

DOTD FORM: 24-102

(Revised January 1, 2023)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1. Contract Name as shown in the advertisement	IDIQ Contract for Value Engineering Services
2. Contract Number(s) as shown in the advertisement	4400027920 & 4400027921
3. State Project Number(s), if shown in the advertisement	
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Urban Engineers, Inc.
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003965
6. Prime consultant mailing address	909 Lake Carolyn Parkway, Ste 100, Irving, TX 75039
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	909 Lake Carolyn Parkway, Ste 100, Irving, TX 75039
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Patrick Williams, PE, LEED AP, Principal, (214) 399-0329, pjwilliams@urbanengineers.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Patrick Williams, PE, LEED AP, Principal, (214) 399-0329, pjwilliams@urbanengineers.com

Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.



Signature above shall be the same person listed in Section 9:

10/10/2023

Date:

11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.

Firm(s):

Firm(s)' %:

12. Past Performance Evaluation Discipline Table:

As indicated in the advertisement, insert a completed table here. The percentages for the prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percent of the contract.

The **only** past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Past Performance Evaluation Discipline(s)	% of Overall Contract	Prime	Firm B	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Other- Value Engineering	100%	Urban Engineers	Arcadis	Benesch			100%
							100%
							100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%	55%	30%	15%			100%

13. Firm Size:

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify “Other (please specify)” and include the classification title inside the parentheses.

The DOTD Job Classification(s) to be used can be found at the following link:

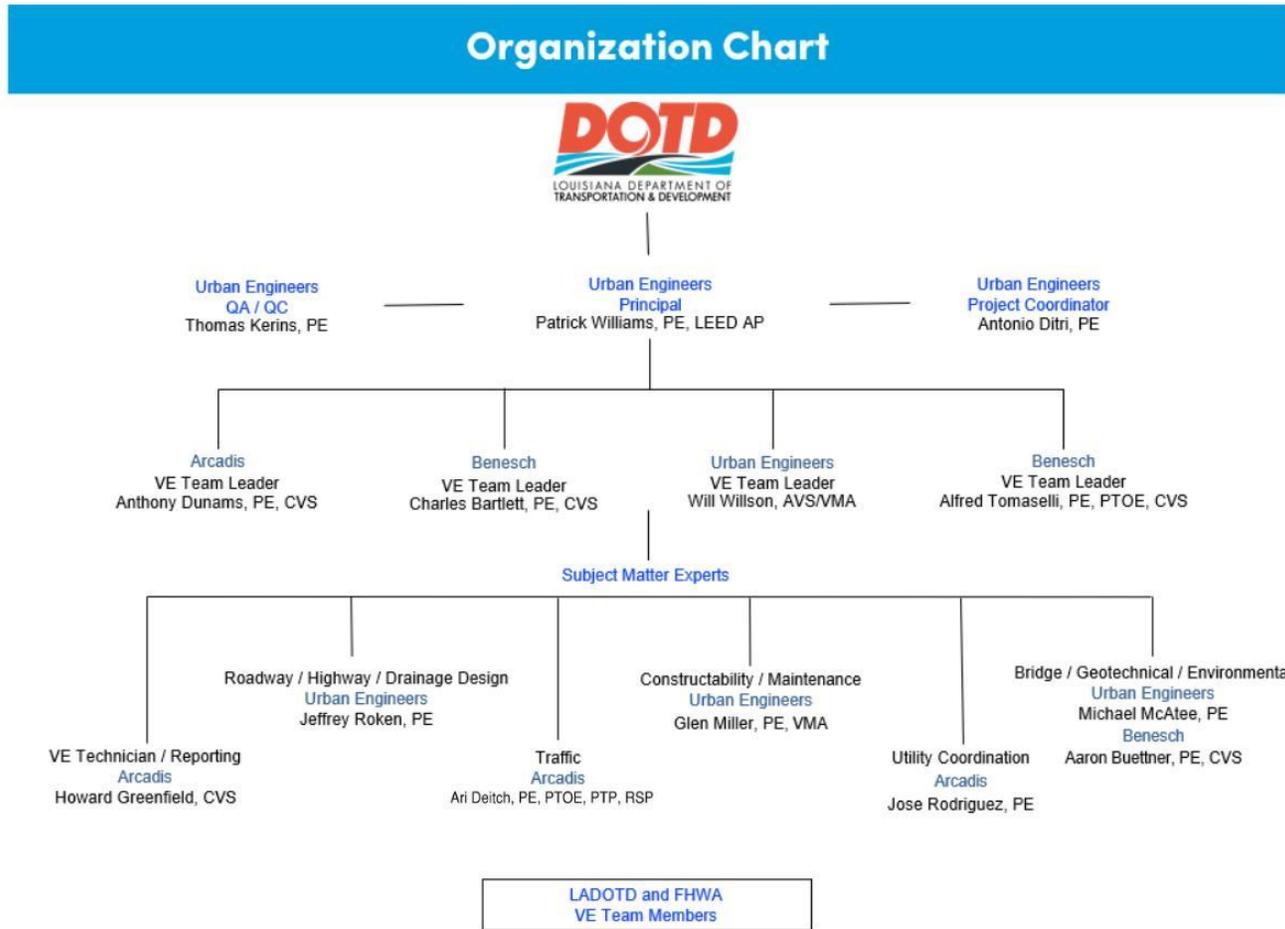
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Job_Qualification/Job%20Classifications%20with%20Descriptions.pdf

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Urban Engineers	“Other- (Value Engineering)”	8	15
Arcadis	“Other- (Value Engineering)”	2	3
Benesch	“Other- (Value Engineering)”	4	10

(Add rows as needed)

14. Organizational Chart:

Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract. An individual’s role does not necessarily have to match their DOTD job classification identified in Section 13. **If applicable, identify all personnel performing traffic engineering analysis and/or QC of traffic engineering analysis by placing an asterisk next to their name. Include the certificates required by the Traffic Engineering Process and Report Training Requirements article of the Advertisement in Section 20.** It is acceptable to use an 11x17 format for Section 14.



15. Minimum Personnel Requirements:

Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR. **Make sure the P.E. discipline is also listed (highlighted in table) that is meeting the MPR; e.g. professional civil engineer should show the discipline of the license as civil if meeting that MPR.**

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1,2,3	Patrick Williams, PE, LEED AP	Urban Engineers	PE# 0043617 - Civil	LA	Current
4	Anthony Dunams, PE, CVS	Arcadis	PE# 58453 - Civil	CA	Current
4	Charles Bartlett, PE, CVS	Benesch	PE# 12405 - Civil	KS	Current
4	Alfred Tomaselli, PE, PTOE, CVS	Benesch	PE# 075303 - Civil	PA	Current
4	Aaron Buettner, PE, CVS	Benesch	PE# E10646 – Civil (Structural)	NE	Current

(Add rows as needed)

16. Staff Experience:

Résumés shall be provided for all prime and sub-consultant personnel listed in Sections 14 and/or 15 of the proposal. Résumés of personnel not identified in Section 14 or Section 15 of the proposal should not be included and will not be evaluated. Résumés should be **limited to 2 pages per person**. Any certificates required by the advertisement are to be placed in Section 20.

Firm employed by Urban Engineers				
Name	Patrick Williams, PE, LEED AP		Years of relevant experience with this employer	18
Title	Southwest Regional Leader		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering / 2004 / Drexel University / Leadership in Energy and Environmental Design Advanced Professional		
Active registration number / state / expiration date		PE# 0043617 / LA / Current		
Year registered	2019	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Principal		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/2023-11/2023	<p>Principal for PennDOT - SR 0083-079 Value Engineering Study</p> <p>Urban is tasked with a fast-tracked Value Engineering assignment in the facilitation of a program with a total construction cost estimate of \$725 Million for PennDOT. This is a VE Study for a combined five mega projects in the area; each with their own unique challenges and timelines. Patrick is managing the associated virtual workshops, and leading discussions per potential savings in construction sequencing, maintenance and protection of traffic, mobilization, and utility engineering as large drivers of cost and schedule.</p>			
11/2022-Present	<p>Principal for PennDOT - D-5 SR 309-12M Value Engineering Study</p> <p>PennDOT tasked Urban to conduct a VE Study on an Interchange project valued at \$78 Million in construction costs to re-align and reconstruct an outdated cloverleaf configuration. Patrick engaged a Panel to identify congestion relief measures, mitigate facility deficiencies, and reduce utility impacts to allow for the accommodation of additional lanes. Noise impact in environmentally sensitive areas and resequencing of staged bridge construction were findings attributed to a successful VE and cost saving ideas. The facilitation and progression of the VE workshops are key and in line with Patrick’s skillset</p>			
11/2022-Present	<p>Principal for North Jersey Transportation Planning Authority, Inc. (NJTPA) - Value Engineering Study</p> <p>NJTPA is conducting concept development studies for Morris and Somerset County projects that are a part of the agency’s 2021 Freight Concept Development Program. The Berkshire Valley Road Truck Circulation Project in Roxbury, Morris County; and The Port Reading Secondary South Main Street Grade Crossing Elimination Project in Bound Brook, Somerset County are two case study locations. Urban with Patrick’s management is performing Value Engineering and a Constructability Review for the two separate concept development areas. As part of the findings, Patrick is instrumental in the guidance of various subject matter experts providing outstanding alternatives and cost saving measures that resulted in the elimination for ROW take, mitigating environmental impacts in line with his LEED AP certification, significant cost & schedule savings to the tune of millions of dollars & multiple years, respectively.</p>			
2005-2022	Project Manager for various Roadway, Site Development, Aviation, Rail & Transit, and Facility projects across the nation.			

Urban Engineers, Inc.

Firm employed by Urban Engineers				
Name	Thomas Kerins, PE		Years of relevant experience with this employer	35
Title	Deputy GM- Construction Support Services		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering / 1988 / Temple University National Highway Institute, VE Facilitator 40 Hr Course Completion		
Active registration number / state / expiration date				
Year registered		Discipline		
Contract role(s) / brief description of responsibilities		Quality Control		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/2023-07/2023	Facilitator- Urban Team provided value engineering study on I-95 BR3/4 Interchange projects, (see section 17 for project profile)			
01/2009-present	Project Manager & Facilitator- Project Manager for four consecutive \$1 million Open-end Value Engineering & Constructability Review Agreements. Performing constructability and value engineering reviews on more than 40 separate projects having a total construction value of over \$2 billion. Tom has facilitated Value Engineering Reviews of large interstate bridge and highway project such as the following: SR 70- L10, D10, E10, SR80- A18 & B18, Centre County, SR001- RC1 & RC2, Bucks County, SR 222-059, Lancaster County, SR309-12M, Berks County, SR 322- CSX, Delaware County, SR 3010-MSB, Philadelphia County			
01/2015-Present	Project Manager- for pre-construction and construction services on various I-95 design and construction projects, Tom leads an Urban Team that provides design support services for nine separate construction projects valued over \$1.5 billion. These services include performing constructability and value engineering reviews, developing pre-bid construction schedules, coordinating of utility and railroad support, protection, and relocation efforts, and facilitating public meetings with elected officials, local community groups, businesses, and residents from the surrounding area. Tom managed Urban’s Construction Management Team for Section BR0, a \$160 million project to improve four (4) existing ramps to or from I-95 and provide direct connections between the Betsy Ross Bridge and Aramingo Ave. through the construction of two (2) new ramps. This project finished on time, and the total cost was within three-tenths of one percent (0.32%) of the original contract amount. During construction, Tom assisted the Department in revising the project’s environmental permits to allow the wasting of contaminated residual soil within selected areas of the project site. This revision allowed the Department to reduce the disposal costs for residual soils significantly. Tom also oversees Urban’s Construction Management Team for Section BS4/H04, an \$81 million contract to complete the I-95/Betsy Ross Bridge Interchange Ramps at Aramingo Ave improvements. The Project will provide access to I-95 and the new ramps connecting Aramingo Ave. to and from the Betsy Ross Bridge. Aramingo Ave. will be widened and reconstructed near the new ramps, and Adams Avenue will be extended from Torresdale Ave. to Aramingo Ave. Interchange. This project will finish on time and significantly below budget.			

01/2009- 01/2022	<p>Instructor- Tom has taught Constructability, Maintainability & Value Related Review Courses for PennDOT staff as well as consultants, statewide. Tom’s course covers a prescribed method for performing detailed constructability reviews, using checklists, and preparing accurate Pre-bid Critical Path Method (CPM) construction schedules and issues to consider when developing project cost estimates.</p>
01/2012-01/2016	<p>Project Manager-The New Castle Industrial Track Trail —Urban performed a constructability analysis of the Industrial Track Greenway, Phase 3 because the project received bids that were 180% of the engineer's estimate. Under a General Engineering Consultant agreement, DelDOT requested Urban to perform the following work.</p> <ul style="list-style-type: none"> A. Evaluate the Engineers’ Estimate for reasonableness; that the estimated costs of items are reflective of the means and methods necessary to construct the project. B. Evaluate the reasonableness of the bid. C. Review the contract documents and suggest alternative means and methods and use of alternative material(s) to deliver the project at a lower cost. D. Develop and submit a written Summary of Findings, containing Urban’s professional opinion(s) regarding the foregoing. <p>As part of its task, Urban recommended cost-saving changes to the contract’s materials, means, and methods. Recommendations included substitution of stainless steel with galvanized steel; use of driven piles rather than helical piles; and use of concrete beams with steel diaphragms instead of steel girders.</p> <p>Urban helped DelDOT find alternatives to reduce costs for a project that could potentially have been cancelled. The alternatives allow DelDOT to re-procure the contract.</p>
01/2006-01/2012	<p>Facilitator- Urban’s Team provided the value engineering, peer, and constructability review of the 65 percent design documents for the Bus Main Shop D&E for the Maryland Transit Administration (MTA). Urban led the Value Engineering workshop, which identified more than \$5 million in savings and reduced the construction schedule by over three months, without affecting the functionality of the building. The cost savings were sufficient enough to allow the project to proceed within the pre-established budget limits. As part of the constructability review, the VE team reviewed the construction phasing plans with Urban’s in-house construction engineers, estimators, and schedulers to determine potential cost savings that would simplify construction, as well as maintain the building’s functionality. Further study will be required in order to incorporate the cost saving measures into the final design.</p>

(Add rows as needed)

Firm employed by Urban Engineers				
Name	Antonio Ditri, PE		Years of relevant experience with this employer	15
Title	Practice Leader- Constructability		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering / 2010 / Temple University Master of Science, Construction Management, Drexel University (2015)		
Active registration number / state / expiration date		#19984/DE/6-24,#085857/PA/9-25, 0349000/NJ/4-24		
Year registered	2017	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Project Coordinator & Delivery		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/2022-present	Project Coordinator & Delivery Manager- Project Manager for two active Constructability & VE Open-Ends with the Pennsylvania Department of Transportation valued at \$3.5million in task order limits as well as PM for active VE Open-Ends with ConnDOT & NJDOT. Antonio manages staff and performs constructability and value engineering reviews on all active assignments initiated with Clients. Example of projects include the following:, SR001- RC1 & RC2, Bucks County, I-95 BR/BR4, Philadelphia, Salina Bridge, West Moreland County, SR 222-059, Lancaster County, SR309-12M, Berks County, SR 322- CSX, Delaware County, SR 3010- MSB, Philadelphia County, SR 115 OVER I-81, Luzerne County, NJTPA Freight Rail Study, Time 1 Bridge VE, Stamford CT.			
01/2022- present	Instructor- Antonio actively teaches Constructability, Maintainability & Value Related Review Courses for PennDOT staff as well as consultants, statewide. Antonio’s course covers a prescribed method for performing detailed constructability reviews, using checklists, and preparing accurate Pre-bid Critical Path Method (CPM) construction schedules and issues to consider when developing project cost estimates.			
01/2018-01/2023	Construction Engineer- Construction management services for the 3-mile section of US 1 is from Old Lincoln Highway (SR 2037) to north of the Business Route 1- PennDel Interchange in Bensalem and Middletown Township. US 1 will be reconstructed and widened to three (3) lanes directionally. Additional construction includes the reconfiguration of the US 1/PA 132 (Street Road) and US 1/PA 2043 (Rockhill Road) Interchanges the replacement of three structurally deficient mainline bridges, the removal of a structurally deficient mainline bridge, and the replacement of an overpass (Bristol Road over US 1). A concrete arch bridge demolition and replacement with two concrete t-bulb bridges over Neshaminy Creek and replacement of mainline Route 1 overactive CSX/ SEPTA. Providing construction management oversight, including monitoring project issues, distributing submittals, and evaluating job progress. Extensive coordination with Railroad Co. (CSX & SEPTA) and PECO Transmission. Successfully delivered \$91million RC1 section on-time with no major claim issues and actively working with RC2 contractor & PennDOT to deliver project 2 years early			

01/2018-present	<p>Project Manager. Overseeing an on-call contract for bridge and roadway projects, including staff, budget, and quality assurance. Responsible for monitoring all phases of construction, chairing meetings, issue resolution, & agency, utility coordination. Oversight with project QC to meet FHWA and PennDOT standards and compliance. Projects include American Street streetscape and 15th Street bridge rehabilitation, 53rd and Baltimore Avenue Safety Improvements, North Choice Lighting, Schuylkill River Swing Bridge, North Broad Street Medians, Frankford and Belgrade Intersection Improvements, Vision Zero On-Call inspection, and Montgomery Ave Bridge Reconstruction. In addition, Mr. Ditri successfully provided constructability reviews to City under a pilot program for the Montgomery Avenue Bridge and Island Avenue Corridor projects.</p>
01/2015-01/2018	<p>Consultant Resident Engineer- responsible for 15 inspectors during the \$160 million I-95/Betsy Ross Bridge/Aramingo Avenue Interchange Project, which involved constructing and widening seven bridge ramps to improve I-95 and arterial road connections. The project required the coordination between adjacent I-95 sections to ensure long- and short-term traffic patterns had minimal impacts on the public, local businesses, and Delaware River Port Authority, Conrail, and NJ Transit operations. Antonio also performed constructability reviews for staged construction of I-95 BRO in regards to Traffic Control, and Erosion and Sediment Controls and overall construction sequencing. He helped deliver this critical project on-time and under budget for the Department.</p>

(Add rows as needed)

Firm employed by Urban Engineers				
Name	Will Willson, AVS/VMA		Years of relevant experience with this employer	3
Title	Practice Leader- Constructability		Years of relevant experience with other employer(s)	44
Degree(s) / Years / Specialization		Quantity Surveying, Reading Building College, 1982		
Active registration number / state / expiration date		#19984/DE/6-24,#085857/PA/9-25, 0349000/NJ/4-24		
Year registered	1990	Discipline	Value Engineering	
Contract role(s) / brief description of responsibilities		VE Team Leader		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/2011-01/2022	<p>Port of Miami highway single tube large bore ; review of risk based claim assessment from P3 consortia levied at Florida DOT I-90 Fire Life Safety upgrades Seattle Mount Baker Ridge Tunnel, Mercer Island Tunnel and HOV Stage 3 enabling work for East Link Light Rail ; risk register, quantitative cost and schedule analysis focusing on SCADA and FLS replacement and ventilation improvements to tunnels – 100% design sub-mission [pre-bid] Design Bid Build – undertaken for Sound Transit on behalf of WDOT.</p> <p>Doha Bay Crossing, Qatar – Multibillion crossing of bay comprising three iconic world breaking structures and extensive immersed tube tunneling and cut and cover approach tunnels for connecting highways between bridges and off shore man-made island. As part of the DBOM bid submission facilitated internal team workshop and formulated risk register and mitigation plan to support JV bid. Developed construction schedule and addressed risk and opportunities along with risk mitigation proposals.</p> <p>Harlem River Drive Bridge, New York City: co-facilitator of a 40-hour value engineering workshop for the New York City Office of Management and Budget.</p> <p>Columbia River Bridge Crossing, Vancouver, Oregon: peer review/expert advice at cost estimate validation process (CEVP) and FTA risk assessment workshop in Vancouver, acting on behalf of the grantee, Tri-Met and Columbia River Crossing.</p> <p>Cornwall Highway 401 Bridge Replacement, Ontario, Canada: cost and schedule risk assessment, budget and schedule validation.</p> <p>407E and West Durham Link, GTA Toronto Highways PPP/AFP, Ontario, Canada: due diligence for Infrastructure Ontario, including scope, cost, schedule, constructibility, cost and schedule risk analysis and mitigation to advise on contract strategy and package content (PPP/pre concession works).</p> <p>Detroit Windsor Crossing 401 Connector, Windsor, Ontario, Canada: compilation of detailed risk register and cost and schedule risk analysis as a separate but concurrent activity with the value engineering study (working direct for the MTO). Presentations to Ministry of Transportation Ontario, including the deputy minister of transportation on results and mitigation.</p> <p>Windsor Essex Parkway, Windsor/Detroit Border Crossing Highways PPP/AFP, U.S. & Canada: working direct for Infrastructure Ontario, performed due diligence, including scope, cost, schedule, constructibility, cost and schedule risk analysis and mitigation to advise on contract strategy and package content (PPP/pre concession works).</p> <p>Windsor Essex Parkway, Windsor/Detroit Border Crossing, U.S. & Canada: refreshed detailed risk analysis and risk allocation and transfer assumptions. He was engaged through the MTO but represented Infrastructure Ontario.</p>			

	<p>Highway 69, Ontario, Canada: performed cost and schedule risk assessment, budget and schedule validation to support final design of two four-laning contracts in the area of North Bay Ontario for the Canadian Ministry of Transportation Ontario.</p> <p>Wolfe Island Crossing Study, Kingston, Ontario, Canada: conducted a 1-week value engineering and risk analysis workshop to review options for alternate crossings between the City of Kingston and the Island to increase capacity to the current ferry operations. The study reviewed the ferry itself, operations and future maintenance and operational costs. The study was undertaken for the MTO Canada—co-facilitator and risk analyst.</p> <p>Highway 7 Kitchener to Gulph VE and Risk Study, Ontario Canada: co-facilitator for a 40-hour VE and risk workshop with prior site visit. Performed comprehensive cost and schedule modeling along with risk identification and full value engineering workshop and evaluation. The study ran over 3 weeks and the workshop over 8 days. He gave a presentation to the MTO directors on conclusions.</p> <p>Walker Road and Howard Avenue Grade Separations, Windsor, Ontario, Canada: conducted a 40-hour VE and risk workshop with prior site visit for the MTO as part of the U.S./Canada border crossing freight rail/highway congestion alleviation and new security (VACAS—rail car X-ray) installations in Windsor. He performed comprehensive cost and schedule modeling along with risk identification and full value engineering workshop and evaluation. The study ran over 3 weeks and the workshop over 5 days. Facilitated a presentation to MTO directors and transport minister on conclusions. The study won an award for excellence.</p> <p>Channel Tunnel High Speed Rail Link (CTRL) Project, United Kingdom: served in a number of roles, including project planning manager, risk manager, change control manager, trend manager, overall estimate production and standardization manager. The project included the construction/modification of over 350 bridges and the widening of the M2 Motorway in Southern England. The CTRL was the first new railway built in the U.K. in over 100 years and was the U.K. government’s flagship public-private partnership project. It comprises 56 miles (90 kilometers) of high speed dedicated twin track railway from Central London to the Channel Tunnel Portal allowing Eurostar high speed trains passage direct from London to Paris and Brussels and beyond.</p>
01/2019-03/2019	Little Current Swing Bridge Replacement – Northern Ontario for Ministry of Transportation Ontario Canada ; Risk analysis to support option study into fixed link, tunnel and replacement swing bridge ; value circa \$100 million.
03/2018-04/2018	Highway 417 Twilling between City of Renfrew and Scheel Drive Ontario for Ministry of Transportation Ontario. Facilitated and undertook full cost and schedule risk analysis with 5 days of workshops on this 22 km highway twinning project to support Treasury Board approval to progress design and construction planning ; value circa \$250 million.

(Add rows as needed)

Firm employed by Urban Engineers			
Name	Jeffrey Roken, PE	Years of relevant experience with this employer	18
Title	Deputy Practice Leader - Highways	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		BS, Civil Engineering, Pennsylvania University, 1998	
Active registration number / state / expiration date		PE #061775/PA/09/30/2025	
Year registered	2006	Discipline	Professional Engineer
Contract role(s) / brief description of responsibilities		Roadway/Highway/Drainage Design	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
06/2019-Present	<p>Sucson Road Bridge over I-81 Reconstruction, PTC and PennDOT District 4-0, Pittson, PA</p> <p>Project Manager. Jeffrey was responsible for final design services for this project which consists of replacing the Sucson Road bridge over I-81 as part of the Pennsylvania Turnpike Commission (PTC) and PennDOT’s Scranton Beltway program. The project involves extensive community involvement as well as coordination with multiple agencies.</p>		
05/2019 – Present	<p>Scranton Beltway, PennDOT District 4-0 and Pennsylvania Turnpike Commission, Luzerne and Lackawanna Counties, PA</p> <p>Project Manager. Assisting in preliminary and final design of this project involving the creation of a beltway system around Scranton, PA by installing two new direct connections between I-476 and I-81. It is assumed cashless tolling will be utilized at both locations and there will be significant public involvement to coordinate with the traveling public, various agencies and special interest groups. The project involves multiple early action bridge contracts as well as coordination with multiple agencies. (\$150M)</p>		
01/2006-12/2021	<p>Program & Design Management of I-76 Total Reconstruction Program, MP 320-326, PTC, Chester and Montgomery Counties, PA</p> <p>Project Manager. Provided program/design management services as an extension of PTC staff for the widening and reconstruction of six miles of the Pennsylvania Turnpike. The project included two separate mainline design contracts to reconstruct and widen the Turnpike from four to six lanes with two early action bridge contracts to replace the bridges carrying side roads over the Turnpike, in advance of the mainline reconstruction. Responsibilities include QA/QC reviews of engineering deliverables, monitoring schedules and design costs, project controls and documentation, conducting design review meetings, utility coordination, agency coordination, and environmental permitting. Responsible for managing, directing, and coordinating the efforts of Urban’s project team and the consultant design teams. (\$300 million) (2006 - 2021)</p>		

(Add rows as needed)

Firm employed by Urban Engineers				
Name	Mike McAtee, PE		Years of relevant experience with this employer	30
Title	National Practice Leader- Bridges, Structures, Environmental Engineering		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		BS, Civil & Environmental Engineering, Villanova University, 1995		
Active registration number / state / expiration date		PE NJ/#24-GE-04461200/ 04/30/2024		
Year registered	2003	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Bridge/Geotechnical/Environmental		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	<p>Fayette Street Bridge over NJ Transit, City of Perth Amboy, Middlesex County, NJ Project Manager. Michael is managing the preliminary design, conceptual layout, final design and public outreach efforts for this project which involves the replacement of a two-span bridge over NJ Transit’s North Jersey Coast Line. Work includes the construction of a new single span bridge over electrified rail, extensive utility relocations, roadway improvements, milling, traffic control including local detours, a high performance concrete deck, adjoining retaining walls, bridge fencing and barriers, concrete curb and sidewalk, guiderail, drainage, electrical, lighting, pavement markings, and traffic striping. Extensive coordination with NJ Transit, Conrail, the City of Perth Amboy, and various utilities was required. (11/2019 – Present)</p>			
01/2014-Present	<p>New Brunswick Station In-Bound High-Level Platform Extension, New Jersey Transit, Middlesex County, NJ Project Manager. Michael served as project manager for this project that involves the extension of NJ Transit’s existing high-level platform on the inbound platform at the historic New Brunswick Station. The project, which is currently in the preliminary design phase, involves stone masonry evaluation, construction of a concrete high-level platform, signage, lighting and public announcement equipment improvements, and construction of a new stair tower. Work involves extensive inter-agency coordination, including Amtrak, New Brunswick Parking Authority, New Brunswick Development Corporation (DEVCO), Department of Community Affairs (DCA), and the State Historic Preservation Office. (1/2014 – Present)</p>			
11/2011-08/2016	<p>Catawba Bridge (EH-17) Replacement, Mays Landing-Somers Point Road over Miry Run, Atlantic County Department of Engineering, Egg Harbor Township and Hamilton Township, NJ Project Manager. Michael managed the scoping, preliminary and final design, schedule, quality, and budget for the design of a 36-foot precast concrete arch structure for the Atlantic County Department of Engineering. Constructed on pile-supported foundations, the new structure replaced a single-span concrete-encased steel I-beam superstructure founded on timber pile-supported stone masonry abutments with a precast concrete arch structure with precast modular retaining walls. To control the anticipated consolidation of soft underlying soils, light-weight backfill material was utilized, which allowed the roadway profile to be raise approximately five feet to allow for the passage of a 100-year storm. The project also improved navigation clearance along Miry Run, a requirement due to Federal Wild and Scenic waterway regulations. This project received an Honor Award from the American Council of Engineering Companies of New Jersey in 2018. (11/2011 – 8/2016)</p>			

06/2010-06/2018	<p>Reading Viaduct Spur Park (The RailPark), Center City District, Philadelphia, PA Structural QA Manager. Michael served as the quality assurance manager for the preparation of bridge repair details and load ratings for this project that involved the repurposing of a 160-year-old abandoned railroad viaduct into a public park and recreation area. He oversaw the bridge inspection of the viaduct that extends from Broad Street to Callowhill Street in Center City Philadelphia. Repair details that were generated from the inspection included flange repairs, web repairs, and floorbeam-to-girder connection repairs. Michael performed the initial inspections of the bridge and assisted with the development of conceptual reports. (6/2010 – 6/2018)</p>
06/2005 – 04/2011	<p>Alexander Road Bridge over Amtrak, New Jersey Department of Transportation, Mercer County, NJ Project Manager. Michael managed the construction operations and provided post-design construction phase services for this \$12 million project. He was involved in the preliminary design, conceptual layout, and public outreach efforts for this project, which involved the replacement of the historic Alexander Road Bridge over Amtrak’s Northeast Corridor. Work included the construction of a new bridge over Amtrak’s Northeast Corridor, including extensive utility relocations, clearing, new roadway construction, milling, paving, complex staged construction and traffic control including detours, structural steel erection, high performance concrete deck, mechanically-stabilized earth retaining walls, bridge fence, concrete curb and sidewalk, guiderail, drainage, electrical, lighting, pavement markings, traffic striping, and landscaping. Extensive coordination with Amtrak, NJ Transit, Mercer County, various utilities, and West Windsor Township was required. (6/2005 – 4/2011)</p>

(Add rows as needed)

Firm employed by Urban Engineers				
Name	Glen Miller, PE		Years of relevant experience with this employer	2
Title	Construction Specialist		Years of relevant experience with other employer(s)	25
Degree(s) / Years / Specialization		BS, Civil Engineering and Architectural Engineering, Drexel University, 1996		
Active registration number / state / expiration date		PE #086449/PA/9.20.2025; FHWA-NHI-130053 Bridge Inspector/NJ/09.24.2024; ACI Concrete Field Testing Technician – Grade 1/ #0074678/11.04.2025		
Year registered	2017	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Constructability and Maintenance		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/2021-Present	<p>Scranton Beltway, PennDOT District 4-0 and Pennsylvania Turnpike Commission, Luzerne and Lackawanna Counties, PA</p> <p>Construction Specialist Assisting in preliminary and final design of this project involving the creation of a beltway system around Scranton, PA by installing two new direct connections between I-476 and I-81. It is assumed cashless tolling will be utilized at both locations and there will be significant public involvement to coordinate with the traveling public, various agencies and special interest groups. The project involves multiple early action bridge contracts as well as coordination with multiple agencies. (\$150M)</p>			
07/2021-Present	<p>I-95 Design Phase Support Services, PennDOT District 6, Pennsylvania.</p> <p>Glen provides construction specialist oversight for pre-construction and construction services on various I-95 design and construction projects, Tom supports an Urban Team that provides design support services for nine separate construction projects valued over \$1.5 billion. These services include performing constructability and value engineering reviews, developing pre-bid construction schedules, coordinating of utility and railroad support, protection, and relocation efforts, and facilitating public meetings with elected officials, local community groups, businesses, and residents from the surrounding area.</p>			
07/2021 – Present	<p>On-Call Constructability Support to the City of Philadelphia Streets.</p> <p>Glen provides construction specialist oversight for performing detailed constructability reviews, using checklists, and preparing accurate Pre-bid Critical Path Method (CPM) construction schedules and issues to consider when developing project cost estimates.</p>			

(Add rows as needed)

Firm employed by Arcadis				
Name	Anthony Dunams, PE, CVS		Years of relevant experience with this employer	11
Title	Director of Value Methodology - Facilitator		Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization		MBA / 2004 / Finance and Marketing, University of Oregon MS / 1997 / Environmental Engineering Management emphasis, University of Cincinnati (Yates Fellow) BS / 1992 / Civil Engineering, Minor in Environmental Policy Analysis, University of California - Davis		
Active registration number / state / expiration date		PE.58453 / CA / Exp. 12/2024 CVS.202104030 / US-Wide / Exp. 04/2025 TxDOT Pre-Certification – 19.1.1 Value Engineering		
Year registered	1998	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		VE Team Leader		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/2022-12/2022	LINK Union Station Run-Through HSR Improvements, LA METRO, CA. Value Engineering Team Leader (VETL). This project is seeking to turn Union Station into a run-through station from a stub-in station and will also connect Union Station to the California High Speed Rail System from San Francisco to Anaheim (Phase 1). Phase 1A includes throat improvements, improvements to Commercial and Center Street and a run-through viaduct over Highway 101. The improvements provide a “one-seat” ride without exiting and changing trains at Union Station. The project incorporates quiet zone improvements at Main Street, platform improvements at Union Station and substructure/superstructure improvements to convey trains through Union Station and reconnecting to Metro track heading north out of Union Station. The direct construction cost is \$700M with a total Metro program amount of \$1.5B. This was a five-day plus study over two weeks with five subject matter experts experienced in large billion-dollar rail/bridge programs with significant vertical structures and conflicts with over \$220M in value-based solutions presented. Critical solutions detailed deferment of viaduct improvements to Phase 1B effort, utilization of micropiles for viaduct foundation construction, constructing Center Street Bridge as a precast structure and eliminating Main Street grade crossing (deferring improvements to Phase 1B).			
06/2021-01/2022	King of Prussia Rail Line Extension, SEPTA, PA. VETL. This project is seeking Presidential Funding and FTA approval to extend the existing Norristown High Speed Line (NHSL) 4 miles into King of Prussia (KOP), providing a high-speed, “one-seat” ride from any station along the NHSL, including the 69th Street Transportation Center in Upper Darby and the Norristown Transportation Center in Norristown. The project incorporates five elevated stations, a 500-car parking garage, and two traction power substations. The direct construction cost is \$1B with a total KOP program amount of \$2B (recent working cost estimates have the project at around \$2.7B). This was a seven-day value engineering/constructability review study over two weeks with 13 subject matter experts experienced in large billion-dollar rail programs with significant vertical structures and value-based solutions of nearly \$200M presented. Critical solutions detailed modifications to number and location of stations, modifying crossings over toll roads, and station design modifications.			
01/2021-06/2021	Improvements on Routes 63, 64 & I-84 WB Interchange 17, CTDOT, CT. VETL. Managed and co-facilitated a five-day			

	study over two weeks addressing congestion, safety concerns, challenging surface street geometry and limited sightlines for a major east-west thoroughfare in the state of Connecticut. The ECC of the project was \$35.1M and our VE team developed and presented 16 recommended proposals of nearly \$5.8M. Key value solutions presented included an alternative to utilize roundabouts at two intersections on Chase Parkway (value savings of \$2.3 M) in lieu of standard signalized intersections (function benefits targeted safety, operations, environment and construction improvements).
06/2020-01/2021	Conshohocken Phase II Parking Improvements, SEPTA, PA. VETL. Facilitated a 20-hour value engineering/constructability study addressing the development of a new three-story precast concrete parking garage and surface parking lot adjacent to the future relocated site of the SEPTA Conshohocken Regional Rail Station to accommodate over 500 vehicles with the ability to add two additional floors in the future. Design includes smart parking ITS features that can be utilized by patrons and commuters from I-76. Goal is to provide real time traffic and rail information to be utilized by PENNDOT and SEPTA to shift ridership needs from surface streets to the rail system to reduce congestion. Overall project construction costs of \$23.3M with potential savings of nearly \$1M recommended (there was also a critical recommendation to utilize existing under-utilized garages across the street which would eliminate this entire project except for governance and leasing issues to be addressed).
01/2020-06/2020	Theodore Roosevelt Bridge Improvements Project, District of Columbia DOT, Washington, DC. VETL and Asset Management SME on this project addressing ADA improvements and evaluation of repair, overlay and replacement regarding the deck. Anthony led the asset management review between overlay and replacement to guide life-cycle decision-making supporting future management decisions of this bridge and managed the overall project. ECC is \$95.2M.
01/2018-01/2020	Sunset Hills Road Drainage Improvements Program, Fairfax County, VA. VETL. Facilitated a three-day study addressing stormwater conveyance improvements to alleviate flooding of Sunset Hills Road and upstream commercial properties. Design solution addresses expanding the capacity of the existing box culverts and attenuate the increased runoff with a downstream stormwater management pond. ECC is \$10.5M to \$13.1M depending on different pond designs with potential cost savings that reduce the project cost to \$9M by modifying the detention basin and increasing stream restoration options to improve flow attenuation. VE Team also looked at the cost of a decentralized stormwater management program meeting the intent of County requirements and the resulting financial impacts that would be borne by the properties impacted by the drainage system.
01/2017-01/2018	State Highway Administration (MDOT-SHA) – US-15 Corridor Safety Planning, MDOT-SHA, Frederick, MD. VETL. Critical evaluation of a four-mile stretches of highway in Frederick, MD that has 7 interchanges over that length and increased congestion and traffic accidents. Value solutions brought forth improve the sight distance and merge/diverge activities and increase the cost of the project from within the ROW. However, improvements to storm water management and noise management design lead to significant project value reducing the overall cost of the project by \$20M. ECC is \$133M prior to the VE study results.
01/2016-01/2017	I-70 and MD-65 Interchange Improvements (MDOT-SHA), State Highway Administration, Baltimore, MD. VETL. This project addresses traffic pattern and volume changes due to increased development necessitating on-ramp and off-ramp modifications to thwart congestion and traffic flow concerns. Four alternatives were developed by MDSHA and their engineer for reconstructing the interchange and the VE effort looked at refining and recommending a preferred alternative.

(Add rows as needed)

Firm employed by Benesch				
Name	Alfred Tomaselli, PE, PTOE, CVS		Years of relevant experience with this employer	20
Title	Civil Group Manager		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		MS/2003 /Civil Engineering; BS/2003/Civil Engineering		
Active registration number / state / expiration date		#PE075303/PA/9/30/25; #PE047696/GA/12/21/23; #103980/NY/12/31/23; #24GE05684300/NJ/4/30/24; #PEN.0035012/CT/1/31/24		
Year registered	2008	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Facilitator, Subject Matter Expert - Civil		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
09/2004 - Present	<p>MNDOT TH 169 / 282 / CSAH 9 Jordan Interchange, VE Study</p> <p>Facilitator: The Benesch team, along with federal, state and local team members, facilitated a VE workshop for the City of Jordan, Minnesota. This project is a comprehensive infrastructure improvement project that will improve commuter and high freight traffic conditions, upgrade safety features and provide multimodal facilities to support the projected growth. The estimated construction cost of the project was \$35.1 million. The Benesch-led team developed eight proposals that recommended over \$3.5 million in savings.</p>			
09/2004 - Present	<p>CTDOT State Project 151-211 & 158-207 Merritt Parkway Improvements (Route 15) VE Study – Westport & Fairfield, CT</p> <p>Facilitator: This VE study involved resurfacing of the Merritt Parkway (Route 15) in both directions, as well as various safety improvements from the Newtown Turnpike in Westport (log mile 20.24) to approximately 130-feet south of Congress Street in Fairfield (log mile 25.19), for a total length of 4.95 miles. The project abuts the completed State Project No. 050-0204 & 144-0180 in Fairfield and Trumbull. The team studied the As Given elements and developed proposals for six alternatives. One As Given alternate was validated. A presentation was made to CTDOT, and a VE Report was submitted.</p>			
09/2004 - Present	<p>MDOT - VE Study for I-94 from Washtenaw and Jackson County Lines</p> <p>Facilitator: Benesch led a VE workshop of the I-94 Roadway improvements project in Washtenaw and Jackson Counties MI. The improvements included mill and overlay or full depth reconstruction of I-94 in both directions, the epoxy overlay and deck patching or deck replacement of seven bridges, interchanges, and drainage repairs. The VE team developed seven proposals, three validations and 11 design suggestions for the project team to consider. Resulting in a maximum potential construction cost avoidance of \$3.2 million.</p>			
09/2004 - Present	<p>NCDOT – Value Management On-Call Contract</p> <p>VE Team Member/Facilitator/Civil Subject Matter Expert: Benesch worked with the NCDOT Value Management Office (VMO) to help bring innovation and value-driven solutions to NCDOT projects by coupling our resources with the Department’s resources to enhance ideas and implement knowledge through this on-call contract. The projects ranged in size and complexity projects including the \$132M R-5709 project to U-5834 estimated at \$8.5M resulting in a range of VE proposal values from \$300,000 to \$2.6M.</p>			

(Add rows as needed)

Firm employed by Arcadis				
Name	Ari Deitch, PE, PTOE, PTP, RSP		Years of relevant experience with this employer	9
Title	Civil Group Manager		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		BS / 2012 / Biological Engineering, Louisiana State University		
Active registration number / state / expiration date		PE.0041842 / LA / Exp. 03/2024; PTOE #4346 / USA / Exp. 11/2023 recertification scheduled 2/2024 PTP #690 / USA / Exp. 07/2025; RSP #37 / USA / Exp. 12/2024		
Year registered	2017	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Traffic		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/2016 – 02/2020	Traffic Signal Engineering IDIQ, LADOTD, Statewide, LA. Senior Traffic Engineer. Provided a range of traffic engineering services including traffic data collection, traffic modeling and analysis, signal timing optimization, traffic signal inventory, traffic signal design plans, construction cost estimates, and quantities. Served as engineer of record for traffic signal plans developed under this IDIQ.			
11/2020 – Present	I-10 CMAR – Traffic Engineering Services, LADOTD, East Baton Rouge Parish, LA. Senior Traffic Engineer. Providing QAQC for traffic engineering tasks including development of permanent signing plans, signal design and timing plans, Interchange Modification Reports, and Transportation Management Plans for the widening of Interstate-10 from LA 415 to Essen Lane and improvements to interchanges along this segment. One critical component of the project is maintaining traffic during the construction of new bridge structures. Multiple scenarios are being evaluated using a calibrated mesoscopic model using Dynameq to determine the impacts during construction and mitigations that will be necessary to minimize delay.			
05/2019 – 11/2022	I-20/I-220 Interchange Improvements and BAFB Access Design-Build, LADOTD, Bossier Parish, LA. Senior Traffic Engineer. Responsible for the development of addendum to Interchange Modification Report, Transportation Management Plan, temporary sign timing and design plans, Temporary Traffic Control Plans, and Permanent Signing Plans to accommodate the design and construction of the project. The design-build project includes the modification of the existing interchange at I-20/I-220 with additional ramps and extension of I-220 to provide access to Barksdale Air Force Base.			
04/2019 – 12/2019	EBR Signal Upgrades and Design Plans, LADOTD, East Baton Rouge Parish, LA. Senior Traffic Engineer. Responsible for supervisory tasks and oversight of this project involving field signal inventory and the creation of updated signal design plans and quantities for 39 intersections in East Baton Rouge Parish.			
04/2019 – 06/2019	US 90 Traffic Signal Timing Upgrades, LADOTD, Lafayette Parish, LA. Traffic Engineer. Project tasks involved traffic data collection and analysis, traffic signal inventory, peak period determination and observations, warrant analysis, travel time runs, traffic signal timing analysis using Synchro 10 software, and development of updated TSI forms following latest LADOTD standards			

01/2016 – 12/2018	US 90 Business Signing Upgrades, LADOTD, Orleans Parish, LA. Traffic Engineer. Developed permanent signing plans and Transportation Management Plans for segments of US 90 Business and I-10 in the Central Business District of New Orleans. The project was divided into 4 separate plan packages. Separate Transportation Management Plans were developed and submitted for each segment.
02/2015 – 09/2018	US 71 Corridor - Phase II and III Traffic and Safety Corridor Study, LADOTD, Rapides Parish, LA. Project Manager. Responsible for overseeing and managing project tasks including traffic data collection, signal warrant analysis, traffic analysis, crash analysis, alternative and countermeasure development, predictive safety analysis, and conceptual drawings.
08/2019 – 02/2020	US 61 Access Management and Corridor Study, LADOTD, East Baton Rouge Parish, LA. Senior Traffic Engineer. Project purpose was to evaluate the effectiveness of proposed access management improvements along US 61 and identify feasible alternatives to maximize operational and safety benefits. Provided technical oversight for traffic analysis using Highway Capacity Software 7, signal warrant analysis, and predictive safety analysis. Assisted with the development of construction cost estimates and benefit-cost analysis.
02/2015-01/2018	LA 3105 (Green Acres to LA 72) Corridor Study, LADOTD, Bossier Parish, LA. Traffic Engineer. Responsible for development/evaluation of existing and future year conditions using a calibrated microsimulation model (Vissim). Designed alternatives for phased implementation based on identified needs and input from local stakeholders including medians, restricted intersections, roundabouts, roadway widening, and signal timing enhancements.
04/2016 – 09/2018	New Orleans Pedestrian Stage 0 Safety Feasibility Study, LADOTD, Orleans Parish, LA. Project Manager. Responsible for assessing existing and future safety deficiencies related to pedestrian and bicycle modes and selecting safety countermeasures for 20 high-risk locations. Developed design drawings for proposed short-term and long-term improvement phases and conducted benefit-cost analysis to inform project prioritization. Conducted signal warrant analysis and preliminary signal design and timing plans. Conducted safety analysis using Highway Safety Manual predictive methods. Organized and lead project stakeholder meetings to review alternatives, obtain feedback, and develop context sensitive solutions. Completed Stage 0 documentation including Preliminary Scope and Budget and Environmental Checklists for all 20 intersections.
07/2014 – Present	Pete's Highway Traffic Study and Environmental Assessment, LADOTD, Denham Springs, LA. Traffic Engineer. Responsible for traffic analysis of proposed alternatives using Vissim software. Played a key role in the development of preliminary roadway design drawings, incorporation LADOTD's Complete Streets Policy, and implementing enhanced pedestrian safety measures such as high visibility crosswalks. Work involves completing an Environmental Assessment and providing traffic engineering services related to improving operations and safety along Range Avenue at the I-12 interchange. Conducted signal warrant analysis and developed optimized timing plans for proposed improvements.

(Add rows as needed)

Firm employed by Arcadis				
Name	Jose Rodriguez, PE		Years of relevant experience with this employer	1
Title	Senior Civil Engineer		Years of relevant experience with other employer(s)	24
Degree(s) / Years / Specialization		BS / 1992 / Civil Engineering, University of New Orleans		
Active registration number / state / expiration date		PE.0030492 / LA / Exp. 03/2025		
Year registered	2003	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Utility Coordination		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
02/2007 – 10/2009	John James Audubon Bridge Approach (Design-Build), LADOTD, New Roads, LA. Project Designer. Responsible for the geometric horizontal and vertical alignment for five approach bridges to the John James Audubon Cable Stay Bridge. The longest cable-stayed bridge in the Western Hemisphere consisting of 1,583’ main span. Jose was also in charge of the quality control for all bridge approaches and the design of all precast concrete girders for the project.			
01/2006 – 09/2009	New Orleans Submerged Roadway Program Management, LADOTD / New Orleans Regional Planning Commission, New Orleans, LA. Project Designer and Quality Control Reviewer. For this multi-million-dollar program management team for the DOTD and the FHWA. Jose helped develop design guidelines and processes for the standardization of engineering work for the repair of roadways damaged by Hurricane Katrina in the City of New Orleans and other parishes. Responsible for conducting quality control reviews on roadway plans prepared by other engineering firms for compliance with DOTD and FHWA design standards.			
02/2010 – 06/2011	I-10 from Veterans to Clearview, LADOTD, Metairie, LA. Project Designer. Responsible for roadway plan preparation for widening 1.2 miles of I-10 from three lanes to five lanes in each direction. The project also included bridge work to accommodate the interstate widening. Jose was also responsible for the alignment and design of concrete sound walls along the corridor. He helped implement an innovative two-sided concrete stamp process for the noise wall precast concrete panels.			
05/2012 – 12/2015	Earhart Boulevard-Causeway Interchange, LADOTD, New Orleans, LA. Project Designer. Responsible for the geometric design and roadway plan preparation for the Earhart Boulevard-Causeway Interchange. The Earhart Boulevard Causeway Interchange purpose was to assist in traffic congestion relief for the east-west flow of traffic for the New Orleans Metro Area. It consisted of the development of roadway and bridge ramps for the creation of an elevated signal-controlled interchange. Responsible for development of all horizontal and vertical alignments for this project as well as roadway plan preparation, developing all roadway cross sections, drainage design, utility conflict resolution and cost estimating for the project.			
07/2009 – 07/2015	Peters Road Expansion, Phases I-III, LADOTD, Plaquemines, LA. Project Designer. Responsible for the geometric design, plan preparation and wetland delineation of Peters Road Phases I, II and III. The projects consisted of a new roadway, elevated crossing over the Intracoastal Waterway, approach roadways in Jefferson and Plaquemines Parishes to tie Peters Road to Louisiana 23 near Barrier Road. The projects were prepared in coordination with Plaquemines Parish, DOTD and the U.S. Army Corps of Engineers.			

06/2004 – 01/2011	Causeway Boulevard Interchange Improvements Phases I and II, LADOTD, Metairie, LA. Project Designer. This project consisted of widening Causeway Boulevard elevated structure at Veterans Boulevard and the construction of new at-grade and elevated ramps to provide better accesses, improve safety and ease congestion at this heavily traveled interchange. Responsible for evaluating existing girders, the design of new precast concrete girders and the roadway plan preparation for this project. Also, responsible for evaluating and design of new sewer and water lines for the project as well as coordinating the removal and replacement of all utilities affected by the new roadways and/or structure foundations.
01/2008 – 05/2008	I-12 to Bush Corridor Study Phase III (EIS), LADOTD, St. Tammany Parish, LA. Project Designer. Responsible for evaluating environmental issues and developing design alternatives in accordance with the National Environmental Policy Act (NEPA) for transportation improvements.
04/2021- 04/2022	Lee Drive (Highland Road to Perkins) Final Design Study Report, MOVEBR Baton Rouge, LA. Project Designer, Responsible for coordinating and developing concept drawings to evaluate the geometric feasibility of different roadway alternatives, proposed improvements, and anticipated right-of-way needs. Provided technical guidance to help identify green infrastructure opportunities along the project. Also assisted in the implementation of Complete Street regulations for the corridor. During the alternative’s selection process, conducts cost estimates to evaluate and select the preferred alternative.
01/2020 – 05/2020	NC Highway 73 (NC 73) Widening, North Carolina DOT, Mecklenburg County, North Carolina. Project Engineer. Responsible for the Temporary Traffic Control Plan preparation for the widening of NC 73. A principal arterial roadway, NC 73 was widened from a two-lane undivided roadway into a four-lane divided highway with a 30-foot wide median. The project presented many challenges due to the high traffic volumes, time restrictions for lane closures, and all National Association for Stock Car Auto Racing (NASCAR) events at Charlotte Motor Speedway for the duration of the project. To mitigate traffic disruption and enhance roadway safety, assisted in preparing the Transportation Operation Plans and sequence of construction for the project. All design work was performed following NCDOT and the latest Manual of Uniform Traffic Control Devices (MUTCD) standards.
03/2019 – 05/2020	Eastern Federal Lands Highway Division (EFLHD), Puerto Rico. Assessment Roadway Lead. Responsible for the review, report preparation, and coordination for the repairs of over 70 roadway sites damaged by Hurricane Maria. Provided technical assistance to local engineering firms to ensure the project stayed within the client’s guidance and strict schedules.
04/2018 – 09/2020	Texas High-Speed Rail, Texas Central Railway, Dallas to Houston, Texas. Project Designer. Assisted with establishing flood elevations for the alignment of over 240 miles of rail tracts. Also responsible for the realignment of at-grade roadways impacted by the High-Speed rail.
10/2017 – 03/2018	Traffic Turn Lanes on Highway LA 3127, Yuhuang Chemical Inc., St. James, LA. Quality Control (QC). Review for the design of two turn lanes into the Yuhuang Chemical Methanol plant in St. James, Louisiana. During construction, Jose provided the owner with construction design services for the duration of the construction phase.
12/2015 – 01/2016	Magnolia Ridge Levee Project, City of New Orleans, St. Charles Parish, LA. Quality Control (QC). QC review and plan preparation for the Magnolia Ridge Levee project for St. Charles Parish.

(Add rows as needed)

Firm employed by Arcadis				
Name	Howard B. Greenfield, CVS-Life		Years of relevant experience with this employer	35
Title	Senior VE Facilitator		Years of relevant experience with other employer(s)	50+
Degree(s) / Years / Specialization		MBA / Long Island University / 1974 BS / Civil Engineering / Rensselaer Polytechnic / 1969		
Active registration number / state / expiration date		CVS #841001 / SAVE US-wide		
Year registered	1984	Discipline	Value Engineering	
Contract role(s) / brief description of responsibilities		VE Technician / Reporting		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/2018-01/2023	I-70 Roadway and Bridge Improvements from West of I-81 to Bower Avenue, MDOT-SHA. Value Engineering Team Lead (VETL). This VE study occurred at the 90% design submittal with the project addressing the rehabilitation or replacement of six bridges along I-70 in Hagerstown, Maryland in keeping with SHA's goal of maintaining its assets in a state of good repair (SOGR). An additional need/goal of the project is to provide improvements to traffic operations on I-70 near the I-81 interchange to improve traffic flow and safety. As shown in the accident data, this is a real issue with the existing substandard acceleration and deceleration lanes. Solutions looked at lowering road profile to meet clearances and modifying design of retaining walls. ECC of \$45M with \$3M in cost savings recommended.			
01/2006-01/2018	<ul style="list-style-type: none"> • SR 247 Connector Widening and Reconstruction From SR 11 to SR 247. This project converts the existing 247 C to a four-lane divided highway with an urban section to reduce the number of crashes that occur on this section of roadway. Developed 24 cost saving alternatives and 1 design suggestion. ECC \$120 million. • Widening and Reconstruction of SR 10/US 78 and SR 10/US 78 Crawford/ Lexington Bypass, Clarke and Oglethorpe Counties. Includes 7.9 miles of widening and 7.4 miles of bypass alignment which need to avoid impacting several historic sites and archeologically sensitive areas. Developed 14 cost saving alternatives and 1 design suggestion. ECC \$96 million. Implemented over \$6 million in cost savings. • I-75 Reversible Lanes and I-575 Reversible Lanes, Cobb and Cherokee Counties, GA. Includes the construction of managed reversible lanes along 15 miles of I-75 and I-575, including electronic toll facilities. Study resulted in \$88 million in implemented cost savings. ECC \$1.05 billion. • SR 141/Bethelview Road @ SR 9 Atlanta Highway Intersection Improvements. VETL for project which will increase capacity to meet acceptable levels of service in the 2032 design year and improve safety. ECC \$11.8 million. • SR 25 CO/West Bay Street Improvements from I-516 to the Bay Street Viaduct. VETL studying a project that transforms a narrow four-lane road to a divided four-lane urban section including wide shoulders and sidewalks to enhance safety. ECC \$11.2 million and \$10.9 million for right-of-way. • SR 36 One-Way Pair in Jackson from Brownlee Road to Yellow Water Creek and SR 36 over Yellow Water Creek. VETL for project that will alleviate congestion and improve safety on SR 36. Includes lane widening, diagonal parking and sidewalks. ECC \$33.47 million. • Widening of SR 360 from SR 120/Charles Hardy Parkway to SR 176/Lost Mountain Road. VETL for project which widens SR 360 from a two-lane road to a four-lane divided highway with a raised median and additional right 			

	<p>and left turn lanes to alleviate the congestion and make the city-to-city corridor more accessible. The project is 6.2 miles long. ECC \$187.5 million. (2018 dollars)</p> <ul style="list-style-type: none"> • US 411 Connector, Bartow County. This project provides a new US 411 to I-75 connection to maintain a safe and efficient operation of the arterial system in Bartow County. The connection will be a freeway on a new alignment between the existing US 411/US 41 interchange and existing SR 20 east of I-75, with a new interchange at I-75 north of the existing SR 20/I-75 interchange. The project is significantly over budget and the VE team identified several US 411/I-75 interchange, design and phasing alternatives to reduce the project's cost. EEC \$348.7 million. • Widening of SR 74. VETL for project that expands SR 74 from a two-lane road to a 3.38-mile, four-lane, divided roadway. At major intersections with cross streets, left turn lanes are added in the median. Several minor roads and driveways are provided with right-in/right-out access to the divided highway. ECC \$31 million. • Widening of SR 360 from SR 120 to SR 176. VETL for project that expands 6.2 miles of SR 360 in Paulding and Cobb Counties from a two-lane road to a four-lane divided highway with seven signalized intersections. Numerous alternatives for reducing pavement and right-of-way resulted from the workshop. Total Project Cost \$187.5 million (2018 dollars)
01/2012-01/2018	Cove Lane Interchange (Lake Charles) – I-210, LADOTD. VETL. Led the Value Engineering evaluation team on this project that creates and interchange for Cove Lane with I-210 to provide access to a new casing. ECC of \$53M.

Firm employed by Benesch				
Name	Charles Bartlett, PE, CVS		Years of relevant experience with this employer	15
Title	Director of Value Methodology - Facilitator		Years of relevant experience with other employer(s)	19
Degree(s) / Years / Specialization		MS/1988 /Civil Engineering; BS/1986/Civil Engineering		
Active registration number / state / expiration date		#12406/KS/4/30/24; #62.072171/IL/11/3023; #96321PE/OR/12/31/23; #E-26095/MO/12/31/23; #050594/NC/12/31/23; #131896/TX/6/30/24; #85816/FL/2/28/25		
Year registered	1992	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		VE Facilitator		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/2013-Present	<p>FDOT - SR 684 (Cortez Bridge) from SR 789 (Gulf Drive) to 123rd Street West, VE Study</p> <p>Facilitator: Benesch conducted a VE study on the proposed Cortez Bridge replacement project located in Manatee County, Florida. The scope of work includes the removal and replacement of the Cortez Bridge along with improvements to its approaches. The bridge cross section is planned to be widened with shoulders and sidewalks for bike and pedestrian use. The bridge is also to be raised to a height where a bascule bridge operation is no longer needed. Benesch provided a facilitation team to lead a VE study of the bridge. The VE Team subject matter experts were comprised of Florida DOT and consultant engineers. The Benesch led team developed seven proposals and 11 design suggestions for the project. The maximum potential construction cost avoidance was estimated at just over \$11 million.</p>			
04/2013-Present	<p>GDOT - SR 25 Spur East Bridge Replacement of the Mackay River, VE Study</p> <p>Facilitator: Benesch conducted a VE study of this 2,880-foot-long bridge replacement. The construction had challenges that included marshy soils prone to settlement and maintenance of traffic during construction since the highway was the only connection to St. Simons Island and a hurricane evacuation route. Benesch developed five proposals and six design suggestions. The proposals include the use of Florida I-Beams, an emerging approach relatively new in Georgia and grouted columns for subgrade stabilization. The aggregate maximum potential cost avoidance for the proposals was \$7.6 million.</p>			
04/2013-Present	<p>GDOT - SR 17 from Washington Bypass to North of Vinson Road/Norman Road, VE Study</p> <p>Facilitator - Traffic: Benesch led a VE workshop of the SR 17 improvements project in Wilkes County, GA. The improvements include widening to a four-lane section with the integration of a four-foot-wide flush median, a 14-foot-wide two-way-left-turn lane (TWLTL) and a grass lined 32-foot-wide depressed median. Eight proposals and 12 design suggestions were developed to consider. Resulting in a maximum potential construction cost avoidance of \$3.2 million.</p>			
04/2013-Present	<p>NCDOT - I-40 CMGC Bridge Replacement – Haywood County, NC</p> <p>Facilitator: As one of their first Construction Manager/General Contractor (CMGC) projects, the replacement of five bridges on I-40 by the North Carolina DOT (NCDOT) required clear scoping in preparation for issuing the RFP. Benesch engineers worked with NCDOT staff and used Value Engineering principals to facilitate collaboration and creativity, clearly document all the expectations for the project and evaluate a large array of alternatives settling on the recommendations for the RFP.</p>			
04/2013-Present	Colorado DOT – SH7 (Lower) Permanent Pavement Repair Project			

	<p>Facilitator: Flooding had severely damaged State Highway 7 west of Boulder. The Colorado DOT (CDOT) had made interim repairs to restore the road and reopen it. Subsequently, CDOT initiated a CMGC project to permanently rebuild the highway and restore the mountain stream adjacent to it. Mr. Bartlett led a VE team composed of CDOT, FHWA, Benesch, and Kiewit engineers in performing a VE study of the proposed work. Ten proposals were developed ranging from different pavement construction options to gentler stream restoration methods to programming and project management alternatives. The potential construction cost avoidance was estimated at \$23.8 million.</p>
04/2013-Present	<p>WisDOT - USH 12 Improvements (Madison Beltline), VE Study</p> <p>Facilitator: Benesch led a blended team of WisDOT and Benesch engineers in a VE study on USH 12 (Madison Beltline) between Whitney Way and IH39. The existing six-lane freeway with auxiliary lanes has deteriorating pavement and median barrier wall and storm water spreading into travel lanes in a 25-year storm event. The VE study followed the SAVE International model and focused on construction staging and schedule. Six proposals and 16 design suggestions were developed. One proposal validated the “As Given” as the preferred alternative. Four of the six proposals were related to construction methods and Maintenance of Traffic.</p>
04/2013-Present	<p>Minnesota DOT - Highway 8 Improvements, VE Study</p> <p>Facilitator: Benesch conducted a VE study on the Trunk Highway (TH) 8 in Chisago County, MN. The project is 8.1 miles long and addresses concerns with capacity, corridor access, and potential development. The work entails resurfacing where TH is four lanes wide. The remaining two-lane segment is reconstructed with four lanes and a raised median. Access is reduced from 57 to eight points, most being intersection with either signals, stop controlled, or RCUTS. The VE team developed 11 VE alternatives that resulted in a maximum potential construction cost avoidance of \$8.6 million.</p>
04/2013-Present	<p>Nebraska DOT - I-80/I-76 System Interchange Improvements Value Engineering Study</p> <p>Facilitator: VE study of an interchange improvement project in western Nebraska. Total project cost is approximately \$48.4 million. The VE team identified 9 proposals to enhance the value of the project with a total potential cost savings of approximately \$6.6 million. Of particular interest is a proposal to modify the configuration of a bridge by placing the MSE walls behind the abutments instead of the more typical design placing the MSE walls in front of the abutments. This change allowed the use of prestressed concrete girders in lieu of steel girders and allowed the embankment at Abutment No. 2 to be constructed later in the phasing scheme. NDOT accepted this proposal, which resulted in a potential decrease of approximately \$1.1 million in project cost and improved project phasing.</p>
04/2013-Present	<p>Oregon DOT - US 97 Improvements, VE Study</p> <p>Facilitator: Benesch conducted a VE study of the reconstruction and resurfacing of pavement in differing segments of US 97 and US 26 in Madras, Oregon. The highway reconstruction included one-way pairs in the City’s Central Business District (CBD). The work also included reconstruction of existing and the addition of new curb ramps, new pedestrian improvements including sidewalk and crossings, and streetscaping improvements. Ancillary items include new and upgraded signs, bridge rehabilitation, stormwater improvements, and a sanitary sewer extension. The VE team developed nine proposals, one validation and 12 design suggestions for the project team to consider, resulting in a maximum potential construction cost avoidance of \$11.8 M.</p>

(Add rows as needed)

Firm employed by Benesch				
Name	Aaron Buettner, PE, CVS		Years of relevant experience with this employer	12
Title	Structural Group Manager		Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization		BS/1998/Civil Engineering (Structural)		
Active registration number / state / expiration date		#E10646/NE/12/31/23; #38642/CO/10/31/23;		
Year registered	2002	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Facilitator, Subject Matter Expert - Structural		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
04/2013-Present	<p>FDOT - SR 684 (Cortez Bridge) from SR 789 (Gulf Drive) to 123rd Street West, VE Study VE Team Member/Structural Subject Matter Expert: Benesch conducted a VE study on the proposed Cortez Bridge replacement project located in Manatee County, Florida. The scope of work includes the removal and replacement of the Cortez Bridge along with improvements to its approaches. The bridge cross section is planned to be widened with shoulders and sidewalks for bike and pedestrian use. The bridge is also to be raised to a height where a bascule bridge operation is no longer needed. Benesch provided a facilitation team to lead a VE study of the bridge. The VE Team subject matter experts were comprised of Florida DOT and consultant engineers. The Benesch led team developed seven proposals and 11 design suggestions for the project. The maximum potential construction cost avoidance was estimated at just over \$11 million.</p>			
04/2013-Present	<p>GDOT - SR 25 Spur East Bridge Replacement of the Mackay River, VE Study VE Team Member/Structural Subject Matter Expert: Benesch conducted a VE study of this 2,880-foot-long bridge replacement. The construction had challenges that included marshy soils prone to settlement and maintenance of traffic during construction since the highway was the only connection to St. Simons Island and a hurricane evacuation route. Benesch developed five proposals and six design suggestions for introducing value to the project. The proposals include the use of Florida I-Beams, an emerging approach relatively new in Georgia and grouted columns for subgrade stabilization. The aggregate maximum potential cost avoidance for the proposals was \$7.6 million. Mr. Buettner provided structural expertise.</p>			
04/2013-Present	<p>Michigan DOT – I-69 from Fenton Road to M-54 Value Engineering Study – Flint, MI Facilitator: Value Engineering study for the I-69 improvements which included service drive and interchange ramps, storm sewer replacement vertical clearance improvements, and lighting rehabilitation. The key issues in this study were to manage earthwork and drainage and improve construction scheduling. The VE team, led by Mr. Buettner, developed eight design proposals aiming to improve on design elements of the proposed project which resulted in a maximum potential construction cost avoidance of \$1.5 million.</p>			
04/2013-Present	<p>NCDOT – Value Management On-Call Contract VE Team Member/Structural Subject Matter Expert: Benesch worked with the NCDOT Value Management Office (VMO) to help bring innovation and value-driven solutions to NCDOT projects by coupling our resources with the Department’s resources to enhance ideas and implement knowledge through this on-call contract. The projects ranged in size and complexity projects including the \$132M R-5709 project to U-5834 estimated at \$8.5M resulting in a range of VE proposal values from \$300,000 to \$2.6M.</p>			

17. Firm Experience:

Identify the team's project experience **most relevant** to the scope in the advertisement. **The projects should be limited to a total of 20, with no more than 5 projects being represented by the prime consultant and with no more than 3 projects represented by each sub-consultant on the team. If more than 5 projects are identified for the prime consultant, all projects identified after the first 5 will not be evaluated. If more than 3 projects are identified for a single sub-consultant, all projects identified after the first 3 from that sub-consultant will not be evaluated.** Include no more than one page per project. Projects identified shall only include work performed by firms on the team. The projects identified do not necessarily need to have been DOTD projects.

Firm name	Urban Engineers		Past Performance Evaluation Discipline(s)*	**Other- Value Engineering
Project name	On-Call Value Engineering & Constructability		Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Pennsylvania Department of Transportation	
Project location	Statewide, PA		Owner's Project Manager	Kristen Swan
Owner's address, phone, email	400 North Street, 7 th Flr Harrisburg, Pa 171020 kswan@pa.gov 814-696-7203			
Services commenced by this firm (mm/yy)	1/15	Total consultant contract cost (\$1,000's)	\$1,000	
Services completed by this firm (mm/yy)	10/23	Cost of consultant services provided by this firm (\$1,000's)	\$850	

Urban has been awarded PennDOT's Value Engineering & Constructability On-Call contract for 5 consecutive agreements. The existing five-year contract with PennDOT initiated in 2018 set to expire in 2020, however PennDOT has extended the contract to 2025 to complete ongoing design programs. Meanwhile, Urban was awarded the latest Open-End in 2023 for the next five years with a value not to exceed \$2,00,000 in task orders. Some noteworthy projects include:

Urban conducted a VE Study on upcoming sections of Interstate- I83- Eisenhower Section 078 with an estimated construction cost of over \$520 million. Patrick Williams, PE, LEED@AP and the VE Team assembled a panel in short order and entered the information phase within a week's notice. Due to the magnitude of scope and detail related to 4 separate construction contracts, Urban developed a concept to macroscopically dissect the project, maintaining the FHWA NHI Value Engineering Principles. Through a series of virtual workshops, a multidisciplinary team that acted in synergy utilized a scoring matrix to expedite the process. In the evaluation phase and proceeding to the cost out model during the developmental phase in a quick manner, the team was able to focus on big ticket items such as the 29 Independent Bridge Structures, Earthwork Items, and staging/phasing of the Construction Sequence and Traffic Movements to generate large value saving ideas that provided Value to the Department to successfully validate a VE Report to FHWA.

Additional task orders include: SR 70- L10, D10, E10, Washington County; SR80- A18 & B18, Centre County; SR001- RC1 & RC2, Bucks County; SR 222-059, Lancaster County; SR309-12M, Berks County; SR 322- CSX, Delaware County; SR 3010- MSB, Philadelphia County

Key Staff: Tom Kerins, NHI served as VE Study Facilitator; Patrick Williams, PE, Subject Matter Expert Highway; Antonio Ditri, PE, VE Team Coordinator Construction Subject Matter Expert; Mike McAtee, PE, NHI, Bridge Subject Matter Expert; Glen Miller, PE, Construction/Schedule/Estimate Subject Matter Expert

Firm name	Urban Engineers	Past Performance Evaluation Discipline(s)*	**Other- Value Engineering
Project name	PennDOT- SR0095 Betsy Ross Interchange- SEC BR3 & BR4	Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Pennsylvania Department of Transportation
Project location	Philadelphia, PA	Owner's Project Manager	Harold Windisch, PE
Owner's address, phone, email	7000 Geerdes Blvd King of Prussia, Pa 19406, hwindisch@pa.gov 610-205-6680		
Services commenced by this firm (mm/yy)	06/23	Total consultant contract cost (\$1,000's)	\$55
Services completed by this firm (mm/yy)	07/23	Cost of consultant services provided by this firm (\$1,000's)	\$55

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Urban conducted a VE Study on upcoming sections of Interstate- I95 section BR3 & BR4 with an estimated construction cost of \$450million. The projects consisted of the complete reconstruction of mainline I-95 Northbound & Southbound for approximately 1.5miles in length. ¼ mile of the reconstruction included bridge spanning waterways, state routes, and interchange flyovers. Additionally, 2000 LF of viaduct is to be replaced with retaining walls. \$25 million worth of drainage & Culvert re-alignment & reconstruction was incorporated into the project. Urban provided a facilitation team of all in-house staff along with members of the DOT- District 6 & FHWA. The Urban team developed eight proposals and 6 design suggestions for the project. The maximum potential construction cost avoidance was estimated at just over \$16 million.

Key Staff:

Tom Kerins, NHI served as VE Study Facilitator

Antonio Ditri, PE, VE Team Coordinator Construction Subject Matter Expert

Glen Miller, PE, Construction/Schedule/Estimate Subject Matter Expert

Mike McAtee, PE, Bridge Subject Matter Expert

Firm name	Urban Engineers	Past Performance Evaluation Discipline(s)*	**Other- Value Engineering
Project name	On-Call Value Engineering & Constructability	Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Connecticut Department of Transportation
Project location	Statewide, CT	Owner's Project Manager	Edwin Rodriguez, PE
Owner's address, phone, email	359 South Main Street Thomaston, CT 06787 Edwin.f.rodriguez@ct.gov 860-594-3227		
Services commenced by this firm (mm/yy)	6/21	Total consultant contract cost (\$1,000's)	\$300
Services completed by this firm (mm/yy)	10/23	Cost of consultant services provided by this firm (\$1,000's)	\$210

Urban was awarded CONNDOT's Value Engineering On-Call contract in mid-2021 which we have already provided a team for several projects.

- Improvements to Routes 63 & 64 I-84 Interchange, Middlebury
- Time-1 (Bridges) Metro North Railroad CP 259/261 Interlockings, Stratford

Additional task orders to follow or on-going include:

- Time- 1Track, Catenary, Retaining Walls & Interlockings, Stratford
- Rehabilitation of Movable Bridge 00337 (Tomlinson Bridge) Carrying Route 1 and P & W Railroad over the Quinnipiac River, New Haven

Key Staff:

Antonio Ditri, PE, VE Team Coordinator Construction Subject Matter Expert

Mike McAtee, PE, NHI, Bridge Subject Matter Expert

Glen Miller, PE, Construction/Schedule/Estimate Subject Matter Expert

Angelo Waters, Environmental Subject Matter Expert

Anthony Dunums, CVS, VE Team Facilitator

Firm name	Urban Engineers	Past Performance Evaluation Discipline(s)*	**Other- Value Engineering
Project name	Bound Brook & Roxbury Freight Rail Concept Studies	Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	North Jersey Transportation Planning Authority (NJTPA)
Project location	Morris County, NJ	Owner's Project Manager	Jakub Rowinski
Owner's address, phone, email	One Newark Center Newark, NJ 07102 jrowinski@njtpa.org 973-639-8400		
Services commenced by this firm (mm/yy)	10/22	Total consultant contract cost (\$1,000's)	\$40
Services completed by this firm (mm/yy)	11/22	Cost of consultant services provided by this firm (\$1,000's)	\$40

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Urban acted as an independent Value Engineering (VE) consultant for the North Jersey Transportation Planning Authority (NJTPA) conducting a VE/Constructability Review of the concept designs for the Bound Brook and Roxbury Freight Rail Concept Studies. Estimated construction cost of \$100 million plus.

Bound Brook:

The assignment included a review of the project that included the elimination of the 'at-grade' crossing of the Port Reading Secondary freight rail line on Main Street in Bound Brook, NJ while maintaining freight rail access to existing and future customers along the Port Reading Secondary line.

Roxbury:

The task involved a review of the project which included the removal of the height restriction on the Chester Branch freight rail crossing over Berkshire Valley Road. The project also called for safety improvements, as well as enhancements to the geometric configuration of the intersection of Berkshire Valley Road with N. Dell Avenue to efficiently accommodate large truck movements.

Urban provided a facilitation team of all in-house staff subject matter experts. The Urban team developed five proposals and 1 design suggestion that was ultimately advanced into Preliminary design.

Key Staff:

William Wilson, VMA served as VE Study Facilitator

Antonio Ditri, PE, VE Team Coordinator Construction Subject Matter Expert

Glen Miller, VMA, PE, Construction/Schedule/Estimate Subject Matter Expert

Mike McAttee, PE, Bridge Subject Matter Expert

Firm name	Arcadis	Past Performance Evaluation Discipline(s)*	Bridge, Traffic, ITS
Project name	I-10 CMAR Structural, Traffic & ITS Design and Support		Firm responsibility (prime or sub?) Sub
Project number	Owner's name	Louisiana Department of Transportation and Development (LADOTD)	
Project location	Manatee County, FL	Owner's Project Manager	Nicholas Olivier
Owner's address, phone, email	P.O. Box 94245, Baton Rouge, Louisiana 70804-9245, 225 379 1133, Nicholas.Oliver@la.gov		
Services commenced by this firm (mm/yy)	10/2020	Total consultant contract cost (\$1,000's)	\$25,000
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$5,500

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Firm's Role: Bridge and structural design, permanent signing design, transportation management plan (TMP), interchange modification reports (IMRs).

As part of the COREX10 (Corridor Renewal, Enhancement, and Expansion for I-10) team, Arcadis is responsible for bridge and structural design, ITS design, development of interchange modification reports (IMRs), permanent signing plans, and development of a transportation management plan (TMP). The purpose of the project is to widen I-10 from 3 lanes to 4 lanes in each direction, including bridge replacement and rehabilitation, interchange and ramp modification, shoulder widening, and auxiliary lanes from LA 415 to Essen Lane. RCP Plan Phase and Phase 1 Design of the project are in development, which includes the segment of I-10 from the Mississippi River Bridge to Essen Lane.

Bridge / Structural Design – Arcadis is designing the Nairn Dr. bridge replacement over I-10 between Acadian Thruway and College Drive. One critical component of the design is incorporating context sensitive solutions to weave the appearance of the bridge into the surrounding community and provide consistency with local infrastructure and community needs.

Transportation Management Plan – Arcadis is responsible for developing the TMP for the project, which is critical to ensuring the safety of motorists and workers, quality of work, and minimizing travel delays during construction. Arcadis developed a calibrated mesoscopic model to evaluate construction phasing alternatives, determine impacts to the interstate and local network, and identify effective mitigation strategies.

Permanent Signing – Permanent signing plans are being developed to replace all existing guide signs and standard signs along the corridor. Proposed signs utilize the latest state and federal policy guidance and employ strategies such as sign spreading to safely and efficiently guide motorists through the corridor.

Interchange Modification Report – Arcadis is preparing IMRs for proposed modifications to interchanges along the I-10 corridor, including interchange improvements at Acadian Thruway, Dalrymple Drive, and Washington Street, and the removal of the existing interchange ramps at Perkins Road.

Key Staff

Kristen Kasmire, Osama Shahawy, Akhil Chauhan, Kester Hollier, Thomas Montz, Ari Deitch, Jose M. Rodriguez, Victor Sanchez, Paul Hsu

Firm name	Benesch	Past Performance Evaluation Discipline(s)*	** Other – Value Engineering
Project name	FDOT - SR 684 (Cortez Bridge) from SR 789 (Gulf Drive) to 123rd Street West, VE Study	Firm responsibility (prime or sub?)	Sub
Project number		Owner's name	Florida Department of Transportation
Project location	Manatee County, FL	Owner's Project Manager	Katherine Chinault, CPM
Owner's address, phone, email	801 N Broadway Ave., Bartow, FL 33830 863-519-2777 Katherine.chinault@dot.state.fl.us		
Services commenced by this firm (mm/yy)	04/23	Total consultant contract cost (\$1,000's)	\$55
Services completed by this firm (mm/yy)	04/23	Cost of consultant services provided by this firm (\$1,000's)	\$55

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Benesch conducted a VE study on the proposed Cortez Bridge replacement project located in Manatee County, Florida. The scope of work includes the removal and replacement of the Cortez Bridge along with improvements to its approaches. The bridge cross section is planned to be widened with shoulders and sidewalks for bike and pedestrian use. The bridge is also to be raised to a height where a bascule bridge operation is no longer needed. Benesch provided a facilitation team to lead a VE study of the bridge. The VE Team subject matter experts were comprised of Florida DOT and consultant engineers. The Benesch led team developed seven proposals and 11 design suggestions for the project. The maximum potential construction cost avoidance was estimated at just over \$11 million.

Key Staff:

Charles Bartlett, PE, CVS served as VE Study Facilitator

Aaron Buettner, PE, CVS served as VE Team Member/Structural Subject Matter Expert

Firm name	Benesch	Past Performance Evaluation Discipline(s)*	** Other – Value Engineering
Project name	On-Call Value Engineering	Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Georgia Department of Transportation
Project location	Statewide	Owner's Project Manager	Chuck Hasty
Owner's address, phone, email	One Georgia Center, 600 West Peachtree Street, NW, 11th floor, Atlanta, GA 30308 chasty@dot.ga.gov , 404-631-1717		
Services commenced by this firm (mm/yy)	10/21	Total consultant contract cost (\$1,000's)	\$650
Services completed by this firm (mm/yy)	10/26	Cost of consultant services provided by this firm (\$1,000's)	\$520

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

Benesch was awarded GDOT's Value Engineering On-Call contract through which we have already provided a team for several projects. This two-year contract was GDOT set to expire in 2023, however GDOT has extended the contract to 2026.

SR 25 Spur East Bridge Replacement over the Mackay River: This 2,880-footlong bridge's construction had challenges that included marshy soils prone to settlement and maintenance of traffic during construction since the highway was the only connection to St. Simons Island and a hurricane evacuation route. Benesch developed five proposals and six design suggestions for introducing value to the project. The proposals include the use of Florida I-Beams, an emerging approach relatively new in Georgia and grouted columns for subgrade stabilization. The aggregate maximum potential cost avoidance for the proposals was \$7.6 million.

SR 4, US 25 Bridge over the Savannah River: GDOT is planning to replace the bridge over the Savannah River that carries SR 4/US 25 BU traffic from Augusta, GA to North Augusta, SC. Originally built in 1939 and expanded in 1991, the bridge was designed with a lower carrying capacity and has risk for scour because of the unknown nature of the footings. For these reasons along with age, GDOT has decided a full replacement is the best approach. Our team defined the important functions of the project, performed cost analyses, and identified mismatches in order to develop nine different, cost-saving alternatives. Based on the proposed alternatives, a maximum of \$9,537,300 can be saved if GDOT decides to accept our suggestions.

Additional task orders include:

- PI 0013578 - SR 32/US 441, Laurens County
- PI 0008019 - SR 15 from CR 67/Ridge Road to S of CR 43/ Mt Zion Rd
- PI 0008017 - Hancock & Washington Counties
- PI 222260 - Wilkes County
- PI M006052 - I-95 – Camden County

Key Staff:

Charles Bartlett, PE, CVS is serving as VE Study Facilitator

Aaron Buettner, PE, CVS is serving as VE Team Member/Structural Subject Matter Expert

Elizabeth Schwartz, PE, CVS serving as VE Team Member/Traffic Subject Matter Expert

Firm name	Benesch	Past Performance Evaluation Discipline(s)*	** Other – Value Engineering
Project name	Value Management On-Call Contract	Firm responsibility (prime or sub?)	Prime
Project number	Owner's name	Noth Carolina Department of Transportation	
Project location	Statewide	Owner's Project Manager	Alyson Tamer, Value Management Program Engineer
Owner's address, phone, email	1 South Wilmington Street, Raleigh, NC 27601 P: (919) 707-4806 E: awtamer@ncdot.gov		
Services commenced by this firm (mm/yy)	08/21	Total consultant contract cost (\$1,000's)	\$200
Services completed by this firm (mm/yy)	08/23	Cost of consultant services provided by this firm (\$1,000's)	\$200

Benesch was awarded NCDOT's Value Engineering On-Call contract, which has included several projects to date. Benesch has provided a team for each of these unique tasks. For the duration of this contract, Benesch will work with the Value Management Office (VMO) to help bring innovation and value-driven solutions to NCDOT projects, coupling our resources with the Department's resources to enhance ideas and implement knowledge.

As these projects are variable in nature, no singular approach is applicable to all projects. However, no matter the scope of the project—from data collection, to technical support for specific task, to a full VE study—every project we undertake receives a proactive, innovative and responsive approach based on information gathered during the beginning of the VE process. The following projects are currently active with this contract:

Project	Division	Total Estimated Cost	VE Proposal Value
R-5808	1	\$22.2M	2,587,450
U-3422	12	\$26.6M	300,000
R-4700	11	\$8.9M	1,456,000
U-5821	12	\$33.1M	1,759,542
R-5709	8	\$132M	679,915
U-5536	9	\$28.8M	543,646
R-2588B	14	\$74.7M	930,250
U-5834	13	\$8.5M	1,854,900
R-5100A & B	12	TBD	TBD

Key Staff:

Charles Bartlett, PE, CVS served as VE Study Facilitator

Alfred Tomaselli, PE, PTOE, CVS served as VE Team Member/Facilitator/Civil Subject Matter Expert

Aaron Buettner, PE, CVS served as VE Team Member/Structural Subject Matter Expert

Elizabeth Schwartz, PE, CVS served as VE Team Member/Traffic Subject Matter Expert

Urban Engineers, Inc.

18. Approach and Methodology:

Provide a description of how the work will be performed and provide the proposed project schedule. Include any additional information or description of unique resources that are planned to be used to produce the deliverables. Include any proprietary technologies, methods or approaches that will be used on this project to improve quality or efficiency. If the proposal is for an IDIQ contract, the consultant should review the scope of services in Attachment A to the advertisement to obtain a general understanding of what a typical task order would entail. Based upon that understanding, the consultant should provide a sample schedule that identifies the major milestones, deliverables, tasks, etc., to demonstrate sufficient understanding of a typical task order. The duration of the task order is not required. This section shall be limited to four pages. **If more than four pages are included, all pages after the fourth page will not be evaluated.**

If the consultant has information it believes is proprietary, label it accordingly.

The Urban Team consists of Value Engineering Facilitators accredited through NHI & SAVE International and have a proven record of successfully providing Value Engineering (VE) services to many Departments of Transportation (DOTs) and agencies nationwide, including the I-95 Corridor; a project portfolio with a combined value of over \$10 billion in construction costs over the past 20 years. Each VE project presents a unique scope of work and goals. As a full-service engineering firm, Urban has the range to allow us to formulate a comprehensive team with experience in transportation planning and design. Urban's strategy is to emphasize constructability and maintainability in each project. Through our VE services, clients see the value in cost-effective and properly sequenced construction that mitigates risk from contractor claims. Our team consists of seasoned construction professionals and leverages relationships with former contractors and public service employees who manage significant construction projects nationwide. Our Certified Team Facilitators conduct in-person and remote workshops to engage key subject matter experts in interactive brainstorming sessions that produce meaningful findings that are evaluated and presented to clients through an expedited deliverable process. Due to workload and schedules, Urban understands that our clients time is both precious & fleeting. Our adaptability to deliver both in-person (5-day,3-day, 1-Day) workshops or abbreviated hybrid studies over a duration of time has provided our clients with the flexibility and array of options that they have come to know & love from Urban. Our ability to deliver on short notice or under tight deadlines is what sets us apart from other firms and keeps our repeat business. A testament to this is our Pennsylvania DOT open-end that we have held for 5 consecutive agreements (over a 20-year period).

Urban is committed to delivering excellent quality on every task order assigned under this contract. We are able to take on multiple and simultaneous VE tasks due to Urban's in-house depth of 450+ professionals; plus, our trusted entourage of subconsultants: Arcadis & Benesch who provide extensive resources and a wide array of national experience to produce effective and timely studies. Urban's VE studies have reduced project costs by millions of dollars when initiated early in the design process and have provided our clients with a significant return on investment for a typical assignment emphasizing key elements such as: Constructability; Mitigating Owner Risk; Optimizing Stage & Phasing; Life-Cycle Analysis & Maintainability Alternatives; Feasibility and Lessen Environmental Impact; Improve Stakeholder Commitments; Reduce Construction Duration

Urban also places an emphasis on Risk and feel that VE is often linked to a risk identification and mitigation process. Therefore, since identification and then mitigation through the VE process occurs in the examining of alternatives, managing or eliminating risk is complementary to the value engineering process. The identification of risk both qualitatively and quantitatively preceding a value engineering workshop and then a risk mitigation workshop following the VE workshop is a process followed by some Agencies which complements and aligns with the SAVE standard job plan approach described below.

Your Principal, **Patrick Williams, PE, LEED®AP**, with close to 20 years of experience, will engage a strong team of regional and national experts to provide LADOTD with superior value that many of the previously mentioned DOTs have come to expect from Urban. The typical learning curve associated with these programs and adjusting to a client's particular scope and needs will be minimized by developing a proactive and working relationship with DOTD's Project Manager & VE Director from Day 1. Patrick will manage activities including preparing correspondence, invoicing, progress reports, and reviewing schedules. He will prepare monthly written progress reports; develop and maintain a detailed project schedule to track project conformance; meet on a scheduled basis with LADOTD to review project progress; prepare, distribute, and file both written and electronic correspondence; prepare and distribute meeting minutes within 72 hours after the meeting; document phone calls and conference calls as required during the project to coordinate the work for various team members; and lead all managerial tasks associated with each VE Workshop. Through these efforts, you will always be informed and you will never be surprised.

During the Pre-Workshop stage, our Project Manager for this contract will engage LADOTD regarding scope refinement and overall project expectations. Urban understands the variable nature of the assignment as presented in the RFP. When called upon, the Urban team will be able to provide the following: solely CVS facilitation to lead a DOTD specialist team, CVS facilitation plus some consultant team specialists, or entirely consultant VE Team support. Pending need, the Urban team will evaluate and look to formulate the right Subject Matter Experts (SMEs) to fit the project at hand and submit to the DOTD for approval. As each project presents its own set of uniqueness and difficulties, considerations for SMEs will be selected based on project type, environmental constraints and social impacts. The project budget will be developed based on the staffing, timelines, and deliverables agreed upon by Urban and LADOTD. Key milestones such as pre-study activities, the actual VE study process, and post-study activities will clearly be defined with definitive deliverable milestones so that the DOTD will know exactly when to expect report submissions & presentation activities while providing ample time for DOTD VE Director to review, comment, & approve to meet design delivery milestones. The Urban team has investigated the major aspects of this program and we are prepared to assist your agency with the approach as follows:

Experienced team - Our extensive national DOT experience has given us an opportunity to effectively manage and provide responsive planning and engineering services on a wide variety of tasks that involve many disciplines, but at the same time bring familiarity with local support and knowledge to comply with DOTD best practices and guidelines through our teaming partners Arcadis & Benesch . We offer a statewide and agency understanding where we can take a project from inception through construction. We believe our service reflects not only our technical proficiency but our understanding of how to be a resource to you, and effectively supplement your in-house staff needs. We anticipate that we will continue to work as an extension of your staff where we perform tasks at your direction, but independently without the need for constant guidance.

Quality - Urban is committed to client satisfaction by implementing our **ISO 9001:2015 certified** quality management system (QMS). QMS encompasses the project life cycle and includes proactive procedures whose primary objectives are client satisfaction and the quality of services that streamlines production, lowers costs, minimizes rework, and produces quality deliverables. Urban's QMS considers our client's unique project needs and requirements as the basis for consistent, high-quality service delivery. This certification verifies that our Quality Management System complies with the stringent requirements of the International Organization for Standardization. Urban is among the few U.S. consulting engineering firms to have earned this distinction. Our QA/QC is led by **Thomas F. Kerins**, Urban's Director of Construction Management (CM) Support Services. **Mr. Kerins** oversees all of Urban's VE, constructability review, CPM scheduling, and cost estimating services. He has outstanding professional relationships with representatives with many DOTs and Federal Highway Administration (FHWA) Area Engineers. **Mr. Kerins'** 40+ years' experience has completed the FHWA/NHI 40-hour VE course and presents VE & constructability workshops to PennDOT statewide.

Availability - Availability has four aspects: (1) to respond to and conduct tasks quickly at your direction; (2) a consistent staff to begin, develop, and deliver an assignment; (3) experienced staff to provide a variety of technical and managerial services on large and small tasks; and (4) resources to undertake simultaneous task assignments without impacting quality or schedule. To meet expectations, **Antonio Ditri, PE**, Deputy Director of CM Support Services, will be made fully available to coordinate and provide technical assistance to our Project Manager, formulate staff and ensure deliverables of assignments are being met. **Mr. Ditri** has been instrumental with delivering VE reports & growing Urban's program and services with many agencies, clients, & DOTs across the nation.

As part of this agreement, the staff identified throughout our organizational chart will be made available immediately for assignments. Our emphasis to include two well-rounded firms, Arcadis & Benesch who supply a depth of Supplemental CVS personnel is accounted for and will provide the DOTD with many options & alternatives to formulate the right team as an individual task order is identified.

We understand that VE Services will be at LADOTD'S discretion and each assignment may present unique scopes and goals. The Urban team will provide team members with the expertise in the discipline requested, as well as knowledge and experience in transportation project planning and design. A comprehensive mix of local, regional, & national professionals has been assembled to assist Urban that includes specialists with extensive experience, extraordinary skills, to satisfy the technical needs for this project and the team will be chosen among the following factors: DOTD Familiarity; Multiple Available Certified Value Specialist (CVS) with relevant experience; Great depth of resources, relative to assignment; Intimate understanding of LADOTD policies and procedures

One to two weeks prior to the start of a formal workshop, attendees and SME's will be required to produce an issues list from the initial Kickoff Meeting. Next, the Urban team will begin to see through the Value Engineering Job Plan. After coordination of schedule between the DOTD PM & VE Director, the process for a 5-day workshop will start as follows:

Information Phase: (Day 1) the VE Task Leader who will serve as the CVS and Facilitator to provide a Value Engineering Methodology overview at the beginning of a VE Workshop for the participating team members. This overview generally takes ½ hour and will be no longer than 2 hours. Next, a representative of the DOTD design team will be asked to brief the team with a thorough project overview where project information, including commitments and constraints, are discussed. The VE Team Leader will organize a site visit pending the complexity and nature of the project, where a virtual visit via Google Earth may not be warranted. The LADOTD project team will define the scope boundaries for the study, present the estimate and schedule for the project together with the basis of estimate and schedule [note basis of design, estimate, and schedule are typically provided to the VE in advance of the workshop and / or at the kickoff meeting]. A cost model should be prepared by or for the VE team prior to the workshop. A cost model is used to help establish the cost hierarchy in terms of focus by the VE team in where savings can be most beneficial. Following the project overview, the CVS will facilitate a ½ - 1hr session to table risk identification.

Function Analysis Phase: (Day 1) The VE Panel will analyze the project to understand the required functions. The VE facilitator reaffirms the objectives and the purpose and need statement. This is then followed by a brain storming session by the VE team to identify the Functions to achieve the purpose and need statement. Functions are described by an Active Verb and Measurable Noun and then categorized as to Primary, Basis Functions, Required Secondary Functions, Secondary Functions and then Functions that happen at the Same Time, and 'all the time' Functions and lastly 'design improvements'. The higher order functions (functions towards the left on the FAST Diagram) describe what is being accomplished and lower order functions (functions towards the right on the FAST Diagram) describe how they are being accomplished. Some assignments benefit from a team

approach in creating a FAST diagram to represent the project from scratch at the workshop as part of this Phase in the ‘job plan’, however this can be time consuming and more often our VE Facilitator would prepare a draft FAST diagram before the workshop and present to the workshop after seeking the Functions independently from the team. The collective result, either way, is to focus the VE team on the primary purpose and need of the project and to thereby encourage and stimulate ideas to accomplish that purpose and need. This eliminates unnecessary processes, scope, and associated cost and time.

Creative Phase: (Day 2) will commence with the start of the Creative Phase by generating ideas to accomplish the required functions, which will improve the project’s performance, enhance its quality, provides timely delivery, and meets customer needs. Standard rules of brainstorming apply where the principle of ‘no bad idea’ is a catalyst to develop a new approach to accomplish the objective more efficiently and or providing greater value in terms of CAPEX or whole life benefit, improved safety, and reduced environmental impact, operations, improved construction sequence, and improved ROW impacts. Urban utilizes an internal “catalog” of ideas, scenario guidelines and checklists, that has been developed historically to allow our team to expand in existing ideas that may be relevant or stimulate new ideas that would otherwise be overlooked. This use of database allows for the creative phase to be both effective & expeditious.

Evaluation Phase: (Day 2-3) Evaluate and select feasible ideas for development. This phase starts with an agreement of the evaluation and weighting criteria against which ideas developed in the brainstorming phase are scored against and then ranked in order of best to worst. The evaluation criteria would be typically proposed by the VE facilitator at or following the kickoff meeting and agreed upon with LADOTD prior to the workshop. The workshop may agree to modify and/or add evaluation criteria where it is seen to benefit the weighting of the emerging ideas. Suggested changes moving away from any pre-agreed criteria would be discussed with LADOTD prior to advancing the evaluation of the ideas. The number of ideas to be taken forward into the development phase would be determined largely on total workshop time available and level of effort agreed with LADOTD prior to the workshop.

Development Phase: (Day 4) Develop selected ideas. Justify advantages, disadvantages, assess risk, compare initial and life-cycle costs, and provide technical and economic supporting data. Selected ideas would compare current design with proposed design and provide a justification for change with a discussion and explanation. The Urban team utilizes a similar internal database of historical costs, both noted through RS Means, relevant bid results, and realized costs through projects managed to accurately depict Cost figures, schedule duration/impacts, & effectiveness of constructability. Where appropriate the aid of sketches, past project application & photos, and/or calculations may benefit the proposal. Ideas achieving no actual cost saving but improving current design, improving safety, reducing environmental impacts, etc. would be categorized as ‘design suggestions’.

Presentation Phase: (Day 5) Present VE recommendations to project stakeholders. The VE team will prepare a PowerPoint presentation including a summary of ideas evaluated, a descriptive of each idea developed, and conclusions and recommendations.

Implementation Phase: (Post Workshop, 1 week) To Submit the Final Report to the DOTD VE Director to evaluate, document, and approve or reject the recommendations.

If called upon, the Urban Team will also assist the DOTD in general design phase VE program development and matters related to design phase VE Workshops or training as detailed by orders; and provide timely responses as specified by the Work Schedule.

19. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where **a)** the consultant selection was made by DOTD, and **b)** a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

- 1) one of the team's firms is responsible for the performance of the work;
- 2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
- 3) the work has not yet been performed and invoiced; and
- 4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually.

List only the portion of the fees attributable to firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Arcadis	Environmental	4400009703 / H.000688.2	US 11 Norfolk Southern Railroad	\$3,008
		4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$926,361
		4400019338 / Multiple State Project Numbers	Rural Bridge Replacement Initiative Phase II – Multiple State Project Numbers – Districts 02, 03, 07, 61, and 62	\$116,335
		4400009281 / H.009932	US 80 Widening: Vancil Road to Well Road EA	\$5,343
		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$83,913
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$35,000
		4400025022 / H.015500.5 Recall 103011	Adema Lane Over Drainage Canal	\$41,762
		4400025022 / H.015499.5 Recall 000023	Charles Drive Over 20 Arpent Canal	\$58,503
		4400025022 / H.015334.5 Recall 200851	9th Street Over St. Louis Canal	\$58,681
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$30,000
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$30,000
		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$30,000
Arcadis	Traffic	4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$110,826
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$409,574
		4400017033 / H.005121	LA 1/LA 415 Connector	\$41,984
		4400014845 / H.012018.6	Adaptive Traffic Signal Design and Implementation	\$17,741
		4400019379 / H.013797	LA 30: EBR PL – I-10	\$246,860
		4400021121 / H.000413	Cross Bayou Bridge Replacement	\$27,254

		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$226,566
		4400023690 / H.015213.5	District 04 Pedestrian Safety Improvements	\$191,182
		4400021325 / H.012837.5	I-10 New Orleans Master Plan	\$419,371
Arcadis	Road	4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$304,616
		4400016923 / H.012901.6, H.010634.6	US 90Z (Bodenger Blvd. – Stumpf Blvd.)	\$219,389
		4400019010 / H.010116.5	LA 1088: Soult and Trinity Roundabouts	\$83,268
		4400024084 / H.009300.5	CMAR Contract for Hooper Road Widening (LA 3034 – LA 37)	\$45,250
		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$109,087
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$753,087
		4400021121 / H.000413	Cross Bayou Bridge Replacement	\$83,916
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$45,000
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$40,000
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$40,000
		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$40,000
Arcadis	Bridge	4400021121 / H.000413	Cross Bayou Bridge Replacement	\$83,916
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$68,603
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$62,067
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$62,540
		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$62,466
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$158,545
		4400021325 / H.015193.1	LA 22: Tchefoncte Bridge Feasibility	\$180,866
Arcadis	CE&/OV	4400025046 / H.013710.6	I-10: US 61 to LaPlace ITS Deployment (CE&I)	\$178,821
		4400025665 / H.013482.6	I-10 WBR Queue Warning System	\$460,200
Arcadis	Data Collection	4400021325 / H.012837.5	I-10 New Orleans Master Plan	\$74,007
Arcadis	ITS	4400016811 / H.013868.5	ITS Program Management and Operations (2023)	\$617,258
		4400016811 / H.013868.6 (A)	ITS Routine Maintenance Engineering and Inspection (ME&I) (2023)	\$595,331
		4400016811 / H.013868.6 (B)	ITS Responsive/Emergency Maintenance Engineering and Inspection (ME&I)	\$149,453

Urban Engineers	N/A	N/A	N/A	N/A
Benesch	N/A	N/A	N/A	N/A

(Add rows as needed)

DO NOT SUM

* The **only** past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify). If a firm has more than one past performance evaluation discipline for any single project, the firm can use multiple rows to express the remaining unpaid balance per evaluation discipline.

** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, place N/A in the Remaining Unpaid Balance column. **NOTE: ALL FIRMS MUST BE REPRESENTED IN THIS TABLE.** LEAVING THE “REMAINING UNPAID BALANCE” COLUMN BLANK IS NOT ACCEPTABLE.

20. Certifications/Licenses:

If the advertisement requires submission of licenses and/or certificates, include them here. **Otherwise, leave this section blank.**



CERTIFIED VALUE SPECIALIST

The Certification Board of SAVE International® declares that

Anthony Dunams

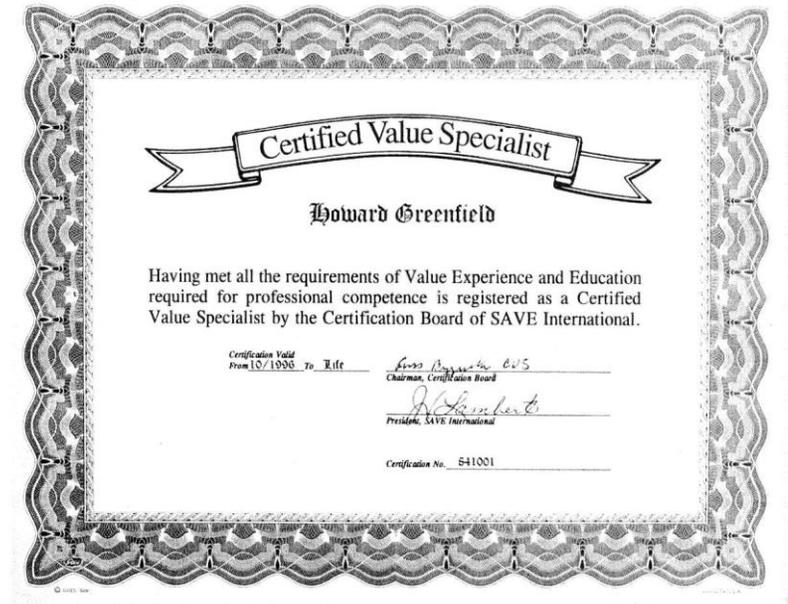
having met all the requirements of Value Experience, Education and Outreach required for professional competence is registered as a **Certified Value Specialist (CVS)**.



Certification Number: 202104030
Certification Valid Until: 4/30/2025

Bob Rude
Bob Rude, PE, CVS-Life, FSAVE
Chairman, SAVE International® Certification Board

Michael Pyrsall
Michael Pyrsall, P.Eng., CVS, FEC
President, SAVE International®




LOUISIANA PROFESSIONAL ENGINEERING & LAND SURVEYING BOARD (LAPELS)
 9643 Brookline Avenue, Suite 121
 Baton Rouge, LA 70809
 Phone (225) 925-6291
 www.lapels.com

Mr. Ari J. Deitch

License/Certificate Type - Number	Expiration Date
PE.0041842	03/31/2024
Status: Active	

Please be advised that your license must be in "Active" status in order for you to (a) provide or offer to provide engineering or land surveying services in Louisiana or (b) use the words "engineer", "engineering", "land surveyor", "land surveying" or any modification or derivative thereof in your name or in connection with your business or activities in Louisiana. Licensees whose licenses are in "Retired", "Inactive", or "Expired" status are prohibited from engaging in the activities described above in items (a) and (b).

LA R. S. 37:689 requires firms practicing or offering to practice engineering or land surveying in the state of Louisiana to be licensed by the Board prior to offering such services.

Transportation Professional Certification Board, Inc.

certifies that

Ariel Jacob Deitch

has met all of the requirements established by the Certification Board to use the title of

Professional Transportation Planner

unless withdrawn by the Certification Board and subject to the provisions for renewal.

Certificate number 690 issued in Washington, DC, U.S.A.

07/17/2019

Diane M. Nichols
Diane Nichols
Chair



Jeffrey F. Davanti
Jeffrey F. Davanti
Executive Director



20.Certifications/Licenses:

If the advertisement requires submission of licenses and/or certificates, include them here. **Otherwise, leave this section blank.**

Certificates: Ari Deitch, PE, PTOE, PTP, RSP

12/15/23, 1:52 PM Registration Summary



- [HOME](#)
- [MEMBERSHIP](#)
- [ABOUT US](#)
- [MEMBER PORTAL](#)
- [EDUCATION](#)
- [CHAPTER NEWS](#)
- [LAGC EVENTS](#)

Home

February Traffic Control Training - Baton Rouge

Louisiana Associated General Contractors

Thank you for registering for [February Traffic Control Training - Baton Rouge](#)

2/20/2024 - 2/22/2024 8:00 AM - 5:00 PM
 LAGC Office
 666 North St.
 Baton Rouge, Louisiana 70802

Thank you for registering for the Traffic Control Class. Please be reminded that if you are attending the TCS Refresher Course you will need to attend on Wednesday.

Please let us know if you have any questions & we look forward to seeing you here!

Thanks,

Judy Brusseau
 Louisiana Associated General Contractors
 666 North Street
 Baton Rouge, LA 70802
 p: 225-344-0432
www.lagc.org

Below are the details of your registration.

Sign Up Date: 12/15/2023
 Sign Up Information: Ari Deitch
 Traffic Engineer Lead
 Arcadis
 7925 Menlo Drive
 Baton Rouge, LA 70808
 12253031660
 ari.deitch@arcadis.com

Registration Item	Confirmation #	Quantity	Price
Traffic Control Technician & Supervisor	20604	1	\$750.00
Total			\$750.00
Amount Paid			\$750.00
Amount Due			\$0.00



- [HOME](#)
- [MEMBERSHIP](#)
- [ABOUT US](#)
- [MEMBER PORTAL](#)
- [EDUCATION](#)
- [CHAPTER NEWS](#)
- [LAGC EVENTS](#)

Copyright LAGC. All Rights Reserved.
 666 North St. | Baton Rouge, LA 70802
 Phone: (225) 344-0432 | www.lagc.org



Transportation Professional Certification Board, Inc.

certifies that

Ari Jacob Deitch

has met all of the requirements established by the Certification Board to use the title of

Road Safety Professional

unless withdrawn by the Certification Board and subject to the provisions for renewal.

Certificate number 37 issued in Washington, DC, U.S.A

12/21/2018

Diane W. Morabito
Chair



Jeffrey F. Daniels
Executive Director

Transportation Professional Certification Board, Inc.

certifies that

Ariel Jacob Deitch

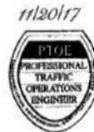
has met all of the requirements established by the Certification Board to use the title of

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.

Certificate number 4346 issued in Washington, DC, U.S.A

Michael F. Park
Chair



Jeffrey F. Daniels
Executive Director



National Highway Institute

Certificate of Training

ARI DEITCH

has participated in

FHWA-NHI-133121 Traffic Signal Design and Operation

hosted by

LA DOTD/LTRC

Date: August 16-17, 2017

Hours of Instruction: 11

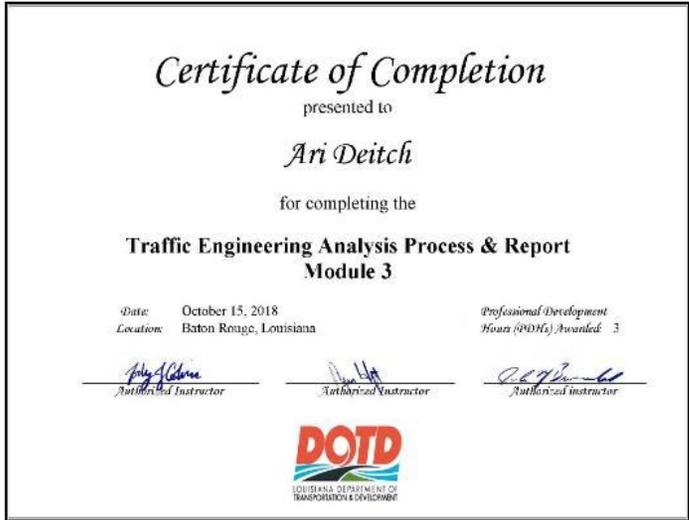
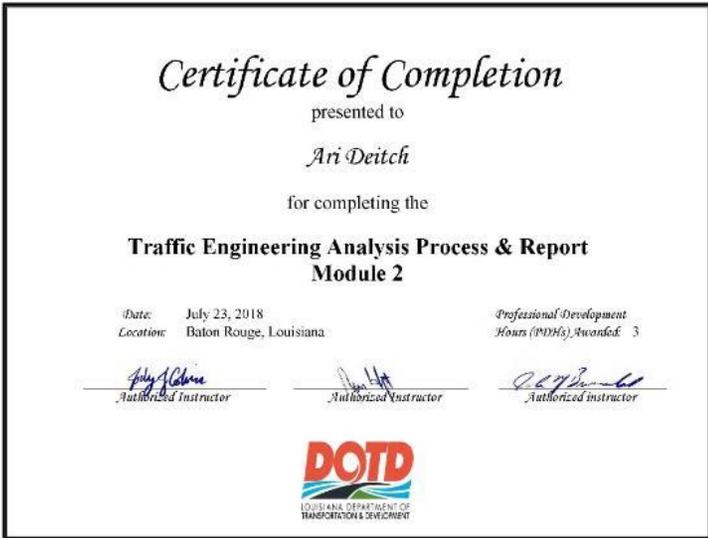
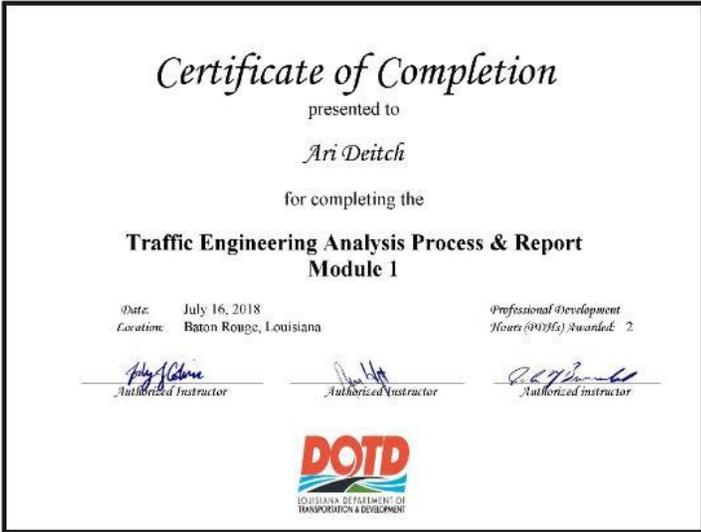
Location: Baton Rouge, LA

[Signature]
Instructor

Allison H. Landry
Local Coordinator

[Signature]
Instructor

Valerie Briggs
Valerie Briggs, Director
National Highway Institute



21.QA/QC Plan:

If the advertisement requires submission of a QA/QC plan, include it here. **Otherwise, leave this section blank. If a QA/QC plan is included in this section and was not required by the advertisement, it will be redacted.**

22.Sub-consultant information:

If one or more sub-consultants will be used, provide the name, address, point of contact and phone number for each. Otherwise, leave this section blank.

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Arcadis U.S., Inc.	10352 Plaza Americana Drive Baton Rouge, LA 70816	Anthony Dunams, PE, CVS anthony.dunams@arcadis.com	(703) 859 0064
Alfred Benesch & Company	35 W Wacker Dr. Ste 3300, Chicago, IL 60601	Alfred Tomaselli, IV, PE, PTOE, CVS atomaselli@benesch.com	(484) 221-6773

(Add rows as needed)

23.Location:

If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the advertisement.**