on an enhanced user experience, and the interdependency and inter-relationship of this with construction cost. Our key to designing the best possible trail experience is a “boots on the ground” process reinforced with solid technical solutions and recent bid data/cost information for real projects. Given the large volume of trail work we do, we refine and improve our approach with each project bringing you the very best expertise available. We have spent the better part of the last 20 years designing and constructing trails for municipalities/public jurisdictions – over 100 miles in the Kansas City metropolitan area alone.

OWNERSHIP

Vireo is a woman owned enterprise (WBE) located in downtown Kansas City, Missouri as well as Omaha, Nebraska.



Founded in 1989, TSi Geotechnical, Inc. (M/W/DBE) is a specialized practice in geotechnical engineering, drilling, laboratory testing, and construction observation and documentation. Our team of professional engineers and certified technicians offer extensive geotechnical expertise and technical skills to effectively manage geotechnical risks for our clients’ projects. We evaluate potential design and construction related concerns, then recommend feasible engineering solutions by applying appropriate methodologies.

A key component of our construction observation and materials testing services is Quality Assurance, as we deliver the data needed to verify that the materials and techniques being used meet the specifications required for the project. TSi engineers and technicians provide a vital link between the owner, the design team, and the contractor.

OWNERSHIP

Founded in 1989, Morris and Denise Hervey, President/CEO and Chairman, respectively, have owned their engineering firm nearly as long as they have been married.



LOVELACE & ASSOCIATES (MBE) is a full-service professional land surveying firm headquartered in Lee’s Summit, Missouri. LOVELACE & ASSOCIATES was formed in 1998. The majority partners of LOVELACE & ASSOCIATES, Aaron Thomas and Jeff Lovelace, together have over 60 years of experience in all phases of land surveying services.

LOVELACE & ASSOCIATES employs 10 qualified individuals as professional land surveyors, technicians and draftsmen with additional support staff and consulting experts available for utilization on various projects. All of our field personnel are trained in Hazardous Waste Site procedures and maintain current OSHA 29CFR1910.120 certifications for utilization on environmental survey projects.

LOVELACE & ASSOCIATES is a service oriented and aggressive Land Surveying firm. We pride ourselves on customer service and providing a rapid turnaround time for our clients, as we are aware that the speed and accuracy of our work is directly related to the efficiency and productivity of our clients. We use the latest in technological advances to streamline our surveying process.

OWNERSHIP

LOVELACE & ASSOCIATES is a Limited Liability Company established in 1998 and located in Lee’s Summit, Missouri. The company is managed and by Jeff Lovelace (49%) and partner Aaron Thomas (51%).

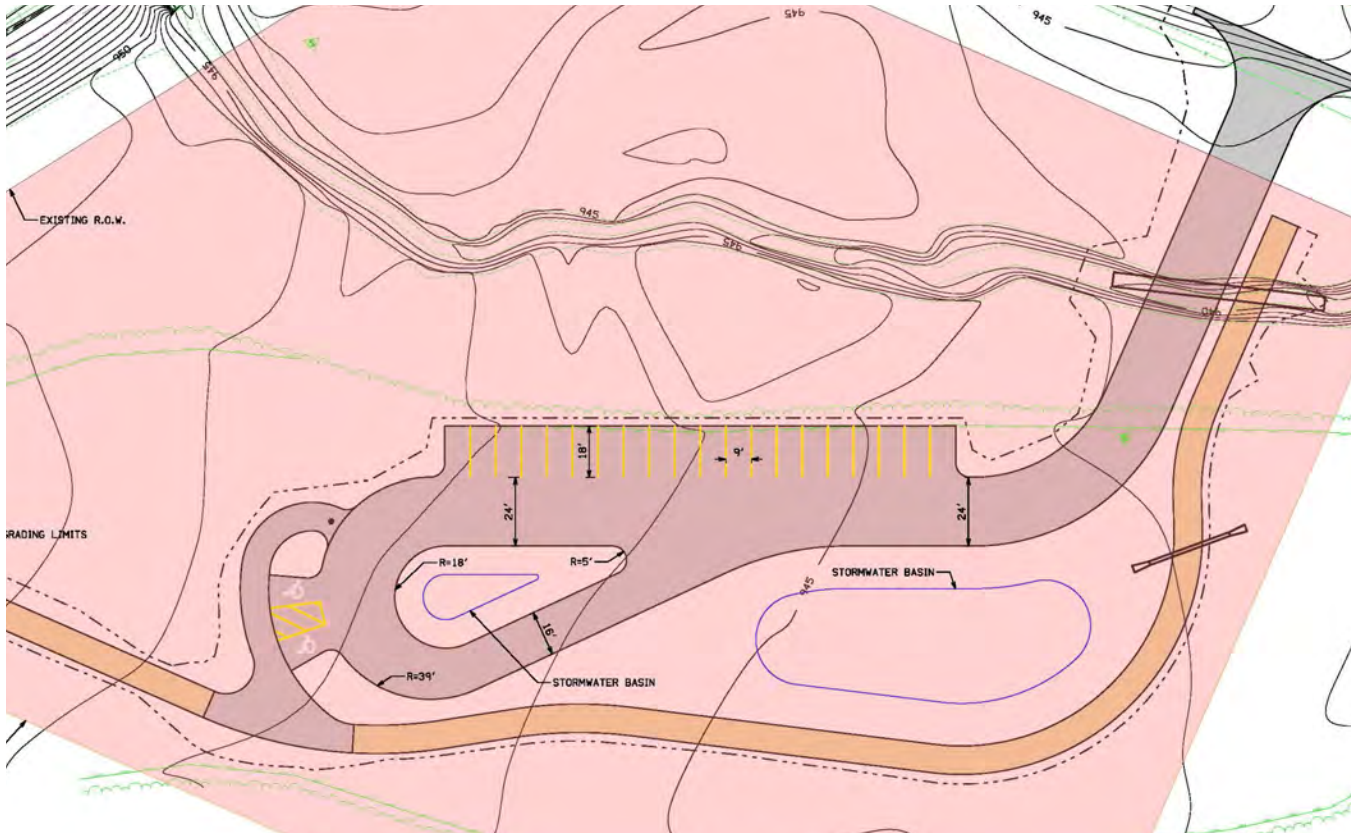
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SECTION 4

4. EXPERIENCE + REFERENCES

ROCK ISLAND RAIL CORRIDOR GREENWOOD CONNECTOR

JACKSON COUNTY, MISSOURI



OVERVIEW

McClure provided the design for approximately 2 miles of a new 10 foot wide trail along Rock Island Corridor on the southeastern portion of Lee's Summit between SW Jefferson Street and SE Hamblen Road. A 22+/- stall parking lot will be added, along with BMPs and a trailhead. Existing culverts along the corridor will be extended a safe distance beyond the trail for users. Construction will be funded from local funds as well as STP and TAP sources.

COMPLETION DATE

Summer 2024 (Estimated)

REFERENCE

Matt Davis, Rock Island Program Manager
Jackson County Parks & Recreation
P 816.503.4849
mdavis@jacksongov.org

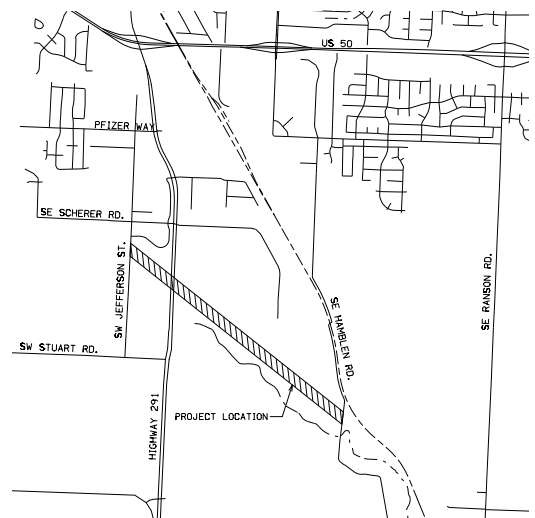
TEAM MEMBERS

Matt Eblen: PM, Hydraulics
(meblen@mcclurevision.com)

Laurie Brown: Permitting & Green Infrastructure
(laurie@bevireo.com)

Nilesh Lal: Geotech
(nlal@tsigeotech.com)

Jeff Lovelace: Easements
(jbl@lovelaceassociates.com)



KATY TRAIL OVERPASS BRIDGE

SEDALIA, MISSOURI



OVERVIEW

Each year, the Katy Trail attracts 400,000 visitors along its 240-mile route from Clinton, Missouri, to Machens, Missouri, impacting the communities along its route. However, two old railroad bridges connecting the trail over Highway 50 in Sedalia, Missouri, were causing safety issues on the highway and on the trail, impacting the city and its visitors. McClure's team provided the survey, design and construction observation for the project and assisted with the application for Federal Transportation Alternative Program (TAP) Grant that helped fund the project.

COMPLETION DATE

2015

REFERENCE

David Dick
Presiding Commissioner of Pettis County
660.826.5000
davidd@pettiscomo.com

TEAM MEMBERS

Aaron McVicker: Bridge Design
(amcvicker@mcclurevision.com)

Kim Koenigs: Permitting
(kkoenigs@mcclurevision.com)



ST. JOSEPH RIVERFRONT MASTER PLAN

ST. JOSEPH, MISSOURI



OVERVIEW

For many years, the City of St. Joseph had been looking for feasible ways to create a multi-use riverfront plan that would attract visitors to interact with the natural and built environment along the riverfront. As part of a master plan process, McClure was hired to perform preliminary civil and stormwater design. This included extensive study to determine existing conditions within the floodplain, use opportunities within the master plan area, including the potential for a marina, as well as the extension of vital infrastructure improvements to serve the area. As a result, a phased approach toward the extension of utilities to the unserved areas was developed, as well as the extension of an additional road access from the east to create additional ingress/egress to the area. Additionally, floodplain and topographical study showed viable areas of development that were then programmed for specific uses as defined by the focus groups.

COMPLETION DATE

2019

REFERENCE

Clint Thompson
 Planning and Community Development Director
 816.271.4827
 cthompson@stjoemo.org

TEAM MEMBERS

Matt Eblen: Planning & Civil Engineering
 (meblen@mcclurevision.com)

FINAL CONCEPT PLAN



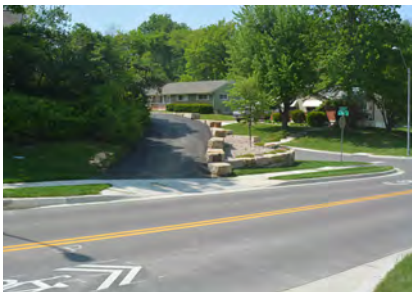
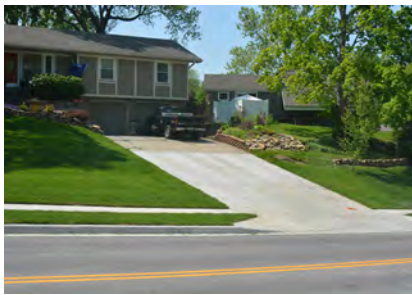
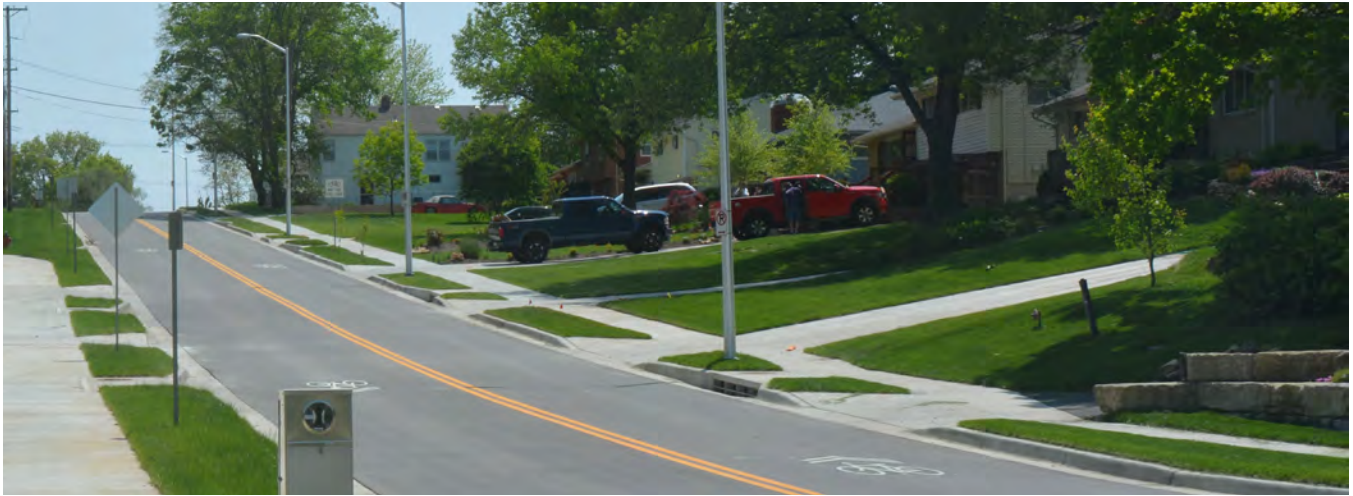
PUBLIC			
Zoning Updates	Robidoux Landing	North Riverfront Trail Extension	Indepentive Concepts
Shortcuts Improvements	Railroad Corridor Zone	Bluff Trail	Bluff Overlook - Trailhead
Utilities			
Year 1	Year 2	Year 3	
	RV Campground	Riverfront Boatdock	

SITE INVENTORY



Accessibility
 Existing infrastructure needs to be improved along the length of the riverfront. There is potential for a northern expansion of the existing riverfront trail to support both private and public developments. Wirth Park and Fort Smith located near the riverfront presents opportunities for pedestrian recreation expansion. In addition to accessibility, trail growth will enable programming opportunity along the riverfront increasing the safety and public perception of underdeveloped areas. Proximity to the highway and railroad brings both positive and negative impacts to the riverfront development. There are three existing railroad crossings that are non-signalized, creating pedestrian safety concerns, and require substantial improvements. Currently there is a single access point from the highway to the riverfront creating a public safety concern for proposed development. First planning efforts have identified trail expansion in this area. These plans should be considered in future development. New developments should include designs that accommodate the future build out of the St. Joseph Trail system. Specifically Route 11 of the St. Joseph Transit system services the riverfront currently with a stop at the St. Jo Casino.

NORTH JACKSON AVENUE URBAN STREET RECONSTRUCTION (NE VIVION ROAD TO GLADSTONE CITY LIMITS) KANSAS CITY, MISSOURI



PROJECT DESCRIPTION

North Jackson Avenue is a 2600-foot minor arterial in Kansas City between Vivion Road and Gladstone. Improvements include vertical profile adjustments, enclosed drainage, lighting, new pavement and tie-ins to adjoining driveways. This job was designed in close collaboration with the City Councilman who displayed a keen interest in the project. KCMO Parks & Recreation Department and the ATA were also consulted pertaining to their facilities within the project limits. The project included an innovative enclosed drainage system, which solved a history of flooding in heavy rain. The perforated storm sewer conveyance network that allows low-flow stormwater to percolate back into the ground. Under high flow, it carries storm water into the creek. The project provided a sidewalk and trail, which connected two parks. Sight distance was also improved through the hilly neighborhood.

PROJECT HIGHLIGHTS:

- Designed and reconstructed innovative enclosed drainage which solved a history of flooding in heavy rain.
- Provided sidewalk and a trail which connected two parks.
- Improved sight distance through a hilly neighborhood.
- Significant public outreach.

COMPLETION DATE

2016

REFERENCE

Chad Thompson
Assistant City Engineer
P 816.513.2720
chad.thompson@kcmo.org

TEAM MEMBERS

Matt Eblen: Civil Engineering
(meblen@mcclurevision.com)

Kim Koenigs: Permitting
(kkoenigs@mcclurevision.com)



Before



OVERVIEW

In 2006 the City of Fort Dodge complete the Envision 2030 document which is a 20-year plan for the community. The information was based on surveys from the community and information gathered from other communities. One of the areas identified as a weakness was the lack of trails and bicycle-friendly streets to provide access to recreational and social amenities. The City worked in conjunction with the County and the public developed a Trails Master Plan. The goal was to connect as many areas of town to parks, schools, and social amenities as possible with the resources available. With the Trails Master Plan, the City was able to prioritize the construction of each segment. McClure worked with the City of Fort Dodge and key players in the community to help develop the Trails Master plan. We assisted with obtaining funding and provided the design on various trail segments. Funding was secured to initiate the first phase of the trail network and after three years there has been nearly 12 miles of trail constructed. Part of the success was the ability to leverage funding sources to apply for additional funding. Of the \$6.7 million dollars spent, the local community contributed \$3.2 million. Throughout the planning, design and construction, McClure was a strong partner with the City. We worked closely with the public and ensured that construction proceeded smoothly for everyone involved.

COMPLETION DATE

2013

REFERENCE

Chad Schaeffer, PE
City Engineer
515.576.3601

TEAM MEMBERS

Tom Stovie: QA/QC Director
(tstovie@mcclurevision.com)

Brian Sandberg: Civil Engineering
(bsandberg@mcclurevision.com)



PLYWOOD TRAIL PLANNING

LE MARS, MERRILL, HINTON, AND SIOUX CITY, IOWA



OVERVIEW

In an effort to increase quality of life, and promote tourism, the cities of Le Mars, Merrill, Hinton, and Sioux City conceived the idea of connecting their respective communities with a recreational trail. The existing trail networks in Le Mars and Sioux City, with the addition of the 16-mile connection, will provide residents of all four communities' and Plymouth and Woodbury counties access to over 50 miles of paved trails. Branded the "Plywood Trail" the effort has been championed by a group of volunteers which make up the Plywood Trail Committee. This nonprofit group will continue to advocate and seek funding for the construction and maintenance of the trail through a multiyear planning, design, and construction effort. McClure is leading the preliminary planning and design phase of the project. Public outreach has been a major highlight of the effort. While the project has had consistent support from the cities, the county residents have had many questions and concerns which are being addressed through public meetings and open houses. A major component of this project is the "Source and Use of Funds" prepared by McClure.



COMPLETION DATE

2017 - Ongoing

REFERENCE

Ryan Meyer, Chair Plywood Trail Committee
712.500.5841
rjmeyer2@bluebunny.com

TEAM MEMBERS

Jay Burress: Civil Engineering
(jburress@mcclurevision.com)

Cody Forch: Civil Engineering
(cforch@mcclurevision.com)

CARLISLE NATURE TRAIL

CARLISLE, IOWA



OVERVIEW

The City of Carlisle was ready to move forward with the first phase of the trails identified in the "Trails Master Plan". However the funding of the trail still needed to be addressed. To make a meaningful expansion of the trail system the City needed to find funding for the \$3.2 million project which included a new bridge over the North River, an underpass of Scotch Ridge Road, Scotch Ridge Nature Park Wetlands, and just over 3 miles of trail construction. McClure worked with the City to assemble a financing package which for the trail which would minimize the city funds required for completion, and allow for construction of a project which would positively impact the community.

The final financing package ultimately leveraged a 10% local city contribution for construction of the \$3.2 million project. The project route ultimately started at the future connection point of Greater Des Moines Trail system, and connected Scotch Ridge Nature Park, Danamere Farms Iowa Natural Heritage Foundation Site, Carlisle Middle School, Danamere Farms Conservation Development, Lindhart Park, Carlisle Aquatic Center, and the Summerset Trail.



COMPLETION DATE

2017

TEAM MEMBERS

Jeff Schug: Civil Engineering
(jschug@mcclurevision.com)

REFERENCE

Andy Lent
City of Carlisle
515.989.3224



OVERVIEW

The Hoover Nature Trail project was 6 miles of hard surface trail that extends from the City of Solon to Seven Sisters Road in Johnson County. This trail segment was dubbed the “missing link” of the Hoover Trail. Once completed, trail users would have access to over 200 miles of trail networks. This project connected the Cedar River Trail, Cedar Valley Nature Trail, and the Hoover Trail to form an essential part of the American Discovery Trail in Eastern Iowa. The project included three bridges, a box culvert, numerous drainage pipes, and a trail underpass.

Working with the US Army Corps of Engineers, the IowaDNR, the City of Solon, and Johnson County Conservation Board, McClure developed a final alignment that highlights historically significant and naturally significant features along the corridor while providing a safe connection along well traveled county roads. Through diligent and continued multiagency coordination, NEPA clearance was obtained in November 2015 for the entire project corridor. This clearance included several Section 4(f) evaluations, wetland delineation, and threatened and endangered species coordination. The overall project was constructed in three segments.



COMPLETION DATE

2016

TEAM MEMBERS

Bryan Benjamin: Civil Engineering
(bbenjamin@mcclurevision.com)

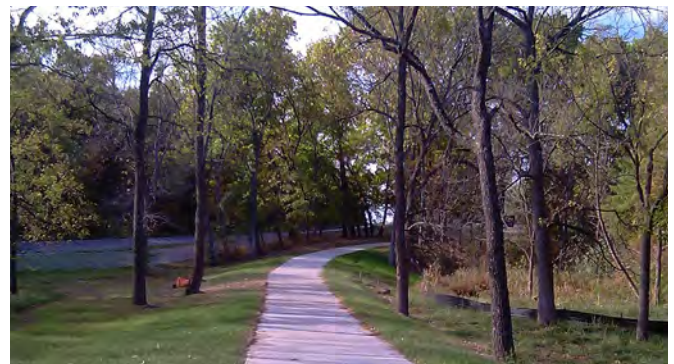
REFERENCE

Larry Gullett
Executive Director, JCCB
319.645.2315



BLUE RIVER TRAIL

KANSAS CITY, MISSOURI



The Blue River Valley has tremendous potential as an alternative transportation route. Augmented by the natural resource potential of the corridor, the bike/pedestrian trail in progress along the river is an important addition to the regional system, eventually connecting areas of southeast Kansas City to the Missouri River and points north.

The central section, from Swope Park to Truman Road, is particularly important in that it has the potential to connect urban core neighborhoods to the rest of the region and to commercial and industrial centers in the Blue River area.

Vireo has provided trail master planning, environmental permitting, community engagement, design and construction documentation for nearly 30 miles of trail along the river over the course of 12+ years.

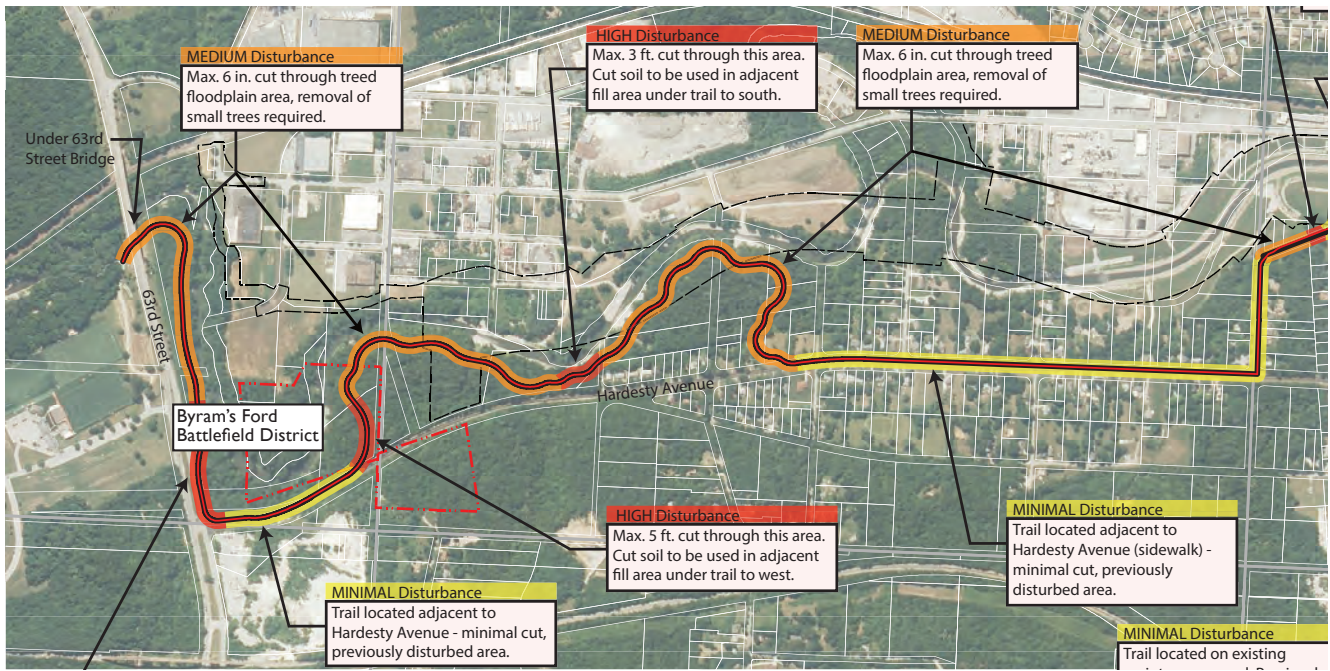
CLIENT REFERENCE

City of Kansas City, MO
 Richard Allen, Project Manager
 4600 W 63rd Street
 Kansas City, MO 64130
 (816) 513-7713
 richard.allen@kcmo.org

TEAM MEMBERS

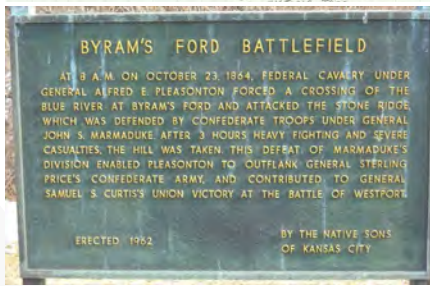
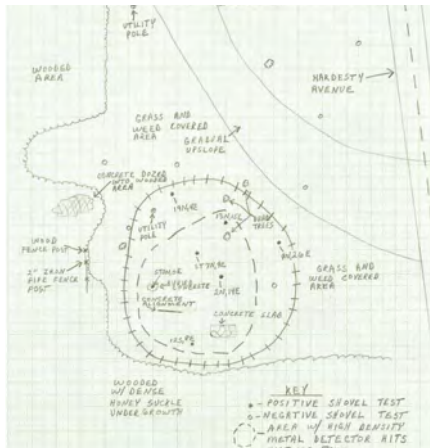
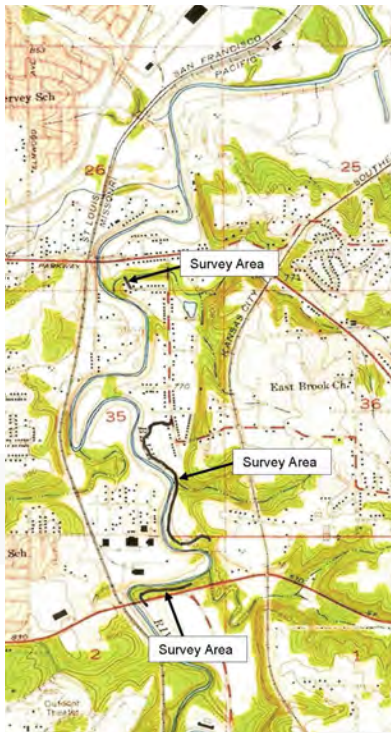
Steve Rhoades: Project Manager
 (steve@bevireo.com)

Laurie Brown: Environmental Permitting and
 NEPA Documentation Lead
 (laurie@bevireo.com)



Blue River Trail - NEPA/Section 106 Compliance

Kansas City, (Jackson County) Missouri



Integration of environmental values into the decision-making process is part of Vireo's founding philosophy. Our process, like the National Environmental Policy Act (NEPA), incorporates natural and cultural resource protection into all aspects of a project for their intrinsic and functional value to current and future generations.

During the design of the 10-mile multi-use Blue River Trail within Kansas City, Missouri, it was determined the trail would be traversing an important historic area known as the Byram's Ford Historic District (listed in the National Register of Historic Places), which includes the Big Blue (Byram's Ford) Battlefield. The trail alignment was determined in coordination with the Phase One Archeological Survey to ensure the alignment would avoid impacting cultural and archeological resources. Additionally, locations were identified for the placement of historic markers and interpretive signage for trail users to experience the importance of the area. The Vireo Team completed all required NEPA and Section 106 compliance documents prior to construction of the trail.

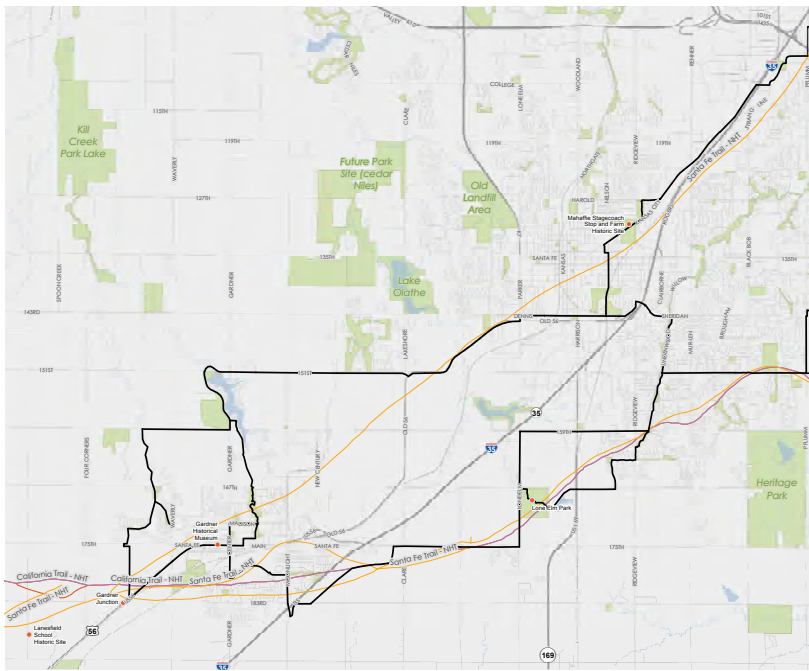
TEAM MEMBERS

Steve Rhoades: Project Manager
(steve@bevireo.com)

Laurie Brown: Environmental Permitting and NEPA Documentation Lead
(laurie@bevireo.com)

Landscape Architecture | Planning | Design

vireo



Contact

Mid-America Regional Council

Marlene Nagel
816.474.4240
mnagel@marc.org

TEAM MEMBERS

Steve Rhoades: Principal-in-Charge
(steve@bevireo.com)

Laurie Brown: Trail Assessment, Plant Palettes,
Documentation Quality Control
(laurie@bevireo.com)

National Park Service 3 Trails Corridor Kansas City Metro



The 3-Trails Corridor traces through what is today the Kansas City Metro. Vireo was contracted through the Mid-America Regional Council to provide local outreach and design coordination assistance to the National Parks Service (NPS) for this National Historic Trail.

This project was drafted with the help of over two dozen local agencies throughout a multi-year process. Working individually with each municipality and leading three regional meetings, Vireo developed trail design elements to guide future trail efforts and reflect the needs voiced by each community. After several iterations, a final alignment was located to fully link the Missouri River to Gardner, Kansas.



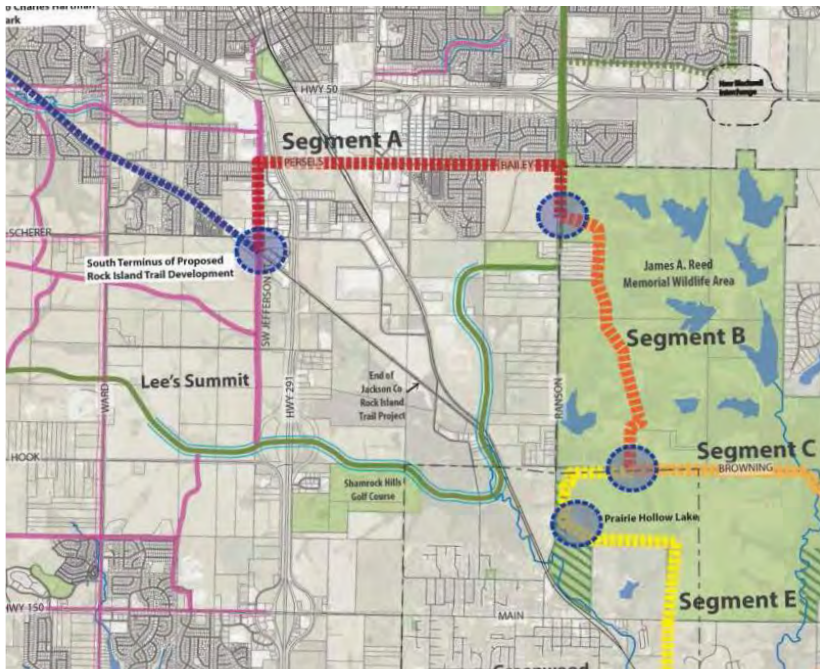
Typical cross sections were designed for various multi-use and single use trail conditions in neighborhoods, parks, and downtown areas alongside stream networks or roadways. Additional trail design elements developed through this project include:

- Decorative sidewalks, crosswalks, and surface materials
- Ground plan navigation tiles
- Typical trailhead or transit stops
- Tree, shrub, perennial, and grass species suggestions

Kansas City | Omaha
www.BeVireo.com



Landscape Architecture | Planning | Design



Client

Steve Casey, Superintendent of Park Planning
Parks and Recreation

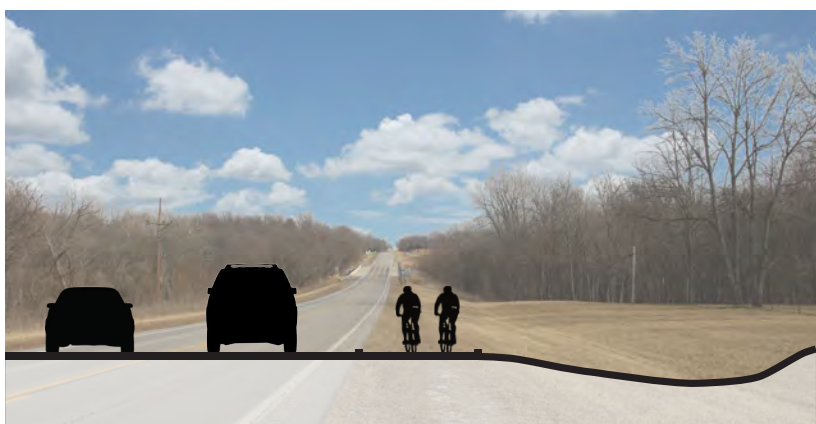
220 S.E. Green Street
Lee's Summit, MO 64063
816-969-1507
Stephen.Casey@cityofls.net

TEAM MEMBERS

Steve Rhoades: Principal-in-Charge
(steve@bevireo.com)

Laurie Brown: Project Manager
(laurie@bevireo.com)

Lee's Summit Hartman Park / South Trailhead
Lee's Summit, Missouri



Vireo worked with the Lee's Summit Parks and Recreation Board to identify alternative bicycle/pedestrian routes to connect the Lee's Summit greenway system to the Rock Island Trail through Lee's Summit and to the Rock Island Spur of the Katy Trail State Park in Pleasant Hill, Missouri.

The goal of the planning team's effort was to provide a more functional and safer route for cyclists to make the trail connection through Lee's Summit to Pleasant Hill than currently exists. This study focuses on making connections from the Lee's Summit greenway system to the southern end of the Jackson County Rock Island Trail project, southeast to the Missouri Pacific Railroad (MOPAC) trail in the City of Pleasant Hill that ends at the southern end of Pleasant Hill City Lake. The MOPAC trail connects to the Rock Island Spur of the Katy Trail at the southern end of the city of Pleasant Hill.



TRAILS BEFORE HIGHWAYS



Santa Fe, Oregon and California National Historic Trails

3-Trail Corridor: Minor Park Segment
Board of Parks and Recreation Commissioners, Kansas City, Missouri
National Park Service

Why Did The Historic Trails Go Where They Went?

When Mexico won its independence from Spain in 1821, trade with the United States soon followed. William Becknell and five companions from the Franklin, Missouri area were the first to use the Santa Fe Trail and to receive a welcome to sell their goods in Santa Fe. Becknell followed ancient Native American migratory routes paralleling the Missouri River. After visiting Fort Osage he crossed the Big Blue River in today's Swope Park. Crossing the State Line near today's 7th Street, the trail continued through Johnson County, Kansas to Lone

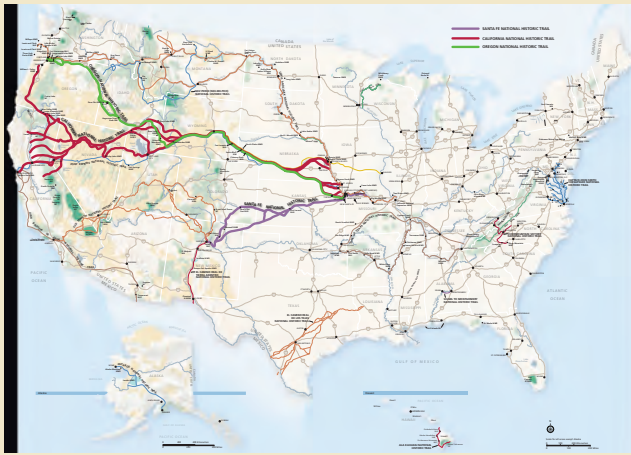
Courtesy of Peter Newark Pictures
The Bridgeman Art Library



Independence & Westport Routes

With the founding of Independence in 1827, the Independence Route began to evolve the following year going south from Independence along the corridor that is now Blue Ridge Boulevard and crossing the Big Blue River near what is now 151st Street. By the early 1840s, the route had adjusted to come off Blue Ridge sooner and cross the Big Blue River at this location, the area now known as Red Bridge. After crossing the river, the trail continued southwest to cross the state line near what is now 22nd Street in New Santa Fe then continued on to Lone Elm.

John McCoy founded Westport in 1834 and also Westport Landing at the foot of Main Street on the Missouri River in downtown Kansas City. The Westport Route of the Santa Fe, Oregon, and California Trails then went south and west across the Missouri River and jumped off at Council Bluffs, Iowa. The Santa Fe Trail remained active on the Westport Route until replaced by railroads in the late 1860s.



Map Courtesy of National Park Service

Ridges & Rivers

Ridges and rivers to a great extent influenced where trails went. In Missouri and Kansas, staying on ridges and avoiding rivers until forced to cross them was the pattern. In the spring frequent muddy conditions pushed travelers to high ground where grass was plentiful.

At the west end of this bridge in Minor Park, the historic trail ruts leading to high ground from the Big Blue River can still be seen.

As the trails progressed west, water, grass for the animals, and wood for fuel became more scarce. Then the trails moved closer to the rivers.

At the west end of this bridge in Minor Park, the historic trail ruts leading to high ground from the Big Blue River can still be seen.

Reference

3-Trail Corridor
Trailside Center and
the Historical Society of
New Santa Fe

Ann O'Hare, Director
816-942-3581
ann.ohare@sbcglobal.net

TEAM MEMBERS

Steve Rhoades: Principal-in-Charge
(steve@bevireo.com)

Laurie Brown: Trail Assessment, Plant Palettes,
Documentation Quality Control
(laurie@bevireo.com)

NPS National Historic Trails - Interpretive Panels and Exhibits

Kansas City Metropolitan Area

RIVER CROSSINGS AND RED BRIDGES



Santa Fe, Oregon and California National Historic Trails



Visiting the Trails Today

The Santa Fe, Oregon and California Trails had a significant role in the history of the United States and have been designated by Congress as National Historic Trails. The National Park Service partners with the owners to preserve the

There is a large camp below on the Blue, badly afflicted with cholera, of which five have died, two of them last night. There is quite a populous graveyard at the crossing of the Big Blue, and numerous single graves along the trail.

Source: White, A. W. on May 10, 1851

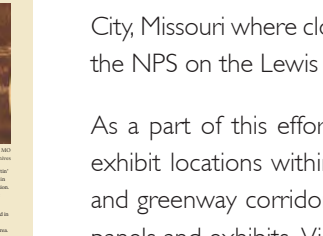
Crossing Rivers and Streams

Crossing rivers and streams is covered region before the construction of bridges was difficult and dangerous. In the early days, river crossings were made by wading, swimming, or using animal skins and ropes. Bridges were constructed and across large bodies of water. As the trails progressed west, water, grass for the animals, and wood for fuel became more scarce. Then the trails moved closer to the rivers.

"We traversed about four miles to a small creek which is called 'Blue Creek', and finding the waters so much swollen by the late heavy rains, that it was not fordable, we encamped in a narrow, timbered bottom, a hundred yards from the stream." - Edwin Bryant on his way to California on May 1, 1846

Red Bridges

In 1852, a red bridge called a 'Red Bridge' was built by Colonel George N. Todd, a 56-year-old Scottish immigrant. The 100-foot-long covered wooden bridge on stone piers was built just downstream from today's bridge at the actual trail crossing. It was named 'Red' because the origin of 'Red Bridge'.



A detailed bridge replaced the 1852 red bridge and was destroyed by Thomas in 1913 during the Civil War. It still stands today before the current Red Bridge. The current Red Bridge was completed in 2011 in order to better accommodate trail and public access to the area.

PEOPLE AND THE TRAILS



Santa Fe, Oregon and California National Historic Trails

1 General and Politician

Alexander Doniphan (1818-1887)

Doniphan was one of the first American soldiers to cross the Santa Fe Trail. He was a general in the Mexican War. He was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. He died in 1887 and is buried in Fairview Cemetery near Liberty in the County.

2 Susan Magoffin (1827-1855)

Susan Magoffin was one of the first American women to cross the Santa Fe Trail. She was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. She died in 1855 and is buried in Fairview Cemetery near Liberty in the County.

3 John Calvin McCoy (1811-1889)

John Calvin McCoy established Westport Landing, which by the 1840s became the second largest trading town in the West. He was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. He died in 1889 and is buried in Union Cemetery.

4 Don Felipe Chavez (1814-1900)

Don Felipe Chavez was a merchant and trader. He was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. He died in 1900 and is buried in Union Cemetery.

Trail Traveler and Author

John Magoffin was one of the first American women to cross the Santa Fe Trail. She was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. She died in 1855 and is buried in Fairview Cemetery near Liberty in the County.

Merchant and Trader

John Calvin McCoy established Westport Landing, which by the 1840s became the second largest trading town in the West. He was a member of the Missouri State Legislature and served in the Missouri General Assembly in 1846, 1848, and 1850. He died in 1889 and is buried in Union Cemetery.

Key Map

The Key Map shows the location of the Red Bridge and the trail crossing. It includes a legend for the trails and the bridge.

Trail Crossing and Red Bridge Interpretive Exhibit

The exhibit is located at the Red Bridge and the trail crossing. It includes a map and a description of the bridge and the trail.

For nearly 15 years, Vireo has worked with the National Parks Service (NPS), National Trails Intermountain Region to implement segments of the Oregon, California and Santa Fe National Historic Trails in the Kansas City metropolitan area. Vireo has also been involved with the establishment of the Riverfront Heritage Trail in Kansas City, Missouri where close coordination was required with the NPS on the Lewis and Clark National Historic Trail.

As a part of this effort, Vireo has designed interpretive exhibit locations within selected city owned parks, trails and greenway corridors. When creating the interpretive panels and exhibits, Vireo wrote copy and created maps and graphics while adhering to the NPS standards for graphic layout, fonts and styles, and ADA compliance.

Oregon, California & Santa Fe Trails:

- Schumacher Park Exhibits
- Hickman Mills Trail and Exhibits
- 3-Trail Corridor Interpretive Panels
- Blue River Crossing Interpretive Panels and Exhibits
- McCoy Park Exhibits



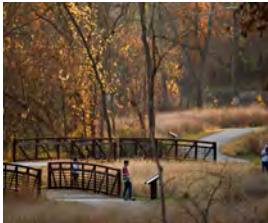
Landscape Architecture | Planning | Design

Trail Planning, Design, & Construction Experience



Trail Planning Experience

National Parks Service - 3-Trails Corridor | Kansas City Metro (MARC)
 Liberty Trail Planning | Liberty, MO
 3-Trails - 6th District PITC Study | Kansas City, MO
 Clay County Trails Planning | Clay County, MO
 MARC Bike and Pedestrian Plan | Kansas City Metro (MARC)
 Overland Park Bike Master Plan | Overland Park, KS
 Brush Creek – Blue River Confluence Trail | Kansas City, MO
 Trails KC | Kansas City, MO
 Bike KC | Kansas City, MO
 Little Blue River Trail Planning – Longview to Bannister Road | Kansas City, MO (USACE)
 Missouri River Trail Master Plan | Platte County, MO (USACE)
 Riverfront Heritage Trail – | Kansas City, MO
 Riverfront Heritage Trail – Spirit of Kansas City Scenic Byway | Kansas City, MO
 Riverfront Heritage Trail – Art Master Plan | Kansas City, MO
 MetroGreen | Kansas City Metro (MARC)
 Line Creek Trail | Riverside, MO
 Line and Second Creek Trail Study | Kansas City, MO
 Rocky Branch Trail Alignment | Kansas City, MO
 Pleasant Hill Trail Master Plan | Pleasant Hill, MO
 Harrisonville Trail Master Plan | Harrisonville, MO
 Lenexa Trail Master Plan | Lenexa, KS
 West Lenexa Trail Master Plan | Lenexa, KS
 Lee's Summit Greenway Master Plan | Lee's Summit, MO
 WAMPO Bicycle and Pathways Plan | Wichita, KS



Trail Design and Construction Experience

Missouri Riverfront Trail – Front Street to Chouteau Parkway | Kansas City, MO (MoDOT)
 Forest Park Trail | Parsons, KS (KDOT)
 152 Trail – Amity to Maple Woods Parkway – 6 Phases | Kansas City, MO (MoDOT)
 Blue River Trail - Swope Park to Colorado Ave Bridge | Kansas City, MO (MoDOT)
 Blue River Trail - Colorado Ave Bridge to Stadium Drive | Kansas City, MO (MoDOT)
 Blue River Trail - Stadium Drive to Truman Road | Kansas City, MO (MoDOT)
 Blue River Trail - 103rd Street to Alex George Lake | Kansas City, MO (MoDOT)
 Smithville Lake – Little Platte Trail | Clay County, MO (MoDOT)
 Pleasant Hill – Mo Pac Trail – Downtown to Lake Pleasant Hill | Pleasant Hill, MO (MoDOT)
 Pleasant Hill – Mo Pac Trail – Downtown to Fairgrounds | Pleasant Hill, MO (MoDOT)
 Truman Farm Home Trail | Grandview, MO (MoDOT)
 Line Creek Trail – Riverside to Hwy 152 – 4 Phases | Kansas City, MO (MoDOT)
 Line Creek Trail – 64th Street Trailhead | Kansas City, MO
 Second Creek Trail – 4 Phases | Kansas City, MO (RTP)
 Missouri Riverfront Levee Trail – Front Street to Chouteau Parkway | Kansas City, MO (MoDOT)
 Missouri Riverfront Levee Trail – Riverside to Parkville | Platte County, MO (USACE, RTP)
 3-Trails - 91st to 93rd Street Trail | Kansas City, MO
 3 Trails- Hickman Mills School District | Kansas City, MO
 3 Trails- Marion Park | Kansas City, MO
 3 Trails- Avila University | Kansas City, MO
 3 Trails- Triangle Trail | Kansas City, MO
 Riverfront Heritage Trail – Freedom Mall | Kansas City, MO (RTP)
 Riverfront Heritage Trail – River Bluff Park | Kansas City, MO
 Python Court Trail Extension | Columbia, MO (MoDOT)
 Rolling Ridge Trail | Olathe, Kansas (KDOT)
 Turkey Creek Trail Extension | Merriam, KS
 Coon Creek Trail | Lenexa, KS (KDOT)
 Black Hoof Park Trail | Lenexa, KS (KDOT)
 Southview Trail | Liberty, MO (MoDOT)
 Wilshire Trail | Liberty, MO (MoDOT)
 Westborough/Cantebury Trail | Liberty, MO (MoDOT)
 Cates Branch South Trail | Liberty, MO (MoDOT)
 Discover the Path to Wellness Trail – Liberty Hospital | Liberty, MO (MoDOT)
 Fishing River Trail | Excelsior Springs, MO (MoDOT)
 Elms Hotel Trail | Excelsior Springs, MO (MoDOT)
 Fishing River Trail | Kearney, MO (MoDOT)
 Nall Park Walking Trail | Roeland Park, KS
 Mize Park Trail | Lenexa, KS
 Amity Woods Nature Park Trail | Kansas City, MO
 Platte Purchase Park Trail | Platte County, MO



Landscape Architecture | Planning | Design

The image features a blue background with a white horizontal band in the center. The blue areas are filled with a complex, low-poly geometric pattern of triangles and polygons in various shades of blue. The white band is a solid, uniform color.

SECTION 5

5. ORGANIZATIONAL CHART + RESUMES

Over the years, McClure has honed its ability to perform a range of services needed to develop and deliver multi-disciplinary projects. We leverage our staff resources to create the project team that is best aligned with the size and scope of each project. What makes us different? It's our ability to provide these comprehensive services with a hands-on, personal touch. We build long-lasting relationships with our clients and partners that better enable us to innovate and find cost-effective solutions for any issues that arise. To us, Jackson County is not just another client; it is our collective future.



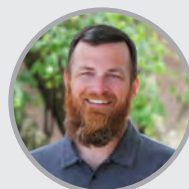
MATT EBLEN, PE, LEED AP
PROJECT MANAGER + POINT OF CONTACT
+ HYDRAULICS



STEPHEN RHOADES, PLA
TRAIL PLANNING + DESIGN



JIM SCHUESSLER, FASLA, PLA
TRAIL AMENITIES



AARON MCVICKER, PE
BRIDGE DESIGN



KIM KOENIGS
MoDOT PERMITTING
SPECIALIST



LAURIE BROWN
NEPA COMPLIANCE +
CONSERVATION



NILESH LAL, PE
GEOTECHNICAL ENGINEER



JEFF LOVELACE, PLS
LAND SURVEYOR



MATT EBLEN, PE, LEED AP

PROJECT MANAGER + HYDRAULICS + POINT OF CONTACT

Matt Eblen has been working for McClure since 1995, during which time he has honed his expertise on projects in both the public and private sectors. As a project manager working on trails for cities & counties, he has developed an eye at making conceptual plans into realistic designs based on his experience. This allows him to manage any accessibility, grading or utility concerns. Matt is also a LEED accredited professional, allowing him to apply principles of sustainable design to the civil engineering aspects of any project. Matt has provided design and management for many trail projects, and brings experience with local and state agencies to make proposed trails into a reality. Matt also brings an accomplished knowledge of the intricacies of stormwater management from both a quantity and quality standpoint. Quantity comes into play when placing and sizing bridges/culverts within flood zones and maintaining no-rise conditions when necessary. Quality to the stormwater is achieved by creating treatment areas via BMP's to clean, cool & convey the stormwater runoff before it leaves the site.

REGISTRATION(S)

PE: KS, MO

LEED Accredited Professional

EDUCATION

MS, Civil Engineering
University of Kansas

BS, Civil Engineering
University of Kansas

YEARS OF EXPERIENCE

26

OFFICE LOCATION

North Kansas City, MO

RELATED PROJECT EXPERIENCE:

- Rock Island Trail – Jackson County, MO
- Longview Lake Trail – Jackson County, MO
- Excelsior Springs Bike Trail – Excelsior Springs, MO
- Vivion Road Trail East – Riverside, MO
- Line Creek Connector – Riverside, MO
- Ward Park Bike Trail – Blue Springs, MO
- Barry Road – Kansas City, MO
- Northwood Road Improvements – Riverside, MO
- Renner Brenner Park Improvements – Riverside, MO
- Prairie Creek Greenway, Multiple Phases – Platte County, MO
- Line Creek Bridge – Riverside, MO
- Riverfront Master Plan – St. Joseph, MO
- KCMO TIF Projects (Platte Purchase Drive, Tiffany Springs Road, Line Creek Parkway with Water and Sewer Extensions) – Kansas City, MO
- Platte Landing Park, Master Plan – Parkville, MO
- St. Joseph Riverfront Master Plan – St. Joseph, MO





STEPHEN RHOADES, PLA

TRAIL PLANNING + DESIGN

With years of professional experience Steve has become a recognized leader in the field of greenway, trail and park systems. Steve has served as liason to Mid-America Regional Council for the implementation of MetroGreen the regional greenway system for the Kansas City metropolitan area. He has been instrumental in the implementation of several local greenway systems including Missouri Riverfront Trail in Platte County, Line and Second Creek Trail in Kansas City, the 3-Trails Corridor in south Kansas City and the Riverfront Heritage Trail in Kansas City. Steve was a founding member of Bike Walk KC and also serves on the Boards of the Regional Transit Alliance and Kansas City River Trails. For six years he served as a member of the Missouri Trails Advisory Board which is responsible for awarding Recreational Trail Program (RTP) grants for the State of Missouri.

REGISTRATION(S)

RLA: CO, IA, KS, MO, NE, OK

Certified Bike Safety Instructor

EDUCATION

Knight Fellowship + Community Building University of Miami Certification, National Charrette Institute Charrette Planner

BLA, Landscape Architecture Kansas State University

YEARS OF EXPERIENCE

26

RELATED PROJECT EXPERIENCE:

- Missouri Riverfront Trail, Front Street to Chouteau Parkway – Kansas City, MO (MoDOT)
- Blue River Trail, 103rd Street to Alex George Lake – Kansas City, MO (MoDOT)
- Lee’s Summit Greenway Trails Master Plan – Lee’s Summit, MO
- 152 Trail, Amity to Maple Woods Parkway, 6 Phases – Kansas City, MO (MoDOT)
- National Parks Service, 3-Trails Corridor – Kansas City Metro (MARC)
- 3-Trails, 6th District Trails Study – Kansas City, MO
- MARC Bike and Pedestrian Plan – Kansas City Metro (MARC)
- Trails KC Plan – Kansas City, MO
- Little Blue River Trail Planning, Longview to Bannister Road – Kansas City, MO (USACE)
- Riverfront Heritage Trail – Kansas City, MO
- Leavenworth and SW Johnson County Transit Plans – Leavenworth Co. and Johnson Co., KS
- Topeka Pedestrian Master Plan – Topeka, KS
- Overland Park Safe Bicycle Use Outreach – Overland Park, KS
- Greater Kansas City Regional Bike Plan – Kansas City, MO
- MetroGreen, Greenway and Trail Planning – Kansas City, MO





JIM SCHUESSLER, FASLA, PLA, ENV SP, LEED AP TRAIL AMENITIES



As an industry leader, Jim is dedicated to transforming sites and communities throughout the Midwest and beyond inspiring designers, clients and contractors to be both thoughtful and transformative. He consistently works to develop new and progressive ways of solving design challenges. He is a versatile leader with project responsibilities ranging from site programming and analysis to master planning and design leadership. His expertise includes stormwater best management practices (BMPs), urban planning and design of environmentally sustainable landscapes. Over the past few years, Jim has been providing project management and project design for various parks and recreation departments and school districts.

REGISTRATION(S)

PLA: KS, MO

Envision Sustainability Professional

LEED Accredited Professional
CLARB

EDUCATION

MArch, University of Kansas

BLA, Kansas State University

YEARS OF EXPERIENCE

26

**Project completed under previous employment*

PROJECT EXPERIENCE:

- Missouri S&T Pedestrian Promenade – Rolla, MO
- Briarcliff Greenway Trail – Kansas City, MO*
- Hidden Valley Park Design and Trail – Kansas City, MO*
- Jerry Smith Park Trail Design – Kansas City, MO*
- Fairfax Levee Trail Planning – Kansas City, KS*
- Raymore Parks Master Plan Design Support – Raymore, MO
- Raymore Hawk Ridge Park – Raymore, MO



AARON MCVICKER, PE BRIDGE DESIGN



Aaron has 16 years of experience in roadway design, hydraulic design, railroad coordination, and design review for structures owned by Missouri Department of Transportation's (MoDOT) Local Public Agencies. He spent six years with MoDOT and successfully brought roadway realignment, bridge replacement, roadway rehabilitation, pedestrian access (ADA), intersection, on-call guardrail, and hydrologic design projects from design through the construction phase. Aaron's responsibilities with McClure as a Project Manager and now Team Leader have included client communication and development, delivering an array of bridge projects for Local Public Agencies, roadway rehabilitation, Sidewalks (ADA), bridge inspection services, and various other project types as needed. He is a certified Bridge Inspection Team Lead and has completed the following National Highway Institute (NHI) courses—130054: Engineering Concepts for Bridge Inspectors, 130055: Safety Inspection of In-Service Bridges, 130078: Fracture Critical Inspection Techniques for Steel Bridges, and OSHA and Fall Protection training.

REGISTRATION(S)

PE: MO, KS, IA, OK

MoDOT Local Agencies Basic Training

OSHA General Industry Certification

EDUCATION

MBA, Civil Engineering
William Woods University

BS, Civil Engineering
University of Missouri

YEARS OF EXPERIENCE

16

RELATED PROJECT EXPERIENCE:

- Randolph County Bridge 3670020 BRO-B088 (22) – Randolph County, MO
- Scotland County Bridge 2170011 Replacement (SMC) – Scotland County, MO
- Linn County Bridge 0190003 Replacement (SMC) – Linn County, MO
- Low Water Crossing Replacement on Kennedy Street BRO-NBIL-B061 (32) – Macon County, MO



KIMBERLY KOENIGS

MoDOT PERMITTING SPECIALIST



As a MoDOT Permitting Specialist and Project Coordinator for McClure’s bridge team. She directs professional staff regarding the required permits to ensure compliance with local, state, and federal standards. Her strong technical background, experience with data analysis, working knowledge of systems and organization skills, have supported her in mastering the art of applying and coordinating permits within the principles of safe and reliable design for McClure’s clients. She is also responsible for preparing submittals, land owner meeting preparation, advertising for bids, preparing progress invoices and reimbursement requests with the counties, Local Public Agencies (LPA) and state transportation departments.

REGISTRATION(S)

MoDOT Local Agencies
Basic Training Certificate

EDUCATION

BS, Business
Kansas State University

YEARS OF EXPERIENCE

20

RELATED PROJECT EXPERIENCE:

- Bridge Replacement, BRO-B008 (15); Bridge No. 0210010 – Benton County, MO
- Bridge Replacement, BRO-B014 (25); Bridge No. 444016 – Callaway County, MO
- Soft Match Credit, Bridge Replacement; Bridge No. 2300017 – Cass County, MO
- Johnson County J. 5-10.0 Bridge – Johnson County, KS
- KCP&L Utility Bridge Inspection – Kansas City, MO
- On-Call Services – North Kansas City, MO



Laurie Brown, LEED AP

NEPA COMPLIANCE + CONSERVATION



Laurie is an ecologist with 30 years of professional experience in natural resource, ecological and urban planning, design and public policy. She is involved in natural resources related projects including ecosystem and cultural landscape restoration, natural resource inventories, and native landscaping in KS, MO, and NE. Laurie has extensive experience in conducting biological surveys and environmental assessments, stream asset inventories, stream stabilization and restoration, and wetland design and construction. She is involved in regional and local green infrastructure planning and design, wetland delineations, environmental permitting, and native landscaping of development sites for municipalities and counties. She has provided environmental permitting services for projects for over 10 years. She is certified as a Qualified Scientist for the NE DOT, a US Army Corps of Engineers trained wetland delineator, and has training and experience in completing National Environmental Policy Act (NEPA) documentation for federal and federally funded projects. Laurie also has Rosgen Level I & II Fluvial Geomorphology training and US Forest Service Prescribed Fire training. Prior to Vireo, Laurie was the Urban Wildlife Biologist for the MO Department of Conservation’s KC region.

REGISTRATION(S)

LEED AP
Qualified Scientist (NE DOT)
NEPA Compliance
Rosgen Level I + II

EDUCATION

MA, Community Planning
Iowa State University
Grad School, Veterinary
Science, University of
Wisconsin - Madison
BS, Zoology, University of
Washington - Seattle

YEARS OF EXPERIENCE

32

RELATED PROJECT EXPERIENCE:

- Brush Creek, Blue River Confluence Ecosystem Restoration – Kansas City, MO
- Parkville Bottoms Section 1135 Ecosystem Restoration – Parkville, MO
- Johnson County Park & Recreation District, Natural Resource Plan and Maintenance Plan – Johnson County, KS
- Prairie Band Pottawatomie Nation, Land and Water Management Plan and Integrated Feasibility Study – Mayetta, KS



NILESH LAL, PE GEOTECHNICAL ENGINEER

Nileshe has over 21 years of experience in geotechnical engineering, performing numerous investigations and preparing geotechnical analyses and reports for a variety of transportation projects, including bridges, culverts and other structures, where he has provided seismic and L-Pile parameters. Nileshe manages TSi's drilling services and has expertise in practical field and laboratory experience. His construction monitoring experience includes providing solutions when difficult conditions are encountered during construction.

REGISTRATION(S)

PE: IA, MO

EDUCATION

MS, Civil Engineering
Iowa State University

BS, Civil Engineering
Victoria Jubilee Technical
Institute

YEARS OF EXPERIENCE

23

RELATED PROJECT EXPERIENCE:

- Katy Trail Bridge Replacement over Little Femme Osage Creek – St. Charles County, MO
- West Clay Road Expansion – O'Fallon, MO
- Lillian Avenue and Sidewalk Improvement – Northwoods, MO
- I-64 Improvements from I-270 to Route 340 – St. Louis County, MO (MoDOT)
- New Daniel Boone Bridge over Missouri River – St. Charles and St. Louis Counties, MO (MoDOT)



JEFF LOVELACE, PLS LAND SURVEYOR



Jeff is a principal of LOVELACE & ASSOCIATES and provides oversight to land surveying projects. His experience encompasses more than 30 years of Land Surveying service. Jeff is particularly familiar with the surveying needs associated with large and small projects specific to ALTA surveys, property boundary surveys, engineering design and as-built surveys, route surveys, control networking and construction projects relating to commercial, residential, and municipal requirements. He is focused on client satisfaction and he applies a balanced and direct approach to projects based on personal communication with clients.

REGISTRATION(S)

PLS: MO, KS

EDUCATION

Land Survey Program
Metropolitan Community
College

YEARS OF EXPERIENCE

32

RELATED PROJECT EXPERIENCE:

- NW Commerce Drive Improvements – Lee's Summit, MO
- Burns and McDonnell Headquarters, Design and Construction Layout – Kansas City, MO
- Sanitary Sewer Mapping – Blue Springs, MO
- Cedar Street Improvements, Topographic Survey – Olathe, KS
- Boundary and Topographic Surveying for David Brewer Elementary – Leavenworth, KS



SECTION 6



6. UTILIZATION PLAN + ACKNOWLEDGMENT OF RECEIPT OF ADDENDA + EXHIBIT F



OFFICE OF THE COUNTY AUDITOR
COMPLIANCE REVIEW OFFICE
415 E 12TH STREET, 2ND FLOOR
KANSAS CITY, MISSOURI 64106

(816) 881-3302
FAX (816) 881-3340
CRO@JACKSONGOV.ORG
WWW.JACKSONGOV.ORG/AUDITOR

JACKSON COUNTY, MISSOURI CONTRACTOR UTILIZATION PLAN

Bid/RFP/RFQ Number: 80-22
Bid/RFP/RFQ Title: Trail Design and Engineering Services
Contracting Department: Parks + Rec Department
Respondent: McClure

I, Matt Eblen, PE, LEED AP, of lawful age and upon my oath state as follows:

1. This Affidavit is made for the purpose of complying with the provisions of the MBE/WBE/VBE submittal requirements on the above Bid/RFP/RFQ and the MBE/WBE/VBE Program and is given on behalf of the Respondent listed above. It sets out the Respondent's plan to utilize MBE and/or WBE and/or VBE prime and subcontractors on the awarded contract.

The goals set by Jackson County, Missouri are:

9.5 % MBE 11.7 % WBE 11.7 % VBE

2. Bidder stipulates that it will utilize a minimum of the following percentages of MBE/WBE/VBE participation in the above bid:

14 % MBE 22 % WBE 0 % VBE

3. The following are the MBE/WBE/VBE Contractors to be utilized on the above-named solicitation. **Respondent maintains that it either has a formal contract or a conditional contract contingent upon award.**

Please note:

- a. If Bidder is a certified MBE, WBE, or VBE firm, it may list itself in the appropriate area below.
- b. No contractor may be listed under multiple categories below regardless of certifications.

MBE SUBCONTRACTORS

	Description	Bidder Response	
A.	MBE Firm:	Lovelace and Associates	INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub A Contract Value: \$
	Address line 1:	929 SE 3rd Street	
	Address line 2-include County:	Lee's Summit, MO 64063 (Jackson County)	
	Telephone Number:	816.347.9997	
	President/Owner:	Jeff Lovelace	
	Email Address:	jbl@lovelaceassociates.com	
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:	Surveying	
	Percentage of Contract Awarded:	8%	
B.	MBE Firm:	Tech Services to Go, Inc., DBA TSi Geotechnical, Inc.	INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub B Contract Value: \$
	Address line 1:	8248 NW 101st Terrace, Suite 5	
	Address line 2-include County:	Kansas City, MO 64153 (Platte County)	
	Telephone Number:	816.599.7965	
	President/Owner:	Denise Hervey	
	Email Address:	dhervey@tsigeotech.com	
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:	Geotechnical	
	Percentage of Contract Awarded:	6%	
C.	MBE Firm:		INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub C Contract Value: \$
	Address line 1:		
	Address line 2-include County:		
	Telephone Number:		
	President/Owner:		
	Email Address:		
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:		
	Percentage of Contract Awarded:		
		TOTAL MBE VALUE	

WBE SUBCONTRACTORS

Description		Bidder Response		
A.	WBE Firm:	Patti Banks Associates, LLC DBA Vireo	INTERNAL USE ONLY	
	Address line 1:	929 Walnut, Suite 700		
	Address line 2-include County:	Kansas City, MO 64106 (Jackson County)		Certifying Agency:
	Telephone Number:	816.756.5690		____ KCMO
	President/Owner:	Patti Banks		____ State of MO
	Email Address:			Approved: Y N
	Certifying Agency			
	Expiration Date of Certification:			Sub A Contract Value:
	Scopes of Work Utilized:	Planning, landscape architecture, design, public involvement, environmental		\$
Percentage of Contract Awarded:	22%			
B.	WBE Firm:		INTERNAL USE ONLY	
	Address line 1:			
	Address line 2-include County:			Certifying Agency:
	Telephone Number:			____ KCMO
	President/Owner:			____ State of MO
	Email Address:			Approved: Y N
	Certifying Agency			
	Expiration Date of Certification:			Sub B Contract Value:
	Scopes of Work Utilized:			\$
Percentage of Contract Awarded:				
C.	WBE Firm:		INTERNAL USE ONLY	
	Address line 1:			
	Address line 2-include County:			Certifying Agency:
	Telephone Number:			____ KCMO
	President/Owner:			____ State of MO
	Email Address:			Approved: Y N
	Certifying Agency			
	Expiration Date of Certification:			Sub C Contract Value:
	Scopes of Work Utilized:			\$
	Percentage of Contract Awarded:			
	TOTAL WBE VALUE	\$		

VBE SUBCONTRACTORS

Description		Bidder Response	
A.	VBE Firm:		INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub A Contract Value: \$
	Address line 1:		
	Address line 2-include County:		
	Telephone Number:		
	President/Owner:		
	Email Address:		
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:		
	Percentage of Contract Awarded:		
B.	VBE Firm:		INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub B Contract Value: \$
	Address line 1:		
	Address line 2-include County:		
	Telephone Number:		
	President/Owner:		
	Email Address:		
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:		
	Percentage of Contract Awarded:		
C.	VBE Firm:		INTERNAL USE ONLY Certifying Agency: _____ KCMO _____ State of MO Approved: Y N Sub B Contract Value: \$
	Address line 1:		
	Address line 2-include County:		
	Telephone Number:		
	President/Owner:		
	Email Address:		
	Certifying Agency		
	Expiration Date of Certification:		
	Scopes of Work Utilized:		
	Percentage of Contract Awarded:		
		TOTAL VBE VALUE	

ACKNOWLEDGMENT

- Respondent acknowledges that it is responsible for considering the effect that any change order and/or amendments changing the total contract amount may have on its ability to meet or exceed the subcontractor participation goals.

Good Faith Effort:

Respondent further acknowledges that it is responsible for submitting a **Good Faith Effort Form** if it will be unable to meet the participation goals. A **Good Faith Effort Form** documents the efforts a respondent puts forth to achieve the MBE and/or WBE and/or VBE goals on a project. **Simply stating that goals cannot be met is not considered sufficient.**

Contractor Modification Form:

If, at any point during the life of the awarded contract, the contractor needs to substitute an approved subcontractor a **Contractor Modification Form** must be submitted to the Compliance Review Office.

Any Good Faith Effort or Contractor Modification Form must be approved by the Compliance Review Office.

*****Contact the Compliance Review Office for assistance or to request forms.*****

I hereby certify that I am authorized to make this Affidavit on behalf of the Respondent named below and who shall abide by the terms set forth herein. I acknowledge that the assigned values determined by this CUP shall be enforceable under the contract terms and conditions.

Respondent Primary Contact: Matt Eblen MATT EBLEN

Title: Project Manager Email: meblen@mclclurevision.com

Date: 8/2/2022 Phone: 816.756.0444

Subscribed and sworn to before me this 2nd day of August, 2022.

My Commission Expires: 10-29-23
[Signature]

Notary Public
(Attach corporate seal if applicable)



For questions on this form please contact:

Compliance Review Office
816-881-3302
CRO@jacksongov.org

ACKNOWLEDGMENT OF RECEIPT OF ADDENDA

The undersigned acknowledges receipt of Addenda through and including numbers N/A* and that this Proposal is submitted in accordance with information, instructions, and stipulations set forth therein.



Signature of Respondent

8/2/2022

Date

McClure

Company Name

1700 Swift Street, Suite 100

Address

North Kansas City, MO 64116

City, State, and Zip

816.756.0444

Phone

*As of 11:00am CST on 8/2/2022, there were no addenda/exceptions posted to the Bonfire portal.

EXHIBIT F

RESPONDENT'S EXCEPTIONS
TO
SCOPE OF SERVICES
OF
JACKSON COUNTY, MISSOURI INVITATION TO BID NO. 80-22

Respondent's attention is directed to Paragraph 4 of the General Conditions of this Request for Qualifications. **READ THIS PARAGRAPH CAREFULLY.**

The following exceptions to the Scope of Services of Request for Qualifications No. 80-22 are requested by the undersigned Respondent: (Use additional pages as necessary.)

REFERENCE PARA # & PAGE #	EXCEPTION REQUESTED
	N/A

Name of Firm: McClure

Signature of Bidder: *Matt McClure*