TRANSMITTAL LETTER

April 14, 2023

Williamson County Purchasing Department
100 Wilco Way, Suite P101
Georgetown, TX 78626

RE: 23RFSQ15 - Engineering Services for Operational Improvements to Parmer Lane at SH 45 Interchange

Dear Members of the Selection Committee:

Benesch is excited to submit our qualifications to provide engineering services to assist Williamson County staff in the planning and design of interim operational improvements to the Parmer Lane at SH 45 Interchange. Providing Williamson County with quality planning, design and consulting services requires a team with the capacity and expertise to handle your project needs with efficiency and design ingenuity in mind. The Benesch Team is experienced in providing all necessary services with a proven track record of delivering challenging projects on time, within budget and meets client's expectations. **In addition, our team will provide you the following benefits:**

- ✓ **Local Project Leadership:** Regardless of the size or scope, people determine the relative success or failure of a project. We know that having local task leaders means responsive service and the attention the project deserves. Our critical task leaders shown are local to Central Texas and will provide responsive service for the duration of this project.
- ✓ **Capacity to Deliver:** The Benesch Team has the local capacity and resources necessary to begin work immediately and successfully complete your project on schedule and budget. Should the need for additional resources arise Benesch can pull from a pool of more than 960 professionals company-wide.

We look forward to working alongside Williamson County. Thank you for consideration and the opportunity to submit our qualifications.

Sincerely,

Ricardo Zamarripa, PE
Principal in Charge / Point of Contact
P: 512-760-6971 | E: rzamarripa@benesch.com
11416 Archstone Drive, Austin, TX 78739

TBPE REGISTERED OFFICE IN TEXAS

Benesch has at least one office registered with the Texas Board of Professional Engineers (TBPE) as an engineering firm in the state of Texas.

FIRM OVERVIEW

Since our founding in 1946, Benesch has provided engineering services, specializing in transportation, rail, aviation, geotechnical, surveying and municipal engineering. Our projects range in size and complexity from large scale, high-profile public improvements to smaller, more focused assignments. Our clients include federal, state and municipal government agencies, real estate developers, private corporations and architectural firms. With over 960 dedicated professionals' firm-wide, we continually showcase our engineering excellence and cutting-edge technical ability. We have 46 offices spread across 20 states (including two offices in Texas), giving us the capability to take on projects of all types and sizes, while still maintaining our commitment to responsive, client-focused service.

ORGANIZATIONAL CHART

LEGEND:

- Benesch
- B2Z
- EDGE Engineering
- Hardesty & Hanover
- Pape-Dawson
- SurvWest
- SWCA

Principal in Charge / QA&QC
- Ricardo Zamarripa, PE

Project Manager
- Fernando Gaytan, PE

Roadway
- Brian Allen, PE, CFM, LGPP
- Robert Hideck, PE

Drainage
- Chad Cormack, PE, CFM

Traffic
- Justin Clark, PE, PTOE

Survey
- Jason Reynolds, RPLS
- Travis Hoffmeyer

Structures
- Andy Zhu, PE

Environmental
- David Najvar

Geotechnical
- Mark McClelland, PE

Railroad Coordination
- Kurt Anderson

AVAILABLE & RESPONSIVE

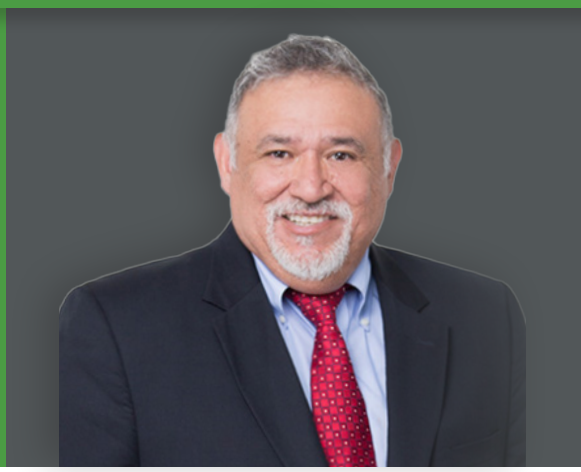
The Benesch Team, led by Project Manager, Fernando Gaytan, PE, and Principal in Charge, Ricardo Zamarripa, PE, are the local experts you require. They understand Williamson County and will anticipate your needs and concerns and adjust project tasks and responses appropriately. In addition, they offer the required availability to successfully deliver this project without compromising existing commitments.

NAME	OFFICE LOCATION
Ricardo Zamarripa, PE	11416 Archstone Drive, Austin, TX 78739
Fernando Gaytan, PE	11416 Archstone Drive, Austin, TX 78739
Kurt Anderson	6777 Camp Bowie Boulevard, Suite 215, Fort Worth, TX 76116
Brian Allen, PE, CFM, LGPP	10801 N Mopac Expy #200, Austin, TX 78759
Justin Clark, PE, PTOE	2000 Northwest Loop 410, San Antonio, TX 78213
Robert Hideck, PE	5110 Eisenhower Boulevard, Suite 310, Tampa, FL 33634
Andy Zhu, PE	8436 Spicewood Springs Road, Austin, TX 78759
Chad Cormack	3410 Far West Boulevard, Suite 315, Austin, TX 78731
Jason Reynolds, RPLS	800 Paloma Suite 240, Round Rock, TX 78665
Travis Hoffmeyer	800 Paloma Suite 240, Round Rock, TX 78665
David Najvar	4407 Monterey Oaks Boulevard, Suite 110, Austin, TX 78749
Mark McClelland, PE	4707 Commercial Park Drive, Austin, TX 77084

PROJECT MANAGER | QUALIFICATIONS/EXPERIENCE

Fernando Gaytan, PE | Project Manager

One of the most important keys to a successful project is a strong project manager. Fernando has nearly 100% availability to dedicate himself to the management of all project tasks from initial project kickoff through construction completion. He has over 39 years of experience in civil engineering, including transportation planning, design and construction. His areas of expertise are roadway design, drainage design and traffic control plans. Fernando also has experience reviewing professional services agreements, managing quality control, and is often responsible for the review of design, construction plans, cost estimates, specifications and engineering reports.



Williamson County, TX - WA #1 Project CR 258 from US 183 to Sunset Ridge (Project Manager): Fernando was the Project Manager for the design of realignment of CR 258 to remove a 90 degree turn and tie into US 183. Fernando brought value by leading a team that designed around three existing gas pipelines. His team's design raised the profile several feet and designed culverts to avoid a multi-million-dollar relocation. The project is currently under construction with very few RFI's.

TxDOT - Statewide PS&E Contract 2013-2015: I-35 at East William Cannon and Stassney (Project Manager): Fernando was the Project Manager for a two-mile-long PS&E project valued at $78 million construction along I-35 in Austin. Similar to Parmer Lane, the project included ADA compliant shared-use paths. The project consists of two overpass reconstruction of bridges for Stassney Lane and William Cannon Boulevard over I-35. New U-turn bridges at these intersections are also being added and two frontage road bridges over Williamson Creek are being replaced to increase the clearance over the creek for a total of eight new bridges. Project improvements also include adding auxiliary lanes and ramps along I-35. The scope also includes the design of high mast illumination, ITS systems, signalization of the intersections, storm sewer design and hydrologic studies for Williamson Creek and extensive utility coordination on an expedited schedule.

Williamson County, TX - Ronald Reagan Boulevard North Phase IV – Planning, Environmental and PS&E (Project Manager): Fernando was the Project Manager for schematic and final design services for a new six-mile, four-lane divided section from SH 195 to I-35. The design included three bridges, nine major cross culverts and numerous driveway culverts. Coordination with Williamson County was necessary to develop an alignment that was cost-effective while minimizing environmental impact to the area. In addition to the project management duties, Fernando set the profile grade line to optimize the earthwork along the route, created a layout of pavement marking and signing plans along existing SH 195 for the tie-in and development of left turns into Ronald Reagan.

Williamson County, TX - 2006 Road Bond Program Engineer (Project Manager): Fernando was the Project Manager for the Williamson County Road Bond Program. His Initial tasks included project prioritizing, estimating and coordination with local municipalities and extensive work with Williamson County bond task force for development of project list for November 2006 $228 million bond election. Fernando also provided oversight and supervision of consultants and presentation of weekly updates to county commissioners, attended project meetings, managed the design plan review effort, and provided client coordination regarding project status, schedules and contract issues.

PROJECT TEAM | PLANNING & DESIGN QUALIFICATIONS/EXPERIENCE

Justin Clark, PE, PTOE | Traffic Task Lead: Justin is an experienced traffic engineer with over 12 years of experience evaluating interchanges, optimizing corridor operations, and designing traffic signals to reflect the desired intersection operations, which will be invaluable to laying out the future Parmer Lane project. In addition, he is accustomed to handling traffic impact studies for traffic-specific assignments and in support of street improvements.

Brian Allen, PE, CFM, LGPP | Roadway Task Lead: Brian has 11 years of civil engineering experience, from the planning phase through construction, including roadway design, 3D design, construction phasing, traffic control, drainage design, utility coordination and ROW coordination. He has a thorough understanding of Williamson County's design preferences and schematic development process, which he will leverage to help this team stay on track.

City of San Antonio, TX - 2012-2017 Bond Program, Main Street and Soledad Street (Traffic Engineer): As part of the City's 2012 Bond Program, Main Avenue and Soledad Street were converted from one-way to two-way streets between Commerce and Martin Streets in the core of downtown San Antonio. Justin developed the traffic signal plans for eight intersections. He was involved with the traffic signal design layout; signal timing and phasing; utility coordination; signing layout; and accessibility improvements, including revised crosswalks, audible pedestrian signals, and pedestrian lighting design. He developed design details for a dual electric meter enclosure so traffic signal meters and pedestrian lighting meters could be collocated to reduce the sidewalk obstructions. He also developed a special detail for the traffic signal controller foundations to reduce the overall size, since ROW was very tight downtown.

Williamson County, TX - Ronald Reagan Corridor Segment E. (SH195 - IH35): Pape-Dawson is currently working on an alternatives analysis for a 5.7 mile section of Ronald Reagan from SH 195 to IH 35 in Williamson County. Pape-Dawson will develop a full geometric schematic design including maintain and frontage road alignments and profiles, exit and entrance ramp geometry, bridge design, retaining wall design, storm drain, and detention design.

Williamson County, TX - Bud Stockton Extensions (Project Manager): Pape-Dawson has completed schematic design and recently completed PS&E for a 1.3- mile, new location, four-lane divided arterial extension of C. Bud Stockton Loop from FM 487 to CR 305. As Project Manager, Brian developed alignment alternatives, preliminary and ultimate schematics, and ROW acquisition maps. The team successfully developed the interim and ultimate project schematic, and managed critical project components including drainage report, ROW mapping, environmental, and geotechnical constraints analysis. The management of the supporting activities allowed the team to move quickly to full PS&E, ROW acquisition, utility coordination, and environmental clearance for the interim two-lane project.

The schematic design fully leveraged Power GEOPAK 3D modeling software, which enabled the team during schematic design to pull in County-wide available LiDAR on day one and develop preliminary profiles and grading. Once survey was complete, the model was supplemented with field data and adjusted, reducing design delay and expediting the overall schedule. This time and cost savings allowed the team to develop a fully topographically accurate 3D corridor during schematic phase, which was then simply carried forward into PS&E, maximizing efficiency and minimizing potential redesign errors.

PROJECT TEAM | DRAINAGE FACILITY PLANNING & DESIGN QUALIFICATIONS/EXPERIENCE

Chad Cormack, PE, CFM | Drainage Task Lead: Chad has spent his entire career working on drainage and water quality planning, analysis and design projects. He is a principal of EDGE Engineering, and currently resides in Williamson County just outside the city limits of Liberty Hill. He has witnessed multiple major flood events while living in Williamson County and has been impacted by road closures such as the San Gabriel Ranch Road located near his home. Chad has served as drainage task lead on many Williamson County roadway projects as well as adjacent community roadway projects and TxDOT projects across the state. He is passionate about bringing creative ideas to any project to facilitate an optimized product that not only protects citizens from flooding, but also provides the best value to the community and County.

Williamson County, TX - Sam Bass Road (Corridor H) Safety Improvements (Drainage Task Lead): Chad served as Drainage Task Lead for the schematic level design and planning of Sam Bass Road between RM 1431 and Wyoming Springs Drive. The project included reconstructing the roadway to a three-lane roadway with a continuous left-turn lane, shoulders, shared-use path, and intersection improvements. The design also accounted for a future expansion to six lanes to meet projected growth. Multiple route options were analyzed to minimize ROW, avoid impacts to the nearby UBCWCID Dam, and provide upgraded drainage service to the project area that has a history of flooding issues. Chad participated in multiple public meetings where conceptual alignments were presented to the public. Public involvement for this corridor study was challenging as many of the residents adjacent to the planned roadway improvements have lived in the region for decades. Multiple public meetings were hosted where Chad presented on drainage issues and solutions that gave the residents assurance the project would not exacerbate existing flooding in the region.

Williamson County, TX - Bagdad Road and River Ranch Park Road (Drainage Task Lead): Chad served as Drainage Task Lead for the design of a County park road, and the widening of Bagdad road at the park entrance. Chad developed GEOPAK drainage models to determine peak flows, and size parallel ditches for the project. Chad then built HY-8 models to appropriately size culverts within the project limits. Being a greenfield project, detailed analysis was conducted to ensure peak runoff due to the project impervious cover and roadway embankment would not worsen flooding to any roadway or nearby structure. Finally, Chad conducted water quality load calculations and proposed vegetative filter strip where possible to meet the TCEQ Edwards Aquifer treatment requirements. Throughout the design, the project team worked closely with the Parks Department to ensure proposed development would fit with the overall plan for the County Park.

Williamson County, TX - CTRMA US 183A Phase III (Drainage Task Lead): Chad served as Drainage Task Lead for the Schematic Design of the 6.6-mile extension of US183A which is completely located within Williamson County. The project included the addition of two tolled lanes in each direction with adjacent shared use paths. Close coordination with the roadway leads resulted in a proposed roadway design that satisfied drainage requirements for detention and water quality with no addition need for ROW. Meeting Edwards Aquifer Recharge requirements within the existing ROW was very challenging, however through close coordination with the roadway design lead, Chad was able to find a solution that did not require any additional ROW.

PROJECT TEAM | STRUCTURES PLANNING & DESIGN QUALIFICATIONS/EXPERIENCE

Andy Zhu, PE | Structures Task Lead: Andy has 20+ years of experience serving numerous agencies (TxDOT, RMA's, Counties, Cities, Capital Metro, etc.) through Specific Deliverable and IDIQ contracts that entail a wide range of structural engineering work. Under these contracts, Andy and his staff have provided owners with Investigative Studies, Feasibility Analyses, Reports, Conceptual and Preliminary Design, Cost Estimates, Schematic Design, Design Development, PS&E preparation, and Construction Phase services. Andy has served as Project Manager, Lead Bridge Designer and Senior QC Engineer and Bridge Engineer of Record. He has expert-level knowledge of AASHTO Specifications and TxDOT design practices. He has significant expertise in the design of replacement bridges and widenings (50+ such projects completed to date) as well as structures on new alignments (50+ new location bridge projects completed to date) including direct connectors, water crossings, grade separations, ramps, railroad bridges, etc. Andy is supported by a team of 20 bridge designers in Austin as well as 200+ transportation engineers firmwide.

Williamson County, TX - Corridor "C" (Bridge Task Lead/Engineer of Record): Andy provided structural input on three proposed bridges and the future interchange. He reviewed Direct Connector geometry and proposed bent locations to identify flaws which would cause issues during design or construction. Under Andy's direction, Hardesty & Hanover verified preliminary superstructure depths for concrete and steel spans, developed preliminary straddle bent and inverted-T bent sizes, and identified vertical clearance issues which led to profile adjustments. Hardesty & Hanover also assisted with optimization of the DC spans and with preliminary bridge cost estimates. Construction is expected to begin summer 2023.

TxDOT - IH10 East Reconstruction (Senior Bridge Technical Advisor): Reconstruction of approximately eight miles of IH-10 in Bexar and Guadalupe Counties, including the addition of one lane in each direction, the conversion of frontage roads from two-way to one-way operations, the addition of new frontage roads, ramp reversals and relocations, reconstruction of overpasses and underpasses, intersection improvements and other operational movements. Andy and Hardesty & Hanover staff evaluated opportunities for Accelerated Bridge Construction technique for all bridges in the project, prepared and presented ABC Alternatives Summary to TxDOT, and led the multi-firm structures team in the design of 12 bridges.

Williamson County, TX - Great Oaks Drive at Brushy Creek Bridge (Senior QC Engineer/Bridge Engineer of Record): Hardesty & Hanover is responsible for addressing operational and capacity improvements at the intersection of Great Oaks Drive and Brushy Creek Road/Hairy Man Road and to replace the existing bridge. In schematic development and feasibility study, multiple solutions were vetted to select the best configuration.

Hardesty & Hanover led the design team to complete PS&Es in early 2020. Andy provided senior engineering support to address operational and capacity improvements at the Great Oaks Dr - Brushy Creek Rd/Hairy Man Rd intersection. The existing four-span box beam bridge that crosses Brushy Creek will be replaced with an innovative seven-span "two-way" hybrid Tx-girder/slab beam bridge that extends past creek limits to support the adjacent intersection, widen the hydraulic opening and provide covered parking. Andy developed the superstructure type and innovative framing details at elevated intersection, coordinated and directed bridge design staff, worked with roadway sub on intersection geometry, and with drainage sub regarding bridge hydraulics. The project is currently under construction.

PROJECT TEAM | CENTRAL TEXAS ENVIRONMENTAL DOCUMENTATION & CLEARANCE QUALIFICATIONS/EXPERIENCE

David Najvar | Environmental Task Lead: David has served as the lead environmental consultant for Williamson County providing pre-construction environmental due diligence studies and environmental reporting/permitting services to support numerous capital improvement projects throughout Williamson County. David has coordinated various types of transportation projects for environmental compliance in accordance with Section 106 of the National Historic Preservation Act, the Endangered Species Act, and satisfying the environmental policies and requirements of TxDOT, the Federal Highway Administration, USACE, U.S. Fish and Wildlife Service, Texas Historical Commission, and Texas Parks and Wildlife Department. With a focus on transportation initiatives, his clients have included federal and state agencies, municipalities, utility districts, and private developers. Additionally, SWCA has extensive experience preparing TxDOT environmental documents, including NEPA services, for TxDOT projects throughout Central Texas. SWCA currently holds several TxDOT statewide environmental services contracts for archeology, biology and karst services.

TxDOT - IH 35 at Williams Drive (Project Manager): David served as the Project Manager for the preparation of a Categorical Exclusion for transportation improvements along IH 35 and Williams Drive in Georgetown, Texas, including coordination of all public involvement activities. Project activities included the widening of IH 35 through Georgetown and construction of a diverging diamond intersection at Williams Drive and IH 35. Technical analyses prepared for coordination with TxDOT included the community impacts analysis, hazardous materials initial site assessment, Project Coordination Request for Historic Studies, Archeological Background Study, Species Analysis, Surface Waters Analysis, and Traffic Noise Analysis.

City of Austin, TX - Airport Blvd. from E. MLK, Jr. Blvd. to US 183 (Project Manager): David served as the Project Manager responsible for preparation of the TxDOT Categorical Exclusion for proposed City of Austin transportation improvements along Airport Blvd. (SH Loop 111). Project activities included the widening of Airport Blvd. to incorporate a new shared-use path, new sidewalks, intersection improvements, access management, and drainage improvements. Technical analyses prepared for coordination with TxDOT included the Community Impacts Analysis, Hazardous Materials Initial Site Assessment, Project Coordination Request for Historic Studies, Archeological Background Study, Species Analysis, and Surface Waters Analysis.

TxDOT - Environmental Review and Project Management (Project Manager): David performed in-house project management services for local government projects to satisfy environmental compliance with TxDOT rules and regulations, including identifying and coordinating environmental reporting requirements and agency coordination with local government staff, performing and coordinating routine reviews of environmental documentation, and coordinating subsequent project activities and environmental approvals with TxDOT environmental staff.

Williamson County, TX - SW Bypass Extension: This project consisted of the extension of SW Bypass on new location from the terminus of Wolf Ranch Parkway to SH 29, west of Georgetown. SWCA prepared the Geologic Assessment and performed the karst survey, threatened and endangered species habitat assessment, archeological survey, and coordinated application to the Williamson County Regional Habitat Conservation Plan to address potential impacts to the golden-cheeked warbler. SWCA also prepared the TxDOT Categorical Exclusion for coordination with TxDOT-Austin District.

PROJECT TEAM | PROJECTS CURRENTLY ASSIGNED

LEGEND: Benesch B2Z EDGE Engineering

Project Name (Role)	Role	% of Time Commitment	Anticipated Completion Date
KURT ANDERSON			
NY MTA- Grade Crossing Engineering On-Call	Sr. Project Engineer	10%	December 2023
BNSF- Grade Crossing Engineering On-Call	Sr. Project Engineer	5%	March 2024
Houston METRO- Signal Engineering On-Call	Contract Manager	10%	December 2027
Georgia DOT- Section 130 Support On-Call	Sr. Project Engineer	15%	March 2028
MARK MCCLELLAND, PE			
Williamson County, TX - Corridor "J"	Geotechnical Task Lead	5%	March 2024
Williamson County, TX- Seward Junction Loop North of SH29 at US183	Geotechnical Task Lead	5%	June 2024
TxDOT- Complex Geo- Statewide	Project Manager	10%	January 2025
Williamson County, TX - On-Call Geotechnical & CMT	Geotechnical Task Lead	5%	January 2025
TxDOT- Bridge Division Geo	Project Manager	10%	May 2026
CHAD CORMACK, PE, CFM			
Williamson County, TX- Atlas 14 Drainage Studies	Drainage Task Lead	10%	July 2023
GLO- Flood Studies	Drainage Task Lead	10%	December 2023
TxDOT- SH 286 Expansion	Drainage Task Lead	10%	June 2024

PROJECT TEAM I PROJECTS CURRENTLY ASSIGNED CONT'D

LEGEND: ■ Hardesty & Hanover

Project Name (Role)	Role	% of Time Commitment	Anticipated Completion Date
ANDY ZHU, PE			
Williamson County, TX- Great Oaks Bridge at Brushy Creek	Senior QC Engineer, Bridge Engineer of Record	2%	May 2023
Williamson County, TX - Corridor I Schematic	Bridge Task Lead	5%	May 2023
TxDOT- US 380 Bridge Widenings	Engineer of Record	15%	October 2023
TxDOT- IH35 Capital Express Central	Engineer of Record	60%	December 2023
Williamson County, TX- Corridor "C"	Bridge Task Lead, Engineer of Record	5%	December 2024
TxDOT- Oak Hill Parkway	Engineer of Record	5%	December 2024
ROBERT HIDECK, PE			
FTE- Sand Lake Road (SR482) Interchange	Senior Engineer	10%	May 2023
FTE- Orlando South Ultimate Interchange	Quality Control	5%	August 2023
FDOT- Gateway Express Improvements	H&H PM, Roadway Engineer	5%	December 2023
FDOT- SR 826/Palmetto Expressway Capacity Improvement Design-Build	Roadway Engineer	25%	November 2025
FDOT- I-75 at SR 951 Design-Build	H&H PM, Roadway Engineer	30%	December 2025

PROJECT TEAM | PROJECTS CURRENTLY ASSIGNED CONT'D

LEGEND: ■ Pape-Dawson ■ SurvWest ■ SWCA

Project Name (Role)	Role	% of Time Commitment	Anticipated Completion Date
BRIAN ALLEN, PE, CFM, LGPP			
City of Pflugerville, TX- Rowe Lane at FM 685	Project Manager	10%	July 2023
Hays County, TX- Beback Inn Road PS&E	Project Manager	10%	September 2023
City of Taylor, TX- Taylor 66 Turn Lane Improvements	Project Manager	10%	November 2023
TxDOT- FM 812 Schematic	Project Manager	10%	January 2024
JUSTIN CLARK, PE, PTOE			
City of San Antonio- On-Call Traffic Engineering Services	Project Manager	10%	September 2023
TxDOT- FM 2200 Roadway Widening	Project Manager	15%	December 2023
City of New Braunfels, TX- Loop 337 Corridor Signal Timing	Project Manager	10%	March 2024
JASON REYNOLDS, RPLS			
UPRR- I-40 Relocation Survey	Survey Director	20%	June 2023
Alliance Collision- Jarrell Subdivision	Survey Director	10%	August 2023
MEC Engineering- Travis County Waterline	Survey Director	10%	September 2023
UPRR- Bell Main Siding	Survey Director	10%	October 2023
TRAVIS HOFFMEYER			
UPRR- Dallas Quad Main Roadbed	Surveyor	10%	June 2023
UPRR- Francitas Siding ALTAs	Surveyor	30%	October 2023
UPRR- Sunset Route	Surveyor	20%	November 2023
DAVID NAJVAR			
Williamson County – CR 129	Project Manager	5%	July 2023
City of Georgetown, TX – Leander Road	Project Manager	20%	December 2023
TxDOT, Waco District – FM 93	Project Manager	10%	July 2024

PROJECT TEAM | EXISTING PROPOSALS TIME COMMITMENTS

LEGEND: Benesch Edge Pape-Dawson SurvWest SWCA

Project Name (Role)	Role	% of Time Commitment	Anticipated Completion Date
RICARDO ZAMARRIPA, PE			
TxDOT- Bridge Replacements- Houston District and Statewide	Project Manager	10%	April 2023
FERNANDO GAYTAN, PE			
TxDOT- Bridge Replacements- Houston District and Statewide	Roadway Task Lead	15%	April 2023
CHAD CORMACK, PE, CFM			
City of Corpus Christi, TX- Oso Creek Improvements	Drainage Task Lead	10%	February 2025
BRIAN ALLEN, PE, CFM, LGPP			
City of Kyle, TX – General Civil Engineering Rotation List	Project Manager	10%	May 2023
JUSTIN CLARK, PE, PTOE			
City of San Antonio, TX- On-Call Professional Consultant Services for Planning, Design and Engineering	Project Manager	15%	May 2023
JASON REYNOLDS, RPLS			
UPRR- Texas Siding Upgrades	Surveyor	20%	December 2023
DAVID NAJVAR			
City of Round Rock, TX- Wyoming Springs Road	Proposal Manager	10%	April 2023

PROJECT TEAM | WILLIAMSON COUNTY TIME COMMITMENT

LEGEND: Benesch B2Z EDGE Engineering Hardesty & Hanover Pape-Dawson SurvWest SWCA

Name	Proposed Role	% of Time Commitment
Ricardo Zamarripa, PE	Principal in Charge / QA&QC	85%
Fernando Gaytan, PE	Project Manager	90%
Kurt Anderson	Railroad Coordination Task Lead	20%
Mark McClelland, PE	Geotechnical Task Lead	35%
Chad Cormack, PE, CFM	Drainage Task Lead	50%
Andy Zhu, PE	Structural Task Lead	20%
Robert Hideck, PE	Roadway Support	40%
Brian Allen, PE, CFM, LGPP	Roadway Task Lead	50%
Justin Clark, PE, PTOE	Traffic Task Lead	50%
Jason Reynolds, RPLS	Survey Task Lead	40%
Travis Hoffmeyer	Survey Support	25%
David Najvar	Environmental Task Lead	40%

UNDERSTANDING OF THE PROJECT

Williamson County intends to complete the planning and design of interim operational improvements to the FM 734 (Parmer Lane) and SH 45 Interchange. Planned improvements include increased capacity on Parmer Lane with an additional lane in each direction, operational improvements including turn lanes on both Parmer and RM 620 to improve efficiency of interchange, and pedestrian improvements including shared use path (SUP) and sidewalk.

Environmental: TxDOT's FM 734 (Parmer Lane) project (CSJ: 3417-02-030) received environmental clearance in February 2020. Coordination with TxDOT staff would be required and our team would coordinate proposed design details with Austin District's environmental coordinator to identify potential reporting requirements and to satisfy TxDOT environmental compliance. We will perform a reassessment of the environmental impacts previously assessed as part of the TxDOT project, and as determined necessary by TxDOT, prepare a re-evaluation for those resources affected by potential design changes.

Roadway: Benesch will work with the County to first determine North project limits. We will analyze and make a recommendation of options with some being to terminate at Spectrum Drive or terminating prior to Metro Rail ROW. For TCP, we will recommend a solution that utilizes existing shoulders and doesn't impede existing thru lanes.

Traffic: Signals will be improved to accommodate the proposed lane configuration and pedestrian/SUP access. For operational improvement recommendations, our team will collect peak turning movement and daily traffic counts to prepare volume projections for build and design years. We will utilize Synchro and CAP-X to evaluate alternatives.

Structures:

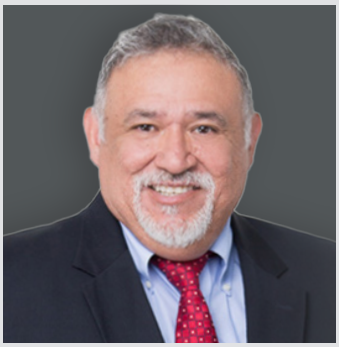
1. **Bridge Over SH 45:** Remove raised median on the bridge, add SUP rail and replace outside rail to be bike compliant.
2. **WB 620 at Parmer Widening:** Steepen existing slope to retaining wall (may require a perched wall). Need to verify existing wall can accommodate additional load.
3. **Bridge Class Culvert:** Extend for SUP on east side and sidewalk on west side. West side will be complicated with concrete lined ditch and parking lot.

Drainage: There is a bridge class culvert where the storm drains and sheet flow will discharge that is within the CapMetro ROW. The culvert will be analyzed for Atlas 14 and to see if the culvert must be upsized. In addition, the project is located within Edwards Aquifer Recharge which will require permitting with TCEQ and 80% removal of the project's increase to total suspended solids (TSS). Our team's TCEQ experience will facilitate obtaining an optimized water quality design that streamlines the TCEQ approval process to avoid construction delays.

Water quality treatment can be achieved using traditional water quality ponds, low-impact treatments, or in-line treatment.

Survey: With the high traffic volumes and mostly unobscured ROW, drone LIDAR data acquisition will be executed using the DJI M600 Pro UAS equipped with a Snoopy MiniVUX – Riegl Sensor. LiDAR data will be checked against the ground survey with truthing survey. Terrestrial scanning is recommended for bridge at SH 45.

Railroad Coordination: Benesch will utilize our experts in railroad coordination, design and relationships with MetroRail and UP's staff in Texas to assist with MetroRail coordination.



Education

BS, Civil Engineering,
University of Texas at Austin

Years' Experience

39 years

Registrations and Certifications

Professional Engineer: TX, SC, WI, GA, MI, KS, OH, VA

TxDOT Precertifications: 3.2.1, 4.2.1, 4.4.1, 7.1.1, 9.3.1, 9.3.2, 10.1.1, 10.2.1, 11.1.1

* Denotes projects completed with another firm

Fernando Gaytan, PE

Project Manager

Fernando is a Senior Project Manager with 39 years of experience in civil engineering. He specializes in transportation planning, design, and construction. Fernando has been involved in Texas in various roles such as designer, owner's representative, quality control manager, and project manager. His areas of expertise are roadway design, drainage design and traffic control plans. He is experienced in various methods of project delivery and financing, from traditional design/bid/build and design/build projects to pass-through financing. He is a client liaison and supervisor for other professional engineers. Fernando also reviews professional services agreements, manages quality control, and is responsible for the review of design, construction plans, cost estimates, specifications, and engineering reports.

Williamson County, TX - WA #1 Project CR 258, US 183 to Sunset Ridge* (Project Manager): Fernando was the Project Manager for the design of realignment of CR 258 to remove a 90 degree turn and tie into US 183. The project included extensive coordination with land owners and joint bidding of adjacent site grading and waterline construction. Fernando has brought value to the team by leading a team that designed around three existing gas pipelines. His team raised the profile several feet and designed culverts to avoid a multi-million-dollar relocation.

Williamson County, TX - 2000 Road Bond Program General Engineering* (General Public Contact): Fernando was involved in program administration, design management, construction management, public information and document control for the $350 million road bond program. He served as the general public contact regarding the Road Bond Program, attended and presented public meetings, managed construction contract execution and administration, utility coordination oversight, provided QA/QC, provided management of construction services staff. Fernando also reviewed RFIs, change orders and contractors pay estimates, as well as coordinated with TxDOT and prepared work authorizations and project budgets.

Williamson County, TX - Pass-Through Financing Program* (Project Manager): Fernando was the Project Manager for a $174 million program that consisted of seven TxDOT projects being developed (financed, designed and constructed) by Williamson County. The project involved development and implementation of guidelines, oversight and supervision of design consultants, weekly updates to county commissioners, attend project meetings as needed, design plan review effort, client coordination regarding project status, schedules, contract issues, and be the general public contact. Fernando was the single point of contact with the TxDOT owner's representative.

benesch

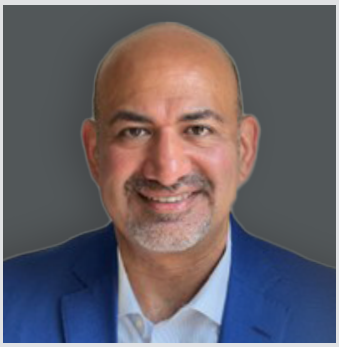
Fernando Gaytan, PE, Cont'd

TxDOT - Statewide PS&E Contract 2013-2015: I-35 at East William Cannon and Stassney* (Project Manager): Fernando was the Project manager for this two-mile-long PS&E project valued at $78 million construction along I-35 in Austin. The project consists of 2 overpass reconstruction of bridges for Stassney Lane and William Cannon Boulevard over I-35. New U-turn bridges at these intersections are also being added and two frontage road bridges over Williamson Creek are being replaced to increase the clearance over the creek for a total of 8 new bridges. Project improvements also include adding auxiliary lanes and ramps along I-35. The scope also includes the design of a shared use path in both the southbound and northbound direction, high mast Illumination, ITS systems, signalization of the intersections, storm sewer design and Hydrologic studies for Williamson Creek and extensive utility coordination on an expedited schedule. The traffic control was accomplished without reducing the number of existing lanes except for short periods of time. Fernando's tasks on the project included direct coordination with the client and GEC, QA/QC program assurance, invoice review and submittal, subconsultant management, budget and schedule review and adherence, negotiation of change orders, vetting and resolution of all design issues, review of construction time determination, review of general notes, TCP work schedules, special provisions, requests for pay item addition to state system, review of drainage and roadway design issues, final delivery of plans estimates and specifications.

TCP safety features/elements were developed in accordance with TMUTCD, TxDOT design manuals, and work zone standards; safety was a top priority. Staging: Reduced phases so LOS & safety of construction workers and traveling public was maintained, and contractor could build larger areas with fewer traffic shifts. Fernando's design used faster pavement construction like full-depth HMAC at intersections and driveways with high-volumes and large truck movements. ROW & Utility: Avoided delays by early discussion with utility owners; began work in utility-free areas within ROW.

Williamson County, TX - 2006 Road Bond Program Engineer* (Project Manager): Fernando was the Project Manager for the Williamson County Road Bond Program. His Initial tasks included project prioritizing, estimating, and coordination with local municipalities and extensive work with Williamson County bond task force for development of project list for November 2006 $228 million bond election. Fernando also provided oversight and supervision of consultants and presentation of weekly updates to county commissioners, attended project meetings as needed, managed the design plan review effort, and provided client coordination regarding project status, schedules, and contract issues.

Travis County, TX - Arterial A* (Project Manager): Fernando was the Project Manager for design of a proposed 4-lane divided arterial between Parmer Lane and US 290. The primary objective of Arterial A was to provide much needed north-south connectivity in northeast Travis County for the tremendous development being planned in the area. The project's goal was to utilize context sensitive solution (CSS) principles to develop safe transportation designs in harmony with community, aesthetic, historic, and environmental values for expedited approval of the project. The team developed alternatives analysis, context-sensitive solutions, final schematic and 60% plans, specifications, and estimates. Services included horizontal and vertical controls, hydraulic analysis, traffic control plans, signing and striping, traffic signals, environmental documentation, geotechnical reports, survey, right-of-way strip maps, utility coordination, bid phase services, and coordination with Travis County, City of Austin, CTRMA, TxDOT, CapMetro, and City of Pflugerville officials.



Ricardo Zamarripa, PE
Principal in Charge / QA&QC

Ricardo is a skilled civil engineer with over 25 years of experience in transportation engineering and project management. He specializes in roadway/highway design, traffic control, illumination, hydrology & hydraulics and construction phase services. In addition, Ricardo has experience in schematic and detailed design of rural and urban roadways, intersections and tollway facilities.

Williamson County, TX - CR 258 PS&E, US 183 to Sunset Ridge* (Principal in Charge/QA&QC): Included the design and realignment of CR 258 to remove a 90 degree turn and tie into US 183. The project included extensive coordination with land owners and joint bidding of adjacent site grading and waterline construction. Designed around three existing gas pipelines by raising the profile several feet and designed culverts to avoid a multi-million-dollar relocation. Ricardo was responsible for dedicating resources to the project manager, QA/QC and making sure the project stayed on track.

Williamson County, TX - Corridor E5, CR 305 at IH 35 to CR 330* (Principal in Charge): Nine-mile-long Corridor E5 Planning and ROW preservation for a planned ultimate controlled-access Roadway. Ricardo was responsible for dedicating resources to the project manager and making sure the project developed in the path envisioned by the County.

Hays County, TX - RM 3237 Safety Project* (Principal in Charge/ Project Manager): PS&E for nine-mile-long project with intermittent improvements including shoulders, turn lanes, culverts, water quality and other safety improvements. Ricardo worked with the County and TxDOT to manage the PS&E design, determine ROW needs and environmental document.

Hays County, TX - Hunter Road Widening* (Project Manager): Ricardo was the Project Manager for PS&E phase of this $2.5M, one-mile “notch and widen” project from two-lane rural to three-lane rural facility with shoulders. Included culvert extensions, coordination with property owners, TxDOT coordination, joint bid City water and wastewater utility placement, and intersection improvements. Project needed to be completed following LGPP guidelines on an aggressive schedule required by CAMPO funding. NEPA environmental approvals were delivered early.

Education

BS, Civil Engineering,
Texas A&M University

MBA, Business Management,
St. Edwards University

Years' Experience

25 years

Registrations and Certifications

Professional Engineer: TX

TxDOT Precertifications:
1.2.1, 1.3.1, 1.4.1, 3.2.1, 4.2.1, 4.4.1, 8.1.1, 8.2.1, 10.1.1, 10.2.1, 11.1.1

* Denotes projects completed with another firm

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Ricardo Zamarripa, PE, Cont'd

Hays County, TX - RM 3237 & RM 150 Roundabout* (Project Manager/Illumination Project Principal): Ricardo was the Prime and Preliminary Engineering and PS&E Project Manager, and illumination Project Principal for the redesign of a traditional tee interchange to a modern roundabout. During the preliminary engineering, shifted roundabout to preserve heritage oak and fit project within the ROW, and analyzed improved signalized tee intersection versus roundabout for operational efficiency. Through VISSM analysis, it was determined that the roundabout operated at two LOS higher than traditional tee intersection. Ricardo worked with adjacent property owners to get their buy off and support for project, managed the project from preliminary all the way thru construction. Project received ACEC Texas Gold Medal award in 2023 and will win a ACEC National Award for the innovations that preserved the heritage tree as focal point, garnering support of public and public acceptance of completed project.

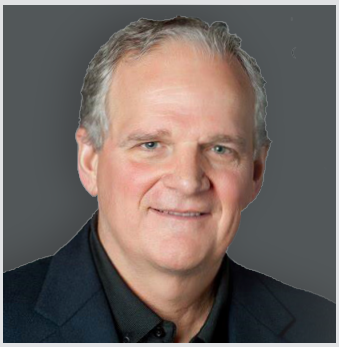
Hays County, TX - FM 1626 Segment A* (Project Manager): 3.2-mile PS&E design of widening and reconstruction on existing alignment for Hays County under pass-through finance agreement with TxDOT. The limits for this project were between FM 2770 and RM 967 in Hays County, Texas. This project required following LGPP guidelines and coordination with Hays County GEC, the County, TxDOT and adjacent projects. Project included both urban and rural proposed segments, utility coordination, TCEQ coordination for Edwards Aquifer recharge and transition zone, ROW acquisition, MAPO meetings, drainage, bridge structures and retaining walls.

Travis County, TX - FM 1626 Improvements* (Principal in Charge/QA&QC/Roadway Task Lead): Ricardo was responsible for preparation of environmental documents, schematic, and PS&E design for the reconstruction and widening of FM 1626 from 1,100 feet west of Brodie Lane to FM 2304. The project was funded through a pass-through finance agreement between Travis County and TxDOT.

Travis County, TX - Bee Creek Road* (Principal in Charge/QA&QC): Involved reconstruction of an existing two-lane, one mile road from SH 71 to Highland Boulevard including coordination with TxDOT, LCRA, City of Lakeway and Lake Travis ISD. Expanded to four-lanes with 16-foot median, five-foot bike lanes and six-foot sidewalks. Coordinated subconsultant services for the project survey, geotechnical data gathering, pavement design, environmental and historic permitting and public meetings. Over 41,000 square feet of MSE retaining wall, 25 ROW and easement takings and coordination with waterline, telephone and electric utility improvements by others.

City of Cedar Park, TX/TxDOT - Pass-Through Toll Project RM 1431* (Deputy Project Manager): Ricardo served as Deputy Project Manager for schematic and environmental assessment, and PS&E for widening and reconstruction of a four/five-lane roadway to a six-lane divided urban section facility. The design included 1.7 miles of proposed pavement design and complex bridge widening over Brushy Creek and Spanish Creek, sidewalk design, a known cultural resource (the Leanderthal Lady), an innovative continuous flow intersection at Ronald Reagan/ Parmer and extensive TxDOT coordination. The $17M project was funded through the TxDOT pass-through financing program.

City of Georgetown, TX - Northwest Boulevard* (Principal in Charge/Project Manager): Ricardo led the alignment study, schematic and PS&E design for the extension of NW Boulevard over IH35 and upgrading the existing two-lane roadway to a four-lane roadway. The project includes the work from Austin Avenue to Washam Drive. Project requires significant coordination for new location bridge over IH 35.



Education

BS, Civil Engineering, University of Nebraska-Omaha

Years' Experience

41 years

Kurt Anderson

Railroad Coordination Task Lead

Kurt brings extensive railroad engineering experience, having worked with municipalities, State Departments of Transportations, the Federal Railroad Administration (FRA) and railroads, including commuter and freight rail. He brings over 20 years of public project experience with Union Pacific system-wide in more than 20 states. With Union Pacific Railroad, he has managed more than 1,000 highway-rail grade crossing and grade separation projects as well as industrial development projects in the U.S. in a variety of environments as their Regional Manager of Industry and Public Projects. Mr. Anderson's responsibilities included contract and scope negotiation with State DOTs and local agencies.

MetroRail (Austin Commuter Rail) - Grade Crossing Signal Design (Senior Project Manager): Kurt oversaw the design of multiple grade crossing warning system on the MetroRail system as a subconsultant on multiple GEC contracts with Capital Metro Transportation Authority. He provided overall project management responsibilities including ensuring QA/QC compliance, financial and contract management.

City of Fort Worth, TX - Quiet Zone Implementation (Senior Project Manager): Kurt managed an on-going contract since 2007 that called for creating multiple quiet zones within the city. This effort included conceptual plan development, diagnostic meeting and coordination with the City of Fort Worth, TxDOT, FRA, Union Pacific Railroad and BNSF Railway. He led the development of conceptual plans, diagnostic team meetings and preparation of both the Notice of Intent (NOI) and the Notice of Establishment (NOE) documentation. Quiet zones were also inspected during construction to ensure compliance.

City of Colleyville, TX - TEXRail/Fort Worth & Western Railroad Quiet Zone Design/Build (Senior Project Manager): This project involved the design of a quiet zone that included three crossings. The solution included a four-quadrant gate, median upgrades and a hike/bike path. Kurt facilitated diagnostic meetings with all stakeholders, including the railroad, developed conceptual plans and estimates, followed up on final plan, completing the design. He then managed the project through construction and implementation. The project was implemented in anticipation of the new TEXRail commuter rail implementation.

Kurt Anderson, Cont'd

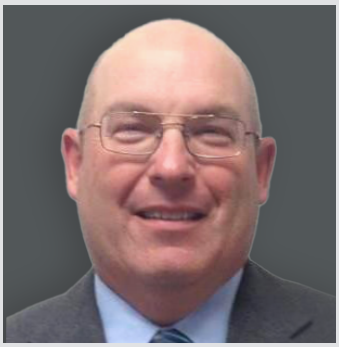
BNSF Railway - Grade Crossing Engineering On-Call Contract (Senior Project Manager): Kurt oversaw the grade crossing engineering GEC contract to provide diagnostic team support, peer review of railroad preemption designs and cut-over support for preempted crossing signal installations across the BNSF system. He provided overall project management responsibilities as well as project engineering support. His overall project management responsibilities included QA/QC, financial and contract management.

BNSF Railway / UPRR - Railroad Preemption and Grade Crossing Assessments (Senior Project Manager): These preemption and grade crossing projects with both BNSF and UPRR included managing the inspection of railroad preemption operations at various highway-rail grade crossings for freight railroads, municipalities and state Departments of Transportation. Kurt provided project oversight for the project manager, preemption engineers, field preemption review teams, data collection, coordination with municipalities and the railroad, and grade crossing reporting. He also oversaw program execution and QA/QC efforts. All of the preempted crossings were inspected on BNSF Railway and 2/3 of the Union Pacific preempted locations.

UPRR - Grade Crossing Signal Design (Senior Project Manager): Kurt oversaw the design of over 100 grade crossing warning system across the Union Pacific system. He provided overall project management responsibilities including ensuring QA/QC compliance, financial and contract management.

City of Arlington, TX/UPRR - Quiet Zone Implementation (Senior Project Manager): This project involved managing the quiet-zone project throughout the quiet-zone implementation process. This included the diagnostic meeting and coordination with Union Pacific Railroad. Kurt prepared both the NOI and the NOE documents, and submitted these to the city for quiet-zone implementation. While the initial planning and design had been provided by another consultant, he promptly identified issues during construction that would have caused the quiet zone to be non-compliant and successfully led diagnostic team reviews that facilitated decisions on quiet-zone solutions. After this, Mr. Anderson managed the administrative portion of the implementation and facilitated necessary public information meetings, quickly and efficiently securing the quiet zone for the city.

Denton County Transportation Authority (DCTA A-Train) - Quiet-Zone Implementation (Senior Project Manager): This project included the diagnostic meeting with DCTA, TxDOT, FRA, and the five affected cities along the rail corridor. Mr. Anderson managed the project team that determined the Quiet Zone Risk Index and the NOI and NOE documentation. He also reviewed the team's preparation of the Public Authority Application to the FRA for approval. During the project, Kurt identified issues during construction that would have made the quiet zone non-compliant. Because of Kurt's leadership, the DCTA later hired CTC to assist the City of Lewisville with needed quiet-zone modifications and to assist the City of Carrollton with their quiet zone (adjacent to the Trinity Mills Station).



Education

BS, Civil Engineering,
University of Texas at Austin

Years' Experience

40 years

Registrations and Certifications

Professional Engineer: TX

TxDOT Precertifications:
5.2.1, 5.3.1, 10.5.1, 14.1.1, 14.2.1, 14.3.1, 14.4.1, 14.5.1

Mark McClelland, PE

Geotechnical Task Lead

Mark has 40 years of experience, 29 of which was spent with TxDOT, in all aspects of Geotechnical Engineering. Most of his career was spent working in, and ultimately managing, the TxDOT Bridge Division Geotechnical Branch. He oversaw the update of the Geotechnical Manual, wrote all foundation and retaining wall Standard Specs for the 2004 Spec Book, and oversaw the development of all foundation and retaining wall design processes currently in use by TxDOT. He developed and oversaw the Scour Management Program, and the program to manage structures on unknown foundations.

City of Austin, TX - Waller Creek, Guadalupe Storm Drain Improvements (Geotechnical Task Lead): Mark was responsible for coordinating, overseeing, and approving all geotechnical drilling and testing. The Geotechnical portion of the project includes drilling of 16 structural borings and 16 pavement borings to be utilized for various portions of PS&E improvements of the drainage in the area including proposed potential innovative designs for integration of retaining walls, wet/dry ponds and parks especially noted in Hemphill Park, Central Park, and Triangle Park. Field investigations include ASTM D1586 Standard Penetration Testing (SPT), Tex-132-E Texas Cone Penetrometer (TCP) testing, Split-Spoon and Auger sampling in overburden and rock. Laboratory testing includes moisture content, -200 gradation, full sieve gradation and hydrometer, Atterberg limits, sulfate content, and lime series testing. Engineering will include Global Stability Analysis for Walls/Slopes, Allowable Bearing Capacity for Arch Bridges, Box Culverts, Junction Boxes, etc., Lateral Earth Pressure Development, and Recommendations, and Pavement Thickness Design. Overall, the project will include a myriad of drainage improvements throughout roughly 400 Acres of residential and commercial developed area within the heart of Austin, Texas.

TxDOT - Materials Engineering IDIQ, CR 106 at Big Sandy Creek (Geotechnical Task Lead): B2Z was contracted to perform and supervise all material sampling, testing, inspection work, and related services for soils, base, asphaltic and concrete construction for TxDOT Austin District projects, including private developer, Travis County, and CTRMA projects. B2Z has also performed geotechnical engineering (boring logs) for an existing bridge under the current work authorization. This project consisted of soil exploration activities for two 80-foot-deep borings in support of the foundation design for a new proposed 3-span bridge. Mark was responsible for coordinating, overseeing, and approving all geotechnical drilling and testing.

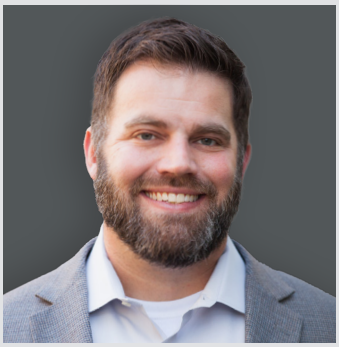
Mark McClelland, PE, Cont'd

TxDOT - IH 35 at US 183 (Project Manager): Mark was responsible for coordinating, overseeing, and approving all geotechnical drilling and testing. The Geotechnical portion of the project scope included the drilling of 36 structural/bridge borings, 44 retaining wall borings, and 15 miscellaneous borings for a total of 3,730 LF of geotechnical drilling. Field investigations included TxDOT TCP testing, Shelby Tube sampling in overburden and rock drilling/ coring - % recovery & RQD. Laboratory testing included moisture content, -200 gradation, Atterberg limits, sulfate content, and one-dimensional consolidation testing. Engineering analyses included the generation of soil strength foundation curves (skin friction and point bearing) for deep foundation design, development of lateral soil parameters for deep foundation design, calculation & analysis of external stability for retaining walls, the development of modeling and analysis for global stability for retaining walls, analysis of settlement of retaining walls, the establishment of parameters and sketches of cut type retaining walls (soil nailed walls), and construction recommendations for geotechnical items.

TxDOT - US 77 PS&E Corridor Upgrade (Project Manager): B2Z was contracted to provide Geotechnical Site Investigation, Boring Logs, and Geotechnical Engineering Analysis / Design (Bridge Foundations, Retaining Wall Analysis) for the US 77 PS&E Corridor Upgrade Project. Mark was responsible for coordinating, overseeing, and approving all geotechnical drilling and testing. The project involves the upgrading of an at-grade divided highway for a total of approximately 44 miles to interstate standards (to comply with requirements for US 69). The project includes approximately 40 bridges and 50 retaining walls (total of 297 borings).

Lake Houston Redevelopment Authority - Northpark Drive Overpass (Project Manager): B2Z has provided geotechnical and laboratory testing services for this roadway/bridge improvement project in a highly urbanized and trafficked environment. Mark was responsible for coordinating, overseeing, and approving all geotechnical drilling and testing. In the second phase of this project, B2Z will also be providing testing for a large detention pond / architectural/aesthetic feature adjacent to IH 69 (US 59) and Northpark Drive with the Architectural firm working with the group.

TxDOT - FM 116 at SH 9 (Geotechnical Task Lead): B2Z was contracted by TxDOT to provide engineering services generally described as the preparation of plans, specifications, and estimates (PS&E) and related documents, for a new overpass along FM 116 at SH 9 in Coryell County. The services being provided include, but are not limited to, preparing roadway and bridge design, hydrologic and hydraulic design, traffic signal design, survey, geotechnical data collection, environmental documentation necessary to support the design process, and construction phase services. Mark coordinated, oversaw and approved all geotechnical drilling and testing.



Education

BS, Civil Engineering
Texas A&M University

MS, Civil Engineering
Univ. of Alaska-Fairbanks

Years' Experience

16 years

Registrations and Certifications

Professional Engineer: TX

Certified Floodplain Manager: TX

TxDOT Precertifications: 2.4.1, 2.4.2, 4.2.1, 10.1.1, 10.2.1, 10.3.1, 10.5.1, 10.8.1, 17.5.1

Chad Cormack, PE, CFM

Drainage Task Lead

Chad has over 16 years of experience with water resources engineering analysis and design throughout Texas. He is a leader in the application of 2D hydraulic modeling and has given multiple trainings, brownbags, and presentations on the topic. He has managed various hydraulic rotation list contracts and served as Drainage Task Lead for multiple PS&E IDIQ and specific deliverable projects. In addition, he has utilized various software platforms to complete a multitude of Texas Projects including drainage master planning, flood mitigation analysis/design, TxDOT & municipal roadway/bridge design, FEMA floodplain modeling & mapping, City drainage reviews, and site design. Chad's balanced background of stormwater analysis and design allows him to provide effective solutions to complex problems.

Williamson County, TX - Bagdad Road & River Ranch Park Road (Drainage Task Lead): Chad served as Drainage Task Lead for the design of a County park road, and the widening of Bagdad road at the park entrance. Chad developed GEOPAK drainage models to determine peak flows, and size parallel ditches for the project. He then built HY-8 models to appropriately size culverts within the project limits. Being a greenfield project, detailed analysis was conducted to ensure peak runoff due to the project impervious cover and roadway embankment would not worsen flooding to any roadway or nearby structure. Finally, Chad conducted water quality load calculations and proposed vegetative filter strip where possible to meet the TCEQ Edwards Aquifer treatment requirements. Throughout the design, the project team worked closely with the Parks Department to ensure proposed development would fit with the overall plan for the County Park.

Williamson County, TX - Sam Bass Road (Corridor H) Safety Improvements (Drainage Task Lead): Chad served as Drainage Task Lead for the Williamson County Schematic design of Sam Bass Road. Traffic studies supported widening the roadway with the addition of a turn lane, shoulders, and a shared use path. Chad led the hydrologic and hydraulic analysis utilized for the sizing of cross culverts along the corridor. He also worked closely with the roadway task lead to optimize placement of vegetative filter strip (VFS) to satisfy the TCEQ Edwards Aquifer water quality requirements. A combination of roadside ditches and storm drain design was optimized to provide both flood reduction benefit and minimal ROW acquisition to the project area that experiences frequent flooding.

EDGE ENGINEERING

Chad Cormack, PE, CFM, Cont'd

Williamson County, TX - RM 620 Safety Improvements PS&E (Project Engineer): Chad served as Project Engineer for the reconstruction of an existing 4-lane rural highway to a 6-lane urban facility. He prepared off-site drainage modeling (HMS), as well as culvert (RAS), local storm drain (GEOPAK), and ditch design to comply with the TxDOT Hydraulic Design Manual and Williamson County standards. Chad simulated off-site detention facilities and conducted detailed calibration to historical events to ensure the proposed culvert designs were appropriately sized to the design storm event.

Williamson County, TX - CTRMA US183A PHASE III (Drainage Task Lead): Chad served as Drainage Task Lead for the schematic design of the CTRMA US183A Phase III project. He developed an overall project HEC-HMS model to determine pre- and post-project peak flowrates at each of the identified points of interest and identify required locations and sizes for detention ponds along the project. Each cross culvert was analyzed with HY-8 and/or HEC-RAS models to determine the number and size of culverts needed. A schematic level water quality design was conducted to ensure the proposed project ROW could exceed the TCEQ treatment requirements.

Hays County, TX - TxDOT Buda Truck Bypass Roadway Drainage Design (Drainage Task Lead): Chad served as Drainage Task Lead for the schematic and detailed design of a new roadway to extend the Robert S. Light roadway west to FM 1626. Chad was responsible for the design of all roadside ditches, cross culverts, storm drain systems, multiple detention ponds, two large bridge crossings, and all temporary and permanent water quality BMP design (Sand Filtration Ponds and Vegetative Filter Strip). The project is located within the Edwards Aquifer Recharge zone, and required a detailed WPAP to be submitted to TCEQ and TxDOT.

San Marcos, TX - Coers Drive Drainage Improvements (Drainage Task Lead): Chad served as Drainage Task Lead for the Coers Drive Drainage Improvements Project. The region experienced frequent flooding due to the lack of roadway drainage infrastructure. At the onset of the project, Chad built a two-dimensional hydraulic model to visually communicate the nature of the flooding issues to the City staff. He then built a traditional HEC-HMS hydrologic model to determine peak flows at various points of interest. This flows were input into HY-8 models at three culvert crossing which Chad sized to meet project design criteria. He also sized roadside ditches to meet design criteria; and identified where additional ROW was required to adequately convey the stormwater.

Liberty Hill, TX - Drainage Master Plan (Project Manager): Chad served as the Project Manager for the recently completed master plan. He led the efforts to identify 17 problem areas and develop 18 capital improvement projects. Problem areas were identified through field visits, public involvement, meetings with City staff, and InfoWorks ICM modeling. Prioritization, conceptual solutions, cost estimates, and construction duration estimates were developed for all 18 projects. Chad also provided the City with guidance and recommendations for a drainage utility fee and changes to their drainage criteria.

Andy Zhu, PE
Structures Task Lead

Andy has over 20 years of experience in the structural design of bridges throughout Texas. He is a graduate of the master's program in Structural Engineering at the University of Texas at Austin, and has expert level knowledge of AASHTO LRFD specifications, AREMA and TxDOT current practices. Bridge design experience encompasses prestressed concrete bridges, curved steel plate girder bridges for multi-level interchanges, Railroad Structures. Andy's expertise includes bridge geometry calculations, bridge layout preparation, superstructure, substructure, and foundation design for a variety of bridge types. He is proficient with commercial software such as MicroStation, Civil Pak, STAAD Pro, CONSPAN, RC-Pier, MDX, Mathcad, LPILE, spColumn, RISA-3D, and in using TxDOT-developed engineering tools such as BGS, PGSuper, CAP18 and Wincore.

Williamson County, TX - Great Oaks Drive at Brushy Creek Bridge (Senior QC Engineer/Bridge Engineer of Record): Andy provided senior engineering support for PESC's prime services to address operational and capacity improvements at the Great Oaks Dr - Brushy Creek Rd/Hairy Man Rd intersection. Project includes an innovative phased replacement of the deficient existing bridge over Brushy Creek and raises both roadways above 100-yr WSE. Developed the superstructure type and innovative framing details at elevated intersection, coordinated and directed bridge design staff, coordinated with roadway sub on intersection geometry, with drainage sub regarding bridge hydraulics, and coordinated with CAD to develop bridge plans.

Williamson County, TX - Corridor "C" (Bridge Task Lead/Engineer of Record): Andy proposed 3.1 mile new-location facility for the first phase of a future SH 29 Bypass between Sam Houston Avenue and SH 29. During schematic development, Andy coordinated closely with prime and reviewed/optimized direct connector geometry and span layout at the intersection of SH29. Andy developed bridge cost estimate and responded to and addressed GEC comments, updating direct connector configuration. During the PS&E phase, Andy laid out bridge bents and framing, and coordinated and directed bridge design and plan development for four-span, 52ft-wide, skewed, TX54 bridge over Mankins Branch West that accommodates a future SUP on one side; three-span, 43.5ft-wide, curved and skewed, Tx46 bridge over Mankins Branch East that includes a sidewalk and is designed for future widening; 15-span, 1,740ft long, 50ft-wide Tx54 bridge over SH130 on a tangent alignment, with skewed bents at SH130 and radial bents elsewhere.

Education

MS, Structural Engineering, University of Texas at Austin

BS, Engineering Mechanics, South China University of Technology

Years' Experience

24 years

Registrations and Certifications

Professional Engineer: TX

TxDOT Precertifications: 5.2.1, 5.3.1, 11.1.1, 11.2.1, 14.3.1

H&H | PESC

Andy Zhu, PE, Cont'd

Hays County, TX - FM110 at Cottonwood Creek Bridge (Project Manager/Engineer of Record): Provided services to refine ultimate schematic and develop an interim structural layout for this segment of FM 110, a new location facility. Managed bridge feasibility/value engineering studies to develop structure type and span configurations, and final design and PS&Es for the bridge over Cottonwood Creek. Bridge carries NB and SB traffic in the interim, and SB traffic in the ultimate twin configuration. Early in the design process, proposed changes to the schematic that enabled the use of TxDOT standards for the 1350ft long bridge crossing Cottonwood Creek and its floodplain, saving design effort and simplifying construction. Selected prestressed concrete Tx54 girders as the most economical superstructure system for the 46ft wide bridge with 30-degree skew on a straight alignment.

TxDOT - US380 Bridge Widenings (Bridge Engineer of Record): Andy led bridge design and coordination for widening three bridges (to both sides) on US 380 from existing two lanes each direction, to three lanes each direction with barrier separated sidewalks on each side of the bridge. Existing bridges are Type C beam structures with 80ft spans typical. The bridge at East Fork Trinity River Relief uses Tx34s for the 17ft widening on each side. At East Fork Trinity River, Tx40s are used for the 17ft/30ft (left/right) widenings. The shallower Tx34's work structurally at this bridge, but a girder line was saved by using Tx40s and freeboard criteria was satisfied. The existing bridge at Ticky Creek also uses Ty C beams, and in this case shallower TX34's would work for the widening. However, the existing bridge does not allow the 100-yr storm to pass, so the widening did not control, and a replacement was considered. Design at ~60% completion.

CTRMA - Bergstrom Expressway (Bridge Engineer of Record): $580M Design-Build contract to develop 8-mile Expressway on US183 between US290 and SH71. Project includes three new tolled lanes in each direction, two improved non-tolled lanes in each direction, and pedestrian and bicycle facilities. Andy led structural design and coordination with the D-B team for design of 13 vehicular bridges and three pedestrian bridges.

TxDOT - SH 35 Ramp Reversal – Retaining Walls (Project Manager/Engineer of Record): Andy oversaw design and coordination to accommodate a ramp reversal (removing entrance ramp and adding exit ramp) to SH 35 in San Patricio County. Designed tie-in to existing MSE walls and new MSE walls for widened roadway/ramp. Design considers construction staging, traffic control and temporary shoring to excavate and place new MSE wall, and accounts for buried drainage structures below wall.

TxDOT - IH-35/US 183 Interchange DC Bridge & Retaining Walls (Deputy Project Manager/ Quality Manager/Constructability Reviewer): The TxDOT-funded interchange project consists of three new direct connector bridge structures, reconstruction of one existing direct connector bridge entrance, reconstruction of an existing bridge at St. John's plus two new adjacent turn-around bridges, construction of new MSE and soil nail retaining walls, improved lower roadways, and new shared use paths (SUP's) along the frontage roads. Hardesty & Hanover provided structural engineering design services for the US 183 NB to IH 35 NB direct connector (35 spans of concrete U-beams and steel tub girders with column heights up to 68ft), six MSE retaining walls, and three cast-in-place footing walls. Andy oversaw design, coordination, and detailing efforts for the long-span curved steel tub girder span, provided quality control and constructability review.

Education

BS, Civil Engineering, University of Pittsburgh

Years' Experience

19 years

Registrations and Certifications

Professional Engineer: FL, LA

TxDOT Precertifications: 3.2.1, 4.2.1, 4.4.1

Robert Hideck, PE

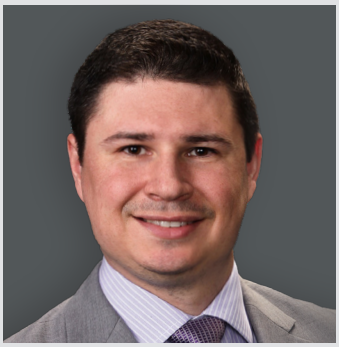
Roadway Support

Robert has 19 years of engineering and design experience in the transportation industry. His roadway engineering experience includes conceptual, preliminary, and final design of limited-access highways, interchange design, and widening realignments for urban and rural roads. He has expertise in the preparation of construction plans including horizontal and vertical design, cross sections, typical sections, temporary traffic control plans and signing and pavement marking plans.

FDOT - Gateway Express Improvements Design-Build (Project Manager): Robert is responsible for managing the tolling, structural engineering, and traffic control services for the Gateway Express improvement project. This project will deliver limited and controlled access connections from the Bayside Bridge on the north, US 19 on the west, and the St. Pete Clearwater International Airport to I-275 general purpose and new express lanes. Scope includes developing temporary traffic control plans design for Segments 2 and 4; project tolls design (4 sites) for Segments 1, 2 and 4; and structures design for 4 bridges in Segment 4.

FDOT - SR 75 (US 231) from SR 30A (US 98) to Pipeline Road (Roadway Engineer): Robert is responsible for design and preparation of roadway, signing and pavement marking, and temporary traffic control plans. Hardesty and Hanover is providing design services for the single point urban interchange (SPUI) at SR 77 over US 231 and CSX RR improvement project. Work includes design for roadway and drainage design of the intersection, lighting design for the entire project, and bridge design for a new 840 feet steel bridge.

Manatee County Government - 44th Avenue, 45th Street E to 44th Avenue Plaza E, Braden River Segment (Roadway Engineer): Robert was responsible for roadway and traffic control design and plans preparation. This project included the design for the reconstruction and extension of 44th Avenue East from 45th Street East to 44th Avenue Plaza East. The design plans included widening from a 2-lane roadway to a 4-lane divided urban roadway. As part of this project, a new bridge was designed to cross over the Braden River and the realignment of Morgan Johnson Road and Caruso Road will provide route continuity. Alternative intersection designs, including a roundabout and stage construction were considered.



Education

BS, Civil Engineering,
Texas A&M University

Years' Experience

11 years

Registrations and Certifications

Professional Engineer: TX

Local Government Project Procedures: Texas

Certified Floodplain Manager: Texas

TxDOT Precertifications: 10.1.1, 10.2.1, 10.3.1, 3.2.1, 4.2.1, 4.4.1, 4.5.1, 4.6.1

PAPE-DAWSON ENGINEERS

Brian Allen, PE, CFM, LGPP

Roadway Task Lead

Brian has 11 years of civil engineering experience as project engineer and project manager, from planning phase through construction. He consistently develops high-quality roadway design, 3D design, construction phasing, traffic control, drainage design (including storm sewer, hydrologic modeling, and culvert and bridge hydraulic modeling), utility coordination, ROW coordination, environmental design, and railroad coordination. He has extensive experience using MicroStation OpenRoads 3D corridor modeler to develop geometric designs for rural and urban roadway reconstruction projects, including 3D visualizations for stakeholders and public meetings.

Williamson County, TX - Bud Stockton Extension (Project Engineer): Completed schematic design and is currently developing final PS&E for a 1.3-mile, new location, four-lane divided arterial extension of Bud Stockton from FM 487 and CR 305. Brian managed the development of alignment alternatives and developed the schematic design fully leveraging MicroStation PowerGeopak 3D modeling software which enabled the team during schematic design to pull in County-wide available LiDAR on day one and develop preliminary profiles and grading. Once survey was complete, the model was supplemented with field data and adjusted, reducing design delay and expediting the overall schedule. This time and cost savings allowed the team to develop a topographically accurate 3D corridor during the schematic phase, which was then carried into PS&E, maximizing efficiency and minimizing potential re-design errors.

Williamson County, TX - Ronald Reagan Segment E, SH 195 to IH 35 (Roadway Task Lead): Brian developed an alternatives analysis for a 5.7- mile segment of Ronald Reagan Boulevard. The analysis was used to determine an optimum alignment for an ultimate freeway and frontage road section in which the County will preserve ROW until funding is identified for construction. Using the chosen alignment alternative, Mr. Allen and the team are currently developing a final geometric schematic including mainlane, frontage, and ramp vertical and horizontal geometric design, floodplain modeling, H&H culvert and bridge crossing design, ramp placement and optimization, and OPCC.

Bexar County, TX/TxDOT - SH 211, FM 1957 to FM 471 (Project Engineer): Brian developed schematic and PS&E for 6 miles of new rural freeway in west Bexar County. His responsibilities included geometric roadway design, drainage design and hydraulic reports, bridge layouts and modeling, traffic control, environmental coordination, and public involvement. Because the project was funded under a TxDOT Pass- Through agreement by a development group, and because the project was being reviewed and let by Bexar County, constant coordination was required between the County, TxDOT, stakeholders, landowners, and developers.

Justin Clark, PE, PTOE

Traffic Task Lead

Justin has served as project manager in charge of providing traffic engineering services for TxDOT on an on-call basis. He performed traffic operation analyses and signal warrant studies, designed traffic signal upgrades (including radar detection), performed spot signal timing improvements throughout the district, and developed construction signal timing improvements. He also conducted corridor signal timing, circulation studies, traffic analyses on school campuses, and prepared safety studies, pedestrian crossing improvements, cost estimates, and intersection improvements.

City of San Antonio, TX - 2012-2017 Bond Program, Main Street and Soledad Street (Traffic Engineer): As part of the City's 2012 Bond Program, Main Avenue and Soledad Street were converted from one-way to two-way streets between Commerce and Martin Streets in the core of downtown San Antonio. Mr. Clark developed the traffic signal plans for eight intersections. He was involved with the traffic signal design layout; signal timing and phasing; utility coordination; signing layout; and accessibility improvements, including revised crosswalks, audible pedestrian signals, and pedestrian lighting design. Mr. Clark designed the pedestrian lighting using AGi32 to determine the locations of proposed luminaires and foot candles of lighting levels throughout the projects. He also developed design details for a dual electric meter enclosure so traffic signal meters and pedestrian lighting meters could be collocated to reduce the sidewalk obstructions. He also developed a special detail for the traffic signal controller foundations to reduce the overall size, since ROW was very tight downtown.

Texas A&M University-Prairie View - FM 1098, US 290 to Owens Drive (Project Manager): FM 1098 serves as the main entrance into the campus and was a five-lane roadway (two lanes each direction with a center two-way left turn lane). The project was primarily a beautification project and included construction of a raised median (for landscaping) where the two-way left turn lane was currently located. The project consisted of traffic data collection, a corridor study of FM 1098 (University Drive), categorical exclusion, final roadway design, and project management.

Education

ME, Civil Engineering,
Texas A&M University

BS, Civil Engineering,
Texas A&M University

Years' Experience

12 years

Registrations and Certifications

Professional Engineer: TX

Professional Traffic Operations Engineer

TxDOT Precertifications:
1.3.1, 1.4.1, 1.5.1, 3.2.1, 3.7.1, 4.7.1, 7.1.1, 7.3.1, 8.1.1, 8.2.1, 8.3.1, 8.6.1

PAPE-DAWSON ENGINEERS

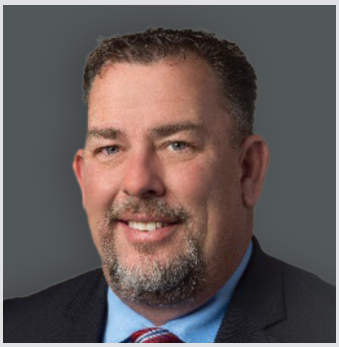
Justin Clark, PE, PTOE, Cont'd

TxDOT - IH 410, Houston Street to IH 37 (Traffic Engineer): Justin prepared the corridor traffic analysis on IH-410 from Houston Street to IH-37 (7 mi) for the operational and safety improvements which included flipping the entrance and exit ramps to X pattern and developing intersection improvements. He used the FHWA Cap-X tool to determine the best intersection configuration at each location which included a Displace Left Turn (DLT) Interchange and Single Point Urban Interchange (SPUI) with frontage road bypasses. He developed the MPO project call package and ultimately the IH-410 and Southcross intersection was funded for construction.

City of San Antonio, TX Hunt Lane Extension, Potranco Road to SH 151 (Traffic Engineer): Hunt Lane is being extended from Potranco Road to SH 151 as a five-lane arterial roadway. Mr. Clark developed updated traffic signal plans at both the SH 151 and Potranco Road intersections, since an additional intersection leg was added. The traffic signal plans included existing conditions, signal layout, conduit and conductor schedules, elevation views, and sign and pavement marking layouts. The plans were coordinated through multiple agencies (since SH 151 and Potranco Road are both TxDOT roadways), but the City operates and maintains the signal at Hunt Lane and Potranco Road.

TxDOT - Bandera Road (SH 16) Superstreet Analysis (Traffic Engineer): Justin analyzed the operational benefits of converting Bandera Road to a Superstreet corridor between IH 10 and Loop 1604. The study area included 17 signalized intersections and 15 unsignalized intersections. Mr. Clark performed a critical lane volume analysis, Synchro intersection capacity analysis, and VISSIM analysis.

TxDOT - SH 69 and SH 44 Signal Design and Illumination (Traffic Engineer): Justin developed traffic signal plans for the existing all-way, stop-controlled diamond interchange, including radar detection, illumination, signing, and pavement markings. In addition, he developed plans to add safety lighting near the entrance and exit ramp locations on the IH 69 northbound frontage road.



Education

Kinesiology, University of Texas at Arlington

Years' Experience

31 years

Registrations and Certifications

Registered Professional Land Surveyor: TX

TxDOT Precertifications: 15.1.4; 15.4.1, 15.1.1; 15.1.2; 15.1.3-ESN: 14116

Jason Reynolds, RPLS

Survey Task Lead

Jason Reynolds has more than 31 years of experience in land surveying, more than 20 years of experience in SUE, 12 years of experience in aerial mapping/LiDAR/mobile mapping, and 27 years of experience in project and program management. His market experience includes transportation, railroad, water/wastewater, aviation, reservoirs, civil infrastructure, land development, commercial real estate, and electric sectors. Jason has deep roots in Texas. His clients have included TxDOT, Oncor Electric, Pedernales Electric Coop, Texas Municipal Power Agency, Garland Power and Light, Texas Municipal Water District, North Trinity River Authority of Texas, Lower Colorado River Authority, Williamson County, Travis County, City of Austin, City of San Marcos, Texas State University, and University of Texas.

TxDOT - US 79 Mobile LiDAR Mapping (Project Survey Manager): Jason set primary control to TxDOT standards along the route at 200m intervals. Once complete, classified mobile LiDAR data was obtained to create mapping data (1'contour interval) conforming to TxDOT standards, level and layer structure to support a full survey (R.O.W to R.O.W) along the centerline of US 79 from IH 35 to 500FT East of FM 1460/A.W. Grimes Blvd; 500FT North and South along centerline of 35/ Mays St.; and 500FT North and South along centerline of FM 1460/A.W. Grimes Blvd. From extracted LiDAR data, Jason created 2D planimetric files, 3D surface files and triangulated irregular network (TIN) files by compiling the following features where visible and readily discernible from the mobile LiDAR data. Mobile LiDAR data was divided into appropriate sections and Jason performed QA/QC Ground Truthing of final data by cross-section checks along assigned survey route.

Williamson County, TX - DPS Emergency Vehicle Operations Course Extension (Project Manager): Jason was responsible for land surveying associated with the extension of this project, including establishment of supplemental horizontal control; location of right-of-way monuments, property corners and proposed electrical pole locations along project limits. Jason also produced a revised easement map showing existing boundary lines, adjoining boundary lines and revised electrical easement; prepared one revised electrical easement acquisition exhibit with legal description and graphical exhibit; located seven geologic features and upland flow of features for 200 ft.; computed and staked alignment centerline.

SURVWEST

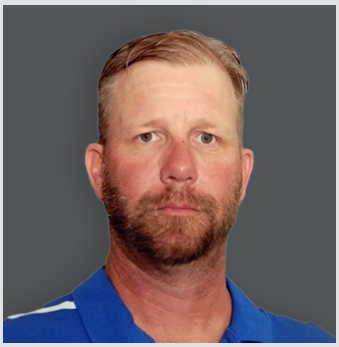
Jason Reynolds, RPLS, Cont'd

Bexar County, TX - FM 1516 (Project Survey Manager): Jason oversaw mapping the design of 4,500 feet of FM 1516 for future widening, including right of entry, setting primary control monuments, performing a topographic survey of existing roadway and side streets, and locating surface features of water lines, sanitary sewer lines, and other utilities along with a detailed survey of the railroad for a future grade crossing. Jason also assisted with a Quality Level B subsurface utility engineering survey over the entire project and preparation of a right-of-way map to TxDOT standards for future right-of-way acquisition.

Travis County, TX - FM 969, Aerial Survey and Control (Project Survey Manager): Jason obtained new, color aerial imagery 1"=250' (1:3000) with GAI provided control to TxDOT specifications for the preparation of topographic mapping of a 500' wide corridor approximately 4.2 miles long on FM969 in Travis County from Decker Lane, aka FM 3177 to Hunters Bend Road/Delta Post Drive. All deliverables conformed to TxDOT Standards.

Hays County, TX - IH Highway No 35 and Highway 80 Interchange (Project Survey Manager): Jason was responsible for managing the design of 1.9 miles of Highway 80, including setting primary control monuments, performing a topographic survey over 2500 LF of existing roadway and side streets, and locating surface features of water lines, sanitary sewer lines, and other utilities along with a detailed survey of the bridge, bridge bents and bridge deck for a future replacement. Jason also assisted with performing a Quality Level B Subsurface Utility Engineering survey over the entire project that located over 22,000 LF of underground utilities.

City of Austin, TX - Street Rehabilitation (Project Manager): This project included horizontal and vertical survey control tied to the City of Austin control network and a topographic survey of approximately 15,000 LF by 100 feet wide. Jason's responsibilities included overseeing survey tasks which included cross-sections taken at 50 foot intervals, locating all existing features such as water valves, curb and gutter, asphalt, driveways, storm and sewer manholes including invert elevations with flow lines and material types, faces of houses, finish floor elevations for all significant structures, trees with diameter at breast height, species and drip line identified (to City of Austin Tree Ordinance Specifications), visible utilities, and utilities marked by others Deliverables included a digital topographic design file for each street along with all field notes and sketches and QL “D” SUE plans.



Education

AS, Computer Aided Drafting, ITT Technical Institute

Years' Experience

10 years

Registrations and Certifications

FAA UAS Pilot 107

Travis Hoffmeyer

Survey Support

Travis is a well-rounded and experienced field surveyor. He began his career as a CAD technician and now has his UAS Pilot FAA Part 107 license where he performs drone work for rail and roadway projects. He has performed numerous surveys with LiDAR deployed on a drone platform for BNSF, UPRR and Colorado Department of Transportation.

BNSF - Truxton Construction Management Services (Surveyor): Travis provided engineering design surveys for 3.9 linear miles. UAS survey 500' on each side of the main line and 1,000' beyond the end of the tie end points.

BNSF - Ash Fork Construction Management Services (Project Manager): Provided project management, data quality oversight, and client and crew coordination for layout staking and construction monitoring for a BNSF rail installation project in Ash Fork, Arizona. The survey components of the project included establishing project survey control, slope staking per engineering design plans and routine mapping of excavated and filled materials for monitoring of materials quantities.

BNSF - Vaughn-Canero Construction Management Survey (Surveyor): Travis provided survey services for this construction management capacity improvement project that included the construction of a second main line track embankment, culvert extensions, drainage improvements, bridge construction and grading for all crossings and access roads. The project was completed by providing staking for new track, and surveying/creating electronic as-built files to close out the project.

BNSF - Fort Sumner Construction Management Survey (Project Manager): Provided survey services for this construction management capacity improvement project that included the construction of a second main line track embankment, culvert extensions, drainage improvements, bridge construction and grading for all crossings and access roads. Travis set primary control, performed initial slope staking, and stationed the mainline for construction. Travis also provided monthly quantities to BNSF and were on-site for general survey support throughout the life of the project. Travis completed the project by providing staking for new track, and surveying/creating electronic as-built files to close out the project.

SURVWEST

David Najvar
Environmental Task Lead

David has more than 15 years of professional experience performing environmental analyses, preparing technical documentation, and managing transportation projects across Texas. His experience includes complex consultation and coordination with federal and state regulatory agencies, field investigations, preparing NEPA documentation, USACE Section 404 permitting, and project management. Mr. Najvar has coordinated various types of projects for environmental compliance in accordance with Section 106 of the National Historic Preservation Act, the Endangered Species Act, and satisfying the environmental policies and requirements of TxDOT, the Federal Highway Administration, USACE, U.S. Fish and Wildlife Service, Texas Historical Commission, and Texas Parks and Wildlife Department. With a focus on transportation initiatives, his clients have included federal and state agencies, municipalities, utility districts, and private developers.

TxDOT - SH 30 from William D. Fitch Parkway to CR 175, Categorical Exclusion (Project Manager): David managed the preparation of a Categorical Exclusion for transportation improvements along SH 30, including the preparation and coordination of various technical reports to assess potential impacts to natural, social, and cultural resources. Project activities included widening approximately 2.7 miles of SH 30, including the replacement of three bridge structures, and required a Section 404 Individual Permit for potential impacts to jurisdictional wetlands.

TxDOT - Environmental Review and Project Management (Project Manager): David performed in-house project management services for local government projects to satisfy environmental compliance with TxDOT rules and regulations, including identifying and coordinating environmental reporting requirements and agency coordination with local government staff, performing and coordinating routine reviews of environmental documentation, and coordinating subsequent project activities and environmental approvals with TxDOT environmental staff.

TxDOT - SH 21 from Navasota River to Madisonville, Environmental Assessment (Project Manager): David managed the preparation of an Environmental Assessment for transportation improvements along SH 21, including the preparation and coordination of various technical reports to assess potential impacts to natural, social, and cultural resources, coordination of public involvement activities, and production of the final Environmental Assessment document. Project activities included widening SH 21 over a course of 18 miles, including construction of a relief route on new location around the community of North Zulch in Madison County.

Education

BS, Geography and Planning / Resource and Environmental Studies, Texas State University

Years' Experience

15 years

Registrations and Certifications

TxDOT Precertifications: 2.4.1, 2.12.1, 2.13.1, 2.14.1

SWCA® ENVIRONMENTAL CONSULTANTS

WILLIAMSON COUNTY

Purchasing Department

Debarment and Licensing

Debarment and Licensing

Debarment and Licensing

I, the undersigned, being duly sworn or under penalty of perjury under the laws of the United States and the State of Texas, certifies that Firm named hereinbelow and its principals:

(a) Are not presently debarred, suspended, proposed for debarment, declared ineligible, or voluntarily excluded from covered transactions by any federal department or agency:
(b) Have not within a three-year period preceding this proposal been convicted of or had a civil judgment rendered against them for commission of fraud or a criminal offense in connection with obtaining, attempting to obtain, or performing a public* transaction or agreement under a public transaction; violation of federal or state antitrust statutes or commission of embezzlement, theft, forgery, bribery, falsification or destruction of records, making false statements, or receiving stolen property;

(c) Are not presently indicted for or otherwise criminally or civilly charged by a governmental entity* with commission of any of the offenses enumerated in paragraph (1)(b) of this certification.

(d) Have not within a three-year period preceding this application/proposal had one or more public transactions* terminated for cause or default.

(e) Is registered and licensed in the State of Texas to perform the professional services which are necessary for the project; and

(f) Have not been disciplined or issued a formal reprimand by any State agency for professional accreditation within the past three years. Where the Firm is unable to certify to any of the statements in this certification, such Firm shall attach an explanation to this certification.

Only attach documents to this question if this statement applies.

*Federal, State, or Local

William H. Epp, PE, SE
Executive Vice President

CONFLICT OF INTEREST QUESTIONNAIRE

FORM CIQ

For vendor doing business with local governmental entity

This questionnaire reflects changes made to the law by H.B. 23, 84th Leg., Regular Session.

This questionnaire is being filed in accordance with Chapter 176, Local Government Code, by a vendor who has a business relationship as defined by Section 176.001(1-a) with a local governmental entity and the vendor meets requirements under Section 176.006(a).

By law this questionnaire must be filed with the records administrator of the local governmental entity not later than the 7th business day after the date the vendor becomes aware of facts that require the statement to be filed. *See* Section 176.006(a-1), Local Government Code.

A vendor commits an offense if the vendor knowingly violates Section 176.006, Local Government Code. An offense under this section is a misdemeanor.

OFFICE USE ONLY

Date Received

1 **Name of vendor who has a business relationship with local governmental entity.**

N/A Alfred Benesch & Company has no conflicts of interest to report

2 ☐ **Check this box if you are filing an update to a previously filed questionnaire.** (The law requires that you file an updated completed questionnaire with the appropriate filing authority not later than the 7th business day after the date on which you became aware that the originally filed questionnaire was incomplete or inaccurate.)

3 **Name of local government officer about whom the information is being disclosed.**

N/A

Name of Officer

4 **Describe each employment or other business relationship with the local government officer, or a family member of the officer, as described by Section 176.003(a)(2)(A). Also describe any family relationship with the local government officer. Complete subparts A and B for each employment or business relationship described. Attach additional pages to this Form CIQ as necessary.**

N/A

A. Is the local government officer or a family member of the officer receiving or likely to receive taxable income, other than investment income, from the vendor?

☐ Yes ☒ No

B. Is the vendor receiving or likely to receive taxable income, other than investment income, from or at the direction of the local government officer or a family member of the officer AND the taxable income is not received from the local governmental entity?

☐ Yes ☒ No

5 **Describe each employment or business relationship that the vendor named in Section 1 maintains with a corporation or other business entity with respect to which the local government officer serves as an officer or director, or holds an ownership interest of one percent or more.**

N/A

6 ☐ Check this box if the vendor has given the local government officer or a family member of the officer one or more gifts as described in Section 176.003(a)(2)(B), excluding gifts described in Section 176.003(a-1).

7 Will Epp

Signature of vendor doing business with the governmental entity

4/14/2023

Date

Form provided by Texas Ethics Commission www.ethics.state.tx.us Revised 11/30/2015

CONFLICT OF INTEREST QUESTIONNAIRE
For vendor doing business with local governmental entity

A complete copy of Chapter 176 of the Local Government Code may be found at http://www.statutes.legis.state.tx.us/Docs/LG/htm/LG.176.htm. For easy reference, below are some of the sections cited on this form.

Local Government Code § 176.001(1-a): "Business relationship" means a connection between two or more parties based on commercial activity of one of the parties. The term does not include a connection based on:

(A) a transaction that is subject to rate or fee regulation by a federal, state, or local governmental entity or an agency of a federal, state, or local governmental entity;

(B) a transaction conducted at a price and subject to terms available to the public; or

(C) a purchase or lease of goods or services from a person that is chartered by a state or federal agency and that is subject to regular examination by, and reporting to, that agency.

Local Government Code § 176.003(a)(2)(A) and (B):

(a) A local government officer shall file a conflicts disclosure statement with respect to a vendor if:

***

(2) the vendor:

(A) has an employment or other business relationship with the local government officer or a family member of the officer that results in the officer or family member receiving taxable income, other than investment income, that exceeds $2,500 during the 12-month period preceding the date that the officer becomes aware that

(i) a contract between the local governmental entity and vendor has been executed; or

(ii) the local governmental entity is considering entering into a contract with the vendor;

(B) has given to the local government officer or a family member of the officer one or more gifts that have an aggregate value of more than $100 in the 12-month period preceding the date the officer becomes aware that:

(i) a contract between the local governmental entity and vendor has been executed; or

(ii) the local governmental entity is considering entering into a contract with the vendor.

Local Government Code § 176.006(a) and (a-1)

(a) A vendor shall file a completed conflict of interest questionnaire if the vendor has a business relationship with a local governmental entity and:

(1) has an employment or other business relationship with a local government officer of that local governmental entity, or a family member of the officer, described by Section 176.003(a)(2)(A);

(2) has given a local government officer of that local governmental entity, or a family member of the officer, one or more gifts with the aggregate value specified by Section 176.003(a)(2)(B), excluding any gift described by Section 176.003(a-1); or

(3) has a family relationship with a local government officer of that local governmental entity.

(a-1) The completed conflict of interest questionnaire must be filed with the appropriate records administrator not later than the seventh business day after the later of:

(1) the date that the vendor:

(A) begins discussions or negotiations to enter into a contract with the local governmental entity; or

(B) submits to the local governmental entity an application, response to a request for proposals or bids, correspondence, or another writing related to a potential contract with the local governmental entity; or

(2) the date the vendor becomes aware:

(A) of an employment or other business relationship with a local government officer, or a family member of the officer, described by Subsection (a);

(B) that the vendor has given one or more gifts described by Subsection (a); or

(C) of a family relationship with a local government officer.

Form provided by Texas Ethics Commission www.ethics.state.tx.us Revised 11/30/2015