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RFQ T2666 PLANNING FOR THE RONALD REAGAN CORRIDOR

VOLKERT

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SECTION 1

TRANSMITTAL LETTER

December 29, 2020

Johnny Grimaldo, Senior Purchasing Coordinator
Williamson County Purchasing Department
100 Wilco Way, Suite P101
Georgetown, TX 78626



RE: RFQ T2666 Planning for Ronald Reagan Corridor

Celebrating 95 years in business, Volkert, Inc. is a full-service engineering firm committed to meeting our clients' needs. Although Volkert has only been in Texas since 2015, our staff has broad experience delivering quality engineering services to numerous municipalities and cities throughout the state. With the establishment of our Round Rock office in June 2020, Volkert solidified its commitment to Williamson County and the local community. Physical address and contact information is:

Point of Contact: **Arnold Gonzales, Jr., PE, CFM, LEED Green Associate**

Address: **801 E. Old Settlers Blvd., Suite 120, Round Rock, TX 78664**

Email: **arnold.gonzales@volkert.com**

Phone: **(737) 241-2436 office; (361) 648-2408 mobile**

Registration: **TBPE Firm #F-12679**, registered under Volkert corporate office (Mobile, AL)

With over 1,200 employees nationwide and 90 employees in Texas, Volkert has the available resources to serve Williamson County with offices in Austin, Round Rock, Rockwall, Houston, and Frisco. In addition to Williamson County, our local staff has worked on various transportation planning and design projects for clients such as the City of Austin, City of Round Rock, City of Cedar Park, City of Leander, Travis County, Hays County, and the Texas Department of Transportation (TxDOT). These projects typically include planning studies/reports, traffic analysis, design, permitting and construction-phase services that the Volkert team is uniquely configured to provide. Our team can add tremendous value to Williamson County in five major aspects that have led to successful programs for our clients and local communities:

- **Public-Sector Focused.** Volkert is focused solely on serving the public sector and purposely does not engage in private sector work locally that could present a potential conflict of interest.
- **Support from Construction Management SMEs.** Our strong construction engineering and inspection (CEI) staff aid in constructability reviews, preventing issues during construction and costly change orders.
- **Use of Latest 3-D Modeling Technology.** Our use of OpenRoads design and 3-D modeling enables us to avoid utility issues, minimize change orders, and costly design modifications in the field.
- **Utility and ROW Coordination.** We have in-house staff who are recognized regionally in the real estate and utility coordination fields to provide land acquisition services for ROW acquisition and utility coordination support including negotiations, transactions, and agreements.
- **Local Company.** With two offices located in the Austin/Central Texas area, Volkert is committed to serving its local communities in any way possible.

The Volkert team is entirely focused on meeting Williamson County's goals and delivering a project that is on time, on budget, and with quality that will last.

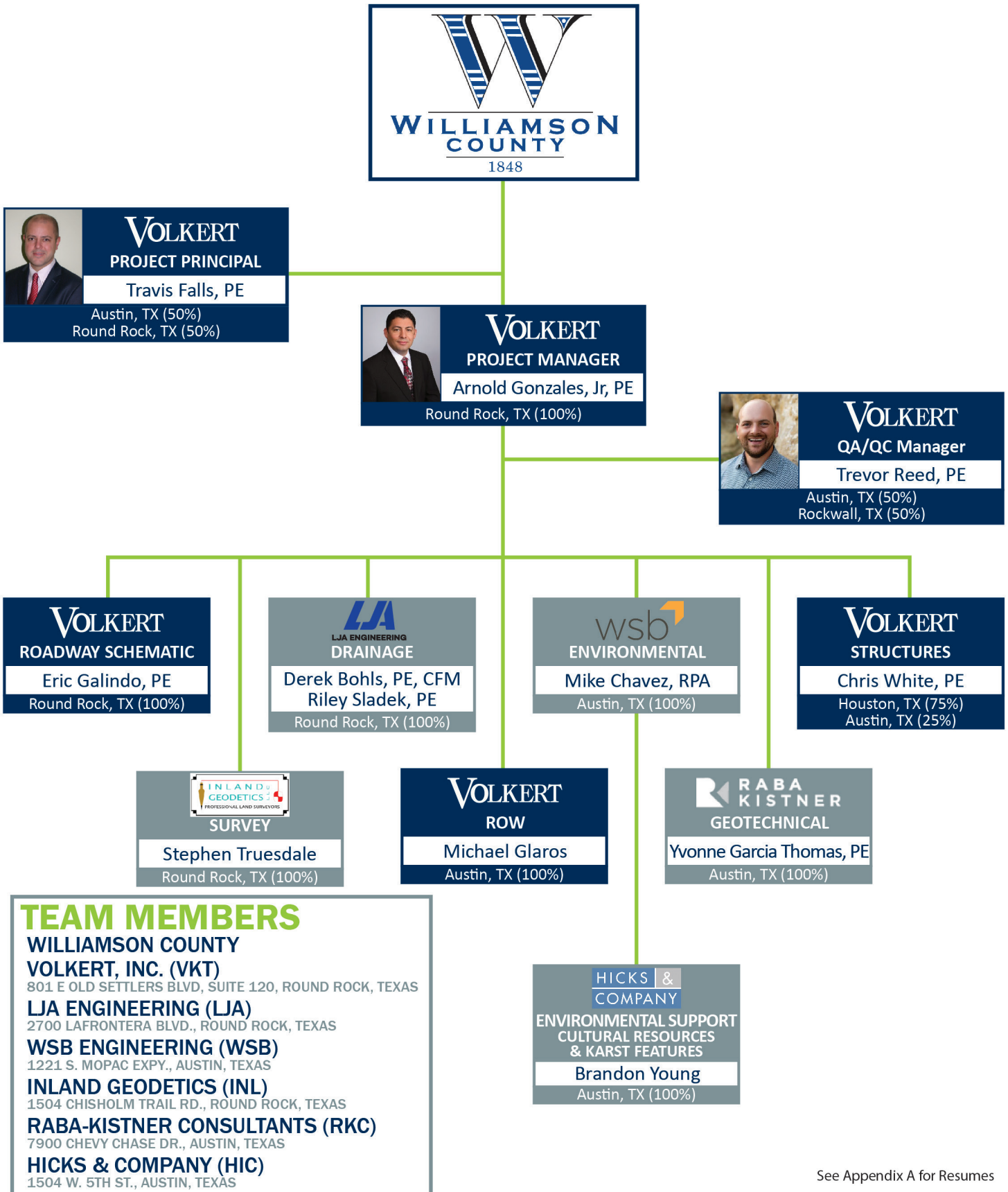
Respectfully,

Travis Falls, PE

Vice President and Principal-In-Charge
Volkert, Inc.

SECTION 2

ORGANIZATIONAL CHART



See Appendix A for Resumes

SECTION 3

PROJECT MANAGER'S EXPERIENCE / QUALIFICATIONS

Our Project Manager, **Arnold Gonzales, Jr., PE**, will utilize his 20-plus years of experience in public and private sector projects to serve Williamson County as a seasoned professional with a strong understanding of infrastructure and development-driven projects in Williamson County. Arnold specializes in transportation planning (schematic and environmental) and roadway geometric design, and supplements those skills with a background in hydraulic/hydrologic analysis, drainage structure design, stormwater detention and water quality facility design, utility design and coordination, signing and pavement markings, traffic/pedestrian signal design, traffic control plans, bicycle and pedestrian facilities, stormwater pollution prevention planning, water protection and abatement plans (WPAP), NEPA environmental coordination and public involvement. Having spent over half of his career in the Central Texas area, Arnold has led or participated in roadway, traffic, and drainage design projects for various local clients such as Williamson County, TxDOT, CTRMA, City of Leander, City of Cedar Park, City of Round Rock, City of Hutto, City of Georgetown, City of Taylor, City of Austin, Travis County, and Hays County.

To facilitate the successful execution of this contract, Arnold will present a detailed Project Management Plan (PMP) based on the goals and expectations of the Director of Infrastructure and in accordance with the Long-Range Transportation Plan adopted by Williamson County. The PMP will guide the entire planning and design team based on the scope and schedule of this assignment and will detail all processes and procedures to be followed, including:

- Communication plan that lists contacts (design team, Williamson County staff, and stakeholders) and outlines communication protocols as well as an escalation ladder
- Quality management plan with processes for the entire team, including subproviders
- Documentation procedures (e.g., file naming, storage locations, meeting minutes, submittal checklists)
- Design schedules, which are updated monthly and used for lookahead activities and delay mitigation
- Resource tracking for the entire team to ensure adequate staffing
- Risk management plan with a resolution process
- Succession plan, including technology succession planning and project management redundancy

Arnold has successfully implemented this process on numerous projects and will be responsible for the day-to-day project management, including schedule and budget oversight along with appropriate staff resourcing. Part of this involves closely monitoring the subproviders and continually looking ahead of scheduled items to detect potential issues. Arnold will be proactive in developing solutions to potential problems before they are needed, communicating all issues with County staff/GEC, and maintaining the risk management plan to avoid costly delays. Arnold has had the honor of working on various Williamson County bond projects such as:

- **Corridor E1 (2018-2019)** – Planning and feasibility of approximately 3 mi of controlled access roadway along FM 3349 and CR 101 from US 79 to the future connection of Corridor A1 in southeast Hutto, including the development of interchange options over US 79 and UPRR Railroad.
- **Neenah Avenue Widening (2016-2017)** – Widening and reconstruction of approximately 0.6 mi of existing roadway from Olive Hill Drive to easternmost driveway of St. Dominic Savio H.S.
- **CR 119 (2015-2017)** – Planning and PS&E of approximately 2.3 mi of new roadway from Limmer Loop to Chandler Road.
- **Lakeline Blvd. Extension (2012-2013)** – Planning and PS&E of approximately 2.8 mi of new roadway from FM2243 to Crystal Falls Pkwy.
- **CR 138 (2010-2011)** – Widening and reconstruction of approximately 3 mi of existing roadway from NBFR of SH 130 to CR 137

Arnold currently serves as the office manager for Volkert's Round Rock location, is professionally licensed in Texas and Arizona, is a Certified Floodplain Manager, and holds a LEED Green Associate certification.

SECTION 4

TEAM'S EXPERIENCE / QUALIFICATIONS PROVIDING ROADWAY PLANNING AND / OR DESIGN

Our Roadway Planning Task Leader, **Eric Galindo, PE**, has 13 years of experience in transportation engineering with a focus on roadway planning and design. His project experience includes roadway, drainage, bridge, and traffic design and construction. Prior to joining Volkert, Eric spent the first half of his career at TxDOT in both the Austin and Dallas Districts. His time with TxDOT gave him in-depth knowledge of the complete project cycle, from planning and design, to construction and maintenance.

Eric has worked on similar projects with our proposed **Project Manager Arnold Gonzales** to develop design schematics and PS&E. Among these were the **CR 119 Improvements** and **Braker Lane II, Phase 2** projects. On the CR 119 Improvements project, Eric led the design of the proposed schematic improvements. On the Braker Lane II, Phase 2 project, Eric led the development of multiple alignment alternatives for Phase 2 (from 1.0 mi east of FM 973 to Taylor Lane) and Phase 3 (from Taylor Lane to Blake-Manor Lane) of the project within the following constraints:

- Avoid crossing an existing Austin Energy easement
- Optimize the vertical profile to minimize cut and fill and potential need to grading easements
- Maximize the developable area between the proposed roadway ROW and existing Austin Energy easement
- Optimize the tie-in at Taylor Lane (Phase 2)
- Minimize the length of the proposed bridge over an unnamed tributary to Gilleland Creek (Phase 3)

For each alternative alignment, Eric developed schematic exhibits showing the proposed roadway centerline, pavement, sidewalks, cross street tie-ins/driveways, cross culverts and bridges, existing and proposed ROW lines, and preliminary construction cost estimates.

Eric also has extensive schematic design experience for the development of operational improvements of controlled access facilities for TxDOT. He served as the Project Manager and Schematic Design Task Lead on the TxDOT San Antonio District **US 281 Basse Road and Jones Maltsberger Road** and **IH 410/US 281/San Pedro Avenue Improvements** schematic projects. On the US 281 Basse Road and Jones Maltsberger Road project, Eric led the schematic development of alternative intersections:

- Led an alternatives workshop with all task leads on the project to brainstorm access, mobility, and safety improvements at the interchanges
- Presented the alternatives to TxDOT and the City of San Antonio to screen the alternatives and choose a preferred alternative
- Presented the proposed schematic improvements during stakeholder meetings and public open house

On the and IH 410/US 281/San Pedro Avenue Improvements schematic project, Eric led the schematic development of operational improvements along 4.3 mi of IH 410 and 2.7 mi of US 281 near the San Antonio International Airport consisting of modifying ramps, weaving and merging segments, intersection improvements, and removing bottlenecks. Starting with a preliminary preferred alternative from a previous feasibility study, Eric developed additional alternative improvements to address public comments received during the feasibility study and optimize the design to further improve the traffic operations along both corridors including:

- Addition of braided entrance and exit ramps between Honeysuckle Lane and NW Military Highway to eliminate need for severing north-south connectivity of Honeysuckle Lane
- Realignment of section of frontage road between NW Military Highway and Blanco Road to eliminate extensive cross culvert construction and maximize spacing between exit ramp gore and intersection
- Addition of elevated collector-distributor (C-D) between NW Military Highway and San Pedro Avenue to maintain existing access while eliminating short weaving segment and avoiding traffic exiting to San Pedro Avenue going through the Blanco Road intersection
- Non-conventional bridge straddle bent reconstruction to significantly reduce the duration of the closure of the US 281 to WB IH 410 direct connector (DC) for the proposed widening of the existing WB exit ramp to San Pedro Avenue beneath the DC
- Led development of alternatives analysis memos, parking study and ROW impacts memo documenting design decisions during schematic development

SECTION 5

TEAM'S EXPERIENCE / QUALIFICATION PROVIDING ROADWAY DRAINAGE PLANNING AND / OR DESIGN

Volkert works hard to develop strong partnerships with quality consultants that complement our skills and bring relative regional experience to the team. LJA has joined the Volkert team to provide drainage support after having established a strong relationship on other current projects such as the **Mobility 35 Capital Expressway North and IH 10/US 69 Beaumont Interchange** projects. Through efficient communication and accountability, our firms have developed a trust and professional work ethic that we believe will benefit the County. LJA has produced drainage studies; designed for water quality, open-channel hydraulic, and closed drainage systems; added capacity; mitigated adverse impacts; and worked with existing flooding issues on over eight FEMA Floodplains projects for Central Texas cities and counties in the last five years. These projects included coordination with the Upper Brushy Creek WCID, Edward's Aquifer Protection Plans, new location roadway impacts, and Karst Zones. The result of LJA's approach and experience is a clear, concise report summarizing results of findings along every project discipline. Dedicated as drainage lead and support to this project will be the following LJA staff:

DEREK BOHLS, PE, CFM

16 YEARS OF EXPERIENCE // ROUND ROCK OFFICE

Derek's approach to design has won over the premiere local drainage experts at the Upper Brushy Creek WCID, TCEQ water quality reviewers, City of Round Rock Stormwater Program, City of Cedar Park Engineering, TxDOT Austin District, and CTRMA review teams. As an eminent leader in H & H assessment, community leaders rely on Derek to resolve their unique drainage challenges. His designs include water quality regulations and permitting, floodplain mapping, scour analysis, water quality BMP design, impact analysis and documentation, detention and retention design, storm sewer design, culvert design, energy dissipater design, erosion control and SW3P, and cost estimating associated with drainage structures. Derek brings a creative, innovative problem-solving mentality to H & H design, which benefits clients by navigating around the issues that arise during a design. He challenges himself and his team to produce multiple solutions to a single problem and determine the most efficient, cost-effective solution. Derek has performed this same role for 17 similar projects in the Central Texas area. His experience includes detailed design and impact analysis on highly developed/highly scrutinized controlled access projects like the MoPac Improvement Project in Austin and US 281 in San Antonio. He provides innovative solutions such as 2-D modeling to reduce costs during preliminary bridge design.

Derek will use his 16 years of experience to develop accurate bridge hydraulic models so that crossings pass future development peak flows, similar to his work on US 281. Derek also has significant experience on new location/major widening projects that require ROW. He will use this experience to develop ditch designs to a 30% PS&E level so that ROW can be preserved/acquired with confidence. Lastly, Derek has designed a multitude of water quality and detention facilities and will work with the roadway group to best identify locations and determine ROW needs, like he did on 183A.

RILEY SLADEK, PE

14 YEARS OF EXPERIENCE // ROUND ROCK OFFICE

Riley has 14 years of drainage design experience on multiple projects in Central Texas and across the state including new location, reconstruction, and widening in both rural and urban settings. He has worked on hundreds of FEMA stream crossings in the Central Texas area and will use that experience to develop cost efficient hydraulic crossings at the multiple FEMA streams on these corridors. Riley also has experience designing water quality and detention facilities, on New Hope Drive and US 281, which will likely be required on these corridors. Riley excels in his communication throughout the team to ensure the drainage design is coordinated with all other disciplines including roadway, structures, and utilities. Riley has worked with Derek for over 7 years and their experience together provides efficiencies for the County.

SECTION 6

TEAM'S EXPERIENCE / QUALIFICATIONS PROVIDING ROADWAY STRUCTURES PLANNING AND / OR DESIGN

Our Structures Task Leader, **Chris White, PE**, has been involved with bridge design and contractor support in Texas for over 35 years, beginning with the Downtown San Antonio Y projects in the 1980s to his current role as Bridge Task Leader for the **IH 10 Beaumont Cardinal Interchange** improvement project. Over the past six years he and his Houston-based bridge staff have worked together with both proposed **Project Principal Travis Falls** and **QA/QC Manager Trevor Reed** on projects throughout Texas, both large and small. Among these was the \$107M IH 35 Mainlane and Frontage Road Improvements Project in San Marcos, where Chris served as Bridge Task Leader responsible for developing concepts and supervising all design and plans production for six replacement structures for the reconstruction of IH 35. Chris worked directly with project principals and TxDOT to phase bridge replacement at the IH 35/SH 123 overpass interchange and to replace four frontage road bridges over the San Marcos River and Willow Springs Creek. The river/creek bridges were designed and PS&E documents prepared to protect the environmental integrity of the waterways by restricting access during construction, similar to concerns that may exist with Lake Georgetown tributaries and other creeks along the Ronald Reagan Blvd. corridor.

Chris and his bridge staff are currently wrapping design of fifteen overpass and interchange direct connector bridges with Trevor and proposed **Roadway Schematic Task Leader Eric Galindo** on the **IH 10/US 69 Beaumont Cardinal Interchange Project**. The project is on an accelerated design and PS&E production schedule for completion in Spring 2021. Concurrent with the Cardinal Interchange Project, Chris' lead Senior Structural Engineer and Houston bridge staff are working closely on the design of fourteen bridges with our **Proposed Project Manager Arnold Gonzales** on the **IH 35 CapEx North Improvement Project** slated for completion in 2021. Volkert's Bridge Design staff, led by Chris, have also been involved with concept development and final design and plans for a variety of smaller projects in recent years, including a pair of IH 20 underpass structures in the Atlanta District, two box culvert/slab bridge replacements in Kaufman County and the 1,000-ft long FM 2100 bridge replacement over Luce Bayou in unincorporated Harris County.

Prior to joining Volkert, Chris spent his entire career planning and designing bridge projects throughout Texas and around the country, many with considerations similar to the proposed Ronald Reagan Blvd. improvements, such as: creek crossings with environmental concerns (IH 35, San Marcos; FM 2100, Harris County; US 290 Manor Expressway, Austin), interchange development (IH 410/SH 281 Interchange, San Antonio; IH 10, Beaumont), development of rural highway upgrades to limited access facility along future growth corridor (US 290 Manor Expressway, Austin), and special cut wall design and utility accommodation (FM 1960/Kuykendahl Road Underpass, Harris County.) He has also worked directly with contractors throughout his career, providing construction support services, reviewing post-design submittals and Requests-for-Information (RFIs), and working collaboratively with them on design/build and Construction Manager at Risk (CMAR) endeavors. Therefore, he has a unique perspective concerning design impacts on constructability.

Chris serves as Volkert's senior structural subject matter expert and is often tasked with the development of unique bridge designs for Districts throughout the state. In addition to leading the Volkert bridge design team, Chris is often asked to serve as an instructor or technical advisor for design courses relating to LRFD, precast/prestressed concrete, and AASHTO bridge design specifications.

SECTION 7

TEAM'S EXPERIENCE / QUALIFICATIONS PROVIDING ENVIRONMENTAL DOCUMENTATION AND CLEARANCE FOR ROADWAY PROJECTS IN CENTRAL TX

Based on previous Williamson County project experience, Arnold and the Volkert team understand the environmental sensitivity of these type of assignments. Transportation improvement projects often include the disturbance of various property types that require thorough investigation to prevent or mitigate adverse impacts to property owners and critical geographic features such as protected habitats or waterways. The Volkert environmental team, led by **WSB's Mike Chavez**, is built upon a thorough knowledge and history of environmental clearance for roadway projects in Williamson County and Central Texas. Mike brings extensive environmental regulatory experience and knowledge to the project having served as a TxDOT Project Delivery Manager, where he was tasked with producing and reviewing guidance on environmental rules, regulations, and public involvement procedures for TxDOT staff, local governments, and consultants. The environmental team will also be supported by **Hicks and Company** with whom Mike and Arnold have worked with for years on similar projects. Our teaming structure allows for efficiency in coordination, communication, and collaboration compared to a multi-team structure, resulting in streamlined project delivery. In addition to general environmental support redundancy, Hicks brings broad technical strengths, decades of Central Texas experience, and an overall commitment to quality that matches Volkert's strategy is undoubtedly expected by Williamson County staff and the GEC.

Mike has the unique ability to problem solve and identify solutions to streamline the environmental process. Mike is often brought in on the most complex and controversial projects with tight schedules to manage the project timelines and deliver results. His knowledge of local, state, and federal environmental compliance requirements includes documentation standards that allow for minimal to no revisions in the event of funding changes. This applies to due diligence documentation for locally funded projects pertaining to impacts to cultural resources (Antiquities Code), jurisdictional waters (Clean Waters Act), threatened and endangered species (Endangered Species Act), and hazardous materials. An example of this knowledge was seen on the Loop 1604 project in San Antonio, where the project was initially cleared as a state project, but a funding change required federal clearance. Mike was able to manage revisions to documentation and quickly initiate coordination with federal partners to meet the project schedule.

SIMILAR PROJECT, LOCATION	RELEVANCE
183A, PHASE III Williamson County	Controlled Access Facility, planning, ENV documentation, water resource impacts
SH 45SW Travis County	Controlled Access Facility, planning, ENV documentation, water resource impacts, endangered species impacts, public controversy
US 281, LOOP 1604 TO BORGFELD ROAD Bexar County	Controlled Access Facility, planning, ENV documentation, water resource impacts, endangered species impacts, public controversy
LOOP 1604, POTRANCO ROAD TO FM 471 Bexar County	Controlled Access Facility, planning, ENV documentation, endangered species impacts, public controversy

Additional relevant Central Texas experience: 183 North Reevaluation (Travis/Williamson County), Scientific Services - Environmental Documentation Services Contract (Central Texas), Ronald Reagan Intersections Project (Williamson County), RM 967 Project (Hays County), RM 620 Railroad Grade Separation (Williamson County), RM 620 Reevaluation- Cornerwood Drive to Wyoming Springs Drive (Williamson County).

SECTION 8

TEAM'S CURRENT COMMITMENTS

TRAVIS FALLS, PE - PROJECT PRINCIPAL, VOLKERT

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
Capital Express North IH35	Current Project	50%	November 2021
Mobility 35 IH 35 @ SH 123	Current Project	10%	December 2020
Williamson County CR 255/CR 258	Existing Proposal	10%	January 2021
City of Austin ATD Rotation List	Existing Proposal	5%	December 2020

Proposed time commitment for Williamson County project: 25%

ARNOLD GONZALES, PE- PROJECT MANAGER, VOLKERT

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
Capital Express North IH35	Current Project	25%	November 2021
Mobility 35 IH 35 @ SH 123	Current Project	5%	December 2020
Williamson County CR 255/CR 258	Existing Proposal	25%	January 2021
City of Austin ATD Rotation List	Existing Proposal	5%	December 2020

Proposed time commitment for Williamson County project: 60% (availability at NTP: 60%)

TREVOR REED, PE – QA/QC, VOLKERT

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
IH 10/US 69 Beaumont Interchanges	Current Project	25%	December 2021
Capital Express North IH35	Current Project	10%	November 2021
City of Early	Current Project	10%	March 2021
Williamson County CR 255/CR 258	Existing Proposal	10%	January 2021

Proposed time commitment for Williamson County project: 45% (availability at NTP: 45%)

ERIC GALINDO, PE- ROADWAY (SCHEMATIC), VOLKERT

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
IH 10/US 69 Beaumont Interchanges	Current Project	20%	December 2021
FM 2100	Current Project	5%	March 2021
Williamson County CR 255/CR 258	Existing Proposal	20%	January 2021
City of Austin ATD Rotation List	Existing Proposal	5%	December 2020

Proposed time commitment for Williamson County project: 50% (availability at NTP: 50%)

SECTION 8

TEAM'S CURRENT COMMITMENTS

DEREK BOHLS, PE, CFM– DRAINAGE, LJA

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
Liberty Hill Bypass	Current Project	20%	March 2021
Southwest Bypass	Current Project	20%	December 2020
New Hope Drive	Current Project	10%	October 2021
Red Bud Lane	Current Project	20%	December 2021
Williamson County CR 255/CR 258	Existing Proposal	20%	January 2021
Various Assignments	—	10%	Ongoing

Proposed time commitment for Williamson County project: 30% (availability at NTP: 60%)

RILEY SLADEK, PE– DRAINAGE, LJA

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
SL 195	Current Project	20%	June 2021
Liberty Hill Bypass	Current Project	30%	March 2021
Southwest Bypass	Current Project	20%	January 2021
Williamson County CR 255/CR 258	Existing Proposal	20%	January 2021
Various Assignments	—	10%	Ongoing

Proposed time commitment for Williamson County project: 30% (availability at NTP: 60%)

MIKE CHAVEZ, RPA – ENVIRONMENTAL, WSB

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
I-94 Project	Current Project	5%	July 2022
Lake Farley Bridge CE	Current Project	5%	January 2020
RM 967	Current Project	5%	January 2020
TxDOT-ENV Document Preparation	Existing Proposal	10%	—

Proposed time commitment for Williamson County project: 75% (availability at NTP: 75%)

SECTION 8

TEAM'S CURRENT COMMITMENTS

CHRISTOPHER WHITE, PE – STRUCTURES, VOLKERT

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
IH 10/US 69 Beaumont Interchanges (Cardinal)	Current Project	50%	May 2021
IH 10/US 69 Beaumont Interchanges (Eastex)	Current Project	25%	June 2020 - March 2021
Williamson County CR 255/CR 258	Existing Proposal	25%	January 2021

Proposed time commitment for Williamson County project: 25% (availability at NTP: 25%)

STEPHEN TRUESDALE, RPLS – SURVEY, INLAND GEODETICS

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
CR 305 – Jarrell, TX	Current Project	5%	June 2021 (40% complete)
CR 275 Design Topo – Liberty Hill, TX	Current Project	10%	March 2021 (80% complete)
CR 110 ROW Acq. Survey	Current Project	10%	June 2021 (20% complete)
CR 314 – Jarrell, TX	Current Project	5%	March 2021 (40% complete)
CR 332 – Jarrell, TX	Current Project	5%	April 2021 (50% complete)
Corridor D – Control and Alignment Ground Truthing	Current Project	5%	June 2021 (20% complete)
CR 279 ROW Acq. Survey	Existing Proposal	10%	—

Proposed time commitment for Williamson County project: 50% (availability at NTP: 50%)

MICHAEL GLAROS – ROW, VOLKERT

At this time, Michael has no time commitments associated with current projects or projects in existing proposals.

Proposed time commitment for Williamson County project: 50%

YVONNE THOMAS, PE – GEOTECHNICAL, RABA KISTNER

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
Hernandez Middle School Gym	Current Project	10%	March 2021
Heatherwilde Subdivision Pavement	Current Project	10%	November 2021
Heritage Trail West, Round Rock	Existing Proposal	10%	—
University Blvd. Reconstruction	Existing Proposal	20%	—

Proposed time commitment for Williamson County project: 45% (availability at NTP: 45%)

SECTION 8

TEAM'S CURRENT COMMITMENTS

BRANDON YOUNG – ENVIRONMENTAL SUPPORT, HICKS

Project Name	Current Project or Existing Proposal?	% of Time Commitment	Anticipated Completion Date
TxDOT Oak Hill Parkway	Current Project	5%	August 2025
Wilco CR 245 Improvements	Current Project	5%	March 2021
FM 2931	Current Project	10%	June 2021
SL 390	Current Project	5%	August 2022
FM 1488	Current Project	5%	February 2021
City of Kyle's Elliot Branch Wastewater Line	Current Project	5%	June 2021
LP 494 Bridge Replacement	Current Project	5%	May 2021
City of Austin Stassney Lane Drainage Improvements	Current Project	5%	April 2021
City of Austin Upper Harris Branch Wastewater Interceptor	Current Project	5%	March 2021
Capitol Complex, Phase II	Existing Proposal	10%	—

Proposed time commitment for Williamson County project: 40%

SECTION 9

PROJECT UNDERSTANDING AND APPROACH FOR PLANNING FOR RONALD REAGAN CORRIDOR

This segment of Ronald Reagan Blvd. is designated as a future controlled access facility (four- to six-lane per the current 2035 LRTP) from FM 2243 to IH 35. Approximately 24 miles in length, this facility serves traffic from western to northern Williamson County, connecting the cities of Cedar Park and Leander. Much of the existing roadway consists of a rural two-lane roadway with shoulders from just north of SH 29 to IH 35 within varying right-of-way. The southernmost terminus of this segment is currently configured in a four-lane divided roadway section from FM 2243 to approximately 1,600 ft north of SH 29.

Our understanding is that this design will require the development of two to three additional lanes in each direction along with frontage roads and future on/off ramp locations to accommodate key intersections with the required right-of-way footprint established for the ultimate conditions. Utilizing as much of the existing roadway as possible for traffic maintenance during construction and/or expansion of the mainlanes/frontage roads, our team will address five critical elements to achieve the successful development of an approved schematic and environmental clearance:

1. Route Analysis and Schematic Development
2. Project Constraints Identification
3. Environmental Evaluation and Clearance Requirements
4. Right-of-Way Determination
5. Cost Estimating and Budget Management

Volkert's Schematic Development Approach for Ronald Reagan Corridor:

- Confirm design criteria based on roadway classification and design speed of the facility, including horizontal curvature, superelevation, profile grades, clear zone, vertical clearance, lane widths, and shoulder widths.
- Review current roadway geometry to identify and document all locations or element not meeting design criteria and present the County with recommendations to remedy each issue.
- Identify constraints along route for ROW, access, drainage, water quality (EA recharge and contributing zones), and operational impacts and then develop solutions to each constraint, including the ramp locations and access management for the additional lanes.
- Coordinate with County and adjacent segment consultants as needed to ensure efficient adjacent project tie-ins and avoid wasted work or redundant efforts. Develop .kmz files to aid in coordination and planning.
- Analyze traffic volume projections including traffic mix, anticipated vehicle types (WB-67/62), and potential operational impacts to critical intersections for overpass/underpass alternatives.
- Review utilities and analyze all proposed project elements for potential refinements that may mitigate unnecessary conflicts. Prioritize long-lead-time utility stakeholders, such as OH transmission lines.
- Engage in-house construction subject matter experts to evaluate constructability including potential schedule issues, cost-saving measures, construction quality concerns, and traffic control planning.
- Develop a NEPA-ready environmental document. Follow the NEPA process, including a thorough catalog of existing constraints, commitments, permitting, schedule impacts, and mitigation approaches for schematic development and environmental approval should federal funding be acquired.
- Build an OpenRoads 3-D model of the proposed roadway, bridge, and drainage elements along with all existing environmental constraints, utilities, and ROW.
- Utilize model to develop final ROW footprint including utility accommodations, drainage conveyance, water quality BMPs, temporary/permanent easements, and development considerations (residential/commercial).
- Provide current and accurate cost estimates for base design and potential alternatives including pavement options, construction phasing and value engineering options (e.g., widening vs. reconstruction), and bridge structure options (box beam vs. I-girder).

Example Location: Possible expansion of SH 195 bridge and future NB/SB frontage road tie-ins to overpass.



APPENDIX A

RESUMES

See next page

TRAVIS FALLS, PE

Project Principal

PERSONNEL BIO

Travis currently serves as the Texas Region Engineering Operations Manager for Volkert and has been responsible for the project management of local, state route and interstate projects throughout Texas. Travis' design experience resides in the areas of transportation planning, drainage, traffic control, horizontal and vertical alignments, interchange design, erosion and sediment control plans, traffic signal design, streetscapes, maintenance of traffic, parking lot design, and QA/QC. A few of Travis' transportation projects from the last 25 years are listed below:

PREVIOUS EXPERIENCE

IH 35 From US 290 to SH 45, Texas Department of Transportation

Travis County, Texas

Travis is the Project Manager for design of the \$400M Capital Express North Project for the TxDOT Austin District. The project will improve operational efficiency by adding one managed lane in each direction on IH 35, relocating ramps, adding capacity to the frontage roads, and adding a shared-use path. Managed lanes are proposed in high-congestion areas where right of way is limited.

The project includes the engineering design of the frontage road widening and reconstruction, as well as the intersections and bridges within the project limits. The Wells Branch Parkway interchange will be converted into a diverging diamond interchange (DDI) and the new shared-use path will improve bicycle and pedestrian accommodations along IH 35 frontage roads and at east/west crossings.

Texas Department of Transportation, Hays County, Texas

IH 35 Interchange at SH 123

- Project Manager and Engineer for the design of the \$107M reconstruction of IH 35 for approximately 1 mi, including the SH123 interchange and one-way pair frontage roads.
- Project included raising IH 35 approximately 8 ft to new freight corridor vertical clearances, raising four frontage road bridges over the San Marcos River and Willow Springs Creek and reconfiguration of six ramps.
- Project required high mast lighting, landscaping, traffic signals, overhead signing, and retaining walls.
- Project included modeling the San Marcos River, FEMA floodplain, water quality structures, HazMat structures, and Edwards Aquifer protection.

Tennessee Department of Transportation, Shelby County, Tennessee

IH 55 Interchange at Mallory Avenue

- Project Manager and Engineer for the design of approximately 1 mi of IH 55 at Mallory Avenue.
- Project included raising IH 55 approximately 9 ft to upgrade to 60 mph design speed.
- The project also included a signalized single point urban interchange (SPUI), modification to approximately 1.5 mi of urban roadways, intersection design, signal design, lighting design, signing and pavement markings, retaining walls, seven bridges, railroad coordination, railroad pre-empt signals, closed drainage system, and grade separated interstate.
- Complex traffic control plans were developed to include temporary bridge widening, detours, temporary railroad crossings and interstate ramp closures.
- Designer of the PowerPoint continuous loop presentation with voice over to communicate this complex project to the community.
- This project was the prototype for the Tennessee Department of Transportation for their new public involvement process.



EDUCATION:

M.S., Civil Engineering
Summa Cum Laude
Vanderbilt University

B.S., Civil Engineering
Magna Cum Laude
Vanderbilt University

REGISTRATIONS:

Professional Engineer
Alabama # 29012
Kentucky # 23600
Michigan # 621058222
Tennessee # 107451
Texas # 106749

TDEC EPSC Level 1

WORK HISTORY:

2014 - Present
Volkert, Inc.

2007 - 2014
RW Armstrong

1989 - 2007
CTE|AECOM

PROFESSIONAL ACTIVITIES:

American Society of Civil
Engineers

Institute of Transportation
Engineers

American Society of Highway
Engineers

ACEC – Transportation Chair

VOLKERT

TRAVIS FALLS, PE

Project Principal

PREVIOUS EXPERIENCE

Texas Department of Transportation, Tarrant County, Texas, Independent Engineer for North Tarrant Expressway (IH 35W) D/B

- The \$1.8B project included reconstruction and widening of IH 35 from IH 820 to IH 30 in Fort Worth, Texas.
- Design Project Lead for the Independent Engineer of a Design-Build-Operate-Maintain managed lanes project in Fort Worth, Texas.
- Manage/coordinate the reviews of the Developer's design to ensure compliance with the technical requirements.
- Conduct regular design quality assurance audits to verify compliance with the project management plan.

Williamson County, Texas, CR 110

- Project Principal and QC manager for the widening and relocation of approximately 2.1 mi of CR 110.
- Project included upgrading the two-lane roadway to a six-lane facility. Additional project details included intersection improvements, utility relocations, drainage improvements, wetland mitigations, sidewalks, and phased construction approach.

Hays County, Texas, IH 35 Ramp Reversal

- Project Director for the preparation of geometric schematics and PS&E for the relocation of access ramps for new economic development sites.
- Scoped items include an interchange access study, roadway design, hydraulic design, ROW engineering, water quality design, traffic control, erosion control, bridge design, and signing and striping.

Indiana Department of Transportation, Fishers/Carmel, Indiana, US 31

- Project Lead for the concept design and public relations of the reconstruction of US 31 from Rangeline Road to 151st Street.
- Project included converting a full access arterial into a controlled access facility with two interchanges.
- Project included extensive public meetings and Community Advisory Committee (CACs) to get consensus on access points and maintenance of traffic.

Metropolitan Nashville Public Works, Nashville, Tennessee, High Priority Intersection Improvement Project

- Project Manager and Lead Engineer for the evaluation of all intersections in Davidson County to determine the top 30 unsafe intersections.
- Evaluation process included review of the Nashville Police Department reports, site visits, and Collision View software
- Estimated costs were developed and compared against potential reduction in crashes.
- Project focus on increasing capacity, safety, and operational improvements to the various intersections. The projects were prioritized based on review of crash data, site visits and Collision View software that determines the frequency, severity, and probable cause of crashes at the intersections. Evaluation of intersection geometry, signage, pavement markings, signalization and available sight distance were reviewed.
- Project also consisted of detailed design and construction inspection of the approved countermeasures.



TRAVIS FALLS, PE

Project Principal

PREVIOUS EXPERIENCE

Louisiana Department of Transportation and Development, Orleans and St. Tammary Parish, Louisiana, Rigolets Pass Bridge – US 90 and LA 433

- Project Engineer for the US 90 approaches for the Rigolets Pass bridge.
- US 90 is currently designated as an evacuation route, though the existing roadway is located below the floodplain.
- This combined with substandard earthwork materials increased the complexity for traffic control during construction.
- Detailed phasing plans were created to allow for both the construction of the new construction, through pre-stressed loading, and maintaining all requirements for an evacuation route.

Comprehensive Transportation Network Plan, City of Franklin, TN

- Project Manager responsible for the development of a comprehensive plan to integrate vehicular, transit, bike and pedestrian modes of transportation.
- Project included travel demand model of city in coordination with the Nashville MPO's regional model, transit study, pedestrian study, bike plan, trail plan, traffic modeling and LOS analysis, public and stakeholder participation, and land use planning.
- Project included cost estimations for projects as well as prioritization of projects to be included in the CIP.

Road Safety Audit, Tennessee Department of Transportation, Nashville, Tennessee

- Project Manager for over 30 field reviews as part of a multi-disciplinary team performing road safety audits.
- Road safety audit locations generally consist of several miles of two-lane roadways.
- Reviewed crash data, documented site conditions, and developed formal report for TDOT.
- Developed plan sheets with proposed improvements superimposed on aerial photography with detailed written guidance to document the proposed improvements.
- Developed quantity estimate, cost estimates and "no-plans" contract documents used by TDOT to implement the improvements.

Roadway Departure Action Plan, Tennessee Department of Transportation, Nashville, Tennessee

- Project Principal to develop and implement a pilot program in Tennessee to reduce roadway departure crashes.
- Roadway segments identified by the Federal Highway Administration were field visited, conditions documented and countermeasures recommended for each roadway segment.
- The pilot program included two construction districts and approximately 96 miles of roadway improvements.
- Developed plan sheets with proposed improvements superimposed on aerial photography with detailed written guidance to document the proposed improvements.
- Developed quantity estimate, cost estimates and "no-plans" contract documents used by TDOT to implement the improvements.
- Developed guidance manual outlining the process for use by TDOT and other consultants for implementing the Roadway Departure Action Plan across the State of Tennessee.



TRAVIS FALLS, PE

Project Principal

PREVIOUS EXPERIENCE

Metropolitan Nashville Public Works, Davidson County, Tennessee, High Priority Intersection Improvement Project

- Project Manager and Lead Engineer for the evaluation of all intersections in Davidson County to determine the top 20 (non-state highway) unsafe intersections.
- Evaluation process included review of the Nashville Police Department reports, site visits, and Collision View software.
- Estimated costs were developed and compared against potential reduction in crashes.
- Project focus on increasing capacity, safety, and operational improvements to the various intersections. The projects were prioritized based on review of crash data, site visits and Collision View software that determines the frequency, severity, and probable cause of crashes at the intersections. Evaluation of intersection geometry, signage, pavement markings, signalization and available sight distance were reviewed.
- Project also consists of detailed design and construction inspection of the approved countermeasures.



ARNOLD GONZALES, JR. PE, CFM, LEED GA

PROJECT MANAGER

PERSONNEL BIO

Arnold Gonzales brings over 20 years of experience to the management of transportation and site development projects. He has used his skills in various engineering design, team building, and project management positions for the development of schematics, construction plans, specifications, and cost estimates for both engineering and construction projects, including local and regulatory permitting and construction phase support. He specializes in transportation planning, roadway geometric design, hydraulic analysis, drainage structure design, stormwater detention and water quality facility design, utility design and coordination, signing and pavement markings, traffic/pedestrian signal design, traffic control plans, bicycle and pedestrian facilities, stormwater pollution prevention planning, NEPA environmental coordination, water protection and abatement plans (WPAP), and commercial and residential site development.

PREVIOUS EXPERIENCE

Corridor E1 Improvements (FM 3349) (Hutto, Williamson County, Texas)

Located in Hutto, this project was established as part of the Williamson County Road Bond Program in Precinct 4 and consists of the planning/feasibility of introducing a new major arterial from the intersection of County Road 101/FM 3349 and US 79 to the terminus of future Corridor A1. CR 101 and FM 3349 are currently two-lane, north-south rural roads with the surrounding area consisting of flat farm and ranch land. A full access-controlled freeway with four to six mainlanes and four to six frontage road lanes with approximately 350 ft of right of way (ROW) is planned for this corridor, including an ultimate multi-level interchange at US 79 and at the intersection with Corridor A1. Arnold's team led the preliminary schematic development, NEPA-ready environmental assessment, public engagement, and cost estimating for the County's consideration.

Responsibilities included:

- Daily management of all design team operations and serving technical support for the team
- Serving as primary POC with GEC for daily design coordination, troubleshooting, and communication of all schedule or budget impacts
- Assisting with scope, fee, and level of effort development for work assignments and proposals
- Development of schematic exhibits, typical sections, and details for evaluation of design elements such as controlled access lanes, ROW and property impacts, critical drainage crossings and bridges, overpasses, and future roadway expansions
- Daily communication with environmental team to account for critical design constraints such as heritage farms, cemeteries, habitats, and waterways in the schematic route determination
- Facilitating the internal QA/QC process for all layouts and exhibits submitted to GEC and Williamson County
- Providing technical support to GEC and Williamson County for all public involvement and informational meetings
- Development of accurate cost estimates for various route alternatives and construction phasing



EDUCATION:

B.S., Civil Engineering
University of Texas

REGISTRATIONS:

Professional Engineer:
Texas - 98234
Arizona - 61636

CFM No. 1667-09N

LEED Green Associate - No. 10609206

TxDOT Local Government
Project Procedures

WORK HISTORY:

2020 - Present
Volkert, Inc.

2017 - 2020
BGE

2016-2017
Stantec

2013 - 2016
Bury

2008 - 2013
Baker-Aicklen & Associates Inc.

PROFESSIONAL ACTIVITIES:

AMERICAN SOCIETY OF CIVIL
ENGINEERS

REAL ESTATE COUNCIL OF AUSTIN
Transportation Committee Member

WOMEN'S TRANSPORTATION
SEMINAR

INSTITUTE OF TRANSPORTATION
ENGINEERS

AUSTIN CHAMBER OF COMMERCE
Transportation Committee Member

GREEN BUILDING CERTIFICATION
INSTITUTE

VOLKERT

ARNOLD GONZALES, JR. PE, CFM, LEED GA

PROJECT MANAGER

PREVIOUS EXPERIENCE

IH 35 Capital Express North – TxDOT AUS District (Travis County, Texas)

As part of TxDOT's Mobility 35 Improvements Program, IH 35 improvements for approximately 13 mi from SH 45 in Williamson County to US 290 in Travis County, Austin, Texas. Project scope included mainlane and frontage road widening and reconstruction, adding two 12-ft managed lanes, implementation of four new collector-distributor systems, 15 new bridges, a diverging diamond interchange at Wells Branch Blvd., 10-ft shared-use path on both sides, ITS, new traffic signals, utility relocations, and drainage improvements.

With Arnold serving as Deputy PM, Volkert is providing engineering design services, including complete plans, specifications and estimates (PS&E) design that encompasses roadway, safety elements, 3-D corridor modeling, hydrologic and hydraulic analysis, safety evaluation/implementation, and bridge design. The project will improve operational efficiency by adding one managed lane in each direction on IH 35, relocating ramps, adding capacity to the frontage roads, and adding a shared-use path. Managed lanes are designed to provide a less congested route than adjacent general-purpose lanes during peak periods for qualifying vehicles. These lanes control access by placing restrictions on use, such as the number of passengers and types of vehicles. The Wells Branch Parkway interchange will be converted into a diverging diamond interchange (DDI) and the new shared-use path will improve bicycle and pedestrian accommodations along IH 35 frontage roads and at east/west crossings.

Critical design elements Arnold is managing on a day-to-day basis include:

- Minimizing right-of-way acquisitions and impacts to adjacent commercial sites
- Coordination with new commercial developments for compatibility and access
- Access management evaluations and ensuring proper driveway design
- Updating horizontal and vertical roadway alignments to eliminate design deficiencies (i.e., meeting minimum k-values, superelevation corrections, drainage improvements to prevent ponding)
- Designing sufficient ramp and lane merging transition lengths from frontage roads to mainlanes
- Adding adequate barrier protection to retaining walls, clear zone encroachments, and high-mast lighting structures
- Providing adequate travel lane widths on bridges to maintain existing through traffic capacity during construction
- New storm sewer and detention facilities to accommodate new roadway widening and profile improvements
- Ensuring efficient and timely utility coordination and planning for water, waste water, communication, gas, and electric utilities along the corridor.

Volkert was contracted ahead of schedule specifically to assist with the schematic transition to PS&E; as part of that transition, we leveraged 3-D technology to ensure ROW encroachments were accurately captured and conveyed during the environmental process. As lead designer, Volkert has identified and mitigated several issues associated with traffic control phasing and bridge construction optimization and, to date, we have remained under budget compared to the initial planned budget.



VOLKERT

ARNOLD GONZALES, JR. PE, CFM, LEED GA

PROJECT MANAGER

PREVIOUS EXPERIENCE

South Lamar Boulevard Corridor Improvements (City of Austin, Texas)

Transportation and mobility improvements along 3 mi of South Lamar Blvd from US 290 (Ben White Blvd) to Barton Springs Rd including lane dieting, new raised concrete medians, shared-use paths, new traffic signals, CapMetro transit accommodations, storm sewer adjustments, utility relocations, urban street design elements, and landscaping on both sides of the roadway. The goal is to improve safety and accessibility and create a multimodal transportation system to support the growing mixed-use, pedestrian, and bicycle traffic patterns.

As Deputy PM and Project Professional, Arnold managed day-to-day operations for the schematic refinement development of PS&E, including efforts to minimize ROW impacts, implement access management strategies, and incorporate CapMetro transit facilities.

Responsibilities included:

- Daily management of all design team operations and serving technical support for the team
- Serving as primary POC with CPO PM for daily design coordination, troubleshooting, and communication of all schedule or budget impacts
- Processing work, task, and design directives through e-Builder for proper record keeping and workflow monitoring
- Assisting with scope, fee, and level of effort development for work assignments and proposals
- Daily communication with all subconsultant partners to ensure assignments, deliverables, and schedules were being met
- Managing the ultimate development of plans, details, specifications, and estimates for all design deliverables
- Facilitating the internal QA/QC process for all plan deliverables
- Providing technical support for all public involvement and informational meetings
- Ensuring compliance with City of Austin Mobility design criteria, coordinating all required permitting through the City of Austin Departments and Corridor Mobility Program offices

CR 119 Improvements (Hutto, Williamson County, Texas)

2.3-mi extension of CR 119 from Limmer Loop to Chandler Road to serve local farmers and large wheel-based vehicles transporting harvested crops. The first phase of the project consisted of the design and construction of the first two lanes of a future four-lane facility with turn lanes at major intersections, as well as bridge-class drainage structure design and analysis. The requirements of this project included an environmental assessment, drainage analysis, geotechnical investigation, utility coordination and relocations, traffic signal design, schematic design and final PS&E. Several ROW parcels were impacted and required extensive property owner coordination and public involvement. Serving as Project Manager, Arnold led the team in performing preliminary and final engineering services for the design and construction including alternative route analysis, schematic development, and final construction plans.

Responsibilities included:

- Route studies. Determined the proposed route from Limmer Loop to Chandler Road and provided three alternative routes along with their



VOLKERT

ARNOLD GONZALES, JR. PE, CFM, LEED GA

PROJECT MANAGER

PREVIOUS EXPERIENCE

design, land, and cost impacts to be evaluated by the County Commissioner of Precinct 4 and Williamson County staff.

- Environmental documentation. Coordinated with subconsultant partners to perform an intensive archeological survey and environmental report, which included coordination with the Texas Commission on Environmental Quality (TCEQ), U.S. Fish & Wildlife, Army Corp of Engineers, Texas Historical Commission (THC), and Williamson County.
- Drainage analysis. Served as lead drainage designer for development of the watershed model of existing and proposed conditions to identify effects of the proposed facility on adjacent properties and provide designs for five cross-drainage structures, seven driveway culverts, and two underground storm drain systems.
- Schematic design. Managed the establishment of final horizontal and vertical layouts of all elements of the roadway, including intersection layouts and typical sections.
- Detailed PS&E. After approval of schematic design, Arnold managed all plan development and dedicated resources to establish full construction documentation. This included traffic control, SW3P, horizontal and vertical data sheets, plan & profile sheets, hydraulic calculations, drainage area maps, intersection layouts, storm sewer plan and profile sheets, retaining wall layouts, signal plans, roadway cross-sections, signage, striping and pavement marking plans.
- Served as primary POC with Williamson County GEC and staff for daily design coordination, troubleshooting, and communication of all schedule or budget impacts.
- Facilitated the internal QA/QC process for all plan deliverables.

Other Relevant Williamson County Project Experience:

Lakeline Blvd. Extension (2012-2013) – Planning and PS&E of approximately 2.8 mi of new roadway from FM2243 to Crystal Falls Pkwy.

Neenah Avenue Widening (2016-2017) – Widening and reconstruction of approximately 0.6 mi of existing roadway from Olive Hill Drive to easternmost driveway of St. Dominic Savio H.S.

CR 138 (2010-2011) – Widening and reconstruction of approximately 3 mi of existing roadway from NBFR of SH 130 to CR 137



TREVOR REED, PE

QA / QC Manager

PERSONNEL BIO

Trevor's responsibilities include roles in designing and developing plans, specifications and estimates (PS&E) for state, local and private transportation projects, construction engineering and management, and delivery of programmatic oversight services for strategic state highway projects. Currently, he serves as Project Manager for Volkert's design team in Texas. He is active in leading our team by developing, implementing and maintaining processes and procedures to ensure delivery of services for design and construction assignments.

In all roles, he seeks to develop best practices and implement useful technologies involving real time data collection for design, CEI, and program services. He works diligently with the clients, contractors and third parties to ensure the construction and delivery of high-quality roadway projects.

PROJECT EXPERIENCE

Capital Express North – IH 35 – Austin, Texas

Trevor served as the Roadway and 3-D Modeling task lead to form a team responsible for creating an approximate 7+ mile 3-D corridor featuring an IH 35 mainlane widening, frontage road system, collector-distributor system and proposed diverting diamond interchange. As part of the effort, Trevor lead the team to create a feature definition template and robust template library to facilitate efficient operation and staffing to create the entire model. Throughout the process, Trevor coached a team of 8 staff members responsible for overall design development, including:

- Development and design of 3-D roadway model for corridor
- Development of bridge models and integration with roadway
- Development of 3-D utilities for conflict analysis
- Development of traffic control strategies and design of each phase and step of overall construction approach

IH 35 at SH 123 in San Marcos, Texas

Trevor served as roadway task lead and 3-D modeling task lead for the \$105M reconstruction project. Trevor successfully produced not only 3-D models, but 4-D models that incorporate schedule elements for key traffic control phasing operations that provided key constructability proof of concept to build the new overpass bridge in two phases rather than three, saving six months of construction and providing a higher quality roadway. Additionally, Trevor leveraged 3-D modeling techniques and processes through the use of OpenRoads tools to detail driveway tie-downs, new ADA pathways, and San Marcos river bridges within the existing ROW. Detailed 3-D existing and proposed utilities were incorporated as well as 3-D drainage elements to expedite conflict analysis and resolve issues, as well as:

- Design of SW3P measures to protect the San Marcos River and Willow Springs tributary with consideration for endangered species
- Development and design of detailed traffic control plans including temporary ramp alignments, phasing strategy, incorporation of joint-bid City of San Marcos Water and Wastewater facilities
- Design of pedestrian pathways throughout project and incorporation of temporary pathways and river protection for recreational river traffic
- Preservation of super fund site limits adjacent to project through design of mill and inlay approach without excessive excavation
- Design of proposed roadway alignment for all mainlane and frontage road sections
- Detailed design of driveway facilities including commercial and residential property access points
- Performed detailed project controls audit of all deliverables and contract documents, including project management plan and associated QC processes
- Implemented system and process updates as a result of project controls audit



EDUCATION:

B.S., Civil Engineering
Texas Tech University

REGISTRATIONS:

Texas Professional Engineer
License #115984

WORK HISTORY:

2016-Present
Volkert, Inc.
2009-2016
H.W. Lochner

SKILLS:

OpenRoads
Process and Quality Auditing
Design Review and Quality Assurance
Project Controls
Owner Verification Inspection and Testing

CERTIFICATIONS:

TxDOT Precertifications
1.5.1
3.2.1
4.2.1
8.1.1
10.1.1
10.2.1
11.1.1
18.5.1

VOLKERT

TREVOR REED, PE

QA / QC Manager

PROJECT EXPERIENCE CONTINUED

FM 494 Widening – Pharr, Texas (\$19.8M):

Project Manager and Engineer of Record for the two-phase development of FM 494 from a rural two-lane facility to a five-lane urban section. Project included the development of a 3-D corridor to support key decisions in schematic revisions and produced useable models for drainage analysis. Unique project features included an inundated sheet pile wall design through an existing pond to mitigate ROW issues and design through a historically significant citrus grove agricultural property. Trevor's responsibilities for this project included:

- Update of geometric schematic files to PS&E detailed design
- Daily management of all design team operations and serve as technical leader and support
- Primary point of contact with the Pharr District including POC with stakeholders
- Coordinated with utility providers and ROW division to finalize ROW limits
- Coordinated prep ROW limits with new ROW purchases including installation of fence and associated landscape features
- Daily coordination of subconsultant work forces
- Performing quality control and quality assurance reviews of all deliverables
- Project coordination with adjacent projects by others
- Design of horizontal and vertical profiles for entirety of project
- Development of final pavement design approach and special pavement design for grade constrained areas in crossings with utility districts
- Development and design of drainage solutions including on-site and off-site detention areas. Coordinated with drainage district for outfall locations and private property owner agreements

SH 135 Super 2 Passing Lanes – Troup, Texas (\$6.3M):

Project Manager and Engineer of record for the first Tyler District OpenRoads design project. Developed template library and OpenRoads geometry to support district standards and designed passing lane project to accommodate increased traffic along corridor. Unique feature of this project included 30% design submittal as immersive 3-D design walk through to demonstrate concepts and resolve constructability issues. As part of this project, Trevor provided:

- Cost considerations for reconstruction vs. widening throughout project limits
- Development and design of passing lane system
- Design of systematic safety improvements including improved edge conditions, MBGF treatments, culvert extensions, safety end treatments, improved signage, RR crossing improvements, and pavement marking upgrades
- Coordination with survey team for cost and time sensitive survey needs for corridor
- Stakeholder coordination with the City of Arp and City of Troup within project limits
- Coordination with oil and gas pipelines throughout project and successfully redesigning portions of the roadway to result in no utility relocations within project limits

US 183 Reconstruction – Breckenridge, Texas (\$9.3):

Project Manager and Engineer of Record for the first OpenRoads design used by the Brownwood District in Texas. As part of this project, Trevor developed 3-D OpenRoads models for the roadway, drainage, and utility elements along the corridor and leveraged this information to mitigate design constraints and utility relocations. The project successfully avoided several key utility relocations because of the 3-D process used in design that helped identify solutions. Additional responsibilities for this project included:

- Day-to-day project management and coordination
- Technical roadway and drainage expertise to preserve existing systems
- Evaluation and design of bridge class culvert restoration



VOLKERT

TREVOR REED, PE

QA / QC Manager

PROJECT EXPERIENCE CONTINUED

- Evaluation and design of maintenance of existing retaining wall to avoid ROW issues
- Incorporation and traffic control planning for joint-bid wastewater facilities
- Coordination with County to improve channels downstream of project in need of repair

State Highway 6 Reconstruction, TxDOT, DeLeon, Texas (\$11):

Trevor served as project manager and lead design engineer for this 1.81-mi reconstruction effort. The project involves conversion of a rural three-lane section into a five-lane section with curb and gutter, sidewalk, and safety improvements throughout the north side of the city. Trevor is responsible for:

- Implementing and maintaining the 3-D model using the newest OpenRoads MicroStation 3-D design tools
- Design of off-system pond through ROW negotiation with City of DeLeon school district to reduce project drainage and maintenance costs
- Design of new location sidewalk improvements with ADA crossings throughout to facilitate pedestrian traffic
- Design of school zone crossings and pedestrian RRFB devices
- Design of traffic signals with improved clearance for freight corridor movements
- Development and design of special access conditions for DeLeon fairgrounds
- Design of traffic control plans to break project into two major segments to limit traffic disturbance.
- Conduct two public meetings (open) and city government meetings for project coordination
- Meet with property owners in areas with ROW purchases to confirm limits and coordinate project need in person
- Coordinate with utility owners and facilitate relocations



ERIC GALINDO, PE

Roadway Task Lead

PERSONNEL BIO

Eric M. Galindo, PE has 13 years of experience in transportation engineering working in both the private and the public sector. Eric spent over seven years of his career in the public sector working for the Texas Department of Transportation (TxDOT). His project experience includes roadway, drainage, bridge design and construction, traffic signal design, construction, timing, and maintenance, illumination design, project management and contract administration. As a former TxDOT engineer, he has worked with various local agencies, counties and TxDOT offices in the Austin and Dallas Districts. His time with TxDOT gave him in-depth knowledge of the complete project cycle, from planning and design, to construction and maintenance. Since leaving TxDOT in 2014, Eric has worked in the private sector assisting in leading and growing the Roadway Design and Schematic practices. He has led the development of more than 25 projects including two schematics, 20+ PS&E projects consisting of nine roadway designs and 15 traffic designs, and two site evaluations. Current clients include TxDOT Beaumont and Austin Districts.

PREVIOUS EXPERIENCE

Planning Project | US 281 at Basse Road and Jones Maltsberger Road | Project Manager

TxDOT San Antonio District | San Antonio, Texas

Development of the schematic & environmental for the \$12,820,000 Innovative Intersection improvements on US 281 at the interchanges with Basse Road and Jones Maltsberger Road. US 281 is a controlled access freeway with no frontage roads, limited access at the Basse Road interchange, and heavy congestion at the Jones Maltsberger Road interchange. Schematics were prepared to provide additional access at the Basse Road interchange and operational improvements at the Jones Maltsberger Road interchange. Includes the redesign of existing US 281 and Basse Road interchange as a partial diverted left turn (DLT) with full access and the redesign of the existing US 281 and Jones Maltsberger Road interchange from a traditional diamond to a diverting diamond interchange (DDI).

Eric kept tasks on schedule and ensured coordination with utility companies and environmental occurred early. As the lead consultant on the project, Eric and his team:

- Developed the scope, fee estimate, and schedule for the work authorization.
- Managed the work authorization, including:
 - Maintaining the project delivery schedule with a milestone-based, resource-loaded schedule
 - Coordinating with the City of San Antonio
 - Managing project billing and invoicing
- Schematic development for the conceptual schematics at the interchanges for both Basse Road and Jones Maltsberger Road, and the geometric schematic at the interchange of US 281 and Jones Maltsberger Road, including:
 - Leading an alternatives workshop with all TLs on the project to brainstorm access, mobility, and safety improvements at the interchanges
 - Presenting the alternatives to TxDOT and the City of San Antonio for screening and selection of a preferred alternative
 - Creating existing and proposed typical sections of roadway improvements
 - Analyzing existing horizontal/vertical roadway geometry and developing proposed geometry in accordance with TxDOT design criteria
 - Developing a 3-D design model of the proposed roadway improvements including proposed bridge and retaining wall structures throughout the project area
 - Performing traffic operational and safety analyses for existing, opening year, and design year



EDUCATION:

B.S., Civil Engineering
University of Texas, Austin

REGISTRATIONS:

PROFESSIONAL ENGINEER

Texas License #112860
Arkansas License #18677
Louisiana License #43217

WORK HISTORY:

2020-Present
Volkert, Inc.

2016 - 2020
Alliance Transportation Group

2015-2016
Bury Inc.

2008 - 2015
TxDOT

CERTIFICATIONS:

TXDOT PRECERTIFICATIONS

2.5.1 Geological Assessment for
Edwards Aquifer Recharge Zone

4.2.1 Roadway Design

8.1.1 Signing, Pavement Marking, And
Channelization

8.3.1 Signalization

9.1.1 Bicycle And Pedestrian Facility
Development

10.1.1 Hydrologic Studies

10.2.1 Roadway Hydraulic Design

11.1.1 Roadway Construction
Management And Inspection

VOLKERT

ERIC GALINDO, PE

Roadway Task Lead

PREVIOUS EXPERIENCE - CONT'D

- o Designing preliminary construction phase narrative and traffic control plans
- o Designing preliminary signing and pavement marking
- o Developing an engineer's estimate for total construction cost
- o Assuring the highest quality deliverables by incorporating our robust quality control / quality assurance procedures
- Ensured high quality deliverables using the following:
 - o Detailed check of all deliverables, including subconsultant deliverables
 - o Assigned a constructability TL from our PS&E group to review all schematic deliverables to ensure the final schematic was done to a 30% PS&E level
 - o Provided QA/QC documentation with each submittal
- Managed subconsultant development of the following:
 - o Geometric schematic for the improvements to the US 281 and Basse
 - o Road interchange
 - o NEPA environmental clearance documentation
 - o Public involvement tasks including stakeholder meetings and public open house
 - o Development of 3-D visualization for public viewing at open house
 - o Hydrologic/hydraulic (H&H) analysis and design for three existing and proposed bridges, three existing and proposed bridge class culverts, and storm sewer networks within the project limits
 - o Geometric design survey and photogrammetry
 - o Boundary survey for ROW retracement
 - o Geotechnical analysis and pavement design
 - o Existing utility location and utility coordination

Planning Project & Major Roadway Project | Braker Lane II, Phase 2 | Project Manager Travis County/Taurus of Texas | Travis County, Texas

This \$10,000,000 extension of the existing Braker Lane II from the end of Phase I & IA 1.2 miles to Taylor Lane and upgrading 0.6 mi of Taylor Lane from a two-lane rural section to an urban section. The proposed facilities for Braker Lane and Taylor Lane are a four-lane major arterial divided (MAD-4), with continuous bicycle lanes and sidewalks on both sides the road. This project was a public-private partnership between the developer of Whisper Valley, Taurus of Texas, and Travis County.

All design was produced in accordance with TxDOT and the City of Austin specifications and standards. Eric and his staff managed and developed all aspect of the construction plans including the following:

- Developed alternative alignments to avoid crossing of Austin Energy easement for overhead electric distribution lines, optimize vertical profile to minimize cut/fill, maximize developable area between roadway ROW and Austin Energy easement for overhead electric distribution line, and optimize tie-in at Taylor Ln.
- Created typical sections of roadway improvements in accordance with pavement design supplied by Travis County
- Analyzed existing horizontal/vertical roadway geometry using GeoPAK and developed proposed geometry in accordance with design criteria
- Designed detailed construction phase narrative and traffic control plans
- Performed the hydrologic analysis of the five existing drainage channels using HECHMS
- Analyzed the five proposed cross culverts using HEC-RAS



VOLKERT

ERIC GALINDO, PE

Roadway Task Lead

PREVIOUS EXPERIENCE - CONT'D

- Designed culvert layouts
- Designed the storm drainage system using GEOPAK Drainage
- Delineated internal drainage areas for each proposed inlet
- Calculated peak runoff for each inlet using the Rational Method
- Designed signing, pavement markings, and delineations
- Designed storm water pollution prevention plans
- Developed construction time determinations
- Calculated quantities for construction bid items
- Developed an engineer's estimate for total construction cost
- Developed alternative alignments for Phase 3 extension between Taylor Ln. and Burleson-Manor Rd. to optimize vertical profile to minimize cut/fill, minimize length of proposed bridge over unnamed tributary to Gilleland Creek, and maximize developable area between roadway ROW and Austin Energy easement for overhead electric distribution line

Planning Project | Hwy 270 and Hwy 7 Improvements Study | Project Manager ARDOT | Hot Springs, Arkansas

The study includes the operational analysis along Hwy 270 and Hwy 7 in the Hot Springs, Arkansas area. There are four interchanges and two corridors under analysis. Analysis consists of interchange alternatives, including both conventional and innovative alternatives, HCS analysis along the Hwy 270 controlled access facility, and access management along the Hwy 7 corridor.

Eric served as the Lead Project Engineer responsible for overseeing the development of conceptual layouts and planning level cost estimates for multiple interchange alternative.

Major Roadway Project | CR 119 | Project Manager Williamson County | Hutto, Texas

This \$6,640,000 project consisted of a 2.3-mi extension of CR 119 from Limmer Loop to Chandler Rd as a new location rural two-lane roadway with turn lanes at the intersections. The project was developed as part of the Williamson County Road Bond Program. All design was produced in accordance with TxDOT specifications and standards. Eric and his staff managed and developed all aspects of the construction plans including:

- Created existing and proposed typical sections for roadway improvements
- Analyzed existing horizontal/vertical roadway geometry using GeoPAK and developed proposed geometry in accordance with design criteria
- Designed detailed construction phase narrative and traffic control plan
- Performed the hydrologic analysis of the six existing and proposed channels using HEC-HMS
- Analyzed the existing and proposed channels, culverts (single and multiple box), and bridge using HEC-RAS
- Determined the area of drainage easements needed to mitigate the impacts of the increased runoff calculated from the fully developed hydrologic models
- Coordinated with surveyor, Williamson County staff, attorney, and landowners to secure drainage easements
- Developed bridge layout, typical sections and calculated bearing seat elevations for proposed bridge over Cottonwood Creek. Proposed bridge was designed to accommodate future widening of CR 119 to a five-lane section
- Calculated required length of need of MBGF at each cross culvert and bridge



ERIC GALINDO, PE

Roadway Task Lead

PREVIOUS EXPERIENCE - CONT'D

- Designed bridge foundations using WinCore
- Designed signing, pavement markings, and delineations
- Designed storm water pollution prevention plans
- Developed construction time determination
- Calculated quantities for construction bid items
- Developed an engineer's estimate for total construction cost
- Developed Project Manual for bidding



MICHAEL GLAROS, CPL

Right of Way (ROW) Support

PERSONNEL BIO

Manage and Develop long term and profitable relationships and projects by working with and building a focused and responsive team in alignment and coordinated with corporate, client and team member's goals and objectives. Responsibilities to include Project and Time Management, Acquisition, Title and Client Research and Marketing, in developing and evaluating mutually beneficial goals that serve the public, client and employees. Implement and create organized and flexible programs with scheduled time milestones, that are within stake holder's budget, and, meet the highest quality parameters.

PROJECT EXPERIENCE

VOLKERT, Inc. Austin, Texas

Secretary of Real Estate Services - Texas Region

ROW manager for restring and pole relocation for a 138kV electrical transmission line. Work with client to perform as a Landowner negotiator and a construction liaison coordinator during project construction. He has received Certificates for the following TxDOT online courses: CON 816, CON 817, DES 908, EL 4030, CON 405 CON 414, CON, 432, CON 433, CON 457 and MNT 415.

Utility Coordinator and Inspection responsibilities included utility coordination, contract administration and inspection. Coordination items were quickly resolved upon early stages of project initiation and resolved with no budget or time delays. Within project scope and schedule, attended TxDOT webinar for the ROW 100 and ROW 101 titled Utility Coordination and Utility Accommodation.

PERCHERON LLC, Houston, Texas

Supervised field title and worked with Project Managers, Construction Supervisors, Right of Way agents, Corporate Title and document specialists for a 360- mile NGL pipeline that included over 600 centerline tracts and approximately an additional 300 tracts for Permanent Access and Temporary Access Roads, Electrical Easements, fee-simple purchases and reroutes. Provided responsive solutions to maintain and improve Project Timeline for centerline and associated laterals for the 24" pipeline than runs from Oahu High Plains to Johnson County, Texas.

Field Title Supervisor

For: Permian Basin- Midland, Ward, Glasscock, Sterling, Ward, Crane, Upton, Reagan, Pecos, Crockett, Nolan, Taylor, Callahan, Eastland, Erath, Hood, Somervell and Johnson Counties, Abilene, Texas.

Curative Title Agent

For: Eagle Ford Shale and Barnett Shale- Tarrant, Wise, Montague, Robertson, and Brazos Counties, Decatur and Bryan Texas.

Title Agent

For: Brazoria, Lavaca, Wilson, Dewitt, Atascosa and Hardin Counties, Texas

REAL ESTATE BROKER Austin, Texas

Commercial and Investment Real Estate. Sales, Leasing and Tenant Finish-out Management of office building, service warehouse to City of Austin, National Investment Partnerships and Companies, Corporate Offices, building and landowners.

INDEPENDENT CONTRACTOR, Austin, Texas

Remotely, purchased mineral leases for Midland, Texas client. As identified and required, performed curative title to ensure accurate ownership and clear chain of title for tracts in the area of interest.

Acquisition Agent

Permian Basin - Yoakum, Gaines, Dawson, Irion, and Crockett Counties - Austin, Texas.

Curative Title Opinion Agent

Eagle Ford Shale - Dimmit, Maverick, Zavala, Lasalle, Kinney and Uvalde Counties.

Although not part of the initial scope of services, Michael can provide helpful ROW research and acquisition support for the design team.



EDUCATION:

B.A., Economics & History
Texas Christian University

REGISTRATIONS:

TEXAS BROKER LICENSE:
#286239

NOTARY PUBLIC
TX# 132048434

WORK HISTORY:

2019 - Present
Volkert, Inc.

2005 - 2010 & 2014 - 2019
PERCHERON, LLC

2010 - 2017
Independent Contractor

1987 - Present
Real Estate Broker

PROFESSIONAL SKILLS:

Acquisition - ROW
ROW/Easements
Project Management
Title

O & G Lease Acquisition
Mineral Negotiation
Project Development

Real Estate
Curative
Construction Management
Marketing

VOLKERT

CHRIS WHITE, PE

Structures Task Lead

PERSONNEL BIO

Chris White, PE, has been involved with bridge projects in Texas for over thirty-five years in addition to various bridge-related assignments throughout the United States. His experience includes design and field engineering for prestressed and post-tensioned concrete bridges, steel girder bridges, cable-supported and arch structures and finite element and dynamic analysis of complex structures. In addition to bridge design and analysis, Mr. White's other roles include:

- Principal Author for Chapter 20, "Prestressed Concrete Piling," for the PCI Bridge Design Manual
- Assistant Principal Investigator for NCHRP Project 12-57 to develop LRFD design procedures, standard details and design examples for extending span ranges with spliced, prestressed concrete girders and post-tensioning
- Technical advisor for the AASHTO T-10 Subcommittee in ongoing development of Section 5 of the AASHTO LRFD Bridge Design Specifications
- Vice-Chairman of the Precast/Prestressed Concrete Institute (PCI) Bridge Committee and Chairman for the LRFD Subcommittee

PREVIOUS EXPERIENCE

I-10/US 69 Cardinal Interchange, Beaumont, TX

Chris is serving as Bridge Task Leader for final schematics verification and PS&E design and plans preparation for fifteen overpass and direct connector bridges on an accelerated letting delivery schedule. The 635,000 SF of bridges consist of phased replacement overpass structures along the busy I-10 corridor and development of replacement and new direct connectors consisting of prestressed concrete Tx I-girders, curved steel plate girders and special post-tensioned straddle bent and cantilever piers, all within a nine-month design window to facilitate available funding and early letting. (8/01/20-5/25/21)

FM 2100 Bridge over Luce Bayou, Harris Co., TX

Bridge Task Leader responsible for directing and supervising all design and plans production for dual nine-span replacement structures carrying FM 2100 over Luce Bayou in rural Harris County. The new bridges will each carry two lanes of one-way traffic with raised sidewalk and utilize Tx54 girders supported on drilled shaft bents. As part of an upgrade to an urban arterial facility, the bridges replace an existing two-way structure. (4/01/19-Present)

US 190 WB Turnaround Bridge at FM 2410, Harker Heights, TX

Chris served as Project Manager and Bridge Task Lead directing preliminary and final design of a new turnaround bridge carrying traffic from the US 190 WB frontage road to the EB frontage road. The project included plans, specifications and estimates for the new bridge and associated roadway modifications to add WB and EB frontage road ramps. The bridge utilizes TxDOT Tx54 girders supported on aesthetic pier bents with drilled shaft foundations. (11/01/18-04/30/20)

I-35 Mainlane and Frontage Road Improvements, San Marcos, TX

Bridge Task Leader responsible for developing concepts and supervising all design and plans production for six replacement structures for the \$107M reconstruction of I-35, including the SH 123 interchange and four frontage road bridges over the San Marcos River and Willow Springs Creek. Replacement of the SH 123 bridges requires phased construction to maintain traffic along the I-35 mainlanes. (12/01/20-present)

I-20 Underpass Bridges at US 59 & Lansing Switch Road, Harrison Co., TX

Chris served as Project Manager and Bridge Task Lead for the replacement of two existing underpass bridges over I-20 for the TxDOT Atlanta District. The project involves final design, plans, specifications and estimates under Mr. White's direction supervision for two bridges and associated roadway modifications to accommodate the future widening of I-20. The structures consist of TxDOT Tx54 girders supported on drilled shaft foundations. (3/01/18-12/01/20)



EDUCATION:

B.S., Civil Engineering
University of Illinois at Urbana-Champaign

M.S., Civil Engineering
University of Texas at Austin

REGISTRATIONS:

Professional Engineer

Texas 1987, #63018

Louisiana 2006, #32261

Mississippi 2008, #18496

Florida 1988, #40706

Alabama 2015, #35429-E

Oklahoma 2017, #29832

Kansas 2020, #27740

Utah 2020, #11950495-2202

Indiana 2020, #12000669

Maryland 2020, #56829

WORK HISTORY:

2014 - Present
Volkert, Inc.

2008 - 2014
Michael Baker International

2004 - 2008
HNTB Corp.

2000 - 2004
Ralph Whitehead Associates

1992 - 2000
LoBuono Armstrong Associates

1988 - 1992
PBS&J International Inc.

1984 - 1988
Figg & Muller Engineers

VOLKERT

CHRIS WHITE, PE

Structures Task Lead

PREVIOUS EXPERIENCE

Inspiration Road Overpass Bridge, Mission, TX

Chris developed a concrete slab placement plan for J. D. Abrams, LP, to minimize differential deflections between girders due to bent skews and transverse construction phasing. As part of a post-design contractor support assignment, he calculated girder cambers and deflections during casting and designed support equipment for casting pier caps. (4/2015-9/2015)

US 290E Manor Expressway, Austin, TX

As part of the Central Texas Mobility Constructors (CTMC) design/build team, Mr. White served as Structures Task Leader for proposal phase, aesthetics development and final design and plans production for all bridges and miscellaneous structures on this \$190-million widening project. The project featured conversion of six miles of existing freeway from the US 290E/US 183 interchange to the SH 130 interchange into a six-lane divided toll facility with three-lane frontage roads in each direction. Working directly with the Contractor and other members of the Design team, Mr. White supervised design and plans production for thirty new bridge structures and approach retaining walls, which were designed and constructed in thirty-six months. This included sixteen bridges that were designed and constructed for a six-month Interim Development milestone. (04/2011-05/2012)

BNSF Railroad Bridge over Stonebrook Parkway, Frisco, TX

Chris served as Project Engineer for design of a four-span, single track, 237-ft prestressed concrete girder bridge. The design included development of Railroad Exhibit 'A' and design and detailing of the bridge structure, using AREMA Specifications and working closely with BNSF. (07/2006-02/2007)

FM 1960/Kuykendahl Road, Houston, TX

Chris served as Project Manager in charge of all design and plans production to depress Kuykendahl Road under FM 1960. The bridge structure utilized precast prestressed box beams supported on drilled shafts, which also served as part of tie-back retaining wall system. Overall wall system consisted of drilled shaft tie-back walls and cantilever drilled shaft walls in addition to a braced abutment wall system developed by Mr. White specifically for the selected Contractor. (06/2006-07/2007 and 04/2008-05/2008)

Houston District Bridge Evergreen, Ft. Bend County, TX

Project Manager for design and final PS & E for three off-system bridge replacements: Cottonwood Church Road Over Coon Creek; FM762 over Smithers Lake; and Oleta Lane over Red Gully. Bridges utilized prestressed concrete girders on prestressed concrete pile-supported bents designed for hydraulic and scour events. (09/2006-02/2007)

IH 410/US 281 Interchange, San Antonio, TX

Chris performed final design plans review and post-design support for a \$200-million multi-level interchange project adjacent to the San Antonio International Airport. The project features multiple flyover ramps of prestressed concrete girder and curved steel plate girder construction, bridge overpass widenings and several thousand linear feet of retaining walls. (08/2004-04/2006)

Beltway 8 East Section 4, Houston, TX

Bridge Project Engineer for final LRFD design and plans preparation for two precast, prestressed girder bridges supported on drilled shaft foundations for the Harris County Toll Road Authority (HCTRA). The Lake Houston Parkway structure is 800' long with 8 spans, and the C.E. King Parkway structure is 1150' long with 11 spans. (08/2005-03/2007)





Yvonne Garcia Thomas, PE

GEOTECHNICAL TASK LEAD

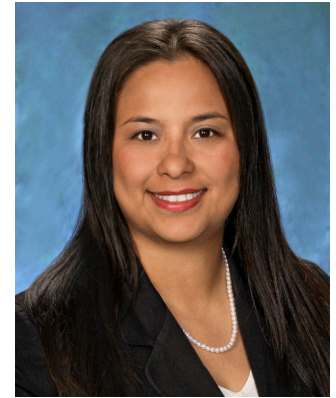
17 years with Raba-Kistner

B.S. AGRICULTURAL ENGINEERING

Texas A & M University, Class of 1999

PROFESSIONAL ENGINEER:

Texas No. 111414



PERSONAL BIO:

Ms. Garcia is responsible for the management, administration, coordination, and reporting of a variety of geotechnical engineering projects throughout Texas, with a primary focus in north and central Texas regions. As a geotechnical engineer, her responsibilities include subsurface investigations and engineering analysis and consulting of the design and construction of foundations, pavements and roadways. She has consulted on various foundation and pavement design recommendations for residential, commercial institutional, schools, industrial projects, as well as infrastructure. She is responsible for writing and reviewing geotechnical and construction reports, investigating and consulting on all issues related to geotechnical, foundation design, pavement/roadway and concrete construction. Additional duties include supervising the soils laboratory, managing budgets, managing backlog projections, marketing, preparing technical proposals, and mentoring and developing the engineering and technical staff.

PROJECTS:

HEATHERWILDE BOULEVARD IMPROVEMENTS | PFLUGERVILLE, TX | HALFF ASSOCIATES

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the Heatherwilde Boulevard Improvements in Pflugerville, TX. *Relevance to this RFQ: Roadway design.*

WATER OAK PARKWAY MAJOR ARTERIAL IMPROVEMENTS | GEORGETOWN, TX | CITY OF GEORGETOWN

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the Water Oak Parkway Major Arterial Improvements in Georgetown, TX. *Relevance to this RFQ: Roadway design.*

RETAINING WALL AND PAVEMENT DESIGN FOR FM 110 | HAYS COUNTY, TX | CITY OF SAN MARCOS

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the Retaining Wall and Pavement Design for FM 110 located in Hays County, TX. The project consists of the construction of a new roadway alignment to be located near its intersection with SH 123 and extending 1/4 mile west in Hays County. Raba Kistner's scope of work consisted of drilling soil borings in the vicinity of the proposed Mechanically Stabilized Embankment (MSE) walls, perform laboratory testing to classify and characterize subsurface conditions, and to prepare an engineering report presenting foundation design and construction recommendations. As part of Raba Kistner's scope of work, a Global Stability Analysis was also performed. *Relevance to this RFQ: Roadway Design*

MAGER LANE STREET WIDENING | HUTTO, TX | CITY OF HUTTO

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the Mager Lane Street Widening in Hutto, TX. Geotechnical Engineering study for the proposed improvements consist of the widening of an existing 4,100 lineal ft section of the existing Mager Lane located in Hutto, TX. We understand that the existing roadway is currently 22 ft wide and the City of Hutto is planning on widening this two-lane roadway into a three-lane curb and gutter roadway. The expansion of the roadway is limited to a portion of Mager Lane located from near its intersections between FM 1660 and East of Kates Way. The roadway will be designed according to a 40-mph design speed. *Relevance to this RFQ: Roadway Design*



Yvonne Garcia Thomas, PE

GEOTECHNICAL TASK LEAD

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B.S. AGRICULTURAL ENGINEERING

Texas A & M University, Class of 1999

PROFESSIONAL ENGINEER:

Texas No. 111414



Cougar Avenue & Brushy Creek Road Rehabilitation | Cedar Park, TX | City of Cedar Park

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the proposed roadway section of Brushy Creek Road and South Cougar Avenue located in Cedar Park, TX. Services included drilling borings along the existing roadway, performing laboratory testing to classify and characterize subsurface conditions, preparing an engineering report presenting foundation design and construction recommendations for the roadway section, as well as providing pavement design and construction guidelines. Relevance to this *RFQ: Roadway Design*

HERO WAY-COUNTY ROAD 269 EXTENSION | LEANDER, TX | CITY OF LEANDER

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the geotechnical engineering study for the Hero Way-County Road 269 Extension project in Leander, TX. Relevance to this *RFQ: Roadway Design*

IRON OAK SUBDIVISION-OAK HILL DRIVE | WILLIAMSON COUNTY, TX | WILLIAMSON COUNTY

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the pavement evaluation for the geotechnical engineering study for the Iron Oak Subdivision Oak Hill drive pavement study in Williamson County, TX. Relevance to this *RFQ: Roadway Design, Drainage Design*

DIAMOND OAKS SUBDIVISION PAVEMENT | ROUND ROCK, TX | WILLIAMSON COUNTY

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the pavement evaluation for the geotechnical engineering study for the Diamond Oaks subdivision pavement study in Round Rock, TX. Relevance to this *RFQ: Roadway Design, Drainage Design*

WARNER RANCH PAVEMENTS REVIEW | ROUND ROCK, TX | WILLIAMSON COUNTY

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the pavement evaluation for the geotechnical engineering study for the Warner Ranch pavement review study in Round Rock, TX. Relevance to this *RFQ: Roadway Design, Drainage Design*

KALAHARI PAVEMENT STUDY | ROUND ROCK, TX | WILLIAMSON COUNTY

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the pavement evaluation for the Kalahari resort pavement study in Round Rock, TX. Relevance to this *RFQ: Roadway Design, Drainage Design*

HIGHLANDS AT MAYFIELD SUBDIVISION | ROUND ROCK, TX | WILLIAMSON COUNTY

Role: Geotechnical Engineer

Ms. Thomas was the geotechnical engineer for the pavement evaluation for the geotechnical engineering study for the Iron Oak Subdivision Oak Hill drive pavement study in Williamson County, TX. Relevance to this *RFQ: Roadway Design, Drainage Design*



Yvonne Garcia Thomas, PE

GEOTECHNICAL TASK LEAD

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Texas A & M University, Class of 1999

PROFESSIONAL ENGINEER:

Texas No. 111414



CR 119-LIMMER LOOP TO CHANDLER ROAD | WILLIAMSON COUNTY, TX | BURY PARTNERS

Role: Geotechnical Engineer

Project Manager in charge of conducting the geotechnical engineering study for the proposed extension of CR110/Ed Schmidt Boulevard from Limmer Loop to Chandler Road located in Hutto, TX. The project consisted of two lanes of a future four-lane roadway with shoulders and a traffic signal. Relevance to this RFQ: *Roadway Design, Drainage Design*

SAM BASS ROAD/CHISHOLM TRAIL | ROUND ROCK, TX | CITY OF ROUND ROCK

Role: Geotechnical Engineer

Project Engineer in charge of construction materials testing and observation services for Sam Bass Road/Chisholm Trail. The project involved construction of a portion of Sam Bass Road to a 4-lane divided roadway from Meadows Drive to the IH 35 SB frontage road, and a small portion of Chisholm Trail was reconstructed north of Sam Bass Road. Relevance to this RFQ: *Roadway Design, Drainage Design*

HERITAGE TRAIL WEST CHISHOLM TRAIL | ROUND ROCK, TX | CITY OF ROUND ROCK

Role: Geotechnical Engineer

Project Engineer in charge of Geotechnical Engineering study for the realignment of Chisholm Trail Road along the segment of roadway extending from Brushy Creek to Sunset Drive located in Round Rock, TX. Services included drilling borings along the existing Chisholm Trail Road performing laboratory testing to classify and characterize subsurface conditions, preparing an engineering report presenting foundation design and construction recommendations for the proposed realignment of Chisholm Trail Road, as well as providing pavement design and construction guidelines. Relevance to this RFQ: *Roadway Design, Drainage Design*

ROUNDVILLE LANE RECONSTRUCTION | ROUND ROCK, TX | CITY OF ROUND ROCK

Role: Geotechnical Engineer

Project Engineer in charge of Geotechnical Engineering study for the reconstruction of Roundville Lane, located in Round Rock, TX. Services included drilling borings along the existing Roundville Lane performing laboratory testing to classify and characterize subsurface conditions, preparing an engineering report presenting foundation design and construction recommendations for the proposed reconstruction of Roundville Lane, as well as providing pavement design and construction guidelines. Relevance to this RFQ: *Roadway Design, Drainage Design*

US 79 Widening Harrell Parkway | Round Rock, TX | City of Round Rock

Role: Geotechnical Engineer

Project Engineer in charge of Geotechnical Engineering study for the US 79 Widening Harrell Parkway project located in Round Rock, TX. Services included drilling borings along the existing Harrell Parkway performing laboratory testing to classify and characterize subsurface conditions, preparing an engineering report presenting foundation design and construction recommendations for the proposed widening of Harrell Parkway as well as providing pavement design and construction guidelines. Relevance to this RFQ: *Roadway Design, Drainage Design*



Yvonne Garcia Thomas, PE

GEOTECHNICAL TASK LEAD

17 years with Raba-Kistner

B.S. AGRICULTURAL ENGINEERING

Texas A & M University, Class of 1999

PROFESSIONAL ENGINEER:

Texas No. 111414



VIZCAYA SUBDIVISION | ROUND ROCK, TX | CITY OF ROUND ROCK

Role: Geotechnical Engineer

Project Engineer in charge of Geotechnical Engineering studies for the various phases of the Vizcaya Subdivision, located in Round Rock, TX. Services included drilling borings, performing laboratory testing to classify and characterize subsurface conditions, preparing an engineering report presenting foundation design and construction recommendations for the Vizcaya Subdivision as well as providing pavement design and construction guidelines. Relevance to this *RFQ: Roadway Design, Drainage Design*

MORNINGSIDE DRIVE/SOLMS ROAD | NEW BRAUNFELS, TX | CITY OF NEW BRAUNFELS

Role: Geotechnical Engineer

Project Engineer in charge of pavement distress evaluations, borings, and testing to evaluate the existing roadway performance and soil conditions. Raba Kistner also installed piezometers and performed a yearlong groundwater monitoring study to determine the potential presence of shallow groundwater along the alignments. Raba Kistner used this data and information provided by the owner/design team to develop both rigid and flexible pavement reconstruction options for consideration. Relevance to this *RFQ: Roadway Design, Drainage Design*

KLEIN ROAD PHASE I | NEW BRAUNFELS, TX | CITY OF NEW BRAUNFELS

Role: Geotechnical Engineer

Project Engineer in charge of pavement distress evaluations, borings, and testing to evaluate the existing roadway performance and soil conditions. Raba Kistner also installed piezometers and performed a yearlong groundwater monitoring study to determine the potential presence of shallow groundwater along the alignments. Raba Kistner used this data and information provided by the owner/design team to develop both rigid and flexible pavement reconstruction options for consideration. Relevance to this *RFQ: Roadway Design, Drainage Design*

M. STEPHEN TRUESDALE, R.P.L.S., L.S.L.S. - TX, PLS – NY SURVEYING TASK LEAD



PROFESSIONAL REGISTRATION

Registered Professional Land Surveyor, No. 4933, Texas, 1991
Licensed State Land Surveyor, Texas, 2001
Professional Land Surveyor, No. 050703, New York, 2008 (inactive)

EDUCATION

Bachelor of Science, Wood Products Engineering/Construction Management, State University of New York, College of Environmental Science and Forestry, Syracuse, New York, 1981.

Associate in Applied Science, Forest Technology, State University of New York, College of Environmental Science and Forestry, New York State Ranger School, Wanakena, New York, 1978.

Additional course studies in forestry, mathematics, land surveying, environmental sciences, and humanities at Paul Smith's College, Paul Smiths, New York, and Canton Agricultural and Technical College (SUNY System), Canton, New York, 1976-1979.

FAA Private Pilot/Single Engine/Land

FCC Licensed Ham Radio Operator KD5JPU

Numerous courses in project management, personnel management, and professional development related to surveying practice and boundary reconstruction, CPR Certified, Railroad Safety Certified, AOPA Safety Seminars, Wilderness First Aid

PROFESSIONAL/TECHNICAL SOCIETIES

Member, Texas Society of Professional Surveyors

Member, New York State Association of Professional Land Surveyors

EMPLOYMENT HISTORY

Principal\Co-Owner, Inland Geodetics, LLC, Round Rock, Texas, 2000-present – TBPELS Firm no. 10059100

Project Manager, Surveying and Mapping, Inc., Austin, Texas, 1999-2000

Survey Project Manager, Baker-Aicklen and Associates, Inc., Round Rock, Texas, 1995-1999

Land Surveyor/Project Manager/Construction Inspector, Railroad Commission of Texas, Austin, Texas, Surface Mining Reclamation Division, 1990-1995

Survey Technician/Crew Chief, Baker-Aicklen and Associates, Inc., Austin, Texas, 1985-1990

United States Army, Helicopter Airframe Repair, First Cavalry Division, Fort Hood, Texas, 1982-1985

Seasonal employment with U.S. Forest Service and New York State Department of Environmental Conservation, 1978-1981

EXPERIENCE

Mr. Truesdale possesses a broad range of operational and project management experience in the field of land surveying spanning 33 years, including roadway design and right-of-way acquisition surveys, utility line route surveys and easement preparation, surface mining reclamation design and quantity surveys, site engineering surveys, aerial mapping control surveys, topographic and boundary surveys and large-scale control surveys.

Some past projects representative of Mr. Truesdale's experience include:

FM 1460: Project involved major realignment of FM 1460 from Old Settler's Blvd. in Round Rock, TX. to Quail Creek Blvd in Georgetown, TX. The project included engineering design and right-of-way surveys for approximately 5.5 miles of highway construction. Right-of-way parcel sketches with legal descriptions and highway strip maps were prepared for the length of the project. Managed sub-consultants for aerial mapping and provided high accuracy ground control. >\$350K POC: TxDOT Georgetown Area Engineer's Office

**M. STEPHEN TRUESDALE, R.P.L.S., L.S.L.S. - TX, PLS – NY
SURVEYING TASK LEAD**



SH 130 Segment Three Right-of-Way Acquisition from US 290 to SH 71. Extensive boundary analysis and right-of-way parcel preparation for approximately 80 parcels to TxDOT standards along 15 miles of new highway construction under the design/build concept. >\$1.1M POC: Lone Star Infrastructure, 2004-2006

FM 2338 Engineering Design and Right-of-Way Acquisition Project, Georgetown, TX. Topographic data collection and boundary analysis of 67 parcels from Cedar Breaks Road to FM 3405 on FM 2338. \$110K POC: TxDOT Georgetown Area Engineer's Office, 2003-15

IH 35 at Hester's Crossing, Round Rock, TX. Engineering Design topographic mapping and right-of-way acquisition for the Hester's Crossing Overpass and southbound ramp reversal project connecting to SH 45 Interchange. \$138K POC: City of Round Rock, 2007-2008

City of Pflugerville – SH 130 WW Interceptor Project, design topographic route survey for 22K LF of new WW interceptor line from Pflugerville Parkway, cross country, to WWTP south of East Pecan Street. Project includes extensive data collection for DTM integration using GPS VRS and conventional survey techniques. Easement acquisition surveys and production of plats and descriptions for over 13 parcels. >\$176K, POC: City of Pflugerville, 2017-present

City of Round Rock – IH 35 Ramp Reversal Project, Round Rock, TX: Engineering design surveys and alignment determinations for IH-35 for design of ramp removal and replacement (enter/exit reversal) from FM 3406 to Brushy Creek Bridge. >\$73K POC: City of Round Rock/Georgetown Area Engineer's Office, 2014

I14 Route Assessment Project, ROW research and reconstruction plotting (GIS input) for projected routing of future I14 Strategic Highway from TX-LA border to Iraan, TX (540 miles) along the general route of US 190. Project included video acquisition of route in both directions for asset inventory purposes. POC: TxDOT - 2017

Brushy Creek Regional Utility Authority – Segment 2C Waterline – From US 183A to Ronald Reagan Boulevard. Approx. 3.5 miles of route topo/design route survey for waterline design including extensive boundary analysis for easement preparation for 21 parcels. Project evolved into a roadway ROW acquisition for improvements to CR 180 (New Hope Road). Current coordination with other firms for improvements to CR 185. POC: City of Cedar Park 2007-2008

City of Hutto - Mager Lane Improvement Project — approx. 6500 feet of route survey for design of roadway and drainage improvement from FM 1660 to CR 132. Project included preparation of 6 acquisition documents. \$58K POC: City of Hutto, 2014

Other projects include numerous Off System Bridge sites throughout Williamson County, turn lane and signal design surveys, aerial mapping control surveys, utility location surveys, railroad grade separation and crossing surveys in the Central Texas area, Original Land Grant retracement surveys for Texas General Land Office.

DEREK BOHLS, PE, CFM

DRAINAGE TASK LEAD
ROUND ROCK OFFICE



EDUCATION

2004, BS, Civil Engineering
University of Texas at Austin

PROFESSIONAL LICENSE

2009, Professional Engineer:
Texas #103424

2014, Certified Floodplain
Manager: #2671-14N

TXDOT PRECERTIFICATION

Employee Sequence No. 18360
Categories: 2.5.1, 10.1.1, 10.2.1,
10.3.1, 10.5.1, 10.7.1

EXPERIENCE

Total: 16 Years // Firm: 8 Years

SUMMARY OF QUALIFICATIONS

Derek has 16 years of H & H design experience on transportation projects across the state of Texas. His responsibilities include schematic development and design, PS&E, rural and urban drainage design, water quality regulations and permitting, floodplain analysis, scour analysis, water quality BMP design, impact analysis, storm sewer design, culvert design, erosion control plans, energy dissipater design, and hydrologic modeling for projects. Derek has been involved in large projects such as the MoPac Improvement Project, North Tarrant Expressway, and US 281; as well as many traditional PS&E projects such as New Hope Drive (two phases), North Mays Street, and Weiss Lane. Derek is proficient with Microstation, GeoPak, HEC-RAS, HEC HMS, XP SWMM, ArcGIS, and HY-8.

COMPARABLE EXPERIENCE MATRIX

TASKS	PROJECTS IN RESUME									
	1	2	3	4	5	6	7	8	9	10
Controlled Access Facility	.								.	
Added Capacity	
Interim/Ultimate
Schematic	
PS&E
ROW Identification	
Traffic Studies	
Public Involvement	
Edward's Aquifer Protection Zone
FEMA Streams
Bridge
Located in Williamson County	



1 | US 281 PHASE 2 **San Antonio, Texas**

Client: TxDOT // **Completed:** 2021 (est) // **Cost:** \$188M // **Characteristics:** Urban Freeway with Frontage Roads, Mainlanes, Impact/Detention Analysis, Grade Separations

Relevance: Controlled Access Facility, Added Capacity, Interim/Ultimate Design, PS&E, Edward's Aquifer Protection Zone, FEMA Streams, Bridge

Roles & Responsibilities: As Drainage Lead, Derek successfully led the drainage on the SH 281 Phase 2 improvement project in the San Antonio District which included converting a 4-lane highway into a controlled access freeway with ramps and frontage roads. The design included cross culverts, storm sewer, roadside ditches, and outlet protection. The project also lies completely within the Edward's Aquifer Recharge and Contributing Zones. On and off-site drainage areas and hydrographs were produced to determine peak flow impacts due to the project. All increases were documented within the drainage report and detention solutions were applied in areas where the roadway was at the top of the drainage basin, or where outfalls tied into smaller downstream systems that could not handle the increased peak flows. Outlet velocities were minimized to reduce susceptibility to scour and erosion. All design was confirmed to meet all Environmental commitments.

2 | NEW HOPE DRIVE PHASE I **Cedar Park, Texas**

Client: City of Cedar Park // **Completed:** 2019 // **Cost:** \$8M // **Characteristics:** Urban 4-lane Divided, Impact/Detention Analysis // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, Edward's Aquifer Protection Zone, FEMA Streams, Bridge, Located in Williamson County

Roles & Responsibilities: Derek was the Drainage Lead and Project Manager of schematic and PS&E development for a new construction 4-lane divided urban roadway in Cedar Park, Texas from Cottonwood Creek Trail to Ronald Reagan Boulevard (Phase 1), and from Ronald Reagan Boulevard to CR 175 (Phase 2). Derek coordinated the design of all aspects of the project including roadway, drainage, bridge, water quality, detention, retaining walls, ROW acquisition, Survey, Geotechnical, traffic, ADA, and public involvement components. Phase 1 of the project was design and constructed on time and under budget while Phase 2 of the project is currently under environmental review at TxDOT.

3 | NORTH MAYS EXTENSION **Williamson County, Texas**

Client: Williamson County // **Completed:** 2018 // **Cost:** \$14M // **Characteristics:** Urban Ultimate 4-lane, Interim 2-lane // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, Edward's Aquifer Protection Zone, FEMA Streams, Bridge, Located in Williamson County

Roles & Responsibilities: Derek was the Drainage Lead and Water Quality Lead for a new construction roadway in Round Rock, Texas. Derek performed floodplain analysis on a FEMA crossings using HEC-RAS and HEC-HMS; coordinated with the Upper Brushy Creek Water Control & Improvement District regarding development in the designated inundation easement behind Dam #11. Proposed bridge geometry design; drainage design for PS&E including storm sewer, ditch and cross culvert design using Geopak Drainage, HY-8; and water quality design. Prepared Water Pollution Abatement Plan to be submitted to TCEQ for approval.



4 | NORTH-SOUTH CONNECTOR

New Braunfels, Texas

Client: City of New Braunfels // **Completed:** 2018 // **Cost:** \$3.2M // **Characteristics:** Interim 2-lane Arterial, Ultimate 4-lane Divided Arterial, Impact/Detention Analysis // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, ROW Identification, Traffic Studies, Public Involvement

Roles & Responsibilities: Derek was the Drainage Lead and Project Manager of schematic development for a new construction 4-lane divided urban roadway in New Braunfels, Texas from Alves Lane to IH 35. Derek coordinated the design of all aspects of the project including roadway, drainage, water quality, detention, ROW needs, Survey, traffic, ADA, and public involvement components. The project set the proposed limits of construction of the ultimate 4-lane road and interim 2-lane alternative in order to identify proposed ROW.

5 | RED BUD LANE

Round Rock, Texas

Client: City of Round Rock // **Completed:** Ongoing // **Cost:** \$15M // **Characteristics:** Roadway Widening to 5-lane Urban // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, FEMA Streams, Located in Williamson County

Roles & Responsibilities: Derek was the Drainage Lead and Project Manager of schematic and PS&E development for a reconstruction/widening of a proposed 5-lane urban roadway in Round Rock, Texas from Forest Ridge Boulevard to Gattis School Road. Derek coordinated the design of all aspects of the project including roadway, drainage, water quality, detention, retaining walls, ROW acquisition, survey, geotechnical, traffic, SUE, ADA, and public involvement components.

6 | MEADOWS AREA DRAINAGE STUDY

Round Rock, Texas

Client: City of Round Rock // **Year Completed:** Analysis 2018 // **Construction Cost:** NA
Characteristics: 2-D Flood Modeling, Preliminary Engineering, 2-D Drainage Analysis, Impact/Detention Analysis // **Relevance:** Interim/Ultimate Design, ROW Identification, FEMA Streams, Located in Williamson County

Roles & Responsibilities: Derek was the Drainage Lead and Project Manager on a comprehensive drainage study of both the Meadows and Greater Round Rock West subdivision area in Round Rock, Texas. Study included 2-D hydrologic and hydraulic analysis of a 200-acre developed area with multiple locations of historic flooding issues. Developed an existing 2-D model detailing land use, infiltration, and 1-D existing conveyance features, and applying rain on grid inflow methodology. Calibrated the model with existing rainfall data from a 2015 event, and captured video footage of flooding within the area during the same event. Created inundation map of entire area, highlighted structures within the study area with anticipated inundation. Developed potential solutions to reduce flooding within the areas and modeled in 2-D to create a proposed inundation map. Estimated costs of each improvement including storm sewer improvements, grading, utility relocation, traffic control, and ROW/easements.

7 | WEISS LANE

Pflugerville, Texas

Client: City of Pflugerville // **Completed:** 2016 // **Cost:** \$18M // **Characteristics:** Urban/Rural 4-lane Divided, Impact/Detention Analysis // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, FEMA Streams, Bridge



Roles & Responsibilities: Derek was the Drainage Lead for three miles of roadway improvements in Pflugerville, Texas. Derek performed floodplain analysis on three FEMA stream crossings with new bridge locations using HEC-RAS and HEC-HMS; coordinated with the local floodplain administrator. Proposed bridge geometry design; drainage design for PS&E including storm sewer, ditch and cross culvert design using GEOPAK Drainage, and HY-8.

8 | FM 685

Williamson County, Texas

Client: City of Hutto // **Completed:** 2017 // **Cost:** \$14M // **Characteristics:** Rural 4-lane Divided, Impact/Detention Analysis // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, FEMA Streams, Bridge, Located in Williamson County

Roles & Responsibilities: Derek was Drainage Lead for the widening of FM 685 from US 79 to SH 130 in Hutto, Texas. Project widened existing roadway and added curb and gutter with a storm sewer system that outfalled into Brushy Creek. Project funded with Proposition 12 funds which required and accelerated schedule to meet the construction deadline. Responsible for drainage design, hydraulic analysis of Brushy Creek Bridges, cross culverts, erosion control, and PS&E.

9 | MOPAC IMPROVEMENT PROJECT

Austin, Texas

Client: Central Texas Regional Mobility Authority // **Completed:** 2018 // **Cost:** \$200M
Characteristics: Control of Access High Speed Roadway // **Relevance:** Controlled Access Facility, Added Capacity, PS&E, ROW Identification, Public Involvement, Edward's Aquifer Protection Zone, FEMA Streams, Bridge

Roles & Responsibilities: Derek was the Drainage Lead responsible for designing over 75 storm sewer systems along the project corridor. Design included dynamically modeling all storm sewer systems in an effort to create inline detention to mitigate peak flow increases at the outfalls. Retrofitted existing storm sewer systems to utilize existing infrastructure. Conducted a floodplain study on Walnut Creek and submitted the results to the local floodplain administrator.

10 | RONALD REAGAN BOULEVARD NORTH PHASE 4

Williamson County, Texas

Client: Williamson County // **Completed:** 2013 // **Cost:** \$20M // **Characteristics:** Rural Ultimate 4-lane Divided // **Relevance:** Ronald Reagan Corridor, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, Edward's Aquifer Protection Zone, FEMA Streams, Bridge, Located in Williamson County

Roles & Responsibilities: Derek was the Drainage Lead for this project involving floodplain analysis on three FEMA crossings using HEC-RAS and HEC-HMS including: proposed bridge geometry design and channel mitigation, drainage design for Schematic/PS&E including ditch and cross culvert design in accordance with the Protocol for Sustainable Roadsides Manual. Coordinated ROW needs based on preliminary drainage design. Designed temporary and permanent best management practices including TSS load removal calculations along with the preparation and submission of the Water Pollution Abatement Plan in accordance with TCEQ.



RILEY SLADEK, PE

DRAINAGE SUPPORT
ROUND ROCK OFFICE



EDUCATION

2006, BS, Civil Engineering
Texas A&M University

PROFESSIONAL LICENSE

2011, Professional Engineer: Texas
#108887

TXDOT PRECERTIFICATION

Employee Sequence No. 19961
Categories: 3.2.1, 4.2.1, 4.4.1, 7.1.1,
7.3.1, 7.4.1, 8.1.1, 8.3.1, 10.1.1, 10.2.1

EXPERIENCE

Total: 13 Years // Firm: 7 Years

SUMMARY OF QUALIFICATIONS

Riley has 13 years of experience in transportation engineering and is currently serving as a project manager for LJA's Cedar Park office. His background consists of hydrology & hydraulic design, roadway design, traffic engineering, utility coordination, and design/build experience. Duties include preparation and review of civil PS&E, storm sewer design, culvert design, ditch/channel design, water quality design, impact analysis, development of drainage reports, FEMA floodplain analyses, geometric design, signing & striping, roadway cross section development, traffic control, traffic impact analyses, traffic signal warrants and design, and utility relocation management. Riley has worked for multiple TxDOT districts, Texas counties, toll authorities, private companies, and local municipalities all over the state.

COMPARABLE EXPERIENCE MATRIX

TASKS	PROJECTS IN RESUME									
	1	2	3	4	5	6	7	8	9	10
Controlled Access Facility							•			
Added Capacity	•	•	•	•		•	•	•		•
Interim/Ultimate	•		•	•		•	•	•		
Schematic	•	•	•			•		•		•
PS&E	•	•	•	•	•	•	•	•	•	•
ROW Identification	•	•						•		
Traffic Studies	•							•		
Public Involvement	•	•								
Edward's Aquifer Protection Zone		•	•				•			
FEMA Streams	•	•		•	•	•	•	•	•	•
Bridge	•			•	•		•	•		
Located in Williamson County		•	•							



1 | HODDE LANE **Pflugerville, Texas**

Client: Travis County // **Completed:** 2019 // **Cost:** \$5.4M // **Characteristics:** Interim 2-lane Arterial, Ultimate 4-lane Divided Arterial // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, Public Involvement, FEMA Streams, Bridge

Roles & Responsibilities: Riley was Drainage Lead and Project Manager for a safety improvement project to realign an existing rural roadway, Hodde Lane. Riley led a team that developed a preliminary engineering report and designed a 4-lane divided arterial urban section for Travis County, which included improving the existing roadway alignment, intersection improvements, and eliminating floodplain issues. Riley analyzed one proposed bridge and one culvert crossing to determine impacts to the surrounding area. Proposed storm sewer and ditches were designed for interim conditions while incorporating the ultimate design. Additionally, Riley provided cost estimates for a preliminary engineering phase as well as each PS&E submittal.

2 | NEW HOPE DRIVE EXTENSION PHASE I **Cedar Park, Texas**

Client: City of Cedar Park // **Completed:** 2019 // **Cost:** \$8M // **Characteristics:** Urban 4-lane Divided // **Relevance:** Added Capacity, Schematic, PS&E, ROW Identification, Public Involvement, Edward's Aquifer Protection Zone, FEMA Streams, Located in Williamson County

Roles & Responsibilities: Riley served as a Drainage Engineer for a new construction 4-lane divided urban roadway in Cedar Park, Texas. Project consisted of 3 major culvert crossings, closed storm sewer, and roadside ditches. Riley's preliminary analysis during the schematic phase included a preliminary report on culvert sizing/grading requirements and detention and water quality needs in order to set the necessary proposed ROW. Riley designed ditches and storm sewer systems to convey flows from the project to the receiving stream. Designed permanent best management practices and submitted a Contributing Zone Plan to TCEQ for approval prior to construction activities. Riley also developed a cost estimate for drainage design to incorporate into the overall project cost estimate.

3 | ANDERSON MILL ROAD **Cedar Park, Texas**

Client: City of Cedar Park // **Completed:** 2018 // **Cost:** \$7M // **Characteristics:** Ultimate 4-lane Divided // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, Edward's Aquifer Protection Zone, Located in Williamson County

Roles & Responsibilities: As the Drainage Lead, Riley led a team which developed drainage design for segments of roadway widening and roadway realignment. Storm sewer, culvert, and ditch design were performed for the extent of the project. The project included schematic and PS&E phases. The team performed hydrologic and hydraulic calculations for existing and proposed conditions. Riley also coordinated with TCEQ to acquire WPAP approval for the project. Additionally, Riley provided cost estimates for interim and ultimate scenarios. The interim project was scoped based on these cost estimates to fit within the client's budget.



4 | STATE LOOP 480

Eagle Pass, Texas

Client: TxDOT // **Completed:** Ongoing // **Cost:** \$70M // **Characteristics:** Rural Ultimate 4-lane Divided // **Relevance:** Added Capacity, Interim/Ultimate Design, PS&E, FEMA Streams, Bridge
Roles & Responsibilities: Riley served as Drainage Lead for a new location 2-lane interim controlled access roadway. Riley developed a comprehensive drainage study and performed drainage design for the 6.5-mile loop around Eagle Pass. The drainage design consisted of the hydrologic and hydraulic design for 20 cross culverts, 5 of which are Bridge Class, one FEMA crossing (Elm Creek), one irrigation canal crossing, scour analysis, coordination with the Local FEMA Flood Plain Administrator, storm sewer and approximately 20 miles of ditch design. Riley provided a drainage cost estimate to be included in the overall project Cost estimate.

5 | US HIGHWAY 290, FROM PAIGE TO GIDDINGS

Bastrop and Lee Counties, Texas

Client: TxDOT Austin // **Completed:** Ongoing // **Cost:** \$40M // **Characteristics:** Rural 4-lane Divided, Shoulders // **Relevance:** PS&E, FEMA Streams, Bridge
Roles & Responsibilities: As Drainage Lead, Riley delineated drainage areas and peak flows for schematic and PS&E phases of a 10-mile widening project. Twenty-five culverts were analyzed, extended, or replaced based off the design year peak flows. One FEMA crossing was studied and improved to meet all design requirements. Ditch and storm sewer design were performed for the project limits. An overall drainage report was created to demonstrate the impacts of the project to the surrounding area. Riley also developed a cost estimate for drainage design to incorporate into the overall project cost estimate.

6 | FM 110 NORTH

Hays County, Texas

Client: Hays County // **Completed:** Ongoing // **Cost:** \$32M // **Characteristics:** Rural Ultimate 4-lane Divided, Interim 2-lane // **Relevance:** Added Capacity, Interim/Ultimate Design, Schematic, PS&E, FEMA Streams

Roles & Responsibilities: As Drainage Lead, Riley developed hydrology for six miles of a new location 2-lane rural highway in Hays County. He designed 15 culverts, multiple ditches, and storm sewer throughout project limits. Riley also developed a cost estimate for drainage design.

7 | MOPAC IMPROVEMENT PROJECT

Austin, Texas

Client: Central Texas Regional Mobility Authority // **Completed:** 2018 // **Cost:** \$200M
Characteristics: Control of Access High Speed Roadway // **Relevance:** Controlled Access Facility, Added Capacity, Interim/Ultimate Design, PS&E, Edward's Aquifer Protection Zone, FEMA Streams, Bridge

Roles & Responsibilities: As Drainage Engineer, Riley created existing and proposed drainage areas for the 11-mile DB corridor improvement project. He modeled and analyzed existing and proposed drainage systems in Geopak Drainage, and evaluated data for overall project impact analysis. Riley designed proposed storm sewer, ditches, and culverts for the length of the project.



8 | SL 195

Roma, Texas

Client: TxDOT // **Completed:** Ongoing // **Cost:** \$150M // **Characteristics:** 4-lane Divided

Relevance: Added Capacity, Interim/Ultimate Design, Schematic, PS&E, ROW Identification, Traffic Studies, FEMA Streams, Bridge

Roles & Responsibilities: Riley is currently Drainage Lead for PS&E production of SL 195 from Rio Grande City to Roma, Texas. A 17.25-mile new location, 4-lane divided roadway from FM 755 north of Rio Grande City to US 83 north of Roma. The typical section consists of 2' -12' lanes with 10' outside shoulders and 4' inside shoulders. The existing rural land topography is characterized by sections of rolling terrain and includes 27 bridges and six floodplain crossings. H & H calculations were performed for existing and proposed conditions of each crossing. Proposed culverts, storm sewer, and ditches were designed for interim conditions while incorporating the ultimate design.

9 | FM 27

Freestone County, Texas

Client: TxDOT // **Completed:** 2019 // **Cost:** \$18.2M // **Characteristics:** 2-lane Rural

Relevance: PS&E, FEMA Streams

Roles & Responsibilities: Riley was Drainage Lead and Project Manager for a 16.27 mile safety improvement project that consisted of widening and rehabilitating an existing road in Freestone County. PS&E was developed for 51 culvert crossings that were extended and/or replaced and analyzed for existing and proposed conditions. Ditches were designed for the entire 16 mile project limits. SUE was provided throughout the corridor for culvert design to avoid utility conflicts throughout the project.

10 | FM 969

Travis County, Texas

Client: Travis County // **Completed:** 2018 // **Cost:** \$11.1M // **Characteristics:** 5-lane Rural

Relevance: Added Capacity, Schematic, PS&E, FEMA Streams

Roles & Responsibilities: Riley served as Drainage Lead for the FM 969 Phase 1 roadway project (Decker Lane to FM 973). The project was a Travis County 2-mile conversion of an existing 4-lane (no shoulder) rural to a 5-lane (with shoulders) rural roadway and sidewalks within existing 100' ROW. Riley developed hydrologic calculations and performed a floodplain analysis for a FEMA bridge-class culvert crossing along FM 969. HEC-RAS models were created for existing and proposed conditions and a hydraulic analysis was completed. Scour potential, velocities, and sediment transport were investigated. All findings were compiled into a floodplain analysis report.





Mike Chavez, RPA ENVIRONMENTAL TASK LEAD



Mike Chavez is a senior planner and project manager with more than 20 years of experience in environmental planning and consulting, including preparing environmental documentation in accordance with the National Environmental Policy Act (NEPA) and other federal, state, and local regulations. Mike has demonstrated experience in project team leadership to address challenging scope items while achieving schedule milestones by developing creative solutions with local context. Mike has served as Project Manager on two separate Texas Department of Transportation (TxDOT) Environmental Services On-Call contracts and as Transportation Project Delivery manager for TxDOT where he oversaw three environmental impact statements (EIS) and numerous environmental assessments (EA). In his time at TxDOT, Mike played a critical role in producing and reviewing guidance, which included training and developing guidance on TxDOT's Environmental Compliance Oversight System (ECOS). Mike is also a Registered Professional Archaeologist (RPA), having served as principal investigator on numerous cultural resources survey projects.

SERVICE GROUP:

Transportation -
Environmental

REGISTRATION:

Registered Professional
Archaeologist (RPA)
(ID# 989304)

EDUCATION:

Bachelor of Arts-
Anthropology, Texas State
University, San Marcos.

Master of Applied
Geography-

Environmental &
Resource Studies, Texas
State University, San
Marcos

MEMBERSHIPS +

RECOGNITIONS:

Central Texas Association
of Environmental
Professionals (Board
Member)

CENTRAL TEXAS EXPERIENCE

183A, Phase III EA | Williamson County, TX

CLIENT: Central Texas Regional Mobility Authority (CTRMA)

PROJECT DURATION: MAR 2018 – MAR 2020

Mike served as an environmental task manager for the 183 Phase III EA from Hero Way to 1.1 miles north of SH 29 in Williamson County. Mike provided oversight on project delivery of the EA, served as lead author on the indirect/cumulative analysis, managed and worked collaboratively with the subconsultants, compiled and provided QA/QC for all project documentation, and supported in the project reevaluation. Mike also served as subject matter expert (SME) for the Central Texas Regional Mobility Authority (CTRMA) for stakeholder meetings regarding noise impacts. The project received a Finding of No Significant Impact (FONSI) in 2019.

183 North Mobility Project Reevaluation | Austin, TX

CLIENT: CTRMA

PROJECT DURATION: JAN 2019 – MAR 2020

Mike served as environmental task lead for the reevaluation of the environmental decision on the proposed improvements along US 183 in north Austin between SH 45 and Mopac. The reevaluation assessed design changes for additional direct connectors between US 183 and Mopac. Mike oversaw and managed the supporting analysis for the reevaluation and compiled the reevaluation documentation for review by TxDOT. In addition, Mike assisted Kemble White of Cambrian Environmental on a biological assessment to initiate formal consultation with the United States Fish and Wildlife Service (USFWS). Mike coordinated early and often with TxDOT and provided early reviews of documentation so that when formal submittal occurred, a determination that the original decision was valid was obtained in one week.

Ronald Reagan Intersections Project | Williamson County, TX

CLIENT: Williamson County

PROJECT DURATION: June 2020 – NOV 2020

Mike served as the environmental task lead for the intersection improvements at Silver Spur Blvd and Sun City Blvd. Mike directly oversaw the production of the environmental constraints map, Section 404 assessment of impacts memo, and Texas Historical Commission coordination for Texas Antiquities Code (TAC) compliance for the project. Based on Mike's knowledge of the previous work conducted in the area, he was able to minimize the level of effort for environmental services to ensure compliance with the Clean Waters Act and the TAC.

RM 967 Project | Hays County, TX

CLIENT: Hays County

PROJECT DURATION: JULY 2020 – Ongoing

Mike served as the environmental task oversight and environmental QA/QC for proposed improvements on RM 967 from Ruby Ranch Road to east of FM 1626. Mike was brought in to provide management of the subconsultant after initial delays in schedule. Under Mike's management and directing consultation with TxDOT, Mike was able to get the environmental

documentation back on schedule. This was accomplished by providing TxDOT additional pertinent information for biological and cultural resources during task coordination to be able to avoid informal coordination with US Fish and Wildlife Service, and unnecessary archeological and historic-age resources surveys that would have impacted the project schedule.

TxDOT, Environmental Division (ENV) Scientific Services - Environmental Documentation Services Contract | Throughout Texas

CLIENT: TxDOT – Environmental Affairs

PROJECT DURATION: JAN 2019 – FEB 2020

Mike served as the project manager for a TxDOT Scientific Services contract. Mike was responsible for leading a multi-disciplined team of consultants in the completion of on-call scientific services for TxDOT-ENV. The services include the production of environmental documentation and technical services for transportation project in compliance with federal and state environmental standards. In this role, Mike managed numerous concurrent work authorizations (WAs) that included single resource evaluations (Hazardous Materials assessment for Austin District), public involvement activities (noise workshop and public notifications), and categorical exclusion (CE) documentation. All WAs were on time and on budget.

SH 45SW EIS and ROD | Austin, Travis and Hays counties, TX

CLIENT: CTRMA

PROJECT DURATION: MAR 2013 – MAR 2015

Mike served as the TxDOT project delivery manager on the highly controversial project that required strict adherence to environmental processes and procedures in anticipation of a legal challenge. Mike helped develop the purpose and need, subject areas technical reports, the draft and final EIS, and QA/QC documentation. He compiled, condensed, and coordinated inconsistencies in review comments from all TxDOT SMEs for distribution to the production team and coordinated comment review meetings to expedite revisions and gain concurrence from all reviewers and the production team. Mike oversaw the production of the ROD in cooperation with TxDOT's legal team, CTRMA, and the consultant team, and compiled the notice of availability (NOA) and 139(I) documentation. The expected lawsuit was pursued by a local advocacy group and Mike was a key component in the gathering and compiling project files for the administrative record. The lawsuit eventually was found in favor of TxDOT and the CTRMA, due in large part to the comprehensiveness of the administrative record.

US 281 from Loop 1604 to Borgfeld Drive EIS and ROD | San Antonio, TX

CLIENT: Bexar County

PROJECT DURATION: MAR 2013 – JUL 2015

Mike served as the TxDOT project delivery manager for an 8-mile controlled access project in northern San Antonio that required direct coordination with the local government (LG) sponsor and their consultant team on all deliverables and agency coordination. Mike was brought into the project after the circulation of the Draft EIS that did not identify the preferred alternative and was critical in the project obtaining the record of decision (ROD) 13 months after the public hearing. Mike helped keep the schedule by developing of an innovative approach of using a reevaluation checklist for the determination of the preferred alternative and documenting that the project had a change in the funding type from the Draft EIS. Mike was responsible for the ultimate environmental compliance review prior to the ROD and compiled the closing documentation for the project.

Loop 1604 from Potranco Road to FM 471 EA | San Antonio, TX

CLIENT: TxDOT – San Antonio District

PROJECT DURATION: MAR 2013 – MAY 2016

Mike served as both the TxDOT project delivery manager and District Environmental PM to directly manage the production team on all deliverables and coordination, including scope and schedule. The project was originally cleared as state project; but subsequent federal funding and ability to use Section 7 consultation to expedite US Fish and Wildlife Service (USFWS) coordination required changing to federal clearance. Mike managed and reviewed all submittals to TxDOT-Environmental Affairs Division (ENV) including managing review timeframes for ENV SMEs and District staff. Mike quickly initiated agency coordination with federal partners necessary due to a funding change from state to federal. Mike utilized a Notice Affording the Opportunity for a Public Hearing (NAOPH) to expedite schedule for federal project since project scope was largely similar to that presented at state public hearing. Overall, Mike effectively managed the changes and the project met the letting schedule.

Additional Controlled Access Projects in Texas

SH 68 Project Draft EIS | Hidalgo County, TX

CLIENT: TxDOT – Pharr District

PROJECT DURATION: AUG 2015 – MAR 2018

Mike served as the TxDOT project delivery manager for the new location, controlled access facility and directly

oversaw the highly detailed environmental scoping and schedule development, while providing agency oversight under the newly acquired NEPA assignment from the Federal Highway Administration (FHWA). He aided in the production of the Draft EIS supporting documentation and was a major author in the Alternative Analysis technical report and identification of the preferred alternative. Mike was key in the formation of a revised schedule after delays with preliminary engineering development. This was critical in identifying and authorizing concurrent environmental tasks to expedite schedule and meet the sponsors time frames for circulation of the Draft EIS. The project is ongoing after receiving approval to advance to the public hearing under Mike's guidance.

State Loop 335 (Segment C-1) EA | Amarillo, TX

CLIENT: TxDOT – Amarillo District

PROJECT DURATION: DEC 2019 – MAR 2020

Mike served as an environmental task manager and QA/QC lead for the SL 335, Segment C-1 EA from Southwest 9th Avenue to FM 1719 (Western Street) in northwest Amarillo in Potter County. Mike served as lead author on the EA, provided oversight on all environmental analysis, participated in public meetings, managed and worked collaboratively with the subconsultants, and compiled and provided QA/QC for all project documentation. Mike was critical in keeping the documentation within current TxDOT guidance and keeping the environmental phase within the project schedule.

SH 365 from FM 1016/Conway Avenue to US 281/Military Highway (EA | Hidalgo County, TX

CLIENT: Hidalgo County Regional Mobility Authority

PROJECT DURATION: AUG 2013 – JUL 2015

Mike served as TxDOT project delivery manager for a 16.5-mile new location controlled-access toll road. Mike effectively coordinated with LG sponsor and directly managed District and production team on all deliverables and coordination, including scope and schedule. Mike facilitated buy-in on proactive solutions from all members of the project team that included the District, LG sponsor, ENV SMEs, and consultants. Mike directed the documentation of a phased, multiple CSJ project in a single EA. Collaborated on innovative mitigation approach for potentially eligible archeology sites by adding fill to cover and preserve by roadway. Successfully navigated major alignment shift and inclusion of new ROW after initiation of project investigations and documentation. This included expediting consultation with state and federal agencies on the alignment shift to provide focused review of changes. With Mike's hands-on management, the project maintained EA status and received FONSI on schedule.

IH 10 Frontage Road from FM 464 to State Highway 46 Project | Guadalupe County, TX

CLIENT: TxDOT – San Antonio District

PROJECT DURATION: Oct 2011 – June 2012

Mike served as the Environmental Specialist for the categorical exclusion documentation exclusion for the proposed improvements on IH 10 westbound frontage road. Mike served as lead author in addressing cultural resource and community impacts for the project.

Other pertinent Texas Projects

Landing Boulevard/NASA 1 Bypass Extension Project | League City, TX

CLIENT: League City and TxDOT – Houston District

PROJECT DURATION: MAR 2018 – JUL 2019

Mike served as environmental task leader for the environmental studies on the Landing Boulevard/NASA 1 Bypass Extension new location roadway project. Duties included the production and management of environmental technical studies for the determination of the project as a categorical exclusion. Mike was able to successfully rescope this new location bridge and roadway extension project from an EA to open-ended (d)-list CE. Doing this has allowed for acceleration of clearance schedule due to elimination of EA document preparation and review timelines. Additionally, Mike served as task lead for the public involvement effort that included a public hearing.

US 281 from FM 3248 to FM 1421 EA | Brownsville, TX

CLIENT: TxDOT – Pharr District

PROJECT DURATION: MAR 2015 – DEC 2015

Mike served as the TxDOT project delivery manager for the 5.2-mile added capacity project. The project had been on-hold for years before being reinitiated with an aggressive 11-month letting deadline. To meet the deadline, Mike quickly assembled the project team (District and consultant) and reviewed previously prepared studies/constraints to accurately scope project in ECOS and develop an achievable critical path schedule based on necessary studies. Mike proactively initiated follow-up meetings with project team, sometimes daily, to manage the resolution of each regulatory issue and maintain schedule. Mike provided QA/QC reviews on all submittals (using ENV QA/QC checklist created by Mike), including managing internal review timeframes for ENV SMEs and District staff; condensed review times by providing immediate feedback on red flag issues and concurrent ENV/

Mike Chavez, RPA – Selected Project Experience



District reviews; and determined NAOPH would be sufficient for PI to expedite schedule. As a result of Mike's hands-on management, the project achieved a FONSI in 10 months.

SH 200 from State Highway 361 to Farm-to-Market 1069 EA | Ingleside, San Patricio County, TX

CLIENT: TxDOT – Corpus Christi District

PROJECT DURATION: JAN 2013 – AUG 2016

Mike served as the TxDOT project delivery manager for the proposed approximately 2-mile new location 4-lane principal arterial roadway. The consultant for the LG (City of Ingleside) sponsored project had limited experience with the production and delivery of an EA and was experiencing heavy delays; therefore, much of the management of the production of the environmental document fell on Mike and the District to meet an expedited schedule. Mike managed the consultant staff on data review, analysis, and documentation of several items including cultural resources, hazardous materials, community impacts, and water resources. Mike maintained project schedule in effort to meet funding deadline for the LG; reviewed and allocated reviews to TxDOT SMEs in expedited manner; performed QA consultation with consultant team by performing unofficial reviews of technical reports and the EA prior to formal submittal under TAC review timeframes to ensure adequate analysis and documentation of resources and impacts; providing guidance on TAC, CEQ, and NEPA regulation and process; and ultimately reviewing and recommending approval of environmental documentation to the ENV division director. As a result of Mike's hands-on management, project achieved a FONSI and the project met the city's expedited schedule.

Park Road 22 Bridge EA | Corpus Christi, TX

CLIENT: City of Corpus Christi & TxDOT – Corpus Christi District

PROJECT DURATION: JAN 2014 – AUG 2016

Mike served as TxDOT project delivery manager for a new bridge construction project on an existing roadway. The project would install a new bridge over a canal that would be constructed by a third party. In coordination with the District and USACE, Mike managed the documentation for the project, which determined that the EA would only evaluate the environmental effects of the proposed bridge construction within the TxDOT PR 22 ROW since the canal project was mandated by a USACE permit. Mike, in conjunction with the District, effectively coordinated with the LG sponsor (Corpus Christi) and managed the consultant production team on all deliverables and coordination. Mike managed the development of innovative approach for documenting and addressing the potential connected action. Managed and reviewed all submittals to TxDOT-ENV including managing review timeframes for ENV SMEs and District staff. Oversaw development and approved the projects documented purpose and need, and proposed action. As a result of Mike's hands-on management, the complex bridge construction project maintained EA status and received a FONSI.

County Road 111 Expansion Project | Williamson County, TX

CLIENT: Williamson County, TX

PROJECT DURATION: AUG 2007 – MAY 2008

Mike served as the project archeological specialist and Field Director for the cultural resource investigations of the 1.89-mile County Road (CR) 111 Expansion Project in south-central Williamson County, TX. Mike conducted and oversaw the background literature review and intensive pedestrian survey. The survey identified one National Register of Historic Places property that extended into the project area. Mike played a critical role in the Section 4(f) de minimis determination that allowed the project to proceed on schedule.

Amistad Acres Road from Box Canyon Road to Amistad Acres Subdivision EA | Val Verde County, TX

CLIENT: Val Verde County & TxDOT – Laredo District

PROJECT DURATION: Oct 2013 – June 2015

Mike served as an TxDOT project delivery manager and provided oversight on project delivery of the EA for the improvements of an existing gravel road to a two-lane roadway. Mike directly oversaw the Section 4(f) de minimis documentation for the acquisition of portions of Amistad National Recreation Area, which required consultation with the National Park Service. Mike compiled and provided QA/QC for all project documentation, and served as subject matter expert (SME) for the park 4(f) acquisition and played a key role in identifying affected land owners that included the Amistad Acres subdivision, which would not normally meet the criteria of an adjacent landowner. The project received a FONSI in 2015.

BRANDON S. YOUNG

ENVIRONMENTAL SUPPORT

EDUCATION

M.A., Anthropology, University of Texas at San Antonio, 2002

B.A., Anthropology, University of Texas at Austin, 1994

CERTIFICATIONS & CONTINUING EDUCATION

Registered Professional Archeologist, 28578776

Section 4(f) Compliance for Historic Properties; March 26-27, 2015; Texas Parks & Wildlife Department

Section 106: How to Negotiate and Write Agreements; June 6-8, 2006 in Austin, TX; TxDOT Environmental Affairs

The University of Texas at Austin Archeological Field School, WS-Ranch Site, Alma, New Mexico, 1993

TECHNICAL SPECIALTIES

Section 106 and Antiquities Code of Texas compliance, prehistoric and historic terrestrial archeology (Phase I survey, Phase II test excavations, and Phase III data recovery excavations), archeological monitoring, artifact analysis and curation

PROFESSIONAL ACTIVITIES

Member, Society for American Archaeology

Member, Council of Texas Archeologists (CTA)

Lambda Alpha National Honor Society for Anthropology, 1999

TxDOT PRECERTIFICATION

Sequence No. 15362

Categories: 2.10.1

FIELDS OF EXPERIENCE

Brandon Young serves as the Archeology Program Manager at Hicks & Company. He has over 25 years of regional expertise and has conducted extensive cultural resources investigations for complex transportation, oil and gas, water/wastewater infrastructure, renewable energy, local and state construction, and private development projects (e.g., wind, solar, and residential) in Texas and adjacent states including Arkansas, Colorado, Louisiana, New Mexico, and Oklahoma.

His current duties include managing all phases of archeological investigations, laboratory analysis, supervising the curation of artifacts, writing technical reports, and consulting with state and federal agencies and clients within the private sector. Mr. Young's work with federal and private agencies has consisted of archeological work and other NEPA-related contributions in support of Environmental Impact Statements, Environmental Assessments, and Cultural Resource Management Plans. Mr. Young also manages client coordination, coordination with federal, state, and local agencies/entities, and obtaining Texas Antiquities permits for conducting cultural resources projects on Texas public lands, as per the Antiquities Code of Texas (ACT). Mr. Young has also worked extensively with cultural resources projects to comply with Section 106 of the National Historic Preservation Act (NHPA) for projects involving, for example, the U.S. Army Corps of Engineers (USACE) Section 404 permitting, the Federal Energy Regulatory Commission, the Environmental Protection Agency, the Texas Historical Commission (THC), and the U.S. Department of Agriculture (USDA).

EMPLOYMENT HISTORY

Hicks & Company Environmental/Archeological Consultants, Austin, Texas; Archeology Program Manager, 2018–present

SWCA Environmental Consultants, Austin, Texas; Senior Project Manager/Principal Investigator, 2014–2018

Blanton & Associates, Inc., Austin, Texas; Cultural Resources Coordinator/Principal Investigator, 2003–2014

SELECT PROJECT EXPERIENCE

- *City of Austin (COA) McNeil Drive Water Transmission Main, Travis and Williamson Counties, Texas* – Mr. Young was the principal investigator in support of the construction of a 72-inch-diameter water transmission main on McNeil

BRANDON S. YOUNG
Archeology Program Manager

Drive. Mr. Young developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. Mr. Young managed coordination with the THC and recommended that, due to design changes that resulted in the tunneling of the proposed water main subsequent to the receipt of the Texas Antiquities permit, survey investigations became unnecessary. The THC concurred in November 2019.

- *City of Marble Falls NRCS EWPP Project, Marble Falls, Burnet County, Texas* – Mr. Young is the principal investigator for cultural resources investigations for a watershed protection project pursuing federal funding through the USDA Natural Resources Conservation Service (NRCS) Emergency Watershed Protection Program (EWPP). As a result of heavy rainfall events in 2018, the City of Marble Falls will be constructing bank and shoreline improvements along segments of Backbone Creek, as well as at the mouth of the creek at its confluence with Lake Marble Falls and the Colorado River. As the project would use federal funding, the project was subject to Section 106 of the NHPA. Mr. Young managed extensive coordination with the City, the THC, and the USDA archeologist. Mr. Young prepared the scope of work and Texas Antiquities permit for submission to the THC. Mr. Young completed background research and managed an archeological survey and field investigations to determine potential impacts to cultural resources. Mr. Young also co-authored a cultural resources report which included historical context and review of effects to the potentially National Register of Historic Places (NRHP) eligible Johnson Park; the report was submitted to the THC and NRCS and is pending review. May 2020–present.
- *Travis County Fitzhugh Road Bicycle Safety Improvements, Austin, Travis County, Texas* – Mr. Young was the principal investigator in support of an environmental constraints evaluation and environmental assessment for proposed improvements to Fitzhugh Road from SH 290 to the Hays County line. Mr. Young completed a desktop evaluation of the affected environment that included a review of archeological resources to ensure regulatory compliance under the ACT. Mr. Young's managed field investigations, which consisted of an intensive pedestrian, non-collection archeological survey augmented with shovel testing. The subsurface investigations involved the excavation of 18 shovel tests to assess the area of potential effects (APE) for its potential to contain intact buried archeological materials. Mr. Young's survey efforts documented one historic-age archeological site, 41TV2577, which consists of a stacked stone wall that extends (discontinuously) for approximately 1,300 feet east-west within the APE along the north side of Fitzhugh Road. Surface investigations on site observed no associated cultural features or artifacts, and subsurface investigations discovered no buried site component. Mr. Young managed the intensive archeological survey report, which was completed in October 2020, with THC concurrence received in November 2020.
- *Travis County Drainage Improvements on Hog Eye Road, Travis County, Texas* – Mr. Young was the principal investigator and managed coordination with the THC for drainage improvements and the replacement of existing culverts near and under a road crossing that had become vulnerable to flooding. Based on his review of geology, soils, and previous disturbances, Mr. Young recommended that archeological investigations were not warranted for the project. THC concurrence was received in February 2020.
- *Southside Wastewater Improvements Project, City of Kyle, Hays County, Texas* – Mr. Young managed an archeological background study for an environmental constraints

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evaluation conducted for proposed improvements to an eight-inch gravity wastewater line. Based on the results of Mr. Young's background study and following coordination with the THC, he recommended that an archeological survey was warranted. Mr. Young developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. Following design changes, Mr. Young completed a survey in May 2020. He authored a draft report, which he submitted to the THC in July 2020. The THC concurred in August 2020 with Mr. Young's recommendations that the project would not affect any archeological resources, and no additional investigations were warranted except areas where right of entry was not obtained. December 2018 – August 2020.

- *Travis County Drainage Improvements on Tom Sassman Road, Travis County, Texas* – Mr. Young was the principal investigator and managed agency coordination with the THC for drainage improvements and the replacement of existing culverts near and under a road crossing that has become vulnerable to flooding. Based on his review of geology, soils, and previous disturbances, Mr. Young recommended that only portions of the proposed project area required archeological investigations and received THC concurrence. Mr. Young conducted field investigations and an archeological survey, including backhoe trenching, for the recommended survey areas in June and August 2020, resulting in the recommendation that no additional investigations were warranted. Mr. Young authored the draft report describing the results of the investigations, which was submitted to Travis County in August 2020 and is pending review. August 2019 – Present.
- *COA & TxDOT Equestrian Trail Crossing at Slaughter Creek, Travis County* – Mr. Young was principal investigator and managed an archeological background study and coordination letter for a proposed equestrian trail crossing. The project was funded by a Texas Park & Wildlife Department Grant. The background study was used to assess the potential for the presence of significant archeological resources within the project area with the goal of determining whether the proposed project warrants archeological field investigations prior to construction. Mr. Young authored the final report, which was submitted to TxDOT in November 2019. TxDOT concurred with the recommendation that an archeological survey was not necessary in November 2019. This concurrence was forwarded to the COA Parks and Recreation Department.
- *Travis County Gilleland Creek Greenway, Travis County* – Mr. Young was principal investigator and managed an extensive archeological background study for the proposed Gilleland Creek Greenway, a 19-mile trail in north Travis County. Mr. Young authored the background study, which documented known archeological resources in and adjacent to the proposed trail alignment and assessed the potential for the presence of significant archeological resources within the APE to assist in determination of a preferred trail alignment prior to an archeological survey. Mr. Young submitted the background study to Travis County in October 2019 and is currently coordinating with the THC. June 2019 – present.
- *COA North Walnut Creek Trail (NWCT) Phase 3 Project, Austin, Texas* – Mr. Young co-authored an environmental assessment for the final phase of the NWCT, which generally follows Walnut Creek from I-35 to a point approximately 4,950 feet south of US 290 East and is funded by 2016 Mobility Bond funds. Mr. Young was principal investigator and managed archival investigations in accordance with THC guidelines. Mr. Young prepared

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an archeological background study and coordination letter on behalf of the COA. He managed archeological survey efforts, revealing three previously recorded archeological sites within the disturbance area. Mr. Young documented the results of the investigations in the ERI and EA for COA approval. He also authored a survey report, which was submitted to the THC in April 2019. The THC concurred in August 2019.

- *Rabbit Hill Road Improvements Project, Westinghouse Road to Clearview Drive, City of Georgetown, Williamson County, Texas* – Mr. Young served as principal investigator for an intensive cultural resources survey for proposed improvements to approximately 3,230 feet of Rabbit Hill Road from Westinghouse Road to Clearview Drive. He developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. Mr. Young managed and completed field investigations in May and July 2017. Project clearance was granted by the THC in October 2017.
- *Lively Tract, Williamson County, Texas* – On behalf of a Municipal Utility District (MUD), Mr. Young served as principal investigator for intensive archeological survey investigations of the 437-acre Lively Tract prior to the development of a residential subdivision. Mr. Young developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. Additionally, he managed investigations designed to comply with Section 106 of the NHPA in anticipation of USACE coordination. Mr. Young managed field investigations, which were conducted August 2016. Project clearance was granted by the THC in December 2016.
- *State Highway 45/O'Connor Drive Interchange Project, Williamson County, Texas* – Mr. Young served as principal investigator for an intensive archeological survey of proposed improvements to the State Highway 45/O'Connor Drive interchange from west of Rattan Creek to McNeil Road, prior to proposed roadway improvements by the TxDOT Austin District. Mr. Young developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. The investigations were designed to comply with Section 106 of the NHPA as the project would use federal funds. He managed field investigations, which were conducted in October 2010. Project clearance was granted by the THC in November 2010.
- *Chisholm Trail Road Improvements and Chisholm Trail Parkway Extension Project, City of Round Rock, Williamson County, Texas* – Mr. Young served as principal investigator for intensive archeological survey investigations of the City of Round Rock's proposed Chisholm Trail Road and Chisholm Trail Parkway improvements. He developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. He also managed field investigations, which were conducted in February 2009. Project clearance was granted by the THC in May 2009.
- *New Hope Road Expansion and Extension Project, City of Cedar Park, Travis and Williamson Counties, Texas* – Mr. Young served as principal investigator for intensive archeological survey investigations of the City of Cedar Park's proposed expansion and extension of New Hope Road between FM 1431 and Lakeline Boulevard. He developed the archeological survey scope of work to accompany the Texas Antiquities permit application to the THC. He managed field investigations, which were conducted in February 2007. Project clearance was granted by the THC in March 2007.

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