Seiler Lankes Group
PLANNING ▪ ENGINEERING ▪ CONSTRUCTION

Proposed Contact
Contact: Gerald Lankes, PE
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Austin, TX 78759
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Number: (512) 785-8564

August 11, 2022

Williamson County Purchasing Department
Attn: Gretchen Glenn, Purchasing Specialist
100 Wilco Way, Suite P101
Georgetown, Texas 78626

Re: 22RFSQ128 RFQ Engineering Services - Schematics and Design of CR 255/CR 289 from CR 254 to Ronald Reagan Blvd.

Dear Members of Selection Committee,

Seiler Lankes Group, LLC (SLG), a TBPE registered firm in the State of Texas at the location of 11211 Taylor Draper Lane, Suite 106, Austin, TX 78759, appreciates the opportunity to submit to you our Statement of Qualifications for the development of schematics and design of CR 255/CR 289 from CR 254 to Ronald Reagan Blvd. Since 2010 SLG has operated on the foundation of providing our clients a full range of transportation engineering services. We have a team of talented professionals with diversified skills and knowledge of various local, state, and federal rules and regulations that enables us to deliver innovative designs and solutions to our clients. We are excited about the prospect of continuing our great current work experiences and mutually beneficial working relationship with Williamson County.

TEAM AND EXPERIENCE - SLG has assembled a team consisting of CL Gann, LLC, providing drainage design, and CP&Y, Inc. providing structure design.

SLG Team members have past and current project work experience in Williamson County giving us considerable working knowledge of County goals, procedures, and policies. The SLG Team not only brings technical skills, and collaboration to your project, but innovative thinking to build stakeholder support and provide viable options for transportation improvements. Recent Williamson County project experience includes:

- CR 332 Schematic, (CR 313 to FM 486)
- CR 314 Schematic and PS&E, (IH 35 to east of CR 332)
- CR 245 Schematic and PS&E, (RM 2338 to Ronald Reagan Blvd.)

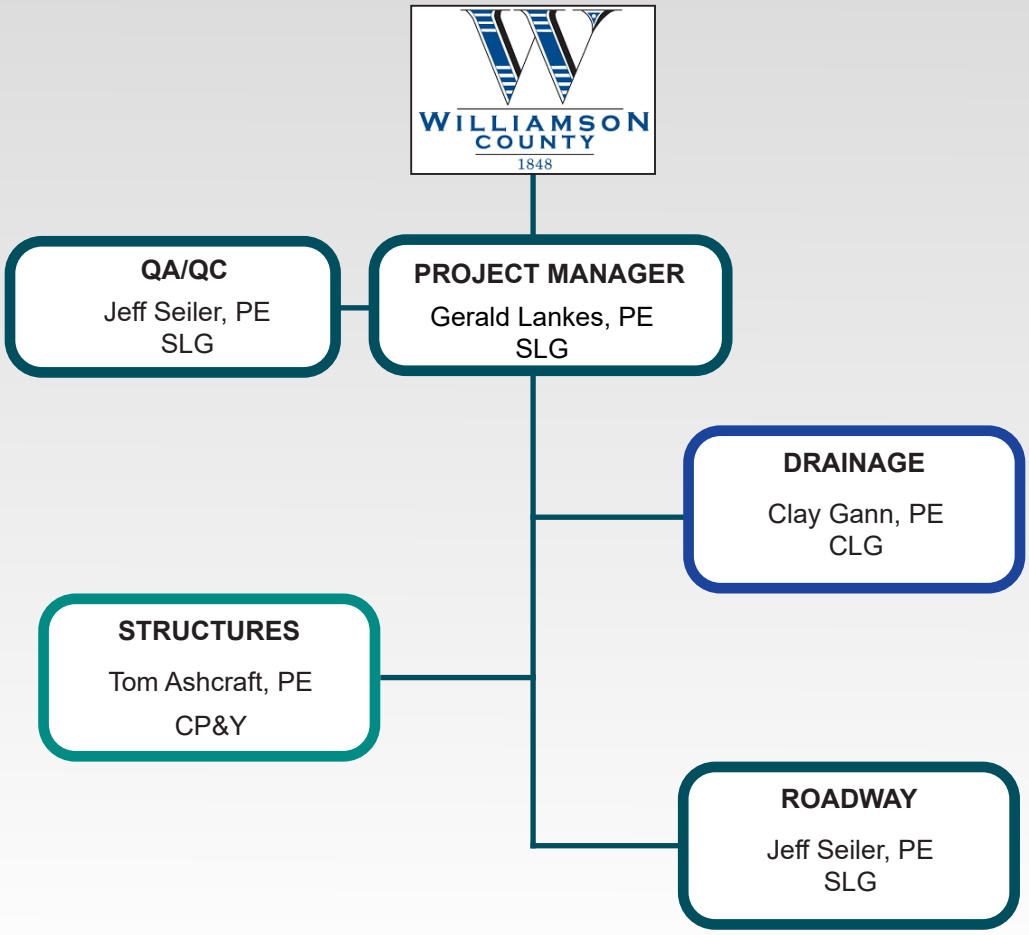
PROVEN Project Manager - I, Gerald Lankes, PE, bring over 20 years of transportation engineering experience, along with extensive Central Texas project related schematic and PS&E experience. My current county experience in schematic design, environmental documentation and clearance, and plan preparation for the CR 314 and CR 332 projects give me a unique prospective. I will continue to work closely with Williamson County & GEC staff. I will coordinate and manage as I have on my current schematic projects in Williamson County.

RESPONSIVENESS - The SLG Team is local and has the requisite skills, similar project experiences, and established teamwork relationships. Our Team is ready to begin work immediately after contract execution. The Team's understanding of this schematic and PS&E type of work including the challenging issues of stakeholder buy-in will be critical for successful completion of this project.

We sincerely appreciate your consideration of our Team's Statement of Qualifications. Please feel free to contact me if you have any questions or need additional information.

Gerald Lankes, PE
Project Manager\Owner

Section 2: Organizational Chart



Location of Key Personnel

The following table provides a list of where the key personnel's office locations.

Name	Address	Percentage
Gerald Lankes, PE	11211 Taylor Draper Ln, Suite 100, Austin TX 78726	100%
Jeff Seiler, PE	11211 Taylor Draper Ln, Suite 100 Austin TX 78726	100%
Clay Gann, PE	3708 Norman Loop, Round Rock, TX 78664 3000 Joe Dimaggio Blvd, Suite 29D, Round Rock, TX 78665	20% 80%
Tom Ashcraft, PE	13809 Research Blvd., #300, Austin, TX 78750	100%

Section 3: Project Manager

Gerald Lankes, PE

Mr. Lankes' experience includes over twenty years as a consultant where he has performed duties ranging from project management to preliminary project studies to project construction support. Mr. Lankes has experience in projects from planning to PS&E preparation, including all phases of roadway and drainage design. His primary responsibility is currently project management of schematics and PS&E design for roadway projects of various size and complexity for city, county, and state agencies throughout Texas. His most recent experience includes serving as project manager for two Williamson County roadway improvement projects. This recent knowledge of Williamson County practices and expectations as well as needed coordination with the county's GEC will serve to streamline efforts for the CR 255/CR 289 project. Examples of relevant project experience Mr. Lankes brings to the table are described below. These and other projects Mr. Lankes has led can be found in his resume included in this proposal package.

CR 332 Realignment, Williamson County – Williamson County Texas.

Project Manager for the schematic development of an existing 2-lane rural roadway to an ultimate 4 lane undivided roadway. Project limits are from CR 313 to FM 486, approximately 1.1-mile-long project. The project involved Route Studies, Traffic Evaluations and Projections, ROW Mapping, Surveying, Preliminary and Final Schematic and Cost Estimate, Drainage Study, Environmental, and Geotechnical.

Project Applicability:

- Williamson County project.
- PS&E design with consideration of future improvements.
- Similar drainage considerations.

CR 314 Reconstruction Project, Williamson County – Williamson County Texas.

Project Manager- for the schematic development and PS&E preparation for an existing 2-lane rural roadway to an ultimate 5 lane undivided roadway. Project limits are from IH 35 northbound frontage road to 1.31 miles east of CR 332, approximately 3.66 miles. This project involved Route Studies, Traffic Evaluations and Projections, ROW Mapping, Surveying, Preliminary and Final Schematic and Cost Estimate, Drainage Study, Environmental, and Geotechnical.

Project Applicability:

- Williamson County project.
- PS&E design with consideration of future improvements.
- Similar development, drainage, and traffic considerations.

SH 16 Roadway Widening and Reconstruction, San Saba County – TxDOT Brownwood District.

Project Manager – for PS&E services for the widening and reconstruction of SH 16 between FM 1480 and the Mills County Line (10.4 miles). Design is to accommodate the creation of passing lane areas (Super2 Design). The project includes PS&E design of all roadway reconstruction elements including traffic control, cross-culverts, bridge class structure rail upgrades, driveway and intersection improvements, stormwater pollution prevention plans, signing and pavement markings. Additional project tasks include environmental study review, ROW evaluations, subsurface utility engineering, utility adjustment coordination, geotechnical borings and investigations, constructability reviews, project cost estimates, contract time determinations and preparation of project specific specifications and general notes.

Project Applicability:

- PS&E design for the reconstruction of an existing roadway.
- Environmental, ROW and utility coordination components.
- Design considerations for maintaining traffic during construction with limited room.

Parmer Lane North, Williamson County – Williamson County.

Project Manager - responsibilities included the PS&E of Parmer Lane (now Ronald Reagan Blvd) from FM 3405 to FM 2338. This section of the project consisted of two-lane rural arterial with water quality. Roadway contained 2 bridges and 7 culverts. The needed right of way for the ultimate design (four-lane divided) was also determined and preserved for future improvements. Horizontal and vertical alignments were set. Best management practices (BMP's) to conform to TCEQ's requirements was also included.

Project Applicability:

- Williamson County project.
- PS&E design with consideration of future improvements.
- Similar development, drainage, traffic, and environmental considerations.

Jeff Seiler, PE

Mr. Seiler's experience includes twenty-six years as a consultant and more than ten years with TxDOT, where he performed duties ranging from project construction inspection to project management. His responsibilities have encompassed overseeing transportation projects including preliminary planning, design development, PS&E preparation, construction monitoring, and cost projections. He has assisted in the management of State and private office operations and personnel supervision, performed project administration, and maintained relations with Federal, State and Local officials and the public. Mr. Seiler has lead schematic and design efforts for projects similar in scope and complexity to the proposed CR 255/CR 289 project as evidenced by the below examples and within his resume included in this proposal package.

County Road 214, Williamson County – Williamson County.

Mr. Seiler served as Project Manager for alternative design concepts, right of way needs and PS&E development for the improvements to and extension of an existing county road. An improved route was needed due to development in the area and to provide a safe intersection with SH 29 in Liberty Hill. Roadway sections vary between two and five-lanes depending on traffic and turning needs and include both rural and urban design. Applicable coordination with the TxDOT Austin District and permit submittal and approval was conducted.

Project Applicability:

- Williamson County project developed in collaboration with the GEC and Precinct Commissioner.
- Determined ROW acquisition needs and supported acquisition efforts.
- Prepared complete plans and provided estimated costs.
- Supported bidding services.

County Roads 157/127 and 129, Hays County – Hays County.

Project Manager for the development of schematics and the design and PS&E development for the upgrading of five miles of county roads to TxDOT FM standards. Responsibilities included conducting public meetings, ROW determinations, utility coordination, roadway and drainage design traffic control plans and quantity calculations, construction cost estimates and construction support.

Project Applicability:

- County projects developed in collaboration with a GEC and Precinct Commissioners.
- Preliminary design included both existing and new location routes.
- Determined ROW acquisition needs and supported acquisition efforts.
- Prepared complete plans and provided estimated costs.
- Supported bidding and construction phase services.

County Roads 122, 131, 222, and 225, Hays County – Hays County.

Project Manager for the alternative design, schematics and PS&E development for the upgrading of 14 miles of county roads to TxDOT FM standards. Responsibilities included ROW determinations, utility coordination, roadway and drainage design, traffic control plans, quantity calculations, construction cost estimates and construction support.

Project Applicability:

- County projects developed in collaboration with a GEC and Precinct Commissioners.
- Preliminary design included both existing and new location routes.
- Determined ROW acquisition needs and supported acquisition efforts.
- Prepared complete plans and provided estimated costs.
- Supported bidding and construction phase services.

University Blvd., Williamson County – Williamson County.

Project Manager – This 3.4 mile project is situated between two major, State maintained roadways; FM 1460 and SH 130. The work performed consists of providing engineering services required for the preparation of PS&E for the addition of lanes and shoulders to an existing two-lane roadway to create a predominantly four-lane divided facility. Preparation of plans, details and quantities include roadway design, grading, paving, drainage, signing, pavement markings, signals, traffic control plans and construction cost opinions for the newly constructed west bound lanes and portions of east bound lanes to be reconstructed.

Project Applicability:

- Williamson County project developed in collaboration with the GEC and Precinct Commissioners.
- Prepared complete plans and provided estimated costs.
- Construction phasing included building improvements while traffic maintained in existing conditions.
- Designed to support a planned, ultimate 6-lane divided facility.
- Supported bidding services.

Clay Gann, PE, CFM

For over 30 years, Mr. Clay E. Gann, PE, CFM has worked with all aspects of roadway design and construction. From 1991 to 1996, while working for TxDOT, he became proficient in material testing, surveying, CEI, and construction techniques on several TxDOT roadway projects. With this field experience and more than 25 years of design, analysis, and plan preparation experience in the consulting industry, Mr. Gann has successfully delivered high-quality drainage solutions on multiple small and large roadway projects for numerous clients, including Williamson County, TxDOT, Travis County, CTRMA, NTTA, TTA, and many others. Since 1997, he has served as the Drainage Task Lead on multiple small and large award-winning roadway & drainage projects throughout Central Texas. He has expertise in various methodologies related to hydrology, hydraulics, stormwater management and conveyance, water quality, roadside safety, material strength, and constructability. With a focus on Central Texas drainage projects since 2003, he is experienced in regulatory requirements from local jurisdictions, USACE wetlands, FEMA floodplains, and the Edwards Aquifer Contributing and Recharge Zones (including Georgetown Salamander Ordinance Rules). With all local projects, he primarily uses HEC-HMS & GIS (NRCS UH Method) and Geopak Drainage (Rational Method) for peak Q computations, HEC-RAS 1D/2D for complex bridge and culvert design, Geopak Drainage for storm sewer design, HY-8 for minor culvert design, HEC-14 for energy dissipation, and HEC-18/HEC-20/HEC-23 for scour computation. Below is just a sample of local projects, both schematic and PS&E, where Clay served as Drainage Task Lead.

CR 332 Realignment - Williamson County, TX

Applicability: Schematic & PSE project, bridge design/H&H for Donahoe Creek and Trib. to Donahoe Creek, drainage conveyance design, H&H design/analysis of minor culverts, and ditches.

CR 314 Widening - Williamson County, TX

Applicability: Schematic & PSE project, bridge design/H&H for Willis Creek, drainage conveyance design, H&H design/analysis of multiple minor cross culverts, driveway culverts, and ditches.

CR 245 - Williamson County, TX

Applicability: Schematic & PSE project, bridge design/H&H for Cowan Creek, H&H design/analysis of multiple minor cross culverts, driveway culverts and ditches. Involved WPAP using both TCEQ and City of Georgetown WQ regulations (VFS).

S.E. Inner Loop Safety Improvements - Williamson County, TX

Applicability: Schematic & PSE project, multiple box culvert design, drainage conveyance design, H&H design/analysis of multiple minor cross culverts, driveway culverts and ditches. Involved water quality design using both TCEQ and City of Georgetown WQ regulations.

SW 45SW FEIS & PS&E - Travis & Hays Counties, TX

Applicability: New location, schematic & PSE project, bridge design/H&H for FEMA-regulated creeks, H&H design/analysis of minor culverts and ditches, storm sewer design, RG-348 WQ design.

Knowledge, Skills, and Abilities to Benefit Williamson County:

Clay knows from his background in project management and drainage design that drainage is a key component of all projects. He understands that communication between the major task leads is crucial to providing the most efficient and optimized project designs for our clients that have no adverse hydraulic impacts. His multi-discipline experience in the design of roadway projects only strengthens his abilities in addressing drainage issues and developing solutions. He has been solely responsible for creating thousands of drainage/WQ-related sheets and details, specifications, and estimates. He has also written multiple drainage reports for planning projects. Clay's proven track record in drainage planning and design and drainage conveyance design will be a valuable asset to this project.

Thomas (Tom) Ashcraft, PE

Tom has 32 years of bridge design experience in Texas and manages the Bridges and Special Structures Group. Tom has served as a project manager and bridge design task leader on numerous rural and urban projects involving new bridges, bridge replacements, widening and drainage structures. Tom is recognized for his strong technical skills and thorough understanding of bridge details and plans. He is also an effective communicator who has established a reputation for providing a high level of service to a wide variety of clients. Tom is experienced in the structural analysis and design of prestressed concrete, reinforced concrete and structural steel.

FM 2696 (Blanco Road), Bexar County

Structural Design Task Leader on project consisting of the widening of a non-freeway facility, which included two phased bridge replacement (one prestressed beam structure and one flat slab structure). Tom developed bridge layouts for both structures and coordinated with roadway and hydraulic disciplines to determine appropriate bridge length and profile. Both structures used stone riprap at the abutment embankments for erosion protection, and foundations were designed for to accommodate scour potential. Tom supervised completion of the bridge design and condition surveys performed on three existing bridge class culverts on the project and reviewed the bridge plans. Tom led the structures team completing the work on an accelerated design schedule, designing both bridges in less than three months. He also provided review of shop plans and RFI support during construction.

Project Applicability:

- Widening of non-freeway facility
- Different bridge types based on conditions

CR 118 at Cottonwood Creek, Williamson County

Structural Lead. Project involved the emergency repair of corrosion on existing steel H-piles for this 40-foot-long, 2-span CIP slab bridge. Provided structural consulting and independent review of repair plans prepared by ATG which included the bridge layout, structural repair details and notes to remedy the corrosion of the existing steel H-piles on the interior bent, and the use of coffer dams to facilitate completion of the repairs in the channel.

Project Applicability:

- Williamson County project
- Small bridge design

Old San Antonio Road At Onion Creek Bridge, Travis County, Texas

Project Manager. Bridge replacement project of an existing low water crossing on Old San Antonio Road at Onion Creek. Oversaw construction phase services involving evaluation of replacement alternatives, environmental assessments, public involvement, utility coordination, survey, geotechnical investigations, roadway design, bridge design, traffic control, survey and hydraulic design. Managed the CP&Y design team performing the preliminary engineering and final PS&E plan development. Responsibilities include coordination and management of in-house design staff and seven subconsultants performing environmental and engineering support services. Regular coordination with the Travis County project manager concerning project issues and progress, and handles invoicing and other non-technical management aspects required on the project. Provided construction phase services which included RFI support, shop plan review, construction progress assessment, and project close out.

Project Applicability:

- Arterial roadway bridge project
- County managed project

Section 7: Commitments

Current Projects

Gerald Lankes, PE Seiler Lankes Group		
Project Name	***Percentage of Time Commitment***	***Projected Completion Date***
TxDOT Brownwood – SH 16	10%	December, 2022
TxDOT Pharr – FM 1925	10%	March, 2024
Williamson County – CR 332	2%	April, 2023
Williamson County – CR 314	10%	August, 2023

Jeff Seiler, PE Seiler Lankes Group		
Project Name	***Percentage of Time Commitment***	***Projected Completion Date***
TxDOT Brownwood- SH 6	10%	September, 2022
TxDOT Dallas- SH 114	5%	October, 2022
TxDOT Dallas- IH 35E	5%	October, 2022
TxDOT Tyler- Safety Projects	10%	February, 2023

Clay Gann, PE, CFM CL Gann		
Project Name	***Percentage of Time Commitment***	***Projected Completion Date***
Cap-Ex Central Drainage GEC SME (SUB)	15%	Summer 2024
Williamson County Corridor J (SUB)	30%	October 2023
City of Buda GEC (SUB)	5%	May 2027
Williamson County, CR 314 (SUB)	10%	Early 2023

Tom Ashcraft, PE CP&Y		
Project Name	***Percentage of Time Commitment***	***Projected Completion Date***
Off-System Bridge Replacements- Tx-DOT Yoakum District	10%	August, 2024
IH 35 Reconstruction	15%	March, 2023
Loop 288 Frontage Road Bridges	10%	December, 2024
Bridge Repair Plans - City of Fort Worth	10%	August, 2023
CR 314 Bridge Design	5%	December, 2022

Current Proposals

Gerald Lankes, PE Seiler Lankes Group	
Project Name	***Percentage of Time Commitment***
Chandler Road	40%

Jeff Seiler, PE Seiler Lankes Group	
Project Name	***Percentage of Time Commitment***
Chandler Road	40%

Clay Gann, PE, CFM CL Gann	
Project Name	***Percentage of Time Commitment***
Chandler Road	15%

Tom PE CP&Y	
Project Name	***Percentage of Time Commitment***
Chandler Road	30%

Proposed Time Commitment for the Williamson County Project

Name	Time Commitment
Gerald Lankes, PE	30%
Jeff Seiler, PE	40%
Clay Gann, PE, CFM	15%
Tom Ashcraft, PE	20%

Section 8: Project Approach

Located in western Williamson County, CR 255 is identified as an important, future connection to Ronald Reagan Blvd. Faced with continued growth in Williamson County, our leaders recognize the need to be proactive in preserving this, and other corridors, in preparation of future developments. CR 255 is currently a narrow two-lane roadway and sits within an average of 50 to 60 ft of right-of-way (ROW). The CR 255 corridor will be developed to provide enough ROW for an ultimate six-lane, median divided facility.

The proposed project under this SOQ is bound to the north by CR 254 and to the south by Ronald Reagan Blvd. Since CR 255 does not follow a straight, continuous path to Ronald Reagan, the proposed facility will utilize part of CR 289 and include a new location section to continue a southward trajectory. Due diligence will be undertaken to identify constraints for the ultimate roadway and options will be developed. The corridor is fairly well set along CR 255 and CR 289. There will be additional leeway for options between CR 289 and the connection to Ronald Reagan. With this, varying alignments and profiles will be studied noting effects to safety, access, potential environmental concerns, construction costs, utilities, future extensions, and the overall impacts to property owners. The new location section will affect five properties (four property owners) as shown under the current Williamson County LRTP. Options to reduce the number of affected properties will be analyzed considering previously mentioned criteria.

SLG will apply our time-tested approach for turnkey project development to successfully complete the CR 255 ultimate schematic and interim improvements PS&E design.

Our Approach Will Include:

1. Data Collection and Design Criteria Development
2. Alternative Designs
3. Public Input (as requested)
4. Preferred Design Refinement
5. Final Schematic Development
6. PS&E Preparation of Initial Improvements

SLG is currently completing a project for Williamson County for CR 314 which has included all the elements required for the CR 255 project. Tasks that influence the design and corridor preservation initiatives include:

- Working through client representatives to identify potential developments along the project corridor. This will help prepare for property donation and/or acquisition discussions prior to land being developed or sold.
- Conducting drainage planning and conveyance analysis.
- Preparing for future expansions and roadway extensions.
- Maintaining traffic movements and property access during construction.

It should also be noted that this project lies within the Edwards Aquifer Contributing Zone. The SLG Team has experience coordinating project development with TCEQ and developing design and PS&E that comply to current standards. With this comprehensive knowledge of what it takes to successfully provide needed services on time and on budget, the SLG Team is ready to deliver.

Appendix A
Resumes

Professional Engineer, TX

#107484

Education

Bachelor of Science, Civil Engineering

University of Texas at San Antonio, 1998

Years of Experience

25

Office Location

11211 Taylor Draper Lane,
Suite 106
Austin, TX 78759

Gerald Lankes, PE

Seiler Lankes Group
PLANNING • ENGINEERING • CONSTRUCTION

SUMMARY OF QUALIFICATIONS

Mr. Lankes experience includes over twenty years as a consultant where he has performed duties ranging from project management to preliminary project studies to project construction support. Mr. Lankes has experience in projects from planning to PS&E preparation, including all phases of roadway and drainage design. His primary responsibility is currently project management of schematics and PS&E design for roadway projects of various size and complexity for city, county, and state agencies throughout Texas

RELEVANT PROJECTS

CR 332 Realignment, Williamson County – Williamson County Texas. Project Manager- for the schematic and PS&E development of an existing 2-lane rural roadway to an ultimate 4 lane undivided roadway. Project limits are from CR 313 to FM 486, approximately 1.1-mile-long project. The project involved Route Studies, Traffic Evaluations and Projections, ROW Mapping, Surveying, Preliminary and Final Schematic and Cost Estimate, Drainage Study, Environmental, Geotechnical.

CR 314 Safety Improvement Project, Williamson County – Williamson County Texas. Project Manager- for the schematic and PS&E development of an existing 2-lane rural roadway to an ultimate 5 lane undivided roadway. Project limits are from IH 35 northbound frontage road to 1.31 miles east of CR 332, approximately 3.66 miles. This project involved Route Studies, Traffic Evaluations and Projections, ROW Mapping, Surveying, Preliminary and Final Schematic and Cost Estimate, Drainage Study, Environmental, Geotechnical.

Parmer Lane North, Williamson County – Williamson County. Project Manager - responsibilities included the PS&E of Parmer Lane from FM 3405 to FM 2338. This section of the project consisted of two-lane rural arterial with water quality. Roadway contained 2 bridges and 7 culverts. The needed right of way for the ultimate design (four-lane divided) was also determined. Horizontal and vertical alignments were set. Best management practices (BMP's) to conform to TCEQ's requirements was also included.

Parmer Lane, Williamson County – Williamson County. Associate Project Manager - responsibilities included the PS&E development of Parmer Lane from SH 29 to FM 3405. This section of the project consisted of two-lane rural arterial with water quality. The roadway consisted of 5 bridges and 3 culverts. Primary responsibilities for this project were determining the needed right of way for the ultimate design (four-lane divided), setting the horizontal and vertical alignments, as well as generating construction cost estimates and general notes. This project included water quality devices.

D.B. Wood Reconstruction, Williamson County – Williamson County. Associate Project Manager for this PS&E project which was to reconstruct D.B. Wood to connect to Cedar Breaks Road and served as part of Williamson County's Georgetown Loop. This project involved phased construction of the proposed two-lane undivided facility with a continuous left turn lane. I designed the roadway and drainage components for this project and generated the bid documents. I also aided the county with construction oversight. Construction oversight was the resolution of any design or constructability issues. Through the course of the project, design changes to meet the revised objectives were identified and the project plans and bid documents were prepared and let. This project is currently under construction and Gerald is serving as the PM of SLG's Construction Phase Services. In this capacity, Gerald has focused firm resources to provide the client responsive service consistent with the needs ongoing construction projects.

Cedar Breaks Road Relocation, Williamson County – Williamson County. Design Engineer, this project was a joint effort of the Corps of Engineers and Williamson County. The project served two critical roles. Constructed west portion of the Georgetown inner loop and it provided an alternate route, taking traffic off the Dam Structure. Responsible for roadway elements, drainage and water quality for this 2.5 mile stretch of roadway between Cedar Breaks and 3405. This project

contains Williamson County's largest bridge 1500' long and 85' high. Also responsible for construction documents, cost estimate, verification of the contractor's bids and provided construction support for all construction issues.

University Blvd., Williamson County – City of Round Rock. Project Manager – Formerly a Williamson County project taken over by the City of Round Rock, this 3.4-mile project is situated between two major, State maintained roadways; FM 1460 and SH 130. The work performed consists of providing engineering services required for the preparation of PS&E for the addition of lanes and shoulders to an existing two-lane roadway to create a predominantly four-lane divided facility. Preparation of plans, details and quantities include roadway design, grading, paving, drainage, signing, pavement markings, signals, traffic control plans and construction cost opinions for the newly constructed west bound lanes and portions of east bound lanes to be reconstructed.

RM 2243 at Escalera Parkway, Williamson County – Williamson County. Project Engineer – For this intersection improvement project, located within the Edwards Aquifer Recharge Zone, provided engineering services required for preliminary studies, plan preparation and potential construction support. Initially, a traffic study was conducted and a traffic analysis and summary report of alternatives to improve operations/safety at the intersection was prepared. Next, survey, geotechnical, environmental and design services were used to further develop the preferred alternative, coordinate proposed improvements with TxDOT, TCEQ and other agencies, and prepare a complete PS&E package to be put out to bid. It is anticipated that after providing bid phase assistance, construction support in the form of responses to contractor requests for information and shop drawing review will be provided.

Arterial C, Williamson County – Williamson County. Design Manager of Williamson County's Arterial C for TxDOT. Arterial C connects O'Connor Drive from FM 620 to SH 45. Williamson County designed the section up to SH 45 and PBS&J designed the interchange with SH 45. I was in charge of design oversight. I reviewed and commented on submittals to TxDOT, for the Austin District Turnpike Project Office. I also worked with the railroad to acquire permitting for working over their lines. I designed possible alternatives for providing a water source to the toll ramp and designed the location of the leach field for the septic system. The project consisted of benched retaining walls, two braided ramps, three bridge structures, open flow ditch flow, and the design for a toll plaza.

SH 16 Roadway Widening and Reconstruction, San Saba County – TxDOT Brownwood District. Project Manager – This contract includes PS&E services for the widening and reconstruction of SH 16 between FM 1480 and the Mills County Line (10.4 miles). Design is to accommodate the creation of passing lane areas (Super2 Design). The project includes PS&E design of all roadway reconstruction elements including traffic control, cross-culverts, bridge class structure rail upgrades, driveway and intersection improvements, stormwater pollution prevention plans, signing and pavement markings. Additional project tasks include environmental study review, ROW evaluations, subsurface utility engineering, utility adjustment coordination, geotechnical borings and investigations, constructability reviews, project cost estimates, contract time determinations and preparation of project specific specifications and general notes. After project letting, construction phase services will begin.

FM 3338, Webb County – TxDOT Laredo District. Project Manager – This PS&E project consists of the rehabilitation of existing FM 3338 in Webb County from FM 1472 to SH 255, approximately 8.195 miles, in order to accommodate increased truck traffic and load limits. Project included roadway and traffic design, extending culverts, construction phasing and TCP, SW3P, utility coordination and preparation of PS&E documents.

Professional Engineer, TX

#77187

Education

Bachelor of Science, Civil Engineering

University of Texas, 1988

Years of Experience

36

Office Location

11211 Taylor Draper Lane,
Suite 106
Austin, TX 78759

Jeffery Seiler (Jeff), PE

Seiler Lankes Group
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SUMMARY OF QUALIFICATIONS

Mr. Seiler's experience includes twenty-six years as a consultant and more than ten years with TxDOT, where he performed duties ranging from project construction inspection to project management. Mr. Seiler has experience in projects from planning to PS&E preparation, including all phases of roadway and drainage design, time/labor/material cost projections and documentation, and construction monitoring. His responsibilities have encompassed overseeing transportation projects including design development, PS&E preparation, construction monitoring, and cost projections. He has assisted in the management of State and private office operations and personnel supervision, performed project administration, and maintained relations with Federal, State and Local officials and the public. Mr. Seiler is also proficient in the use of computer programs utilized for relevant engineering applications.

RELEVANT PROJECTS

County Road 214, Williamson County – Williamson County. Project Manager for alternative design concepts, right of way needs and PS&E development for the improvements to and extension of an existing county road. An improved route is needed due to development in the area and to provide a safe intersection with SH 29 in Liberty Hill. Roadway sections vary between two and five-lanes depending on traffic and turning needs and include both rural and urban design. Applicable coordination with the TxDOT Austin District and permit submittal and approval was conducted.

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University Blvd., Williamson County – Williamson County. Project Manager – This 3.4 mile project is situated between two major, State maintained roadways; FM 1460 and SH 130. The work performed consists of providing engineering services required for the preparation of PS&E for the addition of lanes and shoulders to an existing two-lane roadway to create a predominantly four-lane divided facility. Preparation of plans, details and quantities include roadway design, grading, paving, drainage, signing, pavement markings, signals, traffic control plans and construction cost opinions for the newly constructed west bound lanes and portions of east bound lanes to be reconstructed.

FM 1460, Williamson County – TxDOT Austin District. Project Manager responsible for alternative design concepts and PS&E development for the re-alignment and reconstruction of a rural, two-lane Farm to Market facility to a four-lane divided rural roadway with urban elements near the project terminus. The project limits are from University Blvd. to Old Settlers Blvd. in Round Rock (a distance of 2.5 miles). Intersection improvements, illumination design, utility coordination and signals were considered part of the project. Extensive coordination with State, County and City officials as well as public and private developers was necessary for determination of median cuts and other access and improvement issues along the route.

County Road 111 (Westinghouse Road), Williamson County – Williamson County. Project Manager for alternative design concepts, right of way needs and PS&E development for improvements to an existing county road. An improved roadway was needed due to development in the area and to accommodate a large amount of truck traffic from a local rock quarry. The proposed improvements increased the facility from a narrow two-lane rural section to a four-lane divided curb and gutter section from near IH 35 through an intersection with FM

1460. Since portions of this project are located in the environmentally sensitive Edwards Aquifer Recharge Zone, a sedimentation/retention facility was designed, submitted and approved through TCEQ for the capture and release of roadway runoff. The project was taken from survey (including right of way documents) and environmental coordination and clearance and extended into construction.

Pond Springs Road, Williamson County – Williamson County. Project Manager responsible for preparation of PS&E for the widening of a section of existing two-lane roadway to a three-lane facility to accommodate increased turning traffic due to development. Also provided construction support.

Mager Lane Improvement Project, Hutto, Williamson County – City of Hutto. Project Manager - The limits of design for Mager Lane improvements are from FM 1660 to the east City Limits of Hutto. With projected land use being predominantly mid-density residential and commercial, this two-lane rural roadway had to be upgraded to provide for future growth and traffic demands. Additionally, because Mager is a key school route from nearby subdivisions, this section of roadway was identified as the number one priority in Hutto's Pedestrian Mobility Plan. The final section for this project is a three-lane urban facility with underground storm sewer, sidewalks and street trees. A right turn lane into the school was also designed to ease congestion during morning drop-off and afternoon pick-up periods. Project elements included right of way acquisition, utility coordination, pavement design, floodplain mapping and revisions, culvert design and channel improvements as well as traffic control, construction sequencing, storm sewer design and other normal roadway design tasks.

RM 2243 at Escalera Parkway, Williamson County – Williamson County. Project Manager – This intersection improvement project, located within the Edwards Aquifer Recharge Zone, includes engineering services required for preliminary studies, plan preparation and construction support. Initially, a traffic study was conducted and a traffic analysis and summary report of alternatives to improve operations/safety at the intersection was prepared. Next, survey, geotechnical, environmental and design services was used to further develop the preferred alternative, coordinate proposed improvements with TxDOT, TCEQ and other agencies, and prepare a complete PS&E package to be put out to bid. It is anticipated that after providing bid phase assistance, construction support in the form of responses to contractor requests for information and shop drawing review will be provided.

Mays Street Improvements, Williamson County – City of Round Rock. Project Manager for alternative design concepts, right of way needs, utility relocation needs and PS&E development for widening and extending an important arterial roadway through a developed area from FM 3406, north approximately 1800'. The proposed facility re-aligns a section of Mays Street and extends the five-lane, curb and gutter roadway. The entire facility was designed to the City of Round standards for an urban five-lane section. Full roadway plan documents were prepared including pavement design, intersection designs, storm sewer and traffic control.

FM 1100, Travis/Bastrop County – TxDOT Austin District. Project Manager responsible for alternative design concepts and PS&E development for the re-alignment and reconstruction of a rural, two-lane Farm to Market facility to a three-lane, curb and gutter section. FM 1100 is the primary access route to two Elgin ISD schools and is located in a rapidly developing area. Project responsibilities included right of way and easement determinations, complete storm sewer design and two signal designs. Project tasks also involved the design, analysis and details for extending existing drainage structures including one bridge class structure.

Loop 170, Nolan County –TxDOT Abilene District. Project Manager responsible for full PS&E development for a safety enhancement project near Sweetwater. An existing 20 ft to 26 ft wide paved facility was widened to 28 ft and multiple driveways and intersections were reworked to provide safe access to this State maintained roadway.

Clay Gann
Drainage Task Lead
CLGann, LLC
Years of Engineering Experience: 27+
Registration: **Texas Professional Engineer, License #88491, Certified Floodplain Manager #2488-13N**
Education: Bachelor of Science, Civil Engineering, Texas A&M University, 1996

Brief Bio
Clay Gann has more than 27 years of experience in the roadway design and construction industry with a heavy focus on drainage planning and PS&E, including complex H&H, bridge hydraulics/scour, storm sewers, culverts, channels & ditches, water quality, stormwater management, and erosion/sediment control. He has valuable experience in other disciplines, including roadway geometric design, right-of-way (ROW) determination, pond design, grading, and earthwork, retaining wall and bridge layouts, traffic control plans (TCP), signing and striping plans, utility plans, SUP design, and PS&E assembly. Clay is proficient in using various computer programs, including ProjectWise, MicroStation, OpenRoads Designer, GEOPAK Road/Drainage/ Site, HEC-HMS, HEC-RAS 6.0 (1D & 2D), HY-8 and EPA-SWMM. Before gaining professional experience, Clay worked in the construction industry, where he gained valuable experience in site grading, drainage, concrete construction, landscaping & irrigation design/installation, retaining wall construction, CEI, material testing, and topographic surveying.

Relevant Experience:

SH 45SW FEIS & PS&E – | Travis and Hays Counties | TxDOT Austin District/CTRMA | Role: Drainage, Water Quality & SW3P Task Lead

This is a new, four-lane, limited access tolled facility between State Loop 1 (Mopac) to FM 1626. The corridor traverses an environmentally sensitive area, especially related to karst features/ Edwards Aquifer recharge issues, requiring an extensive NEPA and public involvement process.

During the FEIS stage, Mr. Gann served as the Drainage and Water Quality Task Lead. He was directly responsible for the design and analysis of all major culverts, bridges over FEMA regulated streams, and 12 water quality ponds. The environmentally sensitive nature of the project required an enhanced level of TSS capture treatment involving multiple BPSs in series to adhere to both TCEQ RG-348 guidelines and stakeholder expectations while also preventing impacts to existing karst features.

During the PS&E stage, Mr. Gann served as the Drainage & SW3P Task Leader where he was directly responsible for preparing the hydrologic and hydraulic design, analysis and plan preparation for detailed grading, storm sewer systems, minor culverts, temporary/permanent erosion and sediment control BMPs, and karst protection. This is a highly celebrated project where Central Texas Regional Mobility Authority and the project's teaming partners have

received the following awards for this project:

International Partnering Institute: Collaborative Project of the Year Award, 2020

American Public Works Association: Technical Innovation Award, 2020

Special District Program Awards: Technology Innovation: Operations Award, 2019

American Council of Engineering Companies (ACEC), Texas Chapter: Gold in the Environmental category, and Silver in the Water Resources category, 2019

Greater Austin Business Awards Brookfield Residential Environmental Champion Award Sustainability and Innovation, 2018

CR 245 | City of Georgetown, Texas and Williamson County | Williamson County | Role: Drainage and Water Quality Task Lead for Schematic and PS&E

Located within the Edwards Aquifer Recharge Zone and Contributing Zone, Mr. Gann was the Drainage Task Lead for the Schematic, PS&E and Water Quality design to widen 1.1 miles of CR 245 from RM 2338 to Ronald Reagan Boulevard from a two-lane roadway to a three-lane roadway with shoulders and a center turn lane. The portion within the Recharge Zone was within the City of Georgetown (COG) city limits, so strict COG water quality ordinances had to be followed. Using the WILCO Road Bond Program Design Criteria Manual, Mr. Gann provided detailed guidance to a staff EIT in preparing schematic hydrologic and hydraulic design and analysis for two minor culverts and one FEMA-regulated culvert crossing at Cowan Creek. Each crossing was designed to safely pass the 4% AEP storm event with freeboard, while the Cowan Creek crossing was further designed to avoid adverse impacts to the 1% AEP effective floodplains. The Cowan Creek culvert will be replaced with a bridge that spans the effective floodplain. Mr. Gann and his staff performed the following H&H tasks as needed to complete the schematic report and subsequent PS&E drainage plans.

1. TNRIS Lidar was used to generate 1-foot contours for use in delineating watersheds for the corridor. Lidar was also used to cut HEC-RAS cross sections outside the roadway ROW and compute stage/storage/discharge curves for impact analysis.

2. The NOAA Atlas 14 Precipitation Frequency Data Server (PFDS) was used to gather precipitation depth data.

3. CN values were computed using QGIS. Maps of the hydrologic soil groups (using Web Soil Survey) along with land use types/vegetal cover (using the latest orthographic imagery) were generated by GIS to assist in the CN value computation process.

4. Times of concentration and lag times were computed using the Kerby Kirpich Method and validation from the NRCS method.

5. For watersheds greater than or equal to 200 acres, HEC-HMS and the NRCS Unit Hydrograph methodology were used to compute peak flows for all AEP storm events for existing and proposed conditions. An impact analysis was provided to determine the extent of any impacts along the corridor. For watersheds less than 200 acres, the Rational

Method was used to compute peak flows.

6. HEC-RAS was used to model complex hydraulics for the Cowan Creek crossing, while HY-8 was used to design the minor culverts.

7. Roadside ditches were designed to meet vegetated filter strip (VFS) requirements using normal depth computations and a Geopak Drainage model to design driveway culverts.

8. Mr. Gann prepared the Draft and Final Drainage Report.

9. Mr. Gann used TCEQ RG-348 guidelines to design VFS throughout the corridor, prepare water quality plans/layouts/details, and a Water Pollution Abatement Plan for TCEQ approval.

CR 314 | Williamson County | Williamson County | Role: Drainage Task Lead for Schematic and PS&E

Mr. Gann currently provides the Schematic and PS&E design as Drainage Task Lead for widening 3.66 miles of CR 314 from IH-35 NBFR to 1.19 miles east of CR 332 from a two-lane roadway to a three-lane roadway with shoulders and a center turn lane. Using the WILCO Road Bond Program Design Criteria Manual, Mr. Gann prepared hydrologic and hydraulic design and analysis for nine minor culverts and one FEMA-regulated culvert crossing along the corridor. The one FEMA-regulated culvert conveys flow for Willis Creek. Each crossing was designed to safely pass the 4% AEP storm event with freeboard, while the Willis Creek crossing was designed to avoid adverse impacts to the 1% AEP effective floodplains. With existing insurable structures in the floodplain, the Willis Creek culvert will be replaced with a new bridge that provides for improved grading under the bridge to help mitigate for floodplain impacts. HY-8 was used to design all minor culverts while Geopak Drainage was used to design ditches and parallel culverts. Mr. Gann is also responsible for preparing the Draft and Final Drainage Report.

CR 332 | Williamson County | Williamson County | Role: Drainage Task Lead for Schematic and PS&E

This is a project to widen 1.12 miles of CR 332 from CR 313 to FM 487 from a two-lane roadway to a two-lane roadway with shoulders. Using the WILCO Road Bond Program Design Criteria Manual, Mr. Gann performed hydrologic and hydraulic design and analysis for three culvert crossings along the corridor, two of which were located on FEMA-regulated Zone A floodplains. Two crossings are located on Unnamed Tributaries to Donahoe Creek, while the other was located along Donahoe Creek. Each crossing was designed to safely pass the 4% AEP storm event with freeboard, while the two FEMA-regulated crossings were designed to avoid adverse impacts to the 1% AEP effective floodplains. He used Atlas 14 precipitation data, NRCS Unit Hydrograph methodology, HEC-HMS, and QGIS to prepare CN value computations, peak Q computations, and impact analysis for all three crossings for both existing and proposed conditions. HEC-RAS was used to model complex hydraulics for each crossing, two of which required a split flow

optimization analysis. Mr. Gann prepared the Draft and Final Drainage Report. He used Geopak Drainage to design all roadside ditches and driveway culverts. After realizing the cost of three new bridge-class crossings, the GEC/County decided to shorten the limits of the corridor for the PS&E stage to remove the increased drainage costs.

Georgetown Inner Loop @ Wilco Way | Project Location | Williamson County | Role: Drainage Task Manager for Schematic and PS&E

This project provided needed safety improvements such as additional turn lanes and shoulders by widening 1.2 miles of the Inner Loop (from Maple Street to 500' NW of Rockride Lane). Mr. Gann designed and prepared plans for work relating to storm sewer and cross culverts. Mr. Gann also provided guidance to an EIT in preparing PS&E related to storm sewer and cross culvert design. He was directly responsible for providing the preliminary layout and design of two extended detention ponds required to adhere to the Edwards Aquifer water quality regulations.

RM 1431 (W. Whitestone Blvd.) | Austin, Texas | TxDOT Austin District | Role: Drainage Task Lead for PS&E

This project involved the reconstruction of 1.7 miles (From Vista Rock Dr. to Wire Road) of four-lane undivided rural roadway to a four-lane divided and five-lane undivided section, with shoulders and turn lanes with a portion on new alignment. The project also included the reconstruction of 0.1 miles of New Hope Drive, the intersection with W. New Hope Drive, and the intersection of Woodall Dr. with New Hope Drive. Mr. Gann designed all associated drainage infrastructure, including seven cross culverts, several multiple box culverts, various storm sewer systems (including an MSE wall system), roadside ditches, and multiple driveway pipes. Three challenging aspects of the drainage design were the very limited ROW, the need to design around a large water main, and problematic low slope (min. cover) drainage conditions in one location. With limited ROW and large areas of off-site flow draining into the project site, Mr. Gann detailed multiple concrete riprap channels along the ROW. One riprap channel located at the NE corner of New Hope and Woodall involved routing a new storm sewer system and riprap around an existing water main. Another complicated design issue was a small culvert that crossed the service road into the Travis County Transfer Station. With almost no cover and flat terrain, Mr. Gann designed a direct loaded slotted drain cross culvert to alleviate roadway flooding issues.

Thomas (Tom) Ashcraft, PE

Structural Engineer

Education
Bachelor of Science, Civil Engineering, University of Texas at Austin, 1989

Registrations
Professional Engineer:
Texas #81411, 1996
Oklahoma #25847, 2012
Colorado #0052910, 2017
Louisiana #37203, 2014
Virginia #0402049989, 2014

Years of Experience
32

Years with CP&Y
22

TxDOT Precertifications
5.2.1 Bridge Design
5.3.1 Multi-Level Interchange Design

Memberships and Affiliations
Structural Engineers Association of Texas (SEAoT)

Infrastructure Advancement Institute (IAI)

External Advisory Committee (EAC) Member of the Department of Civil, Architectural and Environmental Engineering, University of Texas at Austin (2014-2016)

Background

Tom has 32 years of bridge design experience in Texas and manages the Bridges and Special Structures Group. Tom has served as a project manager and bridge design task leader on numerous rural and urban projects involving new bridges, bridge replacements, widening and drainage structures. Tom is recognized for his strong technical skills and thorough understanding of bridge details and plans. He is also an effective communicator who has established a reputation for providing a high level of service to a wide variety of clients. Tom is experienced in the structural analysis and design of prestressed concrete, reinforced concrete and structural steel.

Project Experience

FM 562 at Lone Oak Bayou Bridge Replacement, TxDOT Beaumont District, Texas
Project Manager. PS&E for the phased bridge replacement of FM 562 at Lone Oak Bayou in Chambers County. Project involved replacement of an existing two span concrete slab and girder span bridge with a single span box beam bridge in narrow ROW with existing underground and aerial utilities on both sides of the roadway. Led the design team handling roadway, bridge, hydraulic and traffic control design. During PS&E development, regularly coordinated with the TxDOT BMT District who handled the environmental permitting and utility coordination effort. Project was design for tidal impacts and included cofferdam and retaining wall construction as well as protection for Black Rail habitat and mitigating wetland impacts. Oversaw completion of the PS&E and supporting documents and participated in TxDOT review meetings at each of the project submittal levels.

290E/SH 130 3 DC Interchange (Manor Expressway phase III), Central Texas Regional Mobility Authority, Austin, Texas
Deputy Project Manager/Bridge Design Task Leader. Toll facility project for the PS&E design for the addition of three direct connectors to the existing interchange at SH 130 and US 290E. Assisted the Project Manager in coordination of in-house project design staff and sub-consultants performing survey, SUE, geotechnical investigations/ analysis, traffic control plans, drainage design and ITS development. Oversaw the structural design team completing the design of the direct connectors which included prestressed concrete and steel plate girder design, single, multiple and post-tensioned straddle bents and drilled shaft foundations. Monoshaft foundations were used for single columns to save construction time and cost and mitigate impact to existing traffic. Provided QA review of the structural plans at each submittal. Coordinated activities of a subconsultant providing bridge design support and toll gantry design. Participated in bi-weekly coordination meetings with the CTRMA and TxDOT liaison and in submittal review meetings. Developed Exhibit A documents and participated in coordination meetings with the Cap Metro Transportation Authority regarding their rail crossing within the project limits. Oversaw construction phase services for shop plan review, RFI support and design solutions for nonconforming structural items.

US 183A Phase 3, CTRMA, Williamson County, Texas
Structural Task Leader. PS&E design for the construction of a 6.7-mile, 4-lane tolled expressway from Hero Way to SH 29. Structural items included a bridge widening, nine new overpasses, two bridges, three new underpasses, a pedestrian bridge, soil nail retaining walls and miscellaneous drainage structures. Oversaw development of the bridge

layouts and managed the structural design team. Regularly coordinated with the project manager, roadway, hydraulic and ITS disciplines, and participated in bi-weekly progress meetings with the CTRMA and TxDOT review meetings. Currently supporting construction phase services on structural related RFIs and shop plans.

San Gabriel River Bridge, TxDOT Austin District, Texas
Bridge Design Task Leader. Design of 520-foot-long, 66-foot-wide prestressed concrete I-beam structure. Oversaw development of the bridge layouts and performed design of all bridge structural components including design of prestressed concrete AASHTO Type IV beams, reinforced concrete abutment and bent caps, columns, web walls and foundation design. Oversaw all detailing of bridge plans for inclusion in final PS&E plans. Coordinated extensively with roadway, hydraulic and geotechnical disciplines to ensure that the bridge incorporated necessary requirements in those areas. Completed the bridge design and plans several weeks in advance of project deadline and under budget.

CR 118 at Cottonwood Creek, Williamson County
Structural Lead. Project involved the emergency repair of corrosion on existing steel H-piles for this 40-foot-long, 2-span CIP slab bridge. Provided structural consulting and independent review of repair plans prepared by ATG which included the bridge layout, structural repair details and notes to remedy the corrosion of the existing steel H-piles on the interior bent, and the use of coffer dams to facilitate completion of the repairs in the channel.

FM 2696 (Blanco Road), Bexar County, Texas
Structural Design Task Leader on project consisting of the widening of a non-freeway facility, which included two phased bridge replacement (one prestressed beam structure and one flat slab structure). Tom developed bridge layouts for both structures and coordinated with roadway and hydraulic disciplines to determine appropriate bridge length and profile. Both structures used stone riprap at the abutment embankments for erosion protection, and foundations were designed for to accommodate scour potential. Tom supervised completion of the bridge design and condition surveys performed on three existing bridge class culverts on the project and reviewed the bridge plans. Tom led the structures team completing the work on an accelerated design schedule, designing both bridges in less than three months. He also provided review of shop plans and RFI support during construction.

SE Loop Segment 1, Phase 1, Williamson County
Structural Task Lead on 1.8 mile project between SH 130 and CR 137. Project included new bridges over SCS Pond 21 and SCS Pond 21 Tributary. Bridges included prestressed concrete Tx girders on conventional reinforced concrete substructure and drilled shaft foundations. Tom provided oversight of bridge layout development and detailed design, and coordinated with roadway, drainage, and geotechnical disciplines in the development of the plans. Tom also participated in review meetings and coordination meetings with Williamson County and the project GEC.

SH 45 SW Project, CTRMA, Austin, Texas
Structural Task Leader. Subcontract for performing PS&E design services involving four bridge widenings, two new overpasses, a 1,247-foot-long stream crossing at Bear Creek, a 100-foot bridge over a karst feature and four direct connectors at the intersection of SH 45 and Loop 1. Work assignments included the development of all bridge layouts, structural design and detailing for all bridges, drainage structures, overhead sign bridges, DMS signs and toll gantries, foundations and aesthetic detail sheets. Structural elements included prestressed concrete, reinforced concrete and structural steel. Responsibilities included oversight of CP&Y staff working on the project, regular coordination with project team members, participation in CTRMA progress meetings and TxDOT review meetings. Construction review of structural shop plans and RFI support during construction.

Old San Antonio Road At Onion Creek Bridge, Travis County, Texas
Project Manager. Bridge replacement project of an existing low water crossing on Old San Antonio Road at Onion Creek. Oversaw construction phase services involving evaluation of replacement alternatives, environmental assessments, public involvement, utility coordination, survey, geotechnical investigations, roadway design, bridge design, traffic control, survey and hydraulic design. Managed the CP&Y design team performing the preliminary engineering and final PS&E plan development. Responsibilities include coordination and management of in-house design staff and seven subconsultants performing environmental and engineering support services. Regular coordination with the Travis County project manager concerning project issues and progress, and handles invoicing and other non-technical management aspects required on the project. Provided construction phase services which included RFI support, shop plan review, construction progress assessment, and project close out.