SOUTH DAKOTA
WATERTOWN

CITY OF WATERTOWN
STREET DIVISION FACILITY

SEPTEMBER 22, 2021

TSP Architecture Engineering Planning
CONFLUENCE
infrastructure design group inc

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SOUTH DAKOTA
WATERTOWN

Qualifications to Provide Professional A/E Design Services
for Watertown Public Works Street Division New Facility

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14 W. Kemp Street
Watertown, SD 57201
(605) 884-7090
TeamTSP.com

Architecture
Engineering
Planning

September 22, 2021

Mr. Justin Petersen, Assistant City Engineer
City of Watertown Public Works
23 Second Street NE
PO Box 910
Watertown, SD 57201

RE: Street Division New Facility

Dear Mr. Petersen and Selection Committee Members,

A good partnership is the key to a successful project. The City of Watertown and TSP have a strong relationship and a history of working together to make Watertown better. Our partners on this proposal, Infrastructure Design Group and Confluence, also have a great deal of experience working for the City and in the Watertown community.

The recently completed Animal Care Building at Bramble Park Zoo is an excellent example of what we can do together. The facility not only supports numerous critical functions but also is a beautiful, durable legacy building that was completed on time and under budget.

No other design team can offer the same commitment to our community. I am personally invested in Watertown's future. I understand how important it is that the City be seen as a wise steward of public dollars for high-visibility projects. Our ongoing shared work on the new City Hall gives me a strong background in the continuity of vision from the previous government structure to the new administration.

Our team and I have the experience, knowledge, and passion to help you select the best site and solutions for the new Street Division Facility. Senior Architect Sean Ervin will facilitate early planning sessions for both the location and its building. He's filled that same role for public health and safety, EMS, vehicle, and administrative-office projects in Sioux Falls, Brookings, and Bryant, among others.

Together, we'll develop and deliver a Street Division Facility that safely and efficiently serves the City of Watertown for generations to come. We look forward to continuing the conversation and encourage you to reach out if we can provide any additional information at this stage.

Sincerely,
TSP, Inc.

Tadd Holt, PE
Principal & Project Manager
HoltTM@TeamTSP.com
(605) 881-7881

TSP FAST FACTS

FOUNDED 1930

Main Contact
Tadd Holt, PE
Principal & Project Manager
HoltTM@TeamTSP.com
(605) 881-7881

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In Watertown: Since 2018
Other Offices: Sioux Falls & Rapid City, SD; Omaha, NE; Rochester, MN
Online: www.TeamTSP.com

SUB-CONSULTANTS

TRUSTED PARTNERS

CONFLUENCE

SITE & LANDSCAPE DESIGN

Confluence comprises landscape architects, urban designers, and planners. The staff of 60+ includes 34 licensed landscape architects and AICP certified planners—energetic, creative, passionate people who are committed to making our communities better places to live. Confluence works on a wide range of public, educational, institutional, and private-sector projects, with landscape architects licensed to practice in South Dakota and 16 other states.

Confluence's people create places full of life. The diversity of the firm's work and expertise has become a hallmark of the company's footprint. It's a big reason clients engage Confluence again and again to help establish their next creative vision for the future. The firm's people begin by gaining an insightful and objective understanding of each project, including how it fits into the surrounding context. This includes analyzing existing conditions, identifying challenges and defining the specific issues that need to be resolved. From vision to completion, Confluence excels in collaborating to shape and achieve your "what's next"—while also planning ahead to serve your long-term strategy.

infrastructure design group inc.

CIVIL ENGINEERING

Infrastructure Design Group, Inc. (InfrastructureDG) is a civil engineering and land-surveying services firm that provides professional services to public and private clients in the southeast South Dakota region.

Founded in 2012, InfrastructureDG is considered a small firm with big experience. The company focuses on listening, providing personal service, communicating effectively, and delivering cost-effective solutions.

At the core of all successful projects is the InfrastructureDG team's inherent ability to listen to the client's needs and effectively communicate throughout the project to all stakeholders. The firm's people understand that their clients know a particular project's needs better than anyone else possibly could. With this mindset, InfrastructureDG has built a reputation of providing unmatched client service and satisfaction.

LOCAL LEADERSHIP DECISIONS

HERE FOR YOU

OFFICE LOCATIONS

Dedicated service

Our commitment to the City of Watertown builds upon our relationship and our dedication to supporting community services. We've selected the team for the Street Division New Facility based on the needed skills and experience, as well as current workloads.

Watertown

TSP, Inc. | 14 W. Kemp Street
Tadd Holt will lead this project from TSP's local office, with an estimated 17% of total project activities for the following services:

- Project Management
- Structural Engineering

Note: TSP's Watertown office also would perform the vast majority (65%) of Construction Administration phase services, which the City plans to secure under a separate contract.

InfrastructureDG | 20 S. Maple Street
An estimated 8% of total project activities for the following services:

- Civil Engineering

(If Construction Administration phase services, become a part of this contract, the percent of project activities completed from Watertown would go from 25% to 35%).

Sioux Falls

TSP, Inc. | 1112 N. West Avenue
An estimated 68% of total project activities for the following services:

- Site Assessment & Conceptual Planning
- Architecture
- Interior Design
- Mechanical Engineering
- Electrical Engineering

Confluence | 524 N. Main Avenue
An estimated 6% of total project activities for the following services:

- Site Design & Landscape Architecture

InfrastructureDG | 3241 E. Bison Trail
An estimated 1% of total project activities for the following services:

- Civil Engineering

SOUTH DAKOTA WATERTOWN

DESIGN-TEAM LEADERSHIP

TADD HOLT
PRINCIPAL-IN-CHARGE
PROJECT MANAGER
TSP

PLANNING & ARCHITECTURE

SEAN ERVIN
PLANNING LEAD
SENIOR ARCHITECT
TSP

BRENNA WIERTZEMA
INTERIOR DESIGNER
TSP

SITE DESIGN

JON JACOBSON
LANDSCAPE ARCHITECT
CONFLUENCE

CHAD HANISCH
CIVIL ENGINEER
INFRASTRUCTUREDG

ENGINEERING

TADD HOLT
STRUCTURAL ENGINEER
TSP

ROGER NIKOLAS
MECHANICAL ENGINEER
TSP

DARRELL BREN
ELECTRICAL ENGINEER
TSP

WHY TSP?

EVERYTHING JUST WORKS

DESIGN FOR THE POSSIBLE

TSP is a multidisciplinary service leader with architecture, engineering, planning, and interior-design expertise all within a single company. What began as a one-man shop in 1930 has grown into a regional employee-owned practice. We feel a deep personal accountability to one another and to providing value for our clients. It's part of why each project is so much more than a building to us: We're forging lasting relationships alongside the projects we co-create.

TSP creates cost-effective, high-value designs that meet needs today and are flexible enough to have a meaningful purpose well into the future. Our collaborative culture puts "we" before "me"—and it's the engine that drives everything we do. From a project's early stages, we apply teamwork, service, and passion to develop a thorough understanding of each client's needs. That perspective enables us to design for the possible. We align floor plans with the right building systems and interior functionality as each project takes shape.

TSP designs healthier, safer, and more dynamic places where our neighbors come together as civic partners. Every project is unique. We believe the best designs are built around—and with—the people they'll serve. Our understanding of exactly what clients need enables us to place those features precisely where they're needed. When everything just works, we give end-users the best experience.

COMPREHENSIVE EXPERTISE

TSP offers a complementary set of design, engineering, planning, and specialty services professionals who devote themselves to your success. Our experts work in concert to help you create an overarching plan and develop design concepts that get the most out of your square footage and what you can do within it—

- Architecture
- Mechanical Engineering
- Electrical Engineering
- Structural Engineering
- Technology & Security Planning
- Interior Design and FF&E Coordination
- Cost Estimating
- Total Project Cost Modeling
- Education Programming
- Facility Master Planning
- Site Planning & Design
- Sustainable Design
- Construction Documents
- Building and Life Safety Code Compliance
- Constructability Reviews
- Construction Administration
- Warranty Inspections & Reviews

RELEVANT FACILITIES WORK

PROJECTS & FEATURES THAT RESONATE

BRIGADIER GENERAL ERNIE EDWARDS READINESS CENTER
SOUTH DAKOTA ARMY NATIONAL GUARD

TSP provided services not only for this Readiness Center facility but also for a separate site utilities extension project that laid the groundwork for the full complex.

TSP engineers worked with the SDARNG-CFMO to define the complex's needs and then detail the site improvements necessary to support those functions. Water and sewer services both needed new connections to the greenfield site outside of Watertown, SD.

The presence of extremely shallow groundwater posed challenges to the design and cost estimating. Working closely with the SDARNG, TSP was able to create construction documents packages that secured a low bid well under the Owner's budget. The 51-acre site is master-planned for a future Field Maintenance Shop (FMS) and associated parking.

For the Readiness Center itself, TSP collaborated with partners at Merrick to develop space programming and schematic designs. TSP architects, engineers, and interior designers took those concepts through design development and delivered a facility created with flexibility and expansion in mind. The facility includes training spaces, a maintenance/ training bay, wash bay, administrative offices, 4,000 sf of general storage, and a 15,000 sf vehicle garage.

A 4,000 sf fueling station was built adjacent to the wash bay and the motor pool's surface parking. The Readiness Center and its various detached structures on the site were completed within the Owner's budget and timeline. The facility received LEED Silver certification.

Location | Watertown, SD

Utilities Extension (Phase 1)
Construction Cost: $699,998

Readiness Center Complex (Phase 2)
Size: 79,486 sf main building, plus related structures
Completed: June 2013
Construction Cost: $17,657,895

PUBLIC WORKS & TRANSIT OPERATIONS CENTER COMPLEX
CITY OF ROCHESTER

TSP designed this state-of-the-art facility after the City of Rochester's leaders decided to vacate the existing 70-year-old municipal garage. The City moved to a centralized fleet operation as a way to improve efficiency and reduce costs. Key issues addressed during master planning and complex design (Phases 1-5) included internal and site vehicle circulation, workflow, sharing and separation of functions, security, air quality, sustainability, and future growth.

The complex provides vehicle storage, operations, and maintenance for the Public Works and Transit fleet. It also accommodates a dispatch/office area, meeting rooms, and employee areas. The dedicated maintenance area includes fueling systems, parts and lubrication storage, air systems, hoists, and wash bays. There's also an additional Transit fleet garage and a cold-storage (unheated) building.

TSP partnered with transportation consultants from WSP to develop a master plan in 2009 and deliver this quality project to serve the greater Rochester area. It received a Committee on Urban Design and Environment Award—New Public Building from the Rochester Energy Commission in 2015.

The same team partnered for Phase 6, a bus-garage addition included in the TSP team's master plan for the site. The project expanded the complex to accommodate a larger fleet of diesel buses in the short term and includes infrastructure needed to transition to Battery Electric Buses in the future.

TSP now is at work as part of a new team developing another expansion, this time to serve the Rapid Transit program. The initiative operates looped routes continuously during the service day. This freestanding new building at the complex will house diesel buses displaced by the new 60-foot-long electric-battery buses in the main facility but also must support electric buses, including accommodations for future electric-depot charging infrastructure and maintenance bays. The project will include toilet rooms for bus operators.

Location | Rochester, MN

Master Plan through Construction (Phases 1-5)
Size: 231,100 sf new on 40-acre site
Construction Cost: $35,825,595
Completed: October 2012

Bus-Garage Expansion (Phase 6)
Size: 41,844 sf addition
Construction Cost: $3,190,000
Completed: November 2019

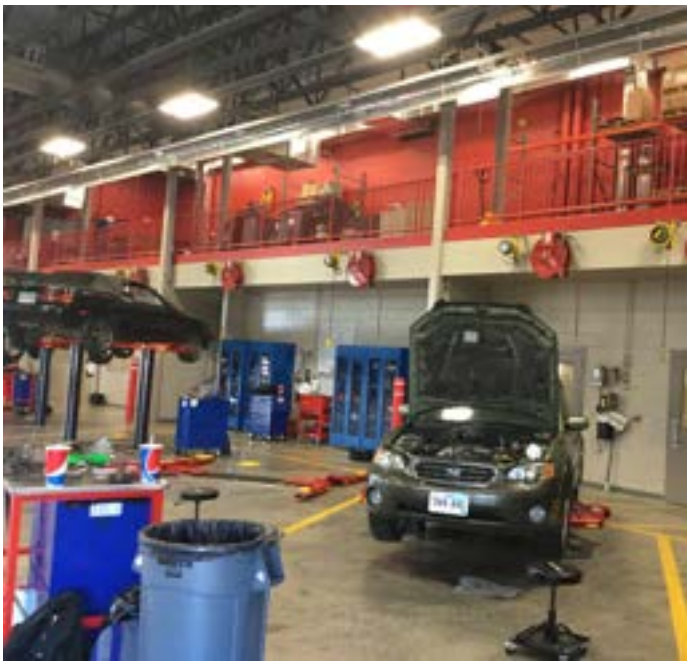
Rapid Transit Expansion
Size: 40,000 sf new (estimated)
Construction Cost: $5,000,000 (estimated)
Status: In design

NEW HEAVY-EQUIPMENT LEARNING LAB
SOUTHEAST TECHNICAL COLLEGE

An all-new laboratory facility and campus "Hub" for Southeast Tech provides two large-format laboratory environments: one for the heavy-diesel equipment program and the other, for the automotive-technology program. The layout in each accommodates one-way traffic, with overhead doors on both sides so vehicles easily can be brought in an out of the bays.

In the large-equipment area, two five-ton bridge cranes enable students and faculty to work safely and more effectively in the heavy-equipment area. In-ground lifts also were installed. The automotive-tech lab features a mix of in-ground and surface lifts. To maximize space, storage was moved from the lower level to the mezzanine. A materials lift was installed to move the equipment, which the students access through a stairway. The new facility also breakout rooms and student lounges, three traditional classrooms, and a theater-style auditorium, food court, and administrative offices.

**Contract included 27,481 sf in additions/renovations to the Ed Wood Industry & Trades Center, plus site/road upgrades.*



Location | Sioux Falls, SD

Construction Cost | $21,276,149*

Size | 90,750 sf new

Completed | December 2016

FIRE RESCUE STATION 11
CITY OF SIOUX FALLS

A housing boom in the northwest portion of Sioux Falls fast-tracked this project to provide vital life-safety services to families moving into the emerging development. Our team's architects and engineers listened to City officials and Fire & Rescue leaders to create a highly functional emergency hub and set the stage for future growth in the neighborhood.

Close collaboration with Fire Rescue staff, in particular, resulted in several enhancements to the City's standard firehouse design. Our experts solved several recurring problems at recently built fire stations and gave fire crews dependable building systems and equipment. Rigid, outboard insulation meets more stringent energy codes while keeping the station's living quarters comfortable for crew members during long shifts. Inadequate insulation in earlier designs caused interior condensation and even frost. TSP's team also worked with the garage's overhead door vendor to calibrate custom sensor settings for opening and closing sequences.

Location | Sioux Falls, SD
Construction Cost | $1,745,265
Size | 7,371 sf new
Completed | March 2015

FIRE RESCUE STATION 12
CITY OF SIOUX FALLS

Collaborating for the second new fire station in five years, TSP and the City of Sioux Falls kept the best of what worked in the our initial overhaul of Fire Rescue's old prototype. Our team reoriented the plan to fit the site and adapted certain features to fit the vision for Fire Station 12, which now serves the southeast portion of town.

There are some other important design differences, too. The newer station's apparatus bays feature glass doors that open more quickly to facilitate faster response times. Their aesthetic also blends into the surrounding residential area. Station 12 is upsized to include a storm shelter. The recent code requirement for facilities of this type gives occupants a protected space designed to withstand winds of up to 250 miles per hour.

Location | Sioux Falls, SD
Construction Cost | $2,620,000
Size | 10,200 sf new
Completed | December 2020

PRAIRIE HILLS TRANSIT REGIONAL INTERMODAL FACILITY
SOUTH DAKOTA DEPARTMENT OF TRANSPORATION

The Prairie Hills Transit Regional Intermodal Facility is divided into three operational components: administration, maintenance, and bus storage. The project received the Department's 2013 Pacesetting Project award, made on behalf of the Federal Transit Administration.

The 9,200 sf administration area is assigned to offices, a community daycare, waiting room, and ticketing. Maintenance areas occupy an additional 9,000 sf, with space for vehicle shops, employee functions, and storage of tools and consumables.

Finally, 21,550 sf of interior bus garage accommodates the existing fleet of 25 vehicles and plans for expansion capability of five more vehicles. The arrangement allows each vehicle to have an assigned space that can be accessed and exited independently. Staff may change parking patterns to house an even greater number of vehicles indoors as the fleet grows. As a whole, the project also includes 25,800 sf of parking areas and other exterior elements.

Location | Spearfish, SD
Construction Cost | $3,492,000
Size | 39,750 sf new
Completed | May 2011

TECHNICAL OPERATIONS CENTER & WAREHOUSE

MIDCO

The new Midco structure in northwest Sioux Falls serves a dual purpose for the company. Midco team members are the building's only user group, as the facility is home to offices and workspaces for technical operations team members across the region. On-site meeting/training spaces host internal gatherings of employees from many Midco facilities throughout the area. Midco President & CEO Pat McAdaragh calls it a “perfect solution” to the long-running problem of a dated, undersized facility.

The company had housed its technical operations staff in leased spaces. That arrangement provided some areas suited for Midco's needs and other areas that were less than optimal for specialized services. TSP's architects and engineers collaborated with end-users and administration to determine what worked and what needed improvement. Then, we designed the new facility's spaces around their goals—resulting in a more effective way to work. That's especially important to technicians preparing equipment for installation or other service calls.

The warehouse can serve multiple roles, including storage for "Ike," Midco Sports Network's mobile video command center. The large trailer broadcasts live events and interviews from the field, track, and court.

The new facility provides efficient interface between office and warehouse functions. The office portion of the building is traditional construction with a steel structure, masonry exterior, and metal accent panels. The warehouse is a pre-engineered metal building whose surface treatments echo those of the office space. This ties different components together. The facility also includes a kitchen/break room and adjacent patio space for staff gatherings.

Location | Sioux Falls, SD

Construction Cost | $4,726,000

Size | 35,553 sf new

Completed | August 2018

MULTIPLE SERVICE CENTERS
BLACK HILLS CORPORATION

TSP has been involved in design for several Black Hills Corporation projects that provide maintenance, shop, truck/vehicle, storage, and warehouse functions. A brief overview of three relevant projects appears below.

Panoramic view of Deadwood Avenue Service Center Addition, Rapid City, SD

DEADWOOD AVENUE SERVICE CENTER ADDITION
Rapid City, SD

This pre-engineered addition houses the fleet of vehicles for BHC's line crew, serving as the Black Hills regional headquarters for first-line responders during storms. Our team studied traffic flows and turning radiuses to create a design that enables forward movement of 7 line trucks and 10 crew vehicles. The facility experiences intense activity each day between 7 and 8 a.m. and again from 2:30 to 3:30 p.m. Large trucks now can be staged out of inclement weather, and crews can navigate the facility even when it is loaded with trailers or long poles. This allows crews to be fully ready to go each morning.

The working facility was designed to accommodate a 98-foot, free-spanning 5-ton crane. The slab design meets structural requirements of daily traffic-equipment use and incorporates containment areas for transformer storage. The mezzanine storage area, lockers, restroom facilities, and crew room fully support workers and their field operations.

CRIPPLE CREEK NEW FACILITY
Cripple Creek, CO

This new facility stands at an elevation of 10,000 feet and houses a small number of employees who service a rugged area. The pre-engineered building's 4,000 sf footprint contains 3,300 sf of shop and vehicle storage and a 700 sf office. A mezzanine above the office area provides an additional 700 sf of space. The facility depends primarily on gas services for heat, with a generator system to provide emergency power for crews during frequent storm events.

ROCKY FORD NEW FACILITY
Rocky Ford, CO

This new freestanding facility in remote southeastern Colorado houses employees who serve the plains east of Pueblo. The 8,000 sf pre-engineered building contains 5,000 sf of shop and vehicle storage, 2,500 sf of office space, and a 500 sf mezzanine.

Deadwood Avenue Service Center
Location: Rapid City, SD
Size: 21,000 sf new regional headquarters
Completed: 2015

Cripple Creek Facility
Location: Cripple Creek, CO
Size: 4,000 sf new vehicle shop/storage + office
Completed: 2015

Rocky Ford Facility
Location: Rocky Ford, CO
Size: 8,000 sf new vehicle shop/storage + office
Completed: 2016

Construction Cost | Confidential to client

AIR RESCUE FIREFIGHTING & VEHICLE-MAINTENANCE FACILITY
RAPID CITY REGIONAL AIRPORT

The Air Rescue Firefighting & Vehicle Maintenance Facility (ARFF) provides the expansion opportunities needed to meet the needs of a growing community for the long term and meets current NFPA standards. Designed to meet Category B classification, expansion to Category C will allow the facility to meet future standards and demands.

With three dual-access vehicle equipment bays, the facility services both the airport facility groups and the neighboring region of Rapid City. Glazing protects equipment in the bays from UV rays. In-floor heating in the bays and at the outside entry reduces problems caused by harsh winter weather.

New support staff spaces include conference room, offices, separate sleeping quarters, day room, kitchen, and dining and locker rooms. The additional space and accommodations allow for personnel changes and training as required by the three-day rotational staffing model. Site and building security access concerns were addressed with cameras, alarms, and keyed and card-reader locking systems.

Location | Rapid City, SD

Construction Cost | $4,713,000

Size | 13,600 sf new

Completed | November 2010

SELECTED MUNICIPAL CLIENTS

SUCCESSFUL, LONG-LASTING RELATIONSHIPS

- City of Aberdeen, SD
- City of Blaine, MN
- City of Brandon, SD
- City of Brookings, SD
- City of Bryant, SD
- City of Cannon Falls, MN
- City of Columbus, NE
- City of Deadwood, SD
- City of Dundas, MN
- City of Evanston, WY
- City of Excelsior, MN
- City of Granite Falls, MN
- City of Harrisburg, SD
- City of Hartford, SD
- City of Huron, SD
- City of Lake City, MN
- City of Lead, SD
- City of Marshall, MN
- City of Northfield, MN
- City of North Platte, NE
- City of Pierre, SD
- City of Pipestone, MN
- City of Rapid City, SD
- City of Redwood Falls, MN
- City of Rochester, MN
- City of Savage, MN
- City of Sheridan, WY
- City of Sioux Falls, SD
- City of Spearfish, SD
- City of Sturgis, SD
- City of Tea, SD
- City of Vermillion, SD
- City of Watertown, SD
- City of Whitewood, SD
- City of Worthington, MN
- City of Yankton, SD
- Park Plaza Cooperative, Fridley, MN
- Rochester Public Utilities, Rochester, MN

This page: Bramble Park Zoo Animal Care Building, a TSP project for City of Watertown

YOUR TEAM

PROACTIVE HOMETOWN DECISIONS

TADD HOLT, PE

Project Manager & Structural Engineer

Tadd anchors TSP's local office in Watertown and serves as Project Manager for all Watertown region work. He's also a structural engineer by training, responsible for design, specifications, and project inspections. Tadd's deep sense of personal accountability is rooted in lessons learned not only during his professional engineering career but through his 30-plus years of service in the U.S. Army Reserves and the South Dakota Army National Guard. He's been an integral part of our team for numerous addition/renovation projects at community facilities, including those serving city, county, and state entities.

Licensed: SD, MN, IA, NE

Education: Master of Science and Bachelor of Science in Civil Engineering, South Dakota State University

Selected Experience

- City of Watertown, SD—Numerous projects, including:
  - » Repurpose Wells Fargo Branch Office as New City Hall
  - » Building Services Code Review Projects
  - » Bramble Park Zoo Master Plan
  - » Bramble Park Zoo Animal Care Building
  - » Watertown Event Center
- Watertown Development Company Dakota Tube Expansion, Watertown, SD
- South Dakota Army National Guard BG Ernie Edwards Readiness Center Complex, Watertown, SD
- City of Rochester Public Works & Transit Operations Center Phases 1-6, Rochester, MN
- City of Sioux Falls, SD
  - » Sioux Falls Fire Rescue Station 12
  - » Sioux Falls Fire Rescue Station 11
- City of Bryant Auditorium Renovation to Create City Hall/ Community Center Addition, Bryant, SD
- Midco Technical Operations Center & Warehouse, Sioux Falls, SD

SEAN ERVIN, AIA, LEED AP

Planning Lead & Senior Architect

Sean understands that successful facilities require functionality, ease of operations, and careful stewardship of taxpayer dollars. He will provide oversight to ensure both the big picture and the details are addressed. Sean has led numerous planning and design projects for public entities at local, county, and state levels. He will pinpoint potential problem areas and spot opportunities that will provide the best return on your investment.

Registered: SD, IA, MN, NE

Certification: LEED Accredited Professional

Education: Master of Architecture and Master of Construction Management, Washington University-St. Louis

Selected Experience:

- City of Watertown Repurpose Wells Fargo Branch Office as New City Hall, Watertown, SD
- City of Sioux Falls, SD
  - » City Hall Space-Needs Planning & Phased Renovations
  - » Sioux Falls Fire Rescue Stations 11 & 12
  - » Law Enforcement Center Master Planning Study
- Minnehaha County, Sioux Falls SD
  - » Administrative Building Remodel
  - » Public Safety Upper-Level Space-Planning Study
  - » Highway Department & Emergency Management Facility Planning
- Rapid City Regional Airport Air Rescue Firefighting + Vehicle-Maintenance Facility, Rapid City, SD
- City of Bryant Auditorium Renovation to Create City Hall/ Community Center Addition, Bryant, SD
- Midco Technical Operations Center & Warehouse, Sioux Falls, SD

BRENNA WIERTZEMA, NCIDQ

Interior Designer

Brenna is drawn to projects that offer an opportunity to create uplifting, comfortable environments. She believes design affects everyone's lives on a daily basis, and she wants her work to provide surroundings where people can thrive. Several of Brenna's recent projects incorporate colors, materials, and finishes in an overall scheme that provides clear wayfinding guidance to visitors in civic and healthcare facilities. She is actively involved with South Dakota Interior Designers, a nonprofit organization whose members advance the practice of design across the state.

Certified: National Council on Interior Design Qualifications

Education: Bachelor of Science, Education & Human Sciences (Interior Design emphasis), South Dakota State University

Selected Experience

- City of Watertown Repurpose Wells Fargo Branch Office as New City Hall, Watertown, SD
- City of Sioux Falls, SD
  - » Washington Pavilion Flooring Replacement
  - » City Interior Projects 2015
  - » Midco Aquatic Center
- Repurpose Existing Building as New City Hall/Community Center, Bryant, SD
- City of Marshall/Lyon County Library Children's Wing Addition, Marshall, MN
- Lutheran Social Services of South Dakota Repurpose Existing Building as Community/Nonprofit Center, Sioux Falls, SD
- Sioux Falls Regional Airport Security Checkpoint Expansion & Lobby Remodel, Sioux Falls, SD
- Tech Ord Complex Office Addition, Clear Lake, SD
- Midco Technical Operations Center & Warehouse, Sioux Falls, SD
- Capital Services New Facility, Sioux Falls, SD
- Southeast Technical College Learning Laboratory & Student Services "Hub" Facility, Sioux Falls, SD

JON JACOBSON, ASLA, PLA

Landscape Architect

Jon is a senior principal and adept at communicating with a wide range of design professionals and clients. He values open and candid client relationships as the heart of a successful project. Jon has taught as an adjunct professor in South Dakota State University's Department of Horticulture, Forestry, Landscape, & Parks. He's also a former member of both the City of Brandon Planning Commission and the City of Sioux Falls Zoning Board of Adjustment. Prior to cofounding Confluence's Sioux Falls office, Jon was a staff member at TSP. He remains an active member of the American Society of Landscape Architects, for which he served as the Great Plains Chapter President from 2010 to 2011.

Registered
SD, IA, MN, ND, WY

Education
Bachelor of Landscape Architecture, Iowa State University

Selected Experience

- City of Watertown, SD
  - » Repurpose Wells Fargo Branch Office as New City Hall
  - » Downtown Plaza
  - » Downtown Streetscape Planning
  - » Lake Kampeska Master Planning
  - » Lake Kampeska Trail Planning & PH1 Implementation
- Lake Area Technical Institute Campus Master Plan, Watertown, SD
- City of Sioux Falls, SD
  - » Fire Rescue Station 11
  - » Main Avenue "Road Diet" & Implementation
  - » Downtown Streetscape Master Plan & Implementation
  - » City of Sioux Falls/Minnehaha County Siouxland Libraries Prairie West Branch at Memorial Park
- Children's Museum of South Dakota, Brookings, SD
- City of Aberdeen, SD
  - » City of Aberdeen/Brown County New K.O. Lee Library
  - » Downtown Streetscape Improvements
- City of Mitchell Downtown Streetscape Planning & Corn Palace Plaza, Mitchell, SD

Red = Recent shared experience with TSP

CHAD HANISCH, PE

Civil Engineer

Chad has led, managed, and designed a wide variety of engineering projects over the course of his career. This experience spans across transportation, water, wastewater, drainage, site design, land development, and parks projects. He has played numerous roles within each project area from staff engineer, surveyor, construction observation, project engineer, project manager, group leader, and site manager. The variety of roles and experience provides Chad a strong knowledge base to meet virtually all aspects of a Client's engineering and project management needs.

Licensed
SD, MN, IA

Education
Bachelor of Science, Civil Engineering, South Dakota State University

Selected Experience

- City of Watertown, SD
  - » Repurpose Wells Fargo Branch Office as New City Hall
  - » Watertown Trail
- City of Sioux Falls, SD
  - » Eighth Street Bridge Improvements
  - » 85th Street Improvements (Minnesota Avenue to Cliff Avenue)
  - » Neighborhood Water Main Improvements
  - » Arrowhead Parkway Corridor Improvements Preliminary Design & Implementation (Phases 1-2)
  - » 60th Street Corridor Improvements Study
- Graco Facility Expansion Site Study, Sioux Falls, SD
- Prairie Hills Office Building, Sioux Falls, SD
- Verizon Wireless, Sioux Falls, SD
- Langford School District Addition, Langford, SD
- Alcester-Hudson School District Addition, Alcester, SD
- South Dakota State University Chiller Line Pierson Hall to Larson Commons, Brookings, SD

Red = Recent shared experience with TSP

ROGER NIKOLAS, PE, LEED AP

Mechanical Engineer

Roger designs systems that contribute to long-term efficiency and seamless building operations. He evaluates existing-system attributes and identifies potential improvements that translate to maintenance savings. His designs consider climate control, energy conservation, indoor air quality, energy-management systems, and phased integration to occupied facilities. He has extensive experience in project phasing, scheduling, and management for complex facilities that require precise interaction among M|E|P designs.

Licensed: SD, MN, IA, NE, ND

Certification: LEED Accredited Professional

Education: Bachelor of Science, Mechanical Engineering, University of Minnesota

Selected Experience

- South Dakota Army National Guard BG Ernie Edwards Readiness Center Complex, Watertown, SD
- City of Bryant Auditorium Renovation to Create City Hall/ Community Center Addition, Bryant, SD
- City of Sioux Falls, SD
  - » Fire Rescue Station 12
  - » Fire Rescue Station 11
  - » Midco Aquatic Center
- Southeast Technical College Learning Laboratory & Student Services "Hub" Facility, Sioux Falls, SD
- Lead Fire Protection Tax District Fire Station, Lead, SD
- Olmsted County Building 2118 Remodel, Rochester, MN
- Concrete Materials Corporate Office, Sioux Falls, SD
- Sioux Falls Regional Airport Security Checkpoint Expansion & Lobby Remodel, Sioux Falls, SD
- Wyoming Department of Transportation
  - » District 1 Office Remodel/HVAC Design, Laramie, WY
  - » District 2 Transportation Complex, Douglas, WY

DARRELL BREN, PE, RCDD, LEED AP
Electrical Engineer

Darrell contributes seasoned design skills and knowledge. His extensive experience includes design for specialized pieces of equipment, unique power requirements, high-quality lighting, and electrical issues regarding system flexibility. He serves as TSP's director of mechanical and electrical engineering, overseeing both disciplines. Darrell also specializes in the electrical design of technology systems.

Licensed: SD, MN, IA, NE, ND

Certificactions: LEED Accredited Professional, Registered Communications Distribution Engineer

Education: Bachelor of Science, Electrical Engineering, South Dakota State University

Selected Experience

- South Dakota Army National Guard BG Ernie Edwards Readiness Center, Watertown, SD
- City of Rochester Public Works & Transit Operations Center Phases 1-6, Rochester, MN
- South Dakota Department of Transportation Prairie Hills Intermodal Transit Facility, Spearfish, SD
- City of Sioux Falls, Sioux Falls, SD
  - » Midco Aquatic Center
  - » City Hall Emergency Power System Improvements
  - » City Hall Uninterruptible Power Supply Replacement
- City of Bryant Auditorium Renovation to Create City Hall/ Community Center Addition, Bryant, SD
- Rapid City Regional Airport Air Rescue and Firefighting + Vehicle Maintenance Facility, Rapid City, SD
- Midco Technical Operations Center & Warehouse, Sioux Falls, SD
- Lead Fire Protection Tax District Fire Station, Lead, SD

REFERENCES

CLIENT RELATIONSHIPS

The TSP team builds relationships alongside the successful projects we deliver for clients. The ongoing trust placed in us by local officials, community leaders, business owners, and economic-development specialists is strong testimony to our client-centered approach.

City of Watertown | Bramble Park Zoo

Projects include: *Master Plan Update, Animal Care Building Study, Animal Care Building Design*

Dan Miller, Zoo Director

(605) 882-6269

City of Rochester | Public Works

Projects include: *Public Works & Transit Operations Center Complex Phases 1-5, Bus-Garage Expansion Phase 6, Rapid Transit Addition*

Monty Meyer, Supervisor of Fleet & Facilities

(507) 328-2438

City of Sioux Falls | Fire Rescue

Projects include: *Station 11, Station 12*

Greg Lacey, Captain

(605) 359-1032

SD Department of Military | Army National Guard

Projects include: *BG Ernie Edwards Readiness Center, Mobridge Readiness Center, Fort Meade Building 68 Locker Room/Restroom Updates, Sioux Falls Armory HVAC Upgrades, Camp Rapid Building 802 Audiovisual Enhancements*

Chris Guy, Project Manager

(605) 385-2614

UNDERSTANDING YOUR NEEDS

PROJECT-SPECIFIC APPROACH

KEY ELEMENTS & CONSIDERATIONS

Flexibility for the future

A Street Division Facility for the City of Watertown has unique requirements. Your needs will shape those requirements and the resulting spaces they occupy. The success of the design solution will be determined by the careful understanding of space needs, not applying to today's needs only, but for needs looking into your future. This facility must be one that you can rely on for future decades and remain viable and flexible to handle changing needs.

Equipment demands

The equipment you use changes over time, that is guaranteed. Our team will ask the pertinent questions to discover what those changes are likely to be and offer wisdom for you to consider so we can anticipate the future the best we can today. We have demonstrated this on past projects for cities by helping anticipate needs of new equipment and their manufacturing trends. We also will review new materials for repairs, and other seasonal care and maintenance, with a focus on continual service improvement to the citizenry. This applies to not only the space dimensions but also to doors for access, the way the space should be heated, and how equipment could be most efficiently stored and remobilized. We will bring the same inquisitive nature to this project. Together, we will help you noodle through the best possible solution.

Operational decisions

Your equipment may change even how it is powered as an example. What happens if you transition to all-electric equipment in 20 years? Will your facility be able to handle that change? That is the kind of discussion we will guide you through as we go. We even will ask questions about how often you have accidents and suggest ways we can help to prevent future accidents for improved safety to your staff and facilities. We will leave no stone unturned as we work through many considerations.

This analysis will serve to build an intimate understanding of how the staff uses their existing facilities. The most effective elements will be retained and built upon, while the useless workarounds that have been caused by the old facilities will be carefully eliminated in favor of more effective ways of working.

Traffic patterns

Even traffic flow through the building to allow equipment to safely enter, negotiate through, and leave the building will be considered and carefully formulated. Each option in this regard has a significant impact to space required (parking vs. drives), energy efficiency (door counts and heat recovery of spaces), and preparation of equipment (loading, unloading, and materials replenishment).

Concept option for a Dive Search & Rescue Headquarters to serve the Three Affiliated Tribes (Mandan, Hidatsa, Arikara Nation) in New Town, ND

SCOPE OF SERVICES

FORWARD-THINKING & FOCUSED ON YOU

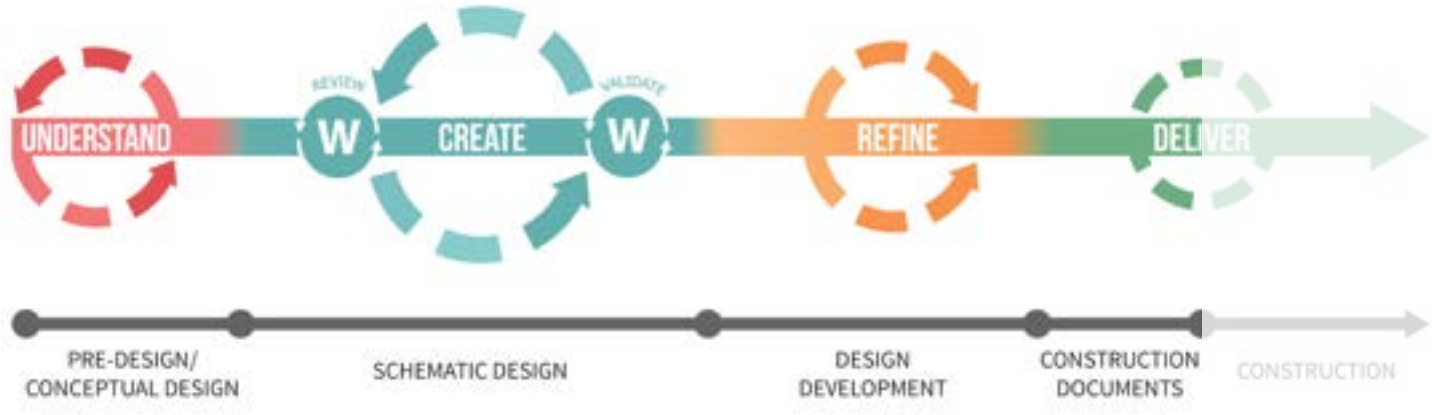
OVERVIEW

The TSP team believes the best designs are built around—and with—the people they'll serve. That's why our highly collaborative process engages all key stakeholders to build trust and transparency among project-team members. This helps drive decision-making and leads to a clear understanding of the problems to be solved.

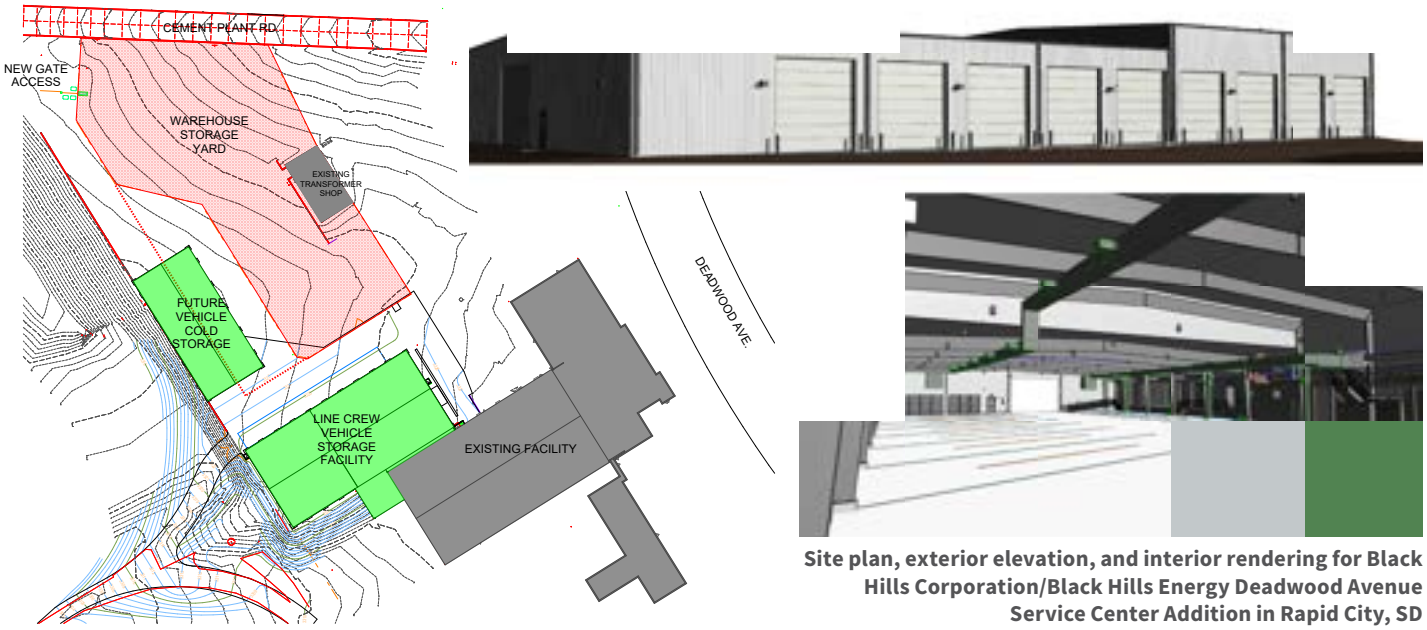
Our process aligns with the traditional design phases. However, we describe each in a way that's customized for your project. We group these phases into several major objectives that align with your stated Scope of Services.

We then create a detailed work plan that breaks each design phase into stages and tasks that tactically address specific items. *As described in the RFP, we'll conclude this effort with Construction Documents and related bidding support.*

Throughout every stage, we apply comprehensive project-management techniques to customize, document, communicate, and continuously update our tools and tactics. This enables us to provide high-quality professional services and deliver your project within budget and schedule.



Office spaces for two clients in Sioux Falls, SD: Southeast Technical College administrative suite in the Learning Lab & Student "Hub" Facility (at left) and a breakout room with A/V features in the downtown Sioux Falls City Hall (at right)



Site plan, exterior elevation, and interior rendering for Black Hills Corporation/Black Hills Energy Deadwood Avenue Service Center Addition in Rapid City, SD

WORK PLAN

Preliminary Design & Site Selection

PROCESS PHASE | PRE-DESIGN + EARLY CONCEPTS

Together, we'll gain a clear understanding of the complex set of diverse items to be solved so we can judge our work within the appropriate context and eliminate any flawed solutions quickly and early. This phase sets the path for everything else that follows, laying the solid foundation for the entire design through comprehensive data-gathering, analysis, and programming.

The initial step for this portion will be a Pre-Design general concept that includes both interior space and exterior needs. We accomplish this with your input and craft the process to answer questions about the project's scope. We get all participants' heads wrapped around what is needed and what the future might look like. We focus on asking the right questions and searching for the right answers so we can recognize the perfect site once it is found or mitigate unavoidable shortcomings.

This phase allows us to focus more time on making the good stuff even better. It's a rigorous, methodical gathering of all the project's appropriate design criteria, including the facility complex's program review, site programming review, performance criteria and any other aspects that could affect the design outcome. We dive deep into the functional needs of the users and the facility. This phase is essential to ensure a successful project at the right location for you.

Problem-seeking + data collection

This is a highly user-driven stage. Together, we will examine the true nature of the problems to be solved. We'll dive deep into the functional needs of the users and the facility from many aspects. We resist the urge to pick up a pencil and start designing too soon. Learning and empathy are key components so we can fully discover your particular set of requirements.

We will spend a great deal of time asking questions, documenting, and processing the information that you provide. We also will analyze your existing spaces for how you are accustomed to working, recognizing that you have adapted your processes to your buildings.

Here is our chance to optimize your process and design spaces around you. Our team will gather essential information to support the identification of feasible, responsive options for space and layouts for all of your facility complex's needed structures.

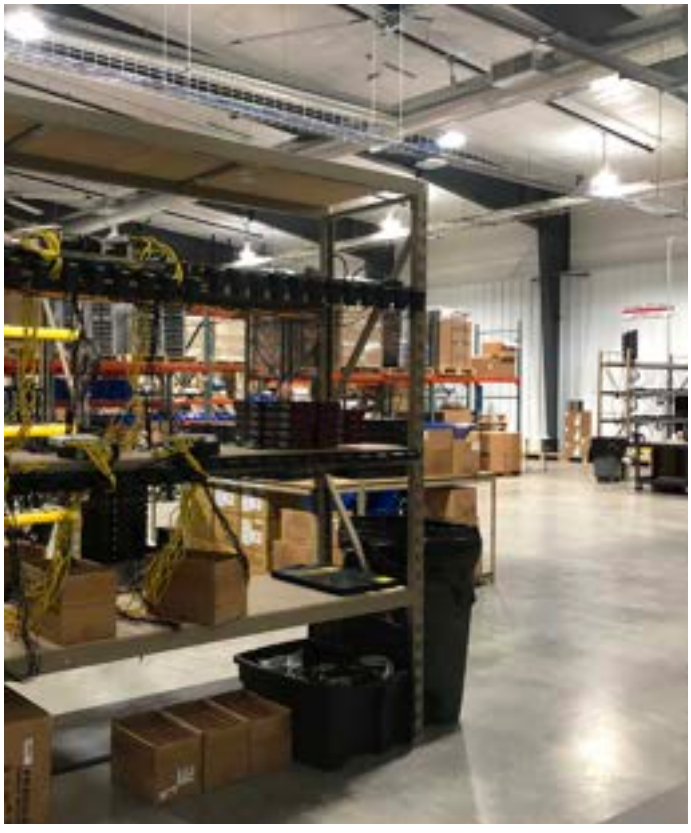
Participation

Our methods are built to engage stakeholders early and continuously communicate with these and other important end-user groups. Our process moves the TSP team on site for several workshops.

The conceptual kick-off with City stakeholders will take place in tandem with the design team's "First 1% Meeting"—an interactive workshop that follows soon after to coordinate multidisciplinary details, including engineering for each system of the project. It may seem early for this sort of discussion, but initial thoughts may impact site selections in a significant way that should be captured to represent the holistic view necessary.

Programming

Site-related Master Programming will extend far beyond today's project and needs, to be captured in a visionary master program. This interactive space and function list will both define your vision and establish success measures for the project to come. It also will anticipate future needs and wants so we can consider those as part of today's decision-making. We listen, learn, and empathize to fully discover your specific set of requirements through interaction with each stakeholder. This helps us gain a deep understanding of your ideal environment and process flow and the needs of various end-users.



Equipment and supplies storage at Midco Technical Operations Center & Warehouse, Sioux Falls, SD

The TSP team will create an adjacency matrix to identify and track those related spaces that should be in close proximity and which areas should be isolated from others to help define traffic flows through the site and the relevant site needs for access to each element of the complex. This informs our Site Master Plan, and we will work with stakeholders to define which elements best address the moment's most immediate priorities. To minimize conflicts with future, yet-unplanned development, we also will determine how near-term space uses might conflict with future needs and how future needs may be addressed through expansions or future buildings.

Site selection

Once we all understand the Concept Masterplan, we can define a long-term site space requirement as well as needed access, whether one-point, two-point or more. This understanding will help us recognize much more quickly when we have a potentially viable site candidate. More important, these parameters will help us eliminate sites that simply will not work for your long-term needs. Doing things in the right order saves time and enables you to make higher-quality decisions without undue distractions.

When we have a series of sites to compare, we will define objective comparison parameters to score each site in a series of dimensions. We'll assign a proportionate weight to each criterion so we can objectively analyze each site.

This will give us sense of which sites are best suited while removing much of the assumptions and politics that often cloud our judgments.

Our team will work with your stakeholders and may even bring a real-estate agent onto the team to widen our consideration to all viable sites. For the Minnehaha County Highway Facility, we evaluated nine sites across many parameters to arrive at a series of top choices for further review. In that case, we even considered the highway facility's existing site with defined expansion opportunities.

We'll also account for the financial impacts of a broad variety of important factors. These might include land procurements, site-specific potential costs for handling any unique soils, special building conditions, or likely neighborhood demands for buffers or fences.

At the end of this phase, we will have viable options to assist your team in procurement, and we will help you consider strategies that are fair to both the City and to landowners who may be affected.

MEETINGS & WORKSHOPS

As outlined here, this phase comprises seven meetings. This number may adjust according to information needs and availability of all stakeholders.

Kick-off Meeting (1). Review scope of work, schedule, budget, deliverables, and remaining schedule of meetings and workshops. Discuss our tour of your facility with you and what we heard from you about best practices going forward. Make good use of face time by diving into project review items as outlined in the next meeting. Document feedback for use at "First 1% Meeting."

"First 1%" Meeting (1). Develop an even closer working relationship among design leaders with a mini-retreat. Get all questions out on the table to reveal all variables we must consider. Generate an early reading on how we'll address interrelated factors together.

Site Masterplan Review Meetings (3). Discuss programming indications, building-systems concepts, utility requirements, fire and safety access, potential code issues, and other initial discussions on design expectations. The first of these will be in tandem with our First 1% Meeting. Subsequent Site Masterplan Review Meetings should allow us to formulate a good diagram of the land space needed for buildings, access, and storage on site.

This page: Public Works & Transit Operations Center in Rochester, MN

Site-Considerations Meeting (1). Discuss potential sites. Consider good options already identified and bring additional options for group input. Share ideas on how to recognize a good site when you see one. Establish objective parameters to measure the worthiness of a particular site.

Site-Comparison Meeting (1). At the last large-group meeting in this phase, we will have a site comparison across the objective parameters for you to review and respond. The sites will be in a different priority than you expect. That is very common. Work through why the best sites are the best sites and let you have follow-on discussions with other internal staff. Confirm results and help the City's attorney prepare for approaching existing landowners to protect your position until final decisions are made.

Design Services

PROCESS PHASE | CONCEPTUAL/SCHEMATIC DESIGN

In this phase, we begin to craft a proposed building around the Site Masterplan and adjacencies already established. Together, we'll generate multiple alternatives that solve your real problems within the site you have selected. We'll illuminate the issues and refine the work in collaboration with you and your stakeholders to establish a unified expectation of what the design will be.

Research is imperative to articulate the design, and the creative iteration process is every bit as crucial to find an optimized solution. Iteration is the act of solving, evaluating, and refining. It helps us define multiple design alternatives to address all functional requirements of the project's needs and then establish expectations for the building and site. Design is in part about making choices, and iteration is a key tactic to present and select the correct course of action.

Early deliverables within this context will define a preliminary budget and schedule that aligns with your stated objectives. Our end goal is yours: establish a design solution that everyone can support going forward and that strengthens your whole program at the same time.

We'll uncover layers, evaluate ideas, and incrementally refine the concept through a series of workshops that help us create increasingly sophisticated iterations. Each layer is a filter to understand the inter-workings of a concept from a particular point of view.

Staff locker room at Concrete Materials/Sweetman Construction, Sioux Falls, SD

The thorough information-gathering and site programming conducted during Preliminary Design & Site Selection reveal their value here. Schematic Design brings the most tangible solutions to the group for critical evaluation. These end-user meetings focus on certain elements while being mindful of the whole.

Collaboration

This is your project, and we never lose sight of that fact. Everything we do depends on our understanding of your vision for this Streets department and any future departments that may want to be part of this site in the future. We'll create the overall design direction together as we communicate through drawings, models, and finishes—both exterior and interior. This dialog will be very visual and interactive, setting the stage for truly great conversations.

Review

The immediate feedback provided as part of this environment helps the entire project team work through complex issues, reaching compromise in an effective, respectful manner.

Throughout the life of the project, we'll engage this conversation-and-review component during a series of workshops, charrettes, and status meetings, utilizing sophisticated graphic tools to create imagery that can gather buy-in from every level of the City's involvement. As always, we also will verify the scope of the project and the budget to ensure it meets your constraints.

South Dakota Department of Transportation Welcome Center, a TSP + Confluence project at the Interstate 29 Wilmot exit

CRITICAL TASKS

Prepare drawings of the City's preferred alternative. Clearly articulate expectations for site improvements, building shape, and functional relationships of items identified in the programming validation. Drawings will include site plans, floor plans, building elevations, and sections.

Outline the building's technical and front-end specifications.

Develop a construction-cost estimate and schedule based on Schematic Design. Includes the following—

- Compare cost estimate to budget and review with City to make any adjustments necessary to keep project within established budget. (Complete before Owner review.)
- Prepare and submit an updated project schedule and budget for City review and approval.

MEETINGS & WORKSHOPS

Schematic Design Workshops. Continue discussion and development of building design. Finalize any refinements as we move toward completing the Schematic Design phase. Address fire and safety access, potential code issues, and other initial discussions on design expectations.

Weekly or Biweekly Touch-base Meetings (3 to 4). Number of meetings depends on complexities of stakeholder interactions and appropriate responses for assured decisions. Often includes a presentation to City Council at an appropriate time for awareness.

Project Management & Coordination of Design

PROCESS PHASE | DESIGN DEVELOPMENT

The emphasis during Design Development is on bringing in the building's details as they apply to engineering, construction technology and systems, program requirements, and user needs. This includes a detailed inventory of the existing and future equipment to be accommodated within the facility design.

This phase's workshop series concentrates on reviewing and developing the plans and interior of each vital program space, confirming room layout and finishes, and coordinating all built-ins, fixtures, equipment, power and data, and other device locations.

We'll collaborate to optimize the design solution and ensure a balanced approach that allows us to meet the project's collective goals, objectives, and key results.

It's time to confirm any assumptions, define specific details of the design, select materials, resolve any open design issues at hand, and move forward in a singular, preferred direction. We'll also be certain that the proposed scheme can be adapted to regulatory requirements. As we near the end of this phase, we fully define design details, select materials, and confirm all building systems.

Communication

We certainly will use the tools of the day to keep the team at-large updated on progress and needs. These include email, web-based portals, video chats, and conference calls. The communication provided through our drawings and graphics is important as well, and we'll update the imagery first developed in Schematic Design as we refine the project.

But our project success stories come from going above and beyond the normal, day-to-day communication. As your trusted advisor, we must be both proactive in anticipating your needs and responsive in answering your questions. Whether we're making a formal presentation or joining you in a team workshop, we believe it's important to recap the decisions already made and let you know which input we'll need next. It's a great way to bring new members up to speed and maintain a shared focus, regardless of where we are in the design process.

Visual tools

We recognize that many staff members who will be involved in these efforts might not have participated in facility-design work before. Our highly visual process uses design models, diagrams, images, and on-site observations. Tours or remote reviews of peer or aspirant facilities also may help inform everyone's goals and expectations. This is an opportunity to discuss trends in infrastructure maintenance and where other equipment impacts are heading. Users can react to tangible examples and provide real-time feedback—so we can deliver real-time refinements to concepts.

Project Management

The TSP team is integrated by choice, with architects, planners, engineers, and project managers engaged in every step. Because we work together daily under one company, our team members understand how they contribute to the whole. Project Manager Tadd Holt will coordinate team communications while also leading interactions with the City. This ensures we stay on task and on schedule. Our "TSP Road Map" tool defines each significant task and makes sure we ask the right questions at the right time—guiding linear decision-making to minimize backtracking and other rework.

The purpose of meetings is to work interactively. Every participant has a voice and should know they will be actively engaged at each opportunity. Our workshop approach highlights this intention. We'll prepare agendas and record minutes in standard text formats to document why the team chose certain choices over others. But we'll also develop graphic illustrations that offer for maximum clarity. Each option has the potential to affect budget and schedule.

Midco Technical Operations Center & Warehouse, Sioux Falls, SD

Employee break room (top) and mix of private/open-concept office spaces with Raven Industries Engineered Films Building Addition, Sioux Falls, SD

By the end of these workshops, project proponents will reach consensus on workable solutions and know they have been heard. We find that participants feel energized by seeing how their input has shaped the progression through each phase.

MEETINGS & WORKSHOPS

Design Development Workshop 1. Present and review the design and make final selections for interior and exterior materials as well as building systems.

Design Development Workshop 2 (as needed). Finalize any design details needing Owner input.

Weekly or Biweekly Touch-base Meetings (2 to 3). Additional sessions for final decisions prior to construction documents that will be prepared once all Owner decisions are complete.

Bid Support

PROCESS PHASE | CONSTRUCTION DOCUMENTS

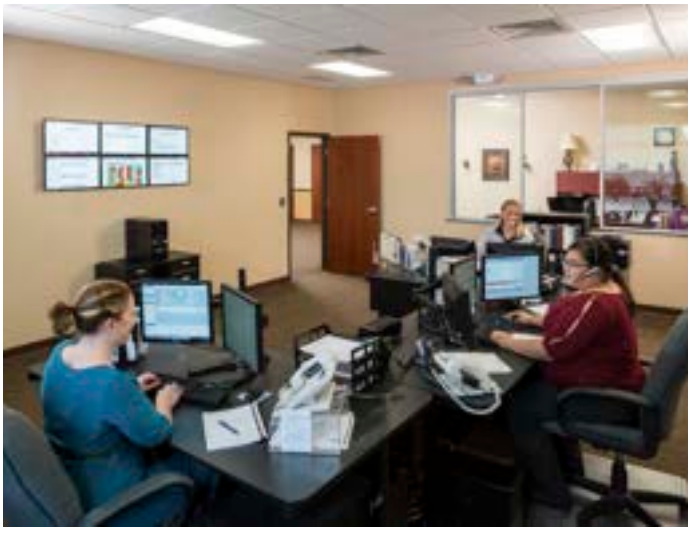
Now we mentally "build" each detail and start producing clear drawings and specifications that convey to your construction partners the design's intent—in actionable form that supports your vision—and carry the project through completion.

Construction Documents

TSP will use the graphics created in Design Development to produce the Construction Documents (CDs) that ultimately will provide instructions to your chosen construction partners. Quality CDs are at the heart of efficient bidding and construction practices, and you'll have the opportunity to review and help advise various "coordination sets" as we approach the final CDs.

CDs reflect all decisions made in earlier phases. They provide the literal blueprint to coordinate among disciplines and project partners. We'll ensure that regulatory requirements are met and that contract documents appropriately address requirements for operations, architecture, engineering, and site work. We'll also secure formal regulatory approvals as necessary to acquire construction permits and secure final approvals once the project is ready for those.

At the end of this phase, we'll package the CDs into a bid-letting request (or multiple requests, if your project requires more than one phase of construction) and help distribute these notices to qualified construction professionals.



South Dakota Department of Transportation Prairie Hills Regional Facility, Spearfish, SD

Rendering of Marion Township Green Mountain Fire Station Expansion/Renovation, Green Mountain, IA

Bidding & Negotiations

The TSP team will oversee the bidding process, coordinating communication with contractors to mobilize the low-bid general contractor. Finally, we'll secure sign-offs as needed to acquire construction permits and secure final review approval from the City of Watertown.

MEETINGS & WORKSHOPS

Construction Documents 75% Coordination Set Meeting. Review final items included in the specification Divisions 0 and 1 that still need coordination.

Milestone Reviews at 50% and 90% Construction Documents. Allow Owner appropriate inputs to final documents. These meetings are intended not for design changes but to facilitate coordination. This enables the design team to finalize the most complete documents possible for effective bidding and to make sure certain Owner-provided Scopes of Work are coordinated with the overall project.

Construction Administration

PROCESS PHASE | CONSTRUCTION SERVICES

We understand the City of Watertown anticipates awarding Construction Administration services under a separate contract. Much of our on-site role in this final phase is defined in part by your chosen delivery method. Once these professional responsibilities and contractual liabilities are fulfilled, the TSP team's members ultimately can be as involved as you want us to be during the construction portion of your project. Of course, the lion's share of these efforts during construction will be provided from our local office, just down the street here in Watertown.

PROJECT SCHEDULE

HITTING THE MARKS

This table of projected hours attempts to anticipate the effort involved to give you high-quality services and highly useful products of our interactions. We know you will use our instruments of service to communicate with the City Council and other public entities. We also understand how you rely on our expertise to develop these instruments.

This Scope of Work is built upon our current understanding and may adjust somewhat for additional needs as we advance into the project. Professional architecture and engineering hours (and fees) are highly dependent on the unique nature of each specific project.

The hours proposed here are based upon the efforts anticipated. These can be adjusted if the scope anticipated varies from our projections. We propose these projected hours in good faith and with the understanding that further discussions will be useful to finalize these figures.

	Preliminary Design & Site Selection	Design Services	Project Management & Design Coordination	Bid Support
Scheduled Start*	10/15/2021	12/1/2021	10/15/2021	3/15/2022
Scheduled Completion*	12/1/2021	3/15/2022	4/15/2022	4/15/2022

TEAM MEMBER	ROLE	ESTIMATED HOURS			
Tadd Holt	PIC, PM & Structural Engineer	10	60	130	10
TBD	Structural Engineering Support	5	140	-	4
Sean Ervin	Lead Planner & Senior Architect	65	75	15	6
TBD	Architecture Support	40	705	-	54
Jon Jacobson	Senior Landscape Architect	14	50	-	2
TBD	Landscape Architecture Support	7	100	-	4
Brenna Wiertzema	Interior Designer	15	94	-	7
Roger Nikolas	Senior Mechanical Engineer	12	100	-	20
TBD	Mechanical Engineering Support	3	350	-	12
Darrell Bren	Senior Electrical Engineer	8	75	-	15
TBD	Electrical Engineering Support	2	225	-	6
Chad Hanisch	Civil Engineer	8	30	-	2
TBD	Civil Engineering Support	4	235	-	4
Paula Reiff	Administrative Support	5	150	-	13
Lindsey Dacy	Administrative Support	-	-	15	-
	Total Hours Per Phase	**198**	**2,389**	**160**	**159**

**This schedule represents time for inputs to the design through meetings and one-week review periods at the conclusion of each process phase described in the Work Summary section of this proposal (SD, DD, CD) by the City. The design schedule may be shifted or stretched to hit optimum bidding schedule as defined by the City at a later time.*

CITY-FURNISHED DOCUMENTATION

ACTIVELY ENGAGED STAKEHOLDERS

The City of Watertown can be of great assistance to the rest of the design team by providing any available documents available that show existing structures, utilities, watershed expectations, or zoning requirements among many site-related information. All of this information also may be useful in the site-selection phase near the beginning of the project to ensure we negate as many surprises as possible.

The other major need for documents comes as we draft the project-bidding requirements, no matter the project delivery method. We feel confident that the City has proven parameters for bidding and City staff have a comfort level with, and it is our charge to make sure this bid aligns with that intent.

Participation in the project is always of high value from those who will be using the facility. We encourage the maximum involvement possible for awareness, but we understand that this, too, is a cost to the City that must be managed. Our team will work to make the level of interaction with your staff as effective and valuable as possible.

City staff will be asked to coordinate their own vendors or subcontractors for work such as security systems, data systems, or other equipment. Our design team will coordinate with these vendors/ subcontractors to supply the rough-ins or other building systems to support the installations of Owner systems.

Our approach with the City always will be as interactive as you would like it to be. We respect your investment of time to further the cause of your facility, and we will help guide you to the best decisions. Our process allows your people to set the expectations for the betterment of the City of Watertown.

PROPOSAL PRICE STRUCTURE

EXCEPTIONAL VALUE AT A FAIR COST

	Preliminary Design & Site Selection	Design Services	Project Management & Design Coordination	Bid Support	TOTALS
Hours Per Phase	198	2,389	160	159	2,906
Proposed Fees Per Phase	$26,600	$287,400	$17,950	$14,850	$346,800

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TSP
Architecture
Engineering
Planning

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