

ATKINS

Statement of Qualifications for
Professional Engineering and Related Services

IDIQ CONTRACT FOR VALUE ENGINEERING SERVICES STATEWIDE

Contract Number: 4400027920 & 4400027921

October 10, 2023

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 STATEWIDE
2. Contract Number(s) as shown in the advertisement	4400027920 AND 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)	Atkins North America, Inc. *Legal name of firm will be changing to AtkinsRéalis North America, 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.0002444
6. Prime consultant mailing address	Atkins North America, Inc. 301 Main Street, Suite 2200 Baton Rouge, La 70801
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	Atkins North America, Inc. 301 Main Street, Suite 2200 Baton Rouge, La 70801
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Chris B. Allen, Contract & Task Manager (512) 342-3218 chris.allen2@atkinsrealis.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Carin Rautenbach, Sector Lead III (562) 314-4202 carin.rautenbach@atkinsrealis.com

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

<p>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.</p>	<div style="text-align: right;">  </div> <hr/> <p>Signature above shall be the same person listed in Section 9:</p> <p><u>10/10/2023</u> Date:</p>				
<p>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.</p>	<table border="0" style="width: 100%;"> <tr> <td style="width: 50%;"><u>Firm(s):</u></td> <td style="width: 50%;"><u>Firm(s)' %:</u></td> </tr> <tr> <td>N/A</td> <td></td> </tr> </table>	<u>Firm(s):</u>	<u>Firm(s)' %:</u>	N/A	
<u>Firm(s):</u>	<u>Firm(s)' %:</u>				
N/A					

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	Atkins	Firm B	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Other: VE Project Mgr	2%	100%					100%
Other: VE Facilitators	30%	100%					100%
Road	12%	100%					100%
Bridge	8%	100%					100%
Traffic	8%	100%					100%
CE&I/OV	12%	100%					100%
Geotech	4%	100%					100%
Planning	3%	100%					100%
Right of Way	3%	100%					100%
ITS	3%	100%					100%
Environmental	3%	100%					100%
Other: Cost Estimates	12%	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%	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

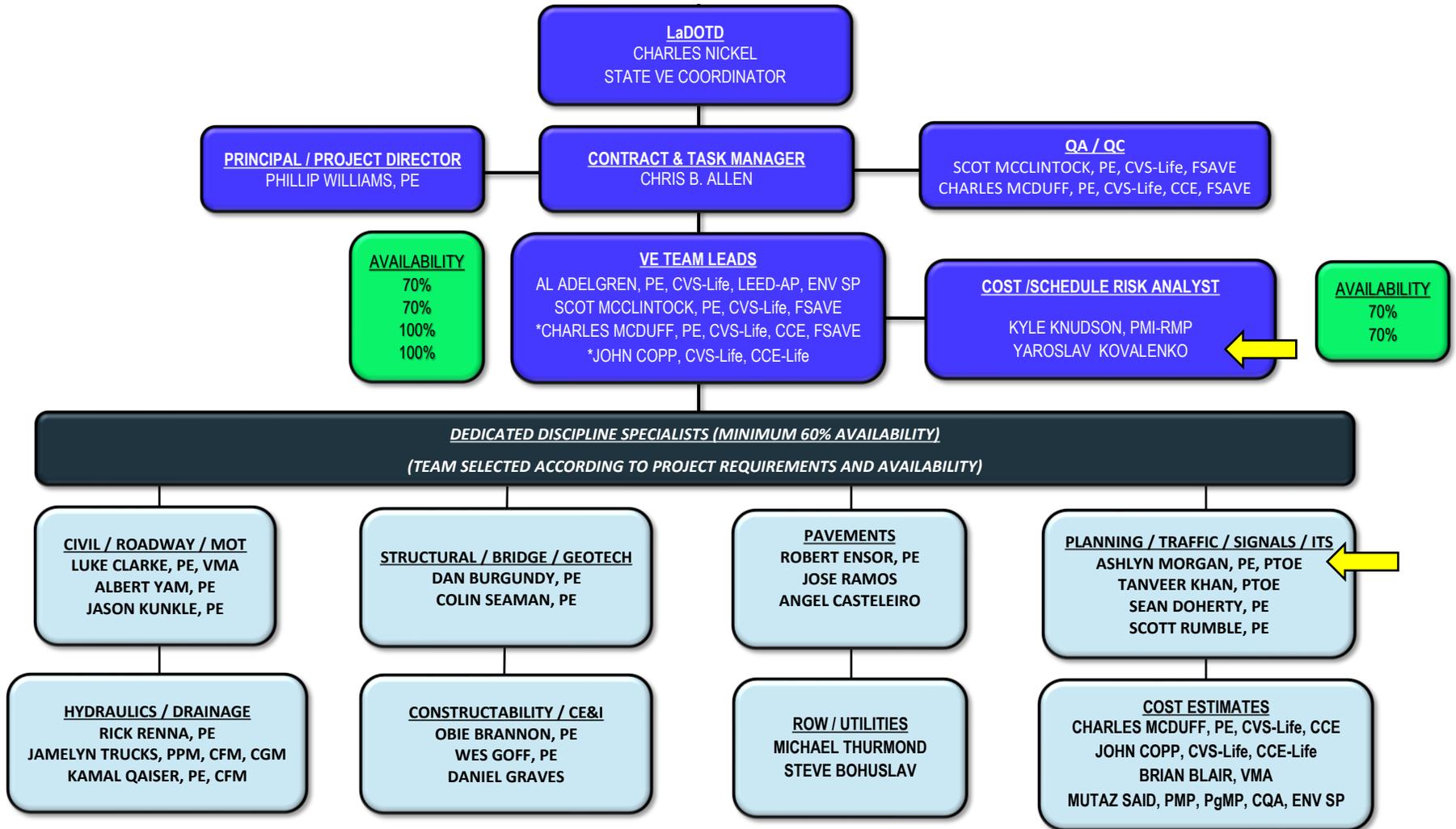
Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Atkins North America, Inc.*	Principal	1	16
Atkins North America, Inc.*	Other (Certified Value Specialist)	2	4
Atkins North America, Inc.*	Engineer – PE in LA	5	15
Atkins North America, Inc.*	Engineer – PE in other states	13	746
Atkins North America, Inc.*	Inspector – Lead (DOTD cert)	0	128
Atkins North America, Inc.*	Inspector	4	290
Atkins North America, Inc.*	ITS Technician - Lead	2	75
Atkins North America, Inc.*	Planner	2	36
Atkins North America, Inc.*	Environmental - Pro	1	53
Atkins North America, Inc.*	Other (Cost Professional)	4	200
Atkins North America, Inc.*	Other (Cost & Schedule Risk Analyst)	2	466

(Add rows as needed)

*Legal name of firm will be changing to AtkinsRéalisis

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	Phillip Williams, PE	Atkins North America, Inc.*	PE LA34798 - Civil	LA	09/30/2025
4	Alan Adalgren, PE. CVS-Life	Atkins North America, Inc.*	CVS-Life 940902-	SAVE	Lifetime
4	Scot McClintock, PE, CVS-Life, FSAVE	Atkins North America, Inc.*	CVS-Life 861102	SAVE	Lifetime
4	Charles McDuff, PE, CVS-Life, CCE, FSAVE	Atkins North America, Inc.*	CVS-Life 820102	SAVE	Lifetime
4	John Copp, CVS-Life. CCE/CCP-Life	Atkins North America, Inc.*	CVS-Life 960302	SAVE	Lifetime

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: Atkins North America, Inc.				
Name	Phillip M. Williams, PE		Years of relevant experience with this employer	14
Title	Senior Project Manager		Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		B.S. / 1994 / Civil Engineering		
Active registration number / state / expiration date		34798 / LA / September 30, 2025 99554 / TX / March 31, 2024		
Year registered	2007, 2009	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Roadway/Highway Design Engineer		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Phillip Williams has 29 years of engineering design and management experience on transportation and site-related projects, including highways, streets, light rail, and pedestrian and bicycle facilities. His project experience includes highway and roadway design; bridge layouts; traffic control/maintenance of traffic plans, signing and pavement marking plans; construction administration and inspection; and preparation of plans, specifications, and cost estimates (PS&E). His experience includes managing multiple projects and teams in design production and in execution of project oversight and administration tasks.				
09/2022-Present	Project Manager, Sam Houston Tollway West, Section 2, Harris County Toll Road Authority (HCTRA). For HCTRA’s conversion of toll road system to all-electronic tolling, Phillip has been project manager for main lane toll plaza improvements, toll ramp conversions, and widening of tolled main lanes in conjunction with replacing existing toll plaza with new all-electronic tolling spans. He has been responsible for coordinating multi-discipline design team in production of two (2) PS&E packages and one (1) schematic design for proposed tollway improvements. Improvements include adding electronic toll main lane at existing plaza, converting tolled ramps for interim operations, reconstructing existing tolled ramps, widening tolled mainlanes, and replacing existing toll plaza with new all-electronic tolling spans. Discipline improvements include roadway and bridge widening, storm sewers, signing and pavement markings, ITS, tolling, traffic signals, and traffic control / construction sequencing plans. \$40M project is six (6) miles long with widening for approximately 1.5 miles.			
03/2021-Present	Project / Contract Manager, Statewide Toll Planning and Design, TxDOT. Project manager for up to 7 work authorizations (WAs) on \$10M contract for toll planning and design projects including design of toll sites for new routes and managed lanes; oversight of toll equipment installation, integration, and testing; coordination of toll integration into design-build and design-bid-build implementation of highway improvements; oversight of statewide Toll Systems Integrator (SI) contract, development of new statewide SI contract; and analysis of toll operations for managed lanes. Toll design work included five (5) managed lanes toll zone sites for concurrent 5.2-mile urban freeway improvements on US 75 in Allen, TX; ten (10) managed lanes toll zone sites for concurrent			

	2.1-mile and 1.3-mile urban freeway reconstruction projects on IH35E in Lewisville, TX; and post-design support for more than 30 toll zones on 52-mile new location highway in Harris, Liberty, and Chambers Counties.
08/2016-07/2021	Project Manager, Red Line LRT Drainage and Subgrade Improvements, Metropolitan Transit Authority of Harris County, Houston, TX. Project manager for preliminary engineering and final design plans, specification & estimate (PS&E) for reconstruction of drainage system and subgrade along 2,100-feet of double-track light-rail line. Reconstruction included track subgrade, underdrains, drainage inlets; and at-grade rail crossings. Responsibilities included managing development of design plans, quantity and construction cost estimates, and specifications; and coordinating analyses and reports for preliminary and final design subgrade improvement recommendations. Design plans included layouts, sections, and details for track subgrade, ballast, rails, and ties; drainage plan and profile; traffic control, construction phasing, and detours; and storm water pollution prevention plans. Additional coordination included permitting reviews with Texas Department of Transportation (TxDOT), City of Houston, and Harris County.
10/2016-03/2017	Project Engineer, Robstown Route Study, Robstown, TX, TxDOT. Task manager for engineering design to develop route options to upgrade segment of highway to interstate standards. Route options varied in length from 5-miles to 8.7-miles, with estimated construction costs ranging from \$340 million to \$550 million. Responsibilities included design oversight and coordination for development of six (6) route options, including evaluation of right-of-way (ROW), features avoidance, interchange and access configurations, airport impacts, and construction cost estimates. Additional responsibilities included engaging with client and public stakeholders to identify project area features and constraints; presenting route option descriptions and summary of findings to client and public stakeholders; reviewing reports and technical memoranda for traffic, environmental, and airport impact analyses; and assisting in development of engineering report to summarize overall project efforts, findings, and recommendations.
04/2009-04/2018	Project Manager, Various Street, Drainage, and Utility Reconstruction Projects, City of Houston and Harris County. Project manager for design and PS&E for reconstruction of various urban and suburban thoroughfares including 1.7 miles along MLK Blvd (Houston), 0.75 mile along Westheimer Road (Houston), 1.1 miles along W Little York (Houston), and 2.0 miles along Stuebner-Airline Road (Harris County). Reconstruction included paving, drainage, driveways, sidewalks, traffic signals, street lighting, and water/wastewater utilities. Paving design included sections, layouts, profiles, intersections, medians, driveways, sidewalks, and curb ramps. Storm drainage design and analysis conformed to applicable ponding requirements and included interagency coordination between City of Houston Floodplain Manager and Harris County Flood Control District (HCFCD). Additional design included tree protection and planting plans, traffic control plans, and storm water pollution prevention plans. Coordination included topographic surveying, geotechnical and environmental investigations.

Firm employed by: Atkins North America, Inc.				
Name	Alan K. Adalgren, PE, CVS-Life, LEED AP, ENV SP		Years of relevant experience with this employer	9
Title	Chief Value Manager		Years of relevant experience with other employer(s)	33
Degree(s) / Years / Specialization		B.S. / 1981 / Mechanical Engineering		
Active registration number / state / expiration date		PE: CO / 027625, Oct 31, 2025; WA / 031996 / Aug 11, 2024; FL / 051052 / Feb 28, 2025; TX Sep 30, 2024, /128397; GA / 049613 / Dec. 31, 2023; IL / 062.074648 / Nov 30, 2023 Certified Value Specialist (CVS): 940902 / SAVE International / Life		
Year registered	CO, 1991; WA, 1995; FL, 1996; TX, 2017; GA, 2022; IL, 2022	Discipline	Mechanical Engineer	
Contract role(s) / brief description of responsibilities		Value Engineering Team Leader / Workshop Facilitator / Process Review		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(05/92 to Present) Al Adalgren has organized and led more than 420 VE/VM workshops since attaining accreditation as a CVS in 1994 for a wide spectrum of project types. Al has led more than 70 VE workshops for review of 550+ miles of mainline roadway and 580 bridges (roadway, railroad, pedestrian / bicycle). He has also led 20+ VE workshops to review aviation pavements (i.e., runways, taxiways, aircraft parking aprons), infrastructure (i.e., drainage, power, lighting) and structures (i.e., maintenance hangars, crash / rescue stations, etc.). Al has led VE workshops for various State and regional transportation authorities, municipalities, and Federal agencies.				
09/23 – Present	East Colfax Avenue Bus Rapid Transit - Regional Transportation District (RTD), Denver, CO. Organized and led Constructability Review (CR) workshop to review the 60% design development documents for the RTD planned 9.9 mile BRT route located in Denver and Aurora. CR effort focused on maintenance of traffic, contractor logistics, access, and public safety during construction alongside an active urban arterial roadway.			
08/23-09/23	PR-52 Northbound Pavement Reconstruction – Puerto Rico Highway and Transportation Authority (PRHTA), San Juan, PR. Organized and led VE workshop for review of concrete and asphalt pavements reconstruction along a 8.8 miles long corridor with four (4) interchanges. Traffic flow is directional for this commuter route with dynamic toll lanes, with peak volume greater than 153,000 average daily traffic (ADT). The pre-VE estimated cost for construction was \$46.6 million.			
08/23-09/23	PR-26 Pavement Reconstruction – PRHTA, San Juan, PR. Organized and led VE workshop for review of concrete and asphalt pavements reconstruction, drainage improvements and bridge repairs along a 9.9 miles long corridor with two (2) interchanges, five (5) overpass bridges and numerous at-grade intersections. Traffic flow is directional for this commuter route with dynamic toll lanes, with peak volume greater than 132,000 average daily traffic (ADT). The pre-VE estimated cost for construction was \$63.3 million.			
03/23-Present	Angus L Macdonald Bridge Bikeway – Halifax Regional Municipality (HRM), NS, Canada. Organized and led VE workshop review of planned \$16 million bikeway flyover from bridge head to nearby intersection,			

	intended to enhance safety by providing improved access and reducing conflicts. Project work zone is only 200 meters (660 feet) long, with eight (8) connection points, seven (7) bus transit stops, and constrained by low income housing, seniors' housing / memory care complex, and an active Dept. of National Defense base.
02/23-03/23	US 82 Corridor Widening, Texas Dept. of Transportation (TxDOT), Paris District, Paris, TX. Organized and led VE workshop review of planned \$300 million widening, intersection enhancements, and drainage improvements along 42-miles long corridor with 17 bridges. Project scope will widen existing two-lane rural highway to a four-lane median divided limited access highway, five-lane roadway section in urban areas, grade separation of an existing intersection, and multi-use path with connection to the North East Texas Trail system.
12/22 – 01/23	Unser Parkway / Paseo del Norte Widening – City of Albuquerque, NM. Organized and led VE workshop review of planned \$39 million improvements and widening of 4-miles of two-lane rural roadway to four-lane median divided arterial urban roadway within a rapidly developing suburban area, with drainage improvements including enlargement of storm water detention basins. Project construction will require blasting due to shallow depth of basaltic bedrock. Project corridor is adjacent culturally sensitive Petroglyphs National Monument.
10/22 – 12/22	I-94 Reconstruction, Burns Avenue to Barrett Avenue, Michigan Dept. of Transportation (MDOT), City of Detroit / Wayne County, MI Organized and led VE workshop review of planned \$360 million improvements along 2-miles of I-94 mainline. Project scope included new auxiliary lanes, full depth roadway reconstruction, installation of new 12-foot diameter combined sewer beneath eastbound mainline, sewer pumping stations replacement, interchange conversion to a Diverging Diamond Intersection (DDI).
09/23 – 12/23	New East-West Corridor, Village of Los Lunas, NM. Organized and led VE workshop review of planned new 4-miles long roadway connecting I-25 to developing areas east of the Rio Grande River. New E-W connector was configured as a four-lane median divided facility with new bridge across the Rio Grande river. Pre-VE cost estimate was \$225 million; however, project funding was only \$128 million with expected grants. The VE Team reconfigured the project as two-lanes, end to end single facility, which can be widened when additional funding is available; VE recommended configuration was estimated at \$131 million.
08/22 – 11/22	NM 500 / Rio Bravo Boulevard Widening, New Mexico Dept. of Transportation (NMDOT), Bernalillo County, NM. Organized and led VE workshop to review planned \$32 million widening of Rio Bravo Boulevard / NM State Highway 500, replace the deficient bridges across the Rio Grande River, extend shared use pathways (SUP) across the Rio Grande with new connections to the riverside trail system.
06/22 – 09/22	I-70 Floyd Hill Reconstruction, Colorado Dept of Transportation (CDOT), Jefferson and Clear Creek Counties, CO. Organized and led VE review to validate planned \$700 million alignment and design concepts for replacement of existing I-70 corridor within a tightly constrained mountain canyon.

Firm employed by: Atkins North America, Inc.				
Name	Scot McClintock, PE, CVS-Life, FSAVE		Years of relevant experience with this employer	28
Title	Chief Value Manager		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization		B.Eng. / 1974 / Civil Engineering; M.Eng./ 1975 / Waste Management		
Active registration number / state / expiration date		PE: 056685-1 / NY / Inactive since 1997 Certified Value Specialist (CVS): 861102 / SAVE International / Life		
Year registered	NY: 1978; CVS 1986	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Prep for and lead VE Workshops; prepare Draft and Final VE Reports; present results; and perform QA/QC on VE workshops and reports by others		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(06/86 – Present) Scot McClintock has organized and led over 450 VE workshops since certification as a CVS in 1986 for a wide range of project types, including over 100 highway/bridge projects ranging from planning through detailed design. While continuing in environmental planning and design through 1995, he has focused solely on VE services since then. As a sole proprietor, an Atkins predecessor firm was his main client, and he joined the firm full time in 2004. Scot has trained over 500 personnel in the value methodology and is currently certified by SAVE International to teach the Value Methodology Fundamentals Course #1. Following is a listing of the most recent highway/bridge projects on which Scot led the VE Study.				
04/23 - 07/23	East Colfax Avenue BRT - Regional Transportation District , Denver, CO. – Organized and led VE Workshops and prepared Draft and Final VE Reports at both the 30% and 60% design stages. The \$278 million project is a 9.9 mile BRT route is with curbside running (4.4 miles) and center running (5.5 miles) lanes. BRT lanes will be 12 feet wide curbside and 13 feet for center-running lanes. The East Colfax BRT corridor will include 17 station locations in Denver and 11 station locations in Aurora.			
10/22 – 12/22	Miller-Rotunda Bridge Replacement Project, Michigan Department of Transportation. – Organized and led a VE Workshop and prepared Draft and Final VE Reports. The \$68.1 million project is for replacement of the Miller Road Bridge over Conrail, a 1,460 foot long, 48 span, steel, multi-stringer structure with concrete abutments and steel pier bents, and the Rotunda Drive Bridge, a 478 foot long, 19 span, steel, multi-stringer structure with a concrete abutment and steel pier bents. There will be an expansion joint at the signalized intersection where the two bridges meet with Miller Drive piers located on each side of the intersection to help control expansion.			
09/22 – 02/23	Lincoln Tunnel Helix Replacement Project, Port Authority of New York and New Jersey. – Organized and led a 10-day VE Workshop; prepared Draft and Final VE Reports; and led Presentation and Stakeholder Meetings. The \$1.14 billion project is to replace a 3/4 mile stretch of roadway carrying NJ Route 495 to and from the Lincoln Tunnel, providing critical access to midtown Manhattan. The Helix is broken into three segments: the Upper Helix and Lower Helix sections are elevated roadway structures and the King’s Bluff section is on grade.			
05/22 – 08/22	Highway 400 - Highway 404 Link (Bradford Bypass), Ministry of Transportation Ontario, Bradford, ON Organized and led a VE Workshop and prepared Draft and Final VE Reports. The \$796 million project will construct a new 16.2-km controlled access freeway extending from Highway 400 in Bradford West Gwillimbury,			

	to Highway 404 in East Gwillimbury. There are proposed full and partial interchanges, as well as grade separated crossings at intersecting municipal roads and watercourses, including the Holland River and Holland River East Branch. Some widening of Highway 400 will be required to conform with the freeway to freeway interchange
10/21 - 11/21	US-131, from Rocky River to North of U Avenue, Michigan Department of Transportation, Kalamazoo and St. Joseph Counties, MI – Organized and led a VE Workshop and prepared Draft and Final VE Reports. \$44 million project to rehabilitate 13.4 miles of existing roadway, including through the Village of Schoolcraft, to extend service life and reduce maintenance while maintaining through traffic; enhance corridor safety by removing crossovers; adding indirect left turns; and making signal improvements; and improve drainage to meet all design standards for shallow channels, culverts, relocations, and detention and/or infiltration where needed.
04/20 - 05/20	County Road 97 (CR97) – Nicolls Road Corridor, Suffolk County Department of Public Works, NY. Organized and led a VE Workshop and prepared Draft and Final VE Reports. \$224 M project partially funded by Federal Transit Administration (FTA) to create two proposed Bus Rapid Transit (BRT) routes with HOV capability in some areas. The project includes addition of BRT lanes over 30 miles, 27 BRT stations with amenities and pedestrian improvements, variable message signage (VMS), an 11-mile High Occupancy Vehicle (HOV) capability using the BRT lane, a Hiking-Biking Trail, and three new pedestrian bridges with related ramps.
05/19 - 07/19	Wyckoff Avenue Reconstruction and Safety Improvements, New York City Office of Management and Budget, NY. – Organized and led a VE Workshop and prepared Draft and Final VE Reports. The \$51.5 million project was a total reconstruction of Wyckoff Avenue including roadway, curbs, sidewalks, pavement markings, signage, street lighting, and traffic signals. Drainage facilities, sewers, and water mains would be replaced as needed and sustainable street trees planted as appropriate. To correct significant safety issues, Wyckoff Avenue between Gates and Myrtle would be converted into a pedestrian plaza for safe access to subway to bus connections while creating a neighborhood public space where Myrtle Avenue and Wyckoff Avenue retail corridors intersect.
03/19 - 04/19	George Washington Bridge (GWB) Rehabilitation of Structural Steel, Removal of Lead Based Paint and Repainting the Underside of Lower Level, Port Authority of New York and New Jersey. – Following management, QA/QC, and report preparation for a 5-day VE Study, organized and led a 2-day Constructability Review Workshop using VE techniques; prepared Draft and Final CR Reports; and led Presentation and Stakeholder Meetings. The GWB is a two-level, fourteen lane suspension bridge carrying Interstate 95 across the Hudson River with a 3,500-foot main span and the NJ and NY back spans of 610 feet and 650 feet, respectively. Steel corrosion on the underside of the bridge required addressing including lead paint removal and new paint. Critical maintenance platforms (travelers) were beyond their service life and needed to be replaced.

Firm employed by: Atkins North America, Inc.				
Name	Charles R McDuff, PE, CVS-Life, CCE, FSAVE		Years of relevant experience with this employer	18
Title	Senior Value Engineering Manage/Cost Estimator		Years of relevant experience with other employer(s)	39
Degree(s) / Years / Specialization		BS Civil Engineering/1966/General Civil Engineering		
Active registration number / state / expiration date		30078/Florida/2-28-24 – 0402039225/VA/1-31-24		
Year registered	Virginia – 2004 Florida – 1980	Discipline	Civil Engineering Civil Engineering	
Contract role(s) / brief description of responsibilities		Cost Estimator, Quality Control, Storm Drainage		
<p>(01/66 – Present) Charles McDuff is a registered professional civil engineer, construction cost estimator, Certified Value Specialist-Life, and a LEED accredited professional with 57 years of experience serving as chief of design, construction engineer, and general engineering management consultant on a wide variety of projects in the private and public sectors. Most of his design and construction management efforts roadway, bridges (highway and rail), and storm drainage improvement projects. In addition to design and Construction, Mr. McDuff's VE experience is extensive and includes municipal, military, commercial, and government projects. He has served as a VE team leader on more than 400 projects and has participated as the civil engineering or cost/constructability team member on numerous other projects. McDuff also served three years on active duty with the U.S. Army Corps of Engineers (USACE) where he held the rank of captain and served a tour in Vietnam, earning the Bronze Star Medal and the Army Commendation Medal for jet fuel facilities construction under hostile fire.</p>				
<p>Certifications: Certified Value Specialist (CVS) #820102 / 1994 (life certification); SAVE International. Fellow of SAVE International -2021, Certified Cost Estimator (CCE) / 1985 (inactive) / AACE International.</p>				
2019	<p>Value Engineering Study, TxDOT – Loop 9 Corridor A -- -US Hwy 67 to IH 35E – Dallas and Ellis Counties, Texas -- Quality Control for the VE Workshop Report – This VE workshop was performed on site at the TxDOT Dallas District Office and covered the future construction of Loop 9 Corridor A project to build this connector between US Highway 67 and Interstate Highway 35 East and, the reconstruction and enhancement of the US 67 interchange at the western terminus of the Loop 9 Corridor A Project. Loop 9 Corridor A is expected to construct 9.38 miles of roadway at a cost of \$603 million and the US 67 Interchange is to have 1.92 miles and elevated structures at a cost of \$40 million.</p>			
2018	<p>Quality Control for the VE Workshop Report – New State Loop 195 (SL 195) from FM Road 755 to Loma Blanca Road, within Starr County, Texas -- Quality Control for the VE Workshop Report – This project design leads to the construction of 17.24 miles of grass median divided four lane, roadway from FM 755 to Loma Blanca Road. This is to be constructed on an all new alignment. The project will be constructed in three segments. The VE workshop was limited to these CSJs; no additional scope was considered.</p>			
2017	<p>VE Workshop – Project: Interstate 10 – Kendall Extension From SH46 to Fair Oaks Parkway Kendall and Bexar Counties VE Workshop Facilitator The proposed project is intended to improve the approximate seven miles of the existing Interstate-10 facility to accomplish important safety and level of service elements and to</p>			

	convert frontage roads from two-way to one-way operation. The scope of work also included constructing bypass frontage roads at Balcones Creek and the following items at total cost of \$102 million:
2014	Almonaster Avenue Bridge, Inner-Harbor Navigation Canal, New Orleans, LA. Facilitator/CVS/Cost Estimator. Facilitated the VE study for the replacement of the Almonaster Avenue Bridge over the IHNC. Scope of the project also includes widening the existing navigation channel at the bridge and restoring vehicular traffic capabilities. The estimated construction cost is approx. \$60 million. The VE team developed 13 Alternatives and 23 Design suggestions. It might be reasonable to expect between \$2 and \$3 million in cost savings from the implementation of these alternatives.
2011	VE Studies, North Carolina Department of Transportation (NCDOT), North Carolina. Project manager to perform ten VE studies on behalf of the State of North Carolina General Assembly. This was an inquiry into the day-to-day design methods being used by NCDOT and to ensure they were following economical design practices and the latest in the state-of-the-art methods. The projects were chosen by the NC DOT to represent design and construction conditions throughout the state. The project list included highway work in the western mountains, the rolling Piedmont region and the Coastal/Estuarial areas in the east. Further, the diversity of projects included major bridges, urban and rural designs, and work dealing with highly sensitive environmental locations such as the Alligator River and the marshland approaches to the Outer Banks. The findings from these studies yielded nearly \$93 million in construction and right-of-way cost savings and provided insights for the General Assembly and NC DOT management as to the currency of highway design standards.
2011	Master Planning, Conceptual Design, and Program Integration Services for BRAC05, Fort Belvoir, VA -- Risk Analyst. Mr. McDuff provided input into risk management formulation and conduct of opportunities associated with the BRAC work to be accomplished. As this is better defined, he used MCACES (MII) estimating system combined with personal skills to assess cost risks through the use of Monte Carlo simulations.
2008 - 2012	Georgia Department of Transportation -- Facilitator and senior construction cost estimator for six VE workshops plus overseeing the teamwork for more than 50 VE studies for GDOT.
2000 - 2005	Ohio DOT – Led more than 15 VE studies over a five year period. These studies included combining VE methodology and chairing the committee making the selection of the bridge type to be used in crossing the Ohio River at Portsmouth, Ohio. The selected bridge was a signature style, “Tuning Fork” cable stayed bridge. Other studies included statewide roadway improvement projects (mainly capacity and safety improvements), new interchanges, the replacement of another major bridge – the Morrow bridge south of Columbus, complete roadway replacement with parallel sections, roadways through highly sensitive environmental areas.

Firm employed by: Atkins North America, Inc.				
Name	John Copp, CVS-Life, CCE/CCP-Life		Years of relevant experience with this employer	6
Title	Cost Estimator / Certified Value Specialist		Years of relevant experience with other employer(s)	40
Degree(s) / Years / Specialization		Bachelor of Science / 1975 / Civil Engineering		
Active registration number / state / expiration date				
Year registered	1996	Discipline	Certified Value Specialist (CVS) No. 960302 Life, SAVE International. Certified Cost Estimator / Professional (CCE/CCP) – No. 01432 – Life, AACE International	
Contract role(s) / brief description of responsibilities				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
John is a Certified Cost Professional (CCP) and Certified Value Specialist (CVS) and has a Civil Engineering degree. He has provided expert consultation in matters of Management, Project Estimating, Cost Engineering and Project Controls services for new construction, rehabilitation, operation, decommissioning, demolition, and Replacement Cost New Appraisal support. Additionally, John has additionally exercised full charge of Project Controls and Estimate responsibility on projects ranging in size from a few thousand dollars to projects with construction contract values in excess of \$15 billion. He has provided Due Diligence Review for financial commitment and has collaborated in Exhibit preparation in and provided expert testimony associated with cost estimation, Request for Equitable Adjustment (REA), formulation of Affirmative Claims, Defense of Claims, property valuations, and property tax litigation and appeal				
2021	Port Hope Area Initiative, Port Hope, Ontario, Canada -- Conceptual Construction Cost Estimating for the Port Hope Project (PHP) and Port Granby Project (PGP) for remediation of 2 Million cubic meters (2.6 million cubic yards) of low-level radioactive waste (LLRW) and emplacement of that waste in two new engineered aboveground mounds. The waste will be reclaimed from the community, from stored drum sites and contaminated harbor sediments. The final objective being the long term safe management of historic LLRW. Remediation includes 13 major sites, approximately 880 small scale sites, 3 intermediate sites known to contain LLRW, impacted sections of abandoned discharge pipeline to Lake Ontario and approximately 181 road allowances. Remediation of an existing LLRW management facility, clean-up of 5 industrial sites and construction of a long term waste management facility with above ground engineered mound. At Port Granby the project includes remediation of an existing LLRW waste management facility and construction and operation during the relocation of a new long term waste management facility. Expected cost is \$1 to \$1.8 Billion depending on final scope resolution.			
2018	Upgrade Fire Suppression Systems; Port Authority of New York & New Jersey -- Conceptual Construction Cost Estimating for the repair, upgrade or replace the existing fire suppression systems at certain PATH facilities including train stations, control centers, electrical power substations, lift bridges, compressor stations, maintenance shops & yards, tunnel ventilation buildings, & relay signal bungalows. Certain locations do not have any clean agent Fire Suppression System. The fire suppression systems to be updated to the latest fire			

	<p>safety code & standards. It is vital that the fire suppression systems & associated interfaces with electrical & HVAC equipment are in code compliance and operational.</p>
<p>11/19-05/20</p>	<p>Fuel Tank Farm Drawsko Pomorskie Training Area, Poland– USACE Europe District -- <i>Conceptual Construction Cost Estimating</i> to support the development of overall Planning Charrette to place four (4) above ground fuel storage tanks with 1.4 million gallons capacity to support U.S., NATO and coalition exercises. Scope includes extension of existing rail siding to accommodate and off-load fuel tanker rail cars, cross-country pipeline from the siding to the tank farm, and new fueling point, as well as administration and laboratory facilities. Size: Four storage tanks; five buildings. Cost: \$55 million</p>
<p>11/17 – 03/19</p>	<p>Statewide On-Call Value Engineering Services; Texas Department of Transportation, Austin, Texas <i>Value Engineering Team Co- Leader / Co-Facilitator</i> of six (6) VE workshops to review projects planned by the Texas Department of Transportation (TxDOT), throughout the State of Texas. Projects included:</p> <ul style="list-style-type: none"> • US 83 Widening, Starr County; • State Loop 1604 and Blanco Rd / FM 2926 interchange conversion to Diverging Diamond Intersection (DDI), San Antonio / Bexar County; • Interstate IH-10 widening from Loop 1604 to State Highway 130, Bexar & Guadalupe Counties; • FM 1560 widening from FM 471 to SH 16, Bexar County; • FM 734 from RM 1431 to SH 45, Williamson County; • State Hwy 71 corridor improvements including grade separation of intersections, Travis & Bastrop Counties. <p>Collectively, 59 miles of mainline roadway (plus frontage roads & cross streets), and 111 bridges. Combined total cost: Over \$1.47 billion</p>

Firm employed by: Atkins North America, Inc.				
Name	Christopher Allen		Years of relevant experience with this employer	5
Title	Project Director		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		MS/2023/Forestry; BS/2000/Forestry		
Active registration number / state / expiration date		NA		
Year registered	NA	Discipline	Project Management	
Contract role(s) / brief description of responsibilities		Contract manager – Provide local contract management, client liaison, staff management, and other services as needed.		
05/2023-present	Sub-Application Development Task Force, Florida Division of Emergency Management, Tallahassee, FL. As a subconsultant to Tidal Basin Government Consulting, Atkins serves as a large part of the team supporting FDEM in providing mitigation expertise in response to Hurricanes Ian and Nicole. Mr. Allen serves as project manager for Atkins. The team works with sub applicants to identify potential mitigation projects/activities eligible under HMGP, reviews proposals for technical feasibility, and provides support to sub applicants with developing HMGP project applications			
12/2022-present	Hurricane Ian (FDEM DR-4673) Public Assistance Grant Management, Florida Division of Emergency Management, Charlotte, Lee, and Sarasota Counties, FL. Atkins was awarded a \$14.2M contract to perform public assistance and technical assistance services for municipal subrecipients of FEMA assistance in the three counties that received the greatest impacts from Hurricane Ian. Mr. Allen’s role as project manager is primarily as the financial and controls manager. This effort includes an extremely high level of contractual rigor, documentation, and reporting. The milestone billing and associated reporting requires detailed project controls to monitor the progress of over 2,000 projects.			
05/2022-present	Williamson County Long Range Transportation Corridor Project: Corridor C/SH 29 Archaeological Data Recovery, Williamson County, TX. During Corridor C project design, a significant archaeological site was discovered along the project alignment. Mr. Allen serves as project manager for the effort to recover and catalog artifacts at the site, including excavation, geoarchaeological analyses, artifact curation, and reporting.			
02/2022-present	Williamson County Long Range Transportation Corridor Project: Corridor I/FM3405 Preliminary Design Phase, Williamson County, TX. Project manager for the development of ultimate and interim schematic phases of this roadway project, another project being developed as part of Williamson County’s Transportation plan. This phase of design entails the development of the roadway alignment and typical section, coordination with surrounding roadway projects for tie-ins, ROW determinations, landowner outreach, preliminary environmental and archaeological investigations, and adjustments of the project as needed to support client needs. The project includes coordination with 4 adjacent projects to ensure that design conflicts do not occur and to maintain mutual schedules to deliver on the County’s required timeline.			
02/2022-present	Williamson County Long Range Transportation Corridor Project: Corridor C/SH 29 Design & Bid Phases, Williamson County, TX. Project manager for the design and bid phases of this roadway corridor			

	project in support of Williamson County’s Transportation plan. This project is expected to begin construction in mid-2023 and the construction cost is estimated at \$30M.
02/2022-12/2022	Disaster Recovery Services, City of Houston, TX. Deputy program manager for the City of Houston’s disaster recovery program. Under this program, Atkins provides a wide range of services to the City in support of FEMA PA and HMGP programs. These services include program management, public grant administration services, identification and evaluation of mitigation projects, BCA analyses, proposal development, site inspections, strategic planning, cash flow management, among others required for this large-scale program.
11/2021-11/2022	Louisiana Watershed Initiative Region 1 Modeling Services, Louisiana Department of Transportation & Development, Baton Rouge, LA. Deputy project manager for this large-scale modeling program in Louisiana. In response to the 2016 flooding across Louisiana, the State created the Louisiana Watershed Initiative to develop and evaluate mitigation solutions. The State created seven regions for detailed watershed model development. Atkins was selected to perform these services in Region 1 (Northeast portion of Louisiana) which includes thirteen HUC8 watersheds. These modeling services include the evaluation of existing data, surveying, and floodplain modeling using the HEC modeling suite. Upon the completion of modeling, each of the seven regions will be meshed to allow for the determination of (1) the effectiveness of mitigation solutions and (2) the potential impacts of proposed projects on downstream areas.
10/2018 – 10/2019	West End Residential Street Reconstruction, Department of Public Works, New Orleans, LA. Project manager and client liaison for reconstruction of residential street blocks, including street pavement, storm drainage, driveways, sidewalks, and sewer lines. Project will implement reconstruction needed to repair damages resulting from flooding during Hurricane Katrina and subsequent recovery operations. Managed the design efforts for one group of streets and construction efforts for another group.
10/2018 – 4/2019	Mid-Basin Sediment Diversion Program Environmental and Regulatory Support, Coastal Protection and Restoration Authority, Plaquemines Parish, LA. Deputy Project Manager/Technical Contributor. Mr. Allen participated in efforts to draft the Mid-Barataria Sediment Diversion Restoration Plan and provided aid in the NEPA process. These efforts included coordination between the LA TIG, CPRA, USACE, and various contractors and subcontractors. The Atkins/Abt team drafted the Restoration Plan, drafted technical reports related to the EIS, reviewed EIS deliverables provided by USACE’s Third-Party Contractor, maintained administrative records, and developed a monitoring and adaptive management plan. The team also performed preliminary NEPA work for the Mid-Breton Sediment Diversion, documenting existing conditions and an evaluation of project alternatives in anticipation of the third-party EIS contractor coming on board.

Firm employed by: Atkins North America, Inc.				
Name	Kyle Knudson, PMI-RMP		Years of relevant experience with this employer	4
Title	Program Director		Years of relevant experience with other employer(s)	22
Degree(s) / Years / Specialization		BS/1995/Mechanical Engineering, MBA/2003/Finance & Marketing		
Active registration number / state / expiration date		EIT / CO / NA Project Management Institute (PMI) Risk Management Professional (RMP) #3233644 (2022) / NA / 30-Mar-2025		
Year registered	NA	Discipline	NA	
Contract role(s) / brief description of responsibilities		Risk Management / Cost-Schedule Risk Analysis		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>(1995 to present) Project Management (Controls & Risk) - Kyle has over 25 years of project lifecycle controls and risk management knowledge and experience in both the public and private sectors. He has professional, managerial, and planning acumen in the fields of engineering and project controls that further support his risk management strengths. Kyle has facilitated and led risk workshops for all sizes of projects in North America to develop both qualitative (risk register) and quantitative (Monte Carlo) risk assessments.</p> <p>Additionally, Kyle has led efforts to audit, analyze, develop, and implement processes and procedures for project and program controls / risk management including business process mapping to ensure organizational alignment and compliance with industry best practices. Kyle has also supported the implementation of risk-based software applications (risk register management, quantitative cost, and schedule analysis) to reinforce and support organizational change.</p>				
2023 - present	<p>Southwest Florida International Airport – RSW DE 2 Bridge Options Risk Analysis; Fort Meyers, FL Risk analysis charette focused on evaluating bridge options from a variety of project delivery objectives (cost, schedule, EHS, Constructability, O&M). Iterative collaboration with project team to identify and qualitatively assess risks for three bridge options followed up with a quantitative cost risk analysis (QCRA) to price risk into each option and support the decision-making process at various levels of confidence.</p>			
2021	<p>John F. Kennedy (JFK) Airport – GMP Commodity / Risk Analysis, New York, NY Collaborative effort with JFK client and Atkins Construction Data Intelligence (CDI) group to analyze GMP estimate line-item components as it related to underlying commodity pricing volatility coupled with quantitative risk modelling application (Monte Carlo analysis). Various cost scenario risk analyses were performed by GMP stage to quantify the range of potential impacts on the project and provide a basis for client bid package evaluation under varying levels of confidence. The analysis also provided the project team with a better understanding of the range of impacts on their job and enabled them to make data-driven decisions on the calculated project risk (e.g., proceed as is, consider value engineering, evaluate alternative procurement strategies, and so forth).</p>			

2019 - Present	City and County of Denver – Elevate Denver; Denver, CO As Project Manager, Kyle provided oversight and guidance to ensure delivery of scope and satisfy client and stakeholder needs. He served as a quality control advisor, providing monthly QA/QC review of schedule deliverables. Internally, Kyle provided strong project controls oversight to keep the project on track. His tasks included budgeting, forecasting, invoicing, change/risk management, schedule management, resource management, contract management. Kyle supported review and update of comprehensive risk management training materials and implementation of those principles.
2019 - 2020	CDOT Program Management; Denver, CO As Project Manager, Kyle provided oversight and guidance to ensure delivery of scope to satisfy CDOT needs. Internally, Kyle provided strong project controls oversight to keep the project on track. Kyle supported budgeting, forecasting, invoicing, change / risk management, schedule management, resource management, contract management needs.
2022 - Current	BART Silicon Valley Phase II Extension Project, San Francisco, CA Risk lead for Atkins North America under their role as the Project Management Oversight Contractor (PMOC) to the Federal Transportation Administration (FTA). Provide independent project review, analysis, and reporting on the BART Silicon Valley Phase II Extension Project as it progresses from Expedited Project Delivery (EPD) selection through the Full Funding Grant Agreement (FFGA) process. The PMOC uses a risk-informed process to review and reflect upon the scope, schedule, and cost to analyze the project development and management. The PMOC followed FTA’s Oversight Procedures (OPs) 20, 21, 22, 23, 24, 32c, 33, 34 and 40c. Provide ongoing risk management support under our PMOC role to the FTA that includes monthly review, analysis, and reporting on the Valley Transit Authority (VTA) provided project and risk documentation.
2020-2021	TriMet MAX Red Line Extension and Reliability Improvement Project, Portland, OR As Risk Management Kyle directed efforts to support the TriMet team in preparing and updating the FTA required Risk and Contingency Management Plan (RCMP) at various stages of design leading to federal grant funding (SSGA). Conducted interviews with TriMet discipline leads to identify and validate project risks for risk register inclusion and subsequent collaborative review and team consensus and scoring exercises. Performed top down (FTA model) and bottoms up (quantitative risk analysis) analysis of project cost estimate (Standard Cost Code (SCC) format) and schedule to validate project budget and establish contingency thresholds. Supported TriMet client throughout the FTA review process and implemented RCMP updates as needed.

Firm employed by: Atkins North America, Inc.				
Name	Luke Clarke, PE, VMA		Years of relevant experience with this employer	33
Title	Design Specialist		Years of relevant experience with other employer(s)	9
Degree(s) / Years / Specialization		B.S. / 1981 / Civil Engineering		
Active registration number / state / expiration date		PE: 17500/ AL / December 31, 2023; 8063 / AR / December 31, 2023; 60221 / TX / June 30, 2024; 50750 / GA / December 31, 2023; 55970 / NC / December 31, 2023;		
Year registered	AL 1989, AR 1993, TX 1986, GA 2023, NC 2023	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Serve as a design specialist for civil / roadway / MOT.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Luke Clarke is a Project Manager in the Atkins Vestavia Hills, Alabama office and has over 40 years of experience in the design, planning, and construction inspection of a variety of highway projects. His primary expertise is in areas of geometric design, construction sequencing, maintenance of traffic and value engineering.</p> <p>He is a Value Methodology Associate and has been a team member or Co-Facilitator on more than 80+ value engineering studies. Previously, he served as supervisor of the design support section for the Texas Department of Transportation, Houston District, and was responsible for managing railroad design, bridge inspection, design elements, and surveying group.</p>				
02/2021	<p>I-10 and I-12 from LA-415 to Essen Lane in East Baton Rouge and West Baton Rouge Parishes, Louisiana Department of Transportation and Development, LA. Lead Roadway Engineer/Co- Facilitator. Mr. Clarke was a study team member and assisted in conducting a Value Engineering Workshop and the development of the Value Engineering Report. The project was for interchange modifications and adding a lane to approximately 9 miles of I -10 and I-12. It also included bridge widening, bridge replacement, auxiliary lane additions, shoulder widening and partial replacement or rehabilitation of the existing pavement.</p>			
03/2022	<p>SR-210/US-231(Ross Clark Circle) from South of Meadowbrook Drive to North Cherokee Avenue in Houston County, Alabama Department of Transportation (ALDOT), AL. Engineer of Record. Mr. Clarke was the Project Manager for the preparation of final construction plans. The project consisted of widening approximately 2 miles of a 4-lane major urban arterial with intermittent 2-lane access roads to a 12-lane “continuous-flow” section (3 main-lanes and 3-lane two-way service roads each direction). The project included pavement widening and rehabilitation, drainage, retaining walls, sidewalks, signalization, signing, lighting, and utility adjustments.</p>			
01/2013	<p>I-20 from East of CR-49 to the Georgia State Line, Cleburne County, ALDOT, AL. Engineer of Record. Mr. Clarke was the Project Manager for the preparation of final construction plans. The project consisted of widening approximately 4 miles of a 4-lane Interstate to 6-lanes. The project included rubbilizing and reconstructing the existing concrete pavement., pavement widening, drainage, bridge raising, lighting, and signing.</p>			

01/2011	GA-42/US-23 from GA-138 to I-675 in Clayton and Henry Counties, Georgia Department of Transportation (GDOT), GA. Lead Roadway Engineer/Co-Facilitator. Mr. Clarke was a study team member and assisted in conducting a Value Engineering Workshop and the development of the Value Engineering Report. The proposed project consisted of the removal of existing turn lane markings between the existing five-lane section and Davis Road and resurfacing and restriping this section for through traffic. The proposed widening and reconstruction will be for the existing two-lane roadway to be a four-lane roadway with 12-foot travel lanes, a 20-foot raised median, urban shoulders with curb and gutter, and 5-foot sidewalks on both sides.
05/2020	US-43 at Ashe Boulevard, Colbert County, ALDOT, AL. Lead Highway Engineer. Mr. Clarke was the Lead Technical Professional for the preparation of final construction plans. The project proposed replacing two structurally deficient bridges and undercutting and rebuilding unstable approach fills. The project included pavement widening and rehabilitation, drainage, retaining walls, sidewalks, signing, and utility adjustments.
05/2020	I 65/US 31 Corridor Alternatives, Jefferson County, ALDOT, AL. Lead Highway Engineer. Mr. Clarke was Lead Technical Professional for preparation of preliminary concept plans. This project includes an alternative analysis of the I-65 and US 31 corridor to define roadway and transit alternatives through successive study tasks including a public engagement program, a scoping process, conceptual definition of alternatives, planning and conceptual engineering, analysis and refinement of alternatives, and select a locally preferred alternative. Tasks include an evaluation of operational improvements, HOV lanes, bus rapid transit, and express bus in the corridor.
04/2016	I-95 from International Golf Parkway to the Duval County Line and from the St. Johns County Line to I-295, St. Johns and Duval County, FDOT, FL. Lead Highway Engineer. Mr. Clarke was a study team member for the development of a Value Engineering Report for the subject project. The project proposed adding two lanes (in each direction) of managed tolled Express Lanes with slip ramps for entry and exit to and from the general use lanes and system to system direct connections. Direct connection ramps were proposed at SR-23, SR 9B, and the Interstate 295 interchanges.
08/2015	South Padre Island, 2nd Access, from SH 100 (Mainland) to PR 100 (South Padre Island), Cameron County Regional Mobility Authority (CCRMA) and the TDOT, Cameron Count, TX. Lead Roadway Engineer/Co-Facilitator. Mr. Clarke was a study team member and assisted in conducting a Value Engineering Workshop and the development of the Value Engineering Report. The project was to provide a 2nd point of access to South Padre Island from the Texas mainland. The project would propose constructing a 4-lane/8-mile-long bridge crossing the Laguna Madre.

Firm employed by: Atkins North America, Inc.				
Name	Albert Yam, PE		Years of relevant experience with this employer	5
Title	Roadway Construction Sequence / MOT Lead		Years of relevant experience with other employer(s)	38
Degree(s) / Years / Specialization		B.S. 1976 Civil Engineering; M.S. 1979 Civil Engineering		
Active registration number / state / expiration date		Professional Engineer: FL / 35660, 1985; NY / 063641, 1987; NJ / 24GE04052100, 1997; IL / 062.073562, 2021; GA / PE050240, 2023; TN / 128489, 2023; NV / 031671, 2023.		
Year registered	FL / 1985; NY / 1987; NJ / 1997; IL / 2021; GA / 2023; TN / 2023; NV / 2023.	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Value Engineering Study: Roadway Construction Sequence and MOT Lead		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(1980 to Present) Albert Yam has 43 years of professional experience in the civil engineering field encompassing management of a wide variety of highway, local street and construction projects, in the New York City metropolitan areas and other cities as well, from the planning stage through the preparation of final contract documents and the construction phase of work. His expertise is mainly in highway and local street design including geometric design, construction sequencing, maintenance and protection of traffic, constructability review, value engineering studies, drainage design, utility coordination, coordination with various public agencies and private stakeholders and community outreach. Following is a list of recent VE study highway project efforts:				
08/23-09/23	PR-52 Northbound Pavement Reconstruction – Puerto Rico Highway and Transportation Authority (PRHTA), San Juan, PR. VE workshop -- Reviewing mainly the construction sequence and maintenance of traffic (MOT) for the concrete and asphalt pavements reconstruction along a 8.8 miles long corridor with four (4) interchanges. Traffic flow is directional for this commuter route with dynamic toll lanes, with peak volume greater than 153,000 average daily traffic (ADT). The pre-VE estimated cost for construction was \$46.6 million.			
08/23-09/23	PR-26 Pavement Reconstruction – PRHTA, San Juan, PR. VE workshop -- Reviewing the construction sequence and maintenance of traffic (MOT) for the concrete and asphalt pavements reconstruction, drainage improvements and bridge repairs along a 9.9 miles long corridor with two (2) interchanges, five (5) overpass bridges and numerous at-grade intersections. Traffic flow is directional for this commuter route with dynamic toll lanes, with peak volume greater than 132,000 average daily traffic (ADT). The pre-VE estimated cost for construction was \$63.3 million.			

09/22-10/22	Lincoln Tunnel Helix Replacement Project, New Jersey. VE workshop -- Reviewing the construction sequence and maintenance of traffic (MOT) of this project. This project, located in a densely populated urban area, is a 3/4 mile stretch of roadway carrying NJ Route 495 to and from the Lincoln Tunnel, providing critical access to Manhattan, NY. The goal of this project is to eliminate the functional obsolescence and inadequate physical conditions of the Helix, address the aging structure's escalating maintenance, repair, and retrofit needs, and to improve traffic flows and safety conditions. The pre-VE estimated cost for construction was \$1.5 billion.
06/21-Present	Garden State Parkway Interchanges 13, 20 and 29, NJ Served as the roadway design lead for this Garden State Parkway Interchange improvement project, which includes the alternative analysis through concept development, preliminary and final engineering for Interchanges 13, 20 and 30. It consists of surveys, mapping, design report, traffic analysis report, construction sequencing / MOT, environmental investigations/studies, sea level rise evaluation, utility coordination, meeting attendance, conceptual plan development, and preliminary and final design.
06/22 – Present	Ft. Myers Southwest Florida International Airport Landside Roadway, Lee County, FL Served as the roadway design lead for this airport project which includes the schematic analysis, preliminary design and final design for the landside roadway / bridge improvement and traffic congestion alleviation at the Ft. Myers International Airport in Florida. It consists of surveys, mapping, design report, traffic analysis report, environmental investigations/studies, landside roadway design, construction sequence and maintenance of traffic, utility coordination, conceptual plan development, preliminary and final design documents.
03/19 – 09/20	Redevelopment and Upgrade of JFK Airport Terminal 1, Queens, NY. Served as the roadway design lead for this major airport upgrade project at the JFK Airport, which included the landside roadway and bridge design, traffic studies and development of complex MPT/staging approach to allow construction to proceed while maintaining vehicular access to the existing Terminals 1, 2 and 4. Overseeing a team of highway engineers to finish the project from planning stage to preliminary design. Performed value engineering and QAQC on the conceptual and preliminary design documents.
01/13 – 08/14	Reconstruction of the Goethals Bridge, NY and NJ. Served as one of the civil engineering leaders for this major Port Authority of NY and NJ design-build project to rebuild the Goethals Bridge across the Arthur Kill between New York and New Jersey. Worked closely with the contractor, expediting plans/package production including construction sequencing and MOT, addressing field issues, identifying extra work, and obtaining approvals from various agencies and stakeholders in a timely manner.
02/94 – 09/95	Long Island Expressway / Seaford-Oyster Bay Interchange (Exits 43-46) Improvement, Nassau County, NY. Project engineer/task leader responsible for the detailed design of highway geometric and over 100 MOT and construction sequencing drawings for this major interchange improvement project on Long Island, NY.

Firm employed by: Atkins North America, Inc.				
Name	Jason Kunkle, PE		Years of relevant experience with this employer	25
Title	Design Specialist		Years of relevant experience with other employer(s)	25
Degree(s) / Years / Specialization		B.S. / 1997 / Civil Engineering		
Active registration number / state / expiration date		PE: 58659 / FL / February 28, 2025; 36422/ GA / December 31, 2024		
Year registered	FL 2002, GA 2011	Discipline	Civil Engineer / Transportation Engineer	
Contract role(s) / brief description of responsibilities		Serve as a design specialist for civil / roadway / MOT.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Jason Kunkle has 25 years of experience in transportation planning and engineering design. His experience ranges from rural roadway, interstate, and urban roadway planning and design to complex, alternative delivery methods. Mr. Kunkle’s comprehensive understanding of local, county, state, and federal agency policies and procedures assists clients in delivering projects that are compliant with all regulations. He has served as a project engineer facilitating document and plans production and assisting project managers with developing and managing project budgets and schedules and management of technical staff and subconsultants.				
10/2014-Present	I-20/SR 138 Interchange Reconstruction and Widening, GDOT, Rockdale County, GA. Project design engineer and deputy project manager. Responsible for the development of the roadway concept design, including project impact costs analysis for numerous interchange configurations. This GDOT project includes the reconstruction of the I-20/SR 138 interchange including new bridge construction, reconfiguration of the current interchange design, and widening of SR 138 to three lanes in each direction. Atkins is providing engineering services for the completion of concept development, field surveys, environmental documentation, preliminary and final design, and final right-of-way plans for the project.			
03/2013	I-20 Redecking over Alcovy River, GDOT, Newton County, GA. Lead project design engineer, Responsible for plans production oversight including development of typical sections, traffic control, erosion control, specifications, and cost estimates. This project included the deck replacement of four bridges carrying I-20 over Alcovy River and the associated overflow. The project implemented rapid-bridge construction techniques using precast concrete-filled steel grid decks mounted compositely on the existing continuous steel girders. Stage construction techniques were used to ensure minimal traffic interruptions.			
10/2015-05/2017	Project NEON Design-Build, Nevada Department of Transportation, Clark County and City of Las Vegas, NV. Segment design lead. Responsible for oversight of the plans production including development of horizontal and vertical geometry, typical sections, retaining wall envelopes, and site demolition plans. This NDOT project is the largest public works project in Nevada history, which includes widening 3.7 miles of I-15, high-occupancy vehicle (HOV) direct connectors between I-15 and US 95, new HOV interchanges, reconstruction of several system and service interchanges, and conversion of express lanes to HOV. Atkins is the lead design firm providing engineering services for the completion of preliminary and final design, including roadway, drainage, bridge, maintenance of traffic, landscaping and architecture, ITS, signals, lighting, and environmental.			

10/2010-9/2020	<p>I-75 North Collector-Distributor from Forest Parkway to I-285, GDOT PI 713210, Clayton County, GA. Project design engineer and deputy project manager responsible for oversight, design, and coordination with client, subconsultants, and staff. This project involves the design of a collector-distributor interchange from Forest Parkway to I-285, including braided ramps, system to system ramps, and relocation of an urban frontage road. The project greatly improved operational and safety deficiencies identified in the corridor and involves complex staging plans to maintain access between I-75 and I-285 throughout construction. Atkins provided engineering services for the completion of the concept and interchange modification reports, environmental documentation, database/survey, bridge design, and preliminary and final roadway design, and right-of-way plans.</p>
09/2016-6/2019	<p>SR 253 over Spring Creek Bridge Replacement, Decatur County, GA. Roadway design engineer. This project will replace the structurally deficient bridge over Spring Creek (Lake Seminole) by permanently realigning 2,400 linear feet of SR 253. Development of this project has required extensive coordination with USACE. Atkins provides comprehensive services including traffic analysis, environmental, preparation of concepts, roadway design, and preparation of NPDES/erosion control plans and right-of-way plans. In addition, Atkins prepared USACE's EA for this project. Responsible for preliminary plans, including oversight of plans production consisting of horizontal and vertical geometry, typical sections, pavement design, maintenance of traffic, erosion control, and right-of-way plans. Mr. Kunkle transitioned to the project manager role for final plans and was responsible for managing production staff, subconsultants, budget, and schedule.</p>
06/2009-12/2017	<p>I-285/Atlanta Road Interchange Reconstruction Design Services, GDOT PI 752300, Cobb County, GA. Project design engineer and deputy project manager responsible for oversight, design, and coordination with client, subconsultants, and staff. This Cobb County project included the reconstruction of the I-285/Atlanta Road interchange including new bridge construction along Atlanta Road over I-285, reconfiguration of the current interchange design, and widening of Atlanta Road to three lanes in each direction with a 20-foot raised median. The project involved complex staging plans to maintain traffic through the interchange while raising the grade of Atlanta Road over 3 feet. Atkins provided engineering services for the completion of concept development, field surveys, environmental documentation, preliminary and final design, and final right-of-way plans for the project.</p>
04/2013-12/2013	<p>I-4 Ultimate Improvement Project, FDOT, Orange and Seminole Counties, FL. Lead maintenance of traffic project design engineer for the northern segment of this project pursuit. Responsibilities included managing the concept and development for staging traffic along I-4 for over 10 miles of interstate and interchange reconstruction. This FDOT project is a 21 mile long interstate reconstruction project through downtown Orlando that will provide four new express lanes, numerous reconstructed interchanges and completely rebuilt bridge overpasses.</p>

Firm employed by: Atkins North America, Inc.				
Name	Daniel R. Burgundy, PE		Years of relevant experience with this employer	30
Title	Design Specialist		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization		B.S. / 1986 / Civil Engineering		
Active registration number / state / expiration date		33798 / LA / September 30, 2024		
Year registered	2008	Discipline	Transportation Engineer / Structural Engineer	
Contract role(s) / brief description of responsibilities		Serve as a design specialist for structural / bridge		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Daniel Burgundy has 35 years of bridge design and structural analysis experience. He has proven skills in project schedule management and budget control. Mr. Burgundy has been responsible for various bridge and structural engineering projects throughout the region. His background includes bridge replacements and widening of structures (steel, prestressed concrete, reinforced concrete, and concrete box/arch culverts), deck replacement and substructure repairs to single span/multi-span bridges, and roadway improvements.				
2016-Present	On-Call State Funded Bridge Design and Support Services, Georgia Dept. of Transportation (GDOT) Contract TOOBD1600774, Statewide, GA. Structures Lead for this IDIQ on-call contract involving multi-year work order services (menu-of-services) with the GDOT Bridge Office for design services on projects containing bridges or other highway structures. To date, Atkins has 3 active task orders that include review of preliminary layouts and final plans for over 40 bridges and walls, review of VE design alternates, and redesign of two bridge foundations during construction.			
12/2017-09/2021	Replacement of 5 Bridges, GDOT Region 3, Contract MPOPD1700063, GA. Structures Lead for this multiple task-order contract which included Preliminary Design, Final design and construction Services for the projects: SR 171 (US 221) over Battleground Creek Bridge Replacement; SR 26 (US 80) over Ohoopsee River Bridge Replacement; SR 29 over Pughes Creek Bridge Replacement; SR 165 over Sugar Creek Bridge Replacement; and SR 230 over Big Branch Creek Bridge Replacement.			
01/2016-07/2019	Buena Vista Road over I-185 Bridge Replacement, Georgia Dept. of Transportation, Muscogee County, GA. Engineer of Record for the replacement of Buena Vista Road over I-185. The proposed structure is a 238-foot long 2-span prestressed concrete multi-beam bridge. This bridge was constructed in two stages around the existing bridge. The bridge is configured for a diverging-diamond interchange, with six (six) lanes and a 10' median sidewalk.			
01/2019-04/2020	Old Dixie Highway & Norfolk Southern Railway over CW Grant Parkway, Georgia Dept. of Transportation, Clayton County, GA. Designer and Engineer of Record for the redesign of full-height abutment foundations for the single-span multi-girder bridges. The highway bridge is a prestressed multi-girder bridge. The railroad bridge is a steel multi-girder bridge with a concrete deck and ballast. The revised foundations are vertical steel H-Piles, utilizing LPILE to calculate the lateral capacity of the piles. The superstructures were designed by others			

03/2015-09/2017	SR 253 at Spring Creek Bridge Replacement, Georgia Dept. of Transportation, Decatur County, GA. Structural manager for the replacement of SR 253 over Spring Creek. The proposed structure is a 270-foot long 3-span prestressed concrete multi-beam bridge. This bridge was constructed in two stages around the existing bridge. Due to variable in foundation conditions and the depth of water at the crossing, the piers are founded on drilled shafts (Bent 2) and perched footings on Metal-shelled piles (Bent 3).
10/2015-04/2017	Project Neon Design-Build Services, Nevada Dept. of Transportation, Clark County, NV. Structural designer of two bridges for the project which included introduction of new CD Lanes and interchange ramps. The bridges were continuous 2-span prestressed Bulb-T bridges supported on drilled shafts. The bridges were designed for AASHTO Seismic Zone 3.
09/2015-03/2016	Dallas Fort Worth International Airport Taxiway Y Bridge Reinforcement Design and Construction Support Services, Dallas-Fort Worth International Airport, Dallas, TX. Structural manager for the rehabilitation of Taxiway Y Bridge over International Boulevard, secure service roads and DART. The rehabilitation was needed to allow the existing twin continuous steel box girder bridges to carry Group VI Aircraft (Boeing 747 and Airbus A380). The project included in-depth analysis of the existing structure, and proposed deck replacement and strengthening of existing steel girders.
01/2015-09/2015	I-285 and SR 400 Reconstruction Design-Build Services, Georgia Dept. of Transportation, Fulton County, GA. Proposal phase manager of structures for the reconstruction of the existing I-285 and SR 400 interchange with the introduction of new CD Lanes and interchange ramps. The project included the widening or replacement of 35 bridges comprised of a combination of prestressed girders and/or steel plate girders, both straight and curved.
07/2014-12/2014	Louis Armstrong New Orleans International Airport Departures-Level Structure, New Orleans, LA. Structural manager for the elevated departures structure and sign foundations. The departures structure is a 2,200 foot long bridge with significant curvature and width transitions, comprised of prestressed girders on concrete bents, supported by piles. The project was designed to Louisiana Department of Transportation and Development standards, with project-specific modifications developed by Atkins for the client.

Firm employed by: Atkins North America, Inc.				
Name	W. Colin Seaman, PE		Years of relevant experience with this employer	23
Title	Senior Structural Engineer		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		M.S., 2005, Civil Engineering; B.S., 1997, Architectural Engineering		
Active registration number / state / expiration date		62975 / FL / 02/28/2025; 52384 / MD / 03/08/2024		
Year registered	FL, 2005; MD, 2018	Discipline	Structural Engineering	
Contract role(s) / brief description of responsibilities		Value Engineering Evaluator, Structural Design Team Lead		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(07/1999 to Present) Colin Seaman been involved in the design and construction support of new bridges as well as steel and concrete structures, and inspection and rehabilitation of existing bridges and other structures. He is particularly skilled in structural analysis, including bridge concept reports, bridge rehabilitation, load rating, and value engineering; coastal structures, such as bulkheads, piers, and seawalls; as well as structures that include lighting structures, noise walls, CIP retaining walls, sheet pile walls, signal poles and mast arms, sign trusses, tie back walls, toll gantries, beam-slab structures, CIP concrete box, flat slab, high level bridges (greater than 50 feet), and timber structures. Over the course of his career with AtkinsRéalis, Mr. Seaman has served a variety of transportation clients, including working on over 40 projects for the Florida Department of Transportation (FDOT).				
03/2014 – Present	Purple Line Project, Maryland Department of Transportation and Maryland Transit Administration, Silver Springs, MD. Lead design engineer for this \$2.3 billion public-private partnership to construct a new dual track light rail line through congested urban Maryland to connect with the Washington Metropolitan Area Transit system. Responsibilities included design, evaluation and preliminary pricing of alternate structural support concepts and final plans preparation. Serves as lead wall design engineer for 250+ walls consisting of cast in place, soldier pile, sheet pile, soil nail and MSE walls. Served as responsible engineer for design of prestressed concrete flat slab pedestrian bridge built within the footprint of an existing building structure. Construction completion scheduled for 2027.			
01/2022 – Present	Southwest Florida International Airport, Lee County Port Authority, Fort Myers, FL. Served as lead technical engineer for bridge structures on this series or improvement and additions to the airport. The project includes widening of the existing post-tensioned concrete roadway bridge, concrete pedestrian bridge, cable-stayed steel truss pedestrian bridges and design of crash worthy bollards at the arrivals and departures levels. Responsibilities included generating calculations and directing plans production.			
11/2021 - Present	I-15/Tropicana Avenue Interchange Design-Build, Nevada Department of Transportation, Las Vegas, NV. Lead design engineer for a flat slab concrete structure with an integral post-tensioned pier for a bridge that flares from 43’ to 129’ width over the 49’ length of the bridge. Atkins is assisting Kiewit with re-designing the I-15/Tropicana Interchange, which is one of the main gateways to the Las Vegas Resort Corridor (Las Vegas Strip) and McCarran International Airport. The project will improve the efficiency and operations of the I-15 interchange at Tropicana Avenue, including the addition of HOV ramps along I-15 at Harmon Avenue. Harmon Avenue is a grade separated intersection on I-15 at the north end of the project. The HOV lanes will be elevated			

	to tie into Harmon Avenue. Atkins' work includes designing interchange roadway geometry, bridge replacements and widenings, retaining walls, pedestrian walkways, drainage, signals, lighting, sign and pavement markings, ITS, public outreach, utilities, landscaping and aesthetics, and other roadway features.
10/2022 – 12/2022	I-94 Modernization, Segment 3/Package 1 (Burns to Barrett) Value Engineering Study, Michigan Dept. of Transportation, Detroit, MI. Served as a structural reviewer for this modernization and widening of I-94 to eight lanes through two interchanges and eight bridges. The project includes major drainage improvements and approximately two miles of retaining walls. Responsibilities included evaluation and preliminary pricing of alternate structural concepts.
03/2019 – 07/2022	I-275 / SR 60 Interchange Conceptual Plans and Permit, Florida Department of Transportation, District 7, Tampa, FL. Task manager of all transportation structural components for this project. The Atkins structures team provided 30% concept plans and Bridge Technical Memos (BTM) for 44 of the 62 bridges in this estimated \$1.4 Billion dollar interchange project. Superstructure types that were analyzed include curved steel box girders, steel plate girders, prestressed beams, and box culverts. This multi-level interchange required preliminary analysis for members sizing of post-tensioned straddle bents, non-redundant foundations, and curved bridges with complex geometry. Several bridge concepts also implemented the FDOT Developmental Design Standards D20354 and D20364 for prestressed flat slab beams girders, which are an efficient use of Accelerated Bridge Construction in lieu of conventional cast-in-place flat slab bridges. The structures team worked collectively with subconsultants for roadway alignment, drainage, and utility coordination to confirm viability of the concept design. Our team confirmed traffic control stages, biddability, and manufacturer supply lines to ensure the project could be achieved by local contractors with industry-standard equipment. We used 3D modeling with Bentley's Open Bridge Modeler (OBM) to verify structure-size-and-type and horizontal/vertical clearances. Concept plans and BTMs for 62 bridges were developed within 18 months under seven Task Work Orders.
11/2014	Route I-10 Highland Road to LA 22 Value Engineering Study, Louisiana Dept. of Transportation and Development, Baton Rouge, LA. Served as the structural reviewer for this widening of I-10 to six lanes through 9 interchanges. Responsibilities included evaluation and preliminary pricing of alternate structural concepts.
08/2014 – 09/2014	LA 1 Phase II Value Engineering Study, Louisiana Dept. of Transportation and Development, Baton Rouge, LA. Served as the structural reviewer for this 2-lane 7 mile long elevated roadway. Responsibilities included evaluation and preliminary pricing of alternate structural support concepts.

Firm employed by: Atkins North America, Inc.				
Name	Robert Ensor, PE		Years of relevant experience with this employer	20+
Title	Sr Technical Professional		Years of relevant experience with other employer(s)	25+
Degree(s) / Years / Specialization		Bachelors – civil engineering		
Active registration number / state / expiration date		37169 / FL / 02/28/2025		
Year registered	1985	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Serve on VE Team as subject matter expert		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
1975 to present	Robert Ensor has 46 years of engineering experience on a wide range of project types including heavy civil design, aviation, highway, utility, drainage, land development and IT/security infrastructure. He also has special expertise in multi-discipline coordination and in pavement evaluation, design, and construction and in construction phasing and operations plans and airfield operational safety plans developing plan of construction operations, quality control, value engineering studies and constructability reviews.			
08/23-09/23	PR-52 Northbound Pavement Reconstruction – Puerto Rico Highway and Transportation Authority (PRHTA), San Juan, PR. VE workshop -- Reviewing mainly the pavement sections and paving material options for the concrete and asphalt pavements reconstruction along a 8.8 miles long corridor with four (4) interchanges. The pre-VE estimated cost for construction was \$46.6 million.			
	PR-26 Pavement Reconstruction – PRHTA, San Juan, PR. VE workshop -- Reviewing the paving materials and pavement layer options along the 9.9 miles long corridor with two (2) interchanges, five (5) overpass bridges and numerous at-grade intersections. The pre-VE estimated cost for construction was \$63.3 million.			
01/23-02/23	Southwest Florida International Airport, Terminal Building Expansion, Fort Myers, FL. Served as the inter-discipline technical advisor and quality assurance reviewer for the design of this USD \$275 million project Developed Risk Register for value engineering analysis of site civil, paving, utility and drainage VE options.			
01/19-9/23	Quality Control, Constructability and Value Engineering studies for civil, paving, drainage, SWPPP, MOT/TCP on multiple airport development projects involving airfield, roadway, drainage, utilities, and general site development			
03/19 – 09/20	Redevelopment and Upgrade of JFK Airport Terminal 1, Queens, NY. Served as the inter-discipline technical advisor and quality assurance reviewer for preliminary design of this USD \$1 billion terminal 1 replacement program . Project consisted of a new 27-gate passenger terminal building, including complete realignment of airside and landside facilities on site occupied by operational Terminals 1, 2, and hardstands. Airfield civil works			

	included apron and taxi lanes, hard stands, utilities, drainage, fueling, airfield lighting, new blue water plant, triturator, apron flood lighting, electric vehicle charging stations and deicing facilities.
03/03 – 4/05	South Airport Master Development Plan and Heavy truck corridor, Hernando County Airport, Brooksville, FL. Project manager. And design engineer. Developed land use plan, internal roadway circulation and utility conceptual designs, and order of magnitude cost estimates for the phased development of a 550-acre on-airport, mixed-use planned industrial/commercial development project. Project included detailed design of site roadway and utility infrastructure for a 3-mile heavy truck and access corridor.
04/06 - 06/07	Airport Pavement Management Programs, Puerto Rico Ports Authority, Various Facilities, PR. Deputy project manager and lead airport engineer for three airport pavement management systems created for airports in Ceiba, Ponce, and Aguadilla. The projects consisted of evaluation of existing pavements, analysis of repair options, and creation of a capital improvement program for the maintenance of existing facilities.
02/13 – 10/17	Louis Armstrong New Orleans International Airport, New North Terminal Development, New Orleans, LA. Civil engineering design manager of \$1 billion terminal development program. Responsible for management and technical design of airside, landside and site utility elements, including coordination of design with various airfield facilities including interfaces with passenger terminal building, and overall airfield civil works. Project included 12 lane miles of new multi-lane access roadways. Participated in value engineering study lead by the construction manager.
05/01 – 11/02	US 41 Rail Signalization Project, Brooksville Airport, Fla. – Project manager and engineer for rail signal project for rail spur crossing US 41, 4 lane divided road with 80,000 AADT. Responsibilities included coordination with CSX Railroad and Florida DOT District 7.
02/01 – 10/01	Museum of Science and Industry Pedestrian Bridge, Hillsborough County, FL. Prepared feasibility study for pedestrian bridge. Study was sufficient for the Florida Department of Transportation to approve the project for funding under the Local Agency Program without a project development and environment (PD&E) study.
03/01 – 8/01	Heavy Vehicle Safety Study, Lithia Pinecrest Road, Hillsborough County, FL. Project manager for a heavy vehicle safety study on a 16-mile segment of Lithia Pinecrest Road. Developed a technical report, which incorporated public comments and formed the basis for Hillsborough County’s adoption of weight restrictions on various segments of Lithia Pinecrest Road and Bloomingdale Avenue.

Firm employed by: Atkins North America, Inc.				
Name	Jose M. Ramos		Years of relevant experience with this employer	9 months
Title	Project Manager / Senior Roadway Design Engineer		Years of relevant experience with other employer(s)	32 years
Degree(s) / Years / Specialization		BSCE / 1990 / University of South Florida (USF) - Civil Engineering		
Active registration number / state / expiration date		N/A		
Year registered		Discipline		
Contract role(s) / brief description of responsibilities				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract, i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
08/23 - 08/23 (August 21-24 VE Workshop)	AC-230061 Pavement Reconstruction of PR-52 Northbound , from km 14.2 to k m 0.00, San Juan, Trujillo Alto & Caguas, Puerto Rico Highways & Transportation Authority (PRHTA) - Value Engineering (VE) Study - Tasked as the lead Roadway Design / Safety.			
10/23 - 10/23 (October 09-13 VE Workshop)	AC-123138 Michigan Department of Transportation (MDOT) VE Study for M-153 Widening , from Sheldon Road to Lotz Road, Wayne County - Value Engineering (VE) Study - Tasked as the lead Roadway Engineer.			
01/23 - 08/23	South Selmon Expressway Capacity Project (D/B), Hillsborough County, FL, Tampa-Hillsborough County Expressway Authority (THEA) . Senior Roadway Design Engineer tasked with the coordination of the plans production for the RFP and innovative ATC concept plans design during the Phase II Technical Proposal stage. This \$400 million D/B project of a 4.5-mile corridor consists of mainline and bridge widening, bridge/deck replacement, ramp modification/reconstruction, milling/resurfacing, and includes widening of a viaduct structure of the South Selmon Expressway over the Hillsborough River and into Downtown Tampa, from west of Himes Ave. to west of Morgan St. in Hillsborough County. Other improvements include SAPM, ITS, Signals, Lighting, Tolling and Landscaping.			
05/21 - 11/22	SR 71, from South of Britt Ave. to the Calhoun County Line, Gulf County, FL, FDOT District 3 . Deputy Project Manager/Senior Roadway Design Engineer tasked with preparing the RRR Report, roadway and TTCP design, coordination of plans production, quantities, LRE, Engineer’s cost estimate, and QA/QC reviews. Improvements for this RRR, rural minor arterial, included milling/resurfacing of travel lanes, paved shoulders and side roads, minor drainage improvements, guardrail upgrade, roadway safety elements, and SAPM plans. The typical section consists of 2-12’ lanes with 2-5’ paved shoulders with a C2-Rural context classification and a project length of 5.838 miles.			
09/18 - 09/20	Florida’s Turnpike (SR 91) Widening PD&E Study, from N of SR 706 (Indiantown Rd.) to N of SR 70 (Okeechobee Rd.), Palm Beach, Martin and St. Lucie Counties, FL . Deputy Project Manager/Senior Roadway Design Engineer tasked with the concept design for the reconfiguration of four existing interchanges			

	located at SW Martin Hwy., Becker Rd., Port St. Lucie Blvd., and SR 70 (Okeechobee Rd.). Three new interchange access locations at I-95(near Bridge Rd.), Crosstown Pkwy. and W Midway Rd. Also, two crossroad overpasses at SR 76 (SW Kanner Hwy.) and St. Lucie West Blvd. Other elements of design included R/W acquisition tables, alternatives evaluation matrix, curve data tables, LRE, base cost & schedule validation and two tolling site locations. An interstate feasibility technical memorandum for the new interchange access locations was also prepared as part of the PD&E study. The project consists of widening SR 91 mainline from (4 to 8) lanes by adding two general toll lanes in each direction to a 36.7-mile section of SR 91.
06/09 – 05/11	I-595 Express, from I-75/Sawgrass Expressway Interchange to the I-95/I-595 Interchange (DBFOM), Broward County, FL, FDOT District 4. TTCP Oversight Senior Roadway Design Engineer Lead on behalf of Dragados, USA (Prime Contractor) and provided overall TTCP coordination for all corridor segments for this Design/Build/Finance/Operate & Maintain project (DBFOM). Served as Liaison to the FDOT District 4 staff for the resolution of plans review comments as they pertained to the overall Master TTCP for the corridor, assisted in aligning milestone phasing shifts between segments and provided high level technical advice to the Dragados, USA Team. The project included the construction of three reversible express lanes (a.k.a. 595 Express) in the median serving express traffic to/from I-75/Sawgrass Expressway from/to east of SR-7, with direct connections to the Florida's Turnpike.
08/07 - 12/08	I-75 (SR 93) Design/Build (IROX) Improvements, from Golden Gate Pkwy. (CR 886) to Colonial Blvd. (SR 884), Collier and Lee Counties, FL, FDOT District 1. Senior Roadway Design Engineer tasked with the coordination and development of the temporary drainage and TTCP design for the widening of multi-lane (4 to 6) improvements to a 30-mile section of I-75, with nine major interchanges.
06/97 - 06/01	I-4 (SR 400), from W of 14th St. to E of 50th St. (Segments 3A and 3B), Hillsborough County, FL, FDOT District 7. Senior Drainage Engineer tasked with the design of a stormwater management plan for multi-lane improvements to a 2.5-mile section of I-4 (SR 400). The project consisted of both an ultimate 10-lane and an interim 6-lane design compatibility. The median envelope was designed with the proposed drainage system in place to accommodate the future high-speed rail.
11/98 – 11/00	City of Tampa, I-275/I-4 (SR 400) Downtown Interchange, Hillsborough County, FL. Project Manager tasked with the design and permitting of the utility relocation plans for the City's wastewater facility for multi-lane improvements to a 2.6-mile section of the I-275/I-4 (SR 400) Downtown Interchange, from Doyle Carlton Dr. to Floribraska Ave. on I-275 and from Nebraska Ave. to 15th St. on I-4. Also, a 2.5-mile section of I-4 (SR 400), from west of 14th St. to east of 50th St. This project was a Joint Project Agreement (JPA) between the FDOT District 7 and the City of Tampa.

Firm employed by: Atkins North America, Inc.				
Name	Angel Casteleiro		Years of relevant experience with this employer	8 months
Title	Sr. Designer III		Years of relevant experience with other employer(s)	31
Degree(s) / Years / Specialization		Through couple years of college; no degree. Music, Dance, Architectural Drafting, self-taught in MicroStation, V7, v8i and trained in ORD.		
Active registration number / state / expiration date		-		
Year registered	-	Discipline	-	
Contract role(s) / brief description of responsibilities				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Feb/23 – Jun/23	South Selmon Expressway Capacity Project (D/B), Hillsborough County, FL, Tampa-Hillsborough County Expressway Authority (THEA): Laying out S. Tampa Street, Parking lot entrances that conflict with proposed bridge columns, creating tables for all bridge clearances per information gathered from terrain models of existing girders and existing ground, tweaking parking lots layout for landscaping designer, and identifying possible conflicts between bridge column & pier locations in parking lots & park area.			
Apr/23-Jul/23	ODOT, Beckham County, Oklahoma , laying out for I-40 Interstate project, several conceptual interchanges design improvements for EXIT 41 & EXIT 41 to improve traffic flow and access in both directions north and south of the interstate to accommodate future development in the surrounding area.			
May/21-Sept/21	FDOT, Hillsborough County, Florida (District 7) , The purpose of this project is to replace portions of the pedestrian boardwalks with sidewalk along US 92/SR 600 between I-75 and Woodrow Wilson Street in Hillsborough County where feasible (11.235 miles total, with 2.7 miles featuring boardwalk, of which about 1.96 miles will be replaced).			
Jun/21-Oct/22	FDOT, Gulf County, Florida (District 3) , This 3R project primarily consists of resurfacing SR 71 from south of Britt Avenue in Gulf County to the Calhoun County Line. Worked alongside engineer and designers, plan production, creating drawing per engineer and designer’s markups.			
Sep/21-Jun/22	FDOT, SR 369 (US 319), from Wakulla County Line to S. of CR 2204 (Oak Ridge Rd.), Leon County, FL, (District 3),			
Aug/19-Jul/20	FTE PD&E M/L Widening ENG Analysis, Widening of Florida’s Turnpike (SR 91) from Indiantown Road to SR 70 Improvements, a distance of approximately 36 miles. To evaluating existing and NEW interchanges and changing the layout design as needed affected by traffic flow connectivity, layout, superelevation, speeds, possible right-of-way take.			
Jul/20-Nov20	SR 21 from Commercial Circle to South of SR 16, This project to mill and resurface SR 21 from Commercial Circle to south of SR 16 in Clay County. My duties were to look at areas identified with issues to come up with a			

	preliminary solution for design and preliminary layout for proposed right turn lanes with key holes without encroaching the right-of-way.
May/20-Sep/20	FTE SR91 WPB SVC Plaza 406143, Verifying utilities shown in survey file are picked up, modifying proposed design, milling and resurfacing limits, turn lanes, proposed guardrail, sidewalk, matching proposed roadway design to proposed bridge design and running AutoTurn at ramps and side road connections.
Mar/20-Jun/20	SR 80 from Dalton Ln to CR 833, Researching to verify through many documents and CADD files associated with quantities for "litter removal and mowing" and "performance turf and sod" requested from client.
Jun/19-May/20	US301/SR43 N of Lake ST Chas Blvd Trans, Developing MOT for phasing construction and maintaining all lanes open during construction through a major intersection.

Firm employed by: Atkins North America, Inc.				
Name	Jason Kunkle, PE		Years of relevant experience with this employer	23
Title	Design Specialist		Years of relevant experience with other employer(s)	23
Degree(s) / Years / Specialization		B.S. / 1997 / Civil Engineering		
Active registration number / state / expiration date		PE: 58659 / FL / February 28, 2023; 36422/ GA / December 31, 2022		
Year registered	FL 2002, GA 2011	Discipline	Civil Engineer / Transportation Engineer	
Contract role(s) / brief description of responsibilities		Serve as a design specialist for civil / roadway / MOT.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Jason Kunkle has 23 years of experience in transportation planning and engineering design. His experience ranges from rural roadway, interstate, and urban roadway planning and design to complex, alternative delivery methods. Mr. Kunkle’s comprehensive understanding of local, county, state, and federal agency policies and procedures assists clients in delivering projects that are compliant with all regulations. He has served as a project engineer facilitating document and plans production and assisting project managers with developing and managing project budgets and schedules and management of technical staff and subconsultants.				
10/2014-Present	I-20/SR 138 Interchange Reconstruction and Widening, GDOT, Rockdale County, GA. Project design engineer and deputy project manager. Responsible for the development of the roadway concept design, including project impact costs analysis for numerous interchange configurations. This GDOT project includes the reconstruction of the I-20/SR 138 interchange including new bridge construction, reconfiguration of the current interchange design, and widening of SR 138 to three lanes in each direction. Atkins is providing engineering services for the completion of concept development, field surveys, environmental documentation, preliminary and final design, and final right-of-way plans for the project.			
03/2013	I-20 Redecking over Alcovy River, GDOT, Newton County, GA. Lead project design engineer, Responsible for plans production oversight including development of typical sections, traffic control, erosion control, specifications, and cost estimates. This project included the deck replacement of four bridges carrying I-20 over Alcovy River and the associated overflow. The project implemented rapid-bridge construction techniques using precast concrete-filled steel grid decks mounted compositely on the existing continuous steel girders. Stage construction techniques were used to ensure minimal traffic interruptions.			
10/2015-05/2017	Project NEON Design-Build, Nevada Department of Transportation, Clark County and City of Las Vegas, NV. Segment design lead. Responsible for oversight of the plans production including development of horizontal and vertical geometry, typical sections, retaining wall envelopes, and site demolition plans. This NDOT project is the largest public works project in Nevada history, which includes widening 3.7 miles of I-15, high-occupancy vehicle (HOV) direct connectors between I-15 and US 95, new HOV interchanges, reconstruction of several system and service interchanges, and conversion of express lanes to HOV. Atkins is the lead design firm providing engineering services for the completion of preliminary and final design, including roadway, drainage, bridge, maintenance of traffic, landscaping and architecture, ITS, signals, lighting, and environmental.			

11/2014-Present	Gateway Marietta Connector Roads, City of Marietta, GA. Project design engineer. Responsible for concept alternative development for this project. Responsibilities include development of horizontal and vertical geometry for numerous alternatives, typical sections, and project cost analysis. This City of Marietta project will analyze and develop roadway concepts to assist in the redevelopment of the Franklin Road corridor.
09/2010-Present	SR 253 over Spring Creek Bridge Replacement, Decatur County, GA. Roadway design engineer. This project, currently in final design, is to replace the structurally deficient bridge over Spring Creek (Lake Seminole) by permanently realigning 2,400 linear feet of SR 253. Development of this project has required extensive coordination with USACE. Atkins provides comprehensive services including traffic analysis, environmental, preparation of concepts, roadway design, and preparation of NPDES/erosion control plans and right-of-way plans. In addition, Atkins prepared USACE's EA for this project. Responsible for preliminary plans, including oversight of plans production consisting of horizontal and vertical geometry, typical sections, pavement design, maintenance of traffic, erosion control, and right-of-way plans. Mr. Kunkle transitioned to the project manager role for final plans and is currently responsible for managing production staff, subconsultants, budget, and schedule.
04/2013-12/2013	I-4 Ultimate Improvement Project, FDOT, Orange and Seminole Counties, FL. Lead maintenance of traffic project design engineer for the northern segment of this project pursuit. Responsibilities included managing the concept and development for staging traffic along I-4 for over 10 miles of interstate and interchange reconstruction. This FDOT project is a 21 mile long interstate reconstruction project through downtown Orlando that will provide four new express lanes, numerous reconstructed interchanges and completely rebuilt bridge overpasses.

Firm employed by: Atkins North America, Inc.				
Name	Tanveer Khan, PE, P.Eng., PTOE		Years of relevant experience with this employer	4
Title	Sr. Project Manager		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization			B.S. / 1994 / Civil Engineering M.S. / 2000 / Civil Engineering	
Active registration number / state / expiration date			#52651 / Michigan / 2005 #34390 / British Columbia / 2010	
Year registered	2005 - Michigan 2005 2010 - British Columbia	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Value Engineering Team Transportation Engineering	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Tanveer Khan is a transportation engineering professional with over 20 years of extensive experience in project management, traffic engineering and roadway design, land development, policy development and implementation, feasibility studies, and transportation planning. Tanveer served as program manager, project manager and lead engineer for various projects in roadway design, transportation engineering, and planning. he has experience managing multiple contractors and stakeholders including public officials, law enforcement, emergency responders, utility agencies, and general public.				
2023-Current	M-153 Reconstruction, Sheldon Rd to Lotz Rd, Michigan Dept. of Transportation, Canton Township, Wayne County. VE Team member covering transportation elements of the projects for the planned \$360 million improvements along 2-miles of I-94 mainline. Project scope included new auxiliary lanes, full depth roadway reconstruction, installation of new 12-foot diameter combined sewer beneath eastbound mainline, sewer pumping stations replacement, interchange conversion to a Diverging Diamond Intersection (DDI).			
2023-Current	I-75/8 Mile Road Interchange Early Preliminary Study, Michigan Dept. of Transportation Oakland/Wayne Counties - Project manager for the I-75/8 Mile Rd interchange EPE study. to determine the feasibility of continuing a fourth lane on I-75 main line to align with the adjacent sections, and adequately address the transportation issues for existing and future traffic at the I-75 / M-102 interchange. To develop alternatives and analyze reconstructing the intersection like-for-like, as well as removal of the existing structures to bring the M-102 intersection at-grade.			
2022	I-94 Reconstruction, Burns Avenue to Barrett Avenue, Michigan Dept. of Transportation, City of Detroit / Wayne County. VE Team member covering transportation elements of the projects for the planned \$360 million improvements along 2-miles of I-94 mainline. Project scope included new auxiliary lanes, full depth roadway reconstruction, installation of new 12-foot diameter combined sewer beneath eastbound mainline, sewer pumping stations replacement, interchange conversion to a Diverging Diamond Intersection (DDI).			
2022	Road safety audits – Multiple projects Conducted safety audits for freeway and arterial segments to identify safety and operations deficiencies and recommend upgrades that may be added either as part of			

	ongoing or for future reconstruction projects to provide additional safety enhancements to road improvements project currently under designed.
2021	<p>Value Engineering - I-696 from I-275 to Lahser Rd, Michigan Dept. of Transportation, Oakland County VE Team member covering transportation elements of the projects for reconstruction of I-696 from I-275 to Lahser Rd. the scope of VE team included three bundled design packages along the I-696 corridor:</p> <ul style="list-style-type: none"> • 201222: I-696 – I-275 to Lahser - Reconstruct, including bridge replacement of I-696 EB and WB bridges over River Rouge • 210095: Ten structures on or over I-696 between I-275 and Lahser - shallow overlay, epoxy overlays, healer sealer, beam and substructure work • 131589: I-696 over Pebble Creek -Culvert replacement, 32 ft instead of the existing 20 ft.
2021	<p>Grand River Ave Bicycle Lane Study, City of Detroit, Wayne County Detroit Conducted comprehensive study for the 10-mile-long Grand River Ave corridor from Cass to Fenkell to evaluate implementation of bicycle lanes. Conducted capacity analysis for all the signalized intersections, evaluated improvements needed for bicycle lanes, bus stops, pedestrian facilities and constructability. Provided recommendations for bicycle lane configuration and implementation.</p>
2020	<p>Value Engineering Study - M-59 from Romeo Plank to I-94, Michigan Dept. of Transportation, Macomb County VE Team member covering transportation elements of the projects for reconstruction of major thoroughfare M-59 from Romeo Plank to I-94. Atkins conducted a Value Engineering (VE) Study of the 30% preliminary design for corridor improvements with approx. cost of \$66.35 million that included two (2) separate projects:</p> <ul style="list-style-type: none"> • Project Number 208482, M59 Roadway Reconstruction • Project Number 210094, Bridge Capital Preventative Maintenance Repairs.
2020	<p>Bridge approach design, minor drainage, MOT, utility coordination, signs, pedestrian signals, and ADA ramps. Detroit, Wayne County (JN 129149/130174 Project manager for providing design services, freeway signing, traffic signal design, traffic safety studies and work zone mobility & safety. The freeway signing includes signage for MOT stages and final design. The TMP includes a Temporary Traffic Control Plan, a Transportation Operations Plan and a Public Information Plan.</p>
2018-2019	<p>Value Engineering Study – King Salman Energy Park VE Team member covering transportation elements of this \$1.6 billion large scale industrial park development project. Reviewed various design elements, developed cost estimates for the alternative concepts and provided recommendations.</p>

Firm employed by: Atkins North America, Inc.				
Name	Sean E. Doherty, P.E, PTOE		Years of relevant experience with this employer	19.5
Title	Senior Engineer IV		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization		Bachelor's degree / 1990 / Civil Engineering		
Active registration number / state / expiration date		48100 / Florida / 02-28-2025 105244 / Texas / 09-30-2024 24411 / Oklahoma / 12-31-2023 35413 / Louisiana / 09-30-2024 15882 / Arkansas / 12-31-2024 PE082635 / Pennsylvania / 09-30-2025 45797 / Maryland / 08-04-2024		
Year registered	Florida – 1994 Texas – 2009 Oklahoma – 2010 Louisiana – 2010 Arkansas – 2013 Pennsylvania – 2014 Maryland – 2014	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Serve as subject matter expert for traffic design		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Sean Doherty has over 33 years of experience and collaborates with clients such as Maryland Transit Authority, Texas Department of Transportation (TxDOT); Central Texas Regional Mobility Authority (CTRMA); Florida Department of Transportation (FDOT) Districts One, Two, Three, Four, and Five; Arkansas State Highway and Transportation Department; City of San Antonio Public Works; the Oklahoma City Public Works Department; Nevada Department of Transportation (NDOT); Sea World, and Walt Disney World. Prior to joining Atkins, he served as the FDOT District Five traffic plans and standards professional engineer, managing the traffic plans and standards design section. He was responsible for the signalization, highway signing and pavement marking, and highway lighting plans for all in-house projects. Mr. Doherty also served as the District Five traffic operations conceptual design engineer, where he studied and designed concepts for numerous intersection improvements.				
03/16-Present	Maryland Purple Line – Traffic Design Lead for this 16-mile long design-build light rail project responsible for all aspects of traffic design, including signing & pavement markings, traffic signals, lighting, and intelligent transportation systems (ITS), associated with the project. This requires a high level of coordination with train control systems to ensure that the light rail vehicle (LRV) bar signals properly acted in conjunction with the traffic signal in side-running, center running, and mixed use alignments. Mr. Doherty also is the Responsible Engineer for temporary signalization plans for Maintenance of Traffic deliverable packages. Temporary signal			

	plans, along with the associated general information sheets and sightline details, were developed for each location and each MOT phase.
01/16-12/16	Texas Toll 183 South – Lead traffic engineer for the Comprehensive Development Agreement (CDA) Oversight Team for the design and construction of this 6-mile long, 6-lane tolled. This included the oversight of all traffic components including signing and pavement marking, signalization, illumination, traffic control, traffic management systems (TMS) and tolls infrastructure. Along with providing oversight review of all traffic plans, provided coordination between the design consultant and the TMS/tolls system integrator.
01/16-12/16	Project Neon, Nevada - Signalization task leader. Responsible for the design of traffic signal construction plans for this large design-build project to construct widening and HOV lanes for I-15 and US 95 through Las Vegas. This included design of modification and replacement of existing traffic signals and design of new traffic signals, all at freeway ramp terminals. Designed traffic signals.
10/14-10/15	I-35 & US 183 Interchange – Signing task leader. Responsible for the development of the large sign schematic for the installation of 2 direct connectors between IH-35 and US 183. Including new signs for the new direct connectors affected other signing along both routes which required adjustments to existing signs.
05/11-10/14	Texas Toll 290 East - Lead traffic engineer for the Comprehensive Development Agreement (CDA) Oversight Team for the design and construction of this 6-mile long, 6-lane tolled. This included the oversight of all traffic components including signing and pavement marking, signalization, illumination, traffic control, traffic management systems (TMS) and tolls infrastructure. Along with providing oversight review of all traffic plans, provided coordination between the design consultant and the TMS/tolls system integrator.
01/13-12/13	Texas Toll 45 & O’Connor Rd. Interchange – Engineer of record. Responsible for the development of the infrastructure plans for the toll facilities on this project, which included designs for the conduit routing between equipment pads, fuel tank pads, toll gantries, and power service locations. Performed quality control reviews of the signing and pavement marking plans, the traffic signal plans, the illumination plans, and the traffic management system plans for this new interchange project.
03/10-04/13	I-10 & US 90 (Florida) Interchange – Signalization task leader and engineer of record. Directed the design of 2 traffic signals on this interchange reconstruction project. The plans also included providing fiber optic interconnect between the 2 traffic signals.
11/04-11/09	FDOT District Five, Continuous Services for Traffic Operations - As the Project Manager for a five-year continuing services contract, Mr. Doherty currently coordinates a multitude of work orders for tasks ranging from traffic signal design to corridor studies to ITS design and review. 121 work orders in total were assigned, including numerous signal warrant studies, signal designs, intersection analyses, and signal timing studies.

Firm employed by: Atkins North America, Inc.				
Name	Scott Rumble, PE		Years of relevant experience with this employer	29
Title	Design Specialist		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		M.S. / 1993 / Civil Engineering; B.S. / 1992 / Civil Engineering		
Active registration number / state / expiration date		PE: 38945 / AL / December 31, 2023; 24203 / GA / December 31, 2022; 17611 / MS / December 31, 2022		
Year registered	AL 2006, GA 1998, MS 2006	Discipline	Civil Engineer / Project Manager / Transportation Engineer	
Contract role(s) / brief description of responsibilities		Serve as a specialist for planning and traffic studies.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Scott Rumble has managed and assisted on transportation engineering and planning projects for over 30 years, including on-call contracts for Mississippi Department of Transportation (MDOT) and the Alabama Department of Transportation (ALDOT). He has participated in a wide range of studies that includes micro-simulation modeling and training, multimodal corridor studies, feasibility studies, long range transportation plans (LRTP), benefit-costs analysis road user costs analysis (RUC), travel demand modeling, freight planning, interstate access requests, signalized intersection inventories, airport landside/roadway traffic analysis, and benefit/cost analysis. He has served various clients including the MDOT, ALDOT, the Florida Department of Transportation (FDOT), the Georgia Department of Transportation (GDOT), the Tennessee Department of Transportation (TDOT), the New York New Jersey Port Authority (NYNJPA), and the Nashville International Airport (BNA).</p>				
1996-Ongoing	<p>Transportation Planning and Environmental On-Call Master Contract, MDOT, MS. Serving as project engineer and project manager of planning studies throughout the state of Mississippi under an on-call contract that Atkins has had with MDOT since 1996. Project types have varied and include micro-simulation modeling, feasibility studies, interchange justification/modification studies, and corridor studies. Projects have included On-Call Micro-simulation Assistance and Training, I-110 Corridor Evaluation Study from US 90 to SR 15, and Interstate Access Requests (IAR); US 90 Superstreet Study in Ocean Springs, MS; SR 178/US 45 Tupelo Interchange Planning Study, SR 18 from Raymond to Port Gibson and SR 27 from I-20 to I-55 Feasibility Study; I-20 WB at I-55 SB Lane Closure RUC Analysis; and I-55 North Frontage Road from Adkins Boulevard/Beasley Road to Briarwood Drive Feasibility Study.</p>			
03/2010-Ongoing	<p>Transportation Planning and Modal Programs Services, ALDOT, AL. Currently serving as project manager for the statewide on-call transportation planning and modal programs services contract with ALDOT. Managed several projects under this contract including the 2050 Statewide Long-Range Transportation Plan Schedule Task, Highway Performance Monitoring System (HPMS) assistance project, statewide signal inventory program, and a Project of National and Regional Significance (PNRS) application to the USDOT seeking federal grant funding.</p>			
02/2023-Ongoing	<p>US 90 Superstreet Study, Jackson County, Mississippi Department of Transportation (MDOT). Served as project manager for traffic and safety analysis that was completed for existing, future No-Build conditions, and future Build conditions for approximately 10 miles of US 90 between SR 609 and Dolphin Drive. The purpose of this study was to</p>			

	analyze the feasibility of superstreet improvements (i.e., Restricted Crossing U-Turn, or RCUT, and other similar options) along the US 90 corridor.
12/2021-05/2023	SR 178/McCullough Boulevard at US 45 Interchange Planning Study, Lee County, Mississippi Department of Transportation (MDOT). Served as project manager in charge of traffic forecasts, VISSIM, HCS and Synchro analysis, safety analysis, an environmental review, and conceptual design tasks for an interchange in Tupelo, Mississippi.
09/2022-03/2023	I-20 at MS 18/Crossgates Boulevard Interchange Access Report, Rankin County, Mississippi Department of Transportation (MDOT). Served as project manager for the development of an Interchange Access Report (IAR) for the addition of a new loop ramp in the northeast quadrant of the interchange of I-20 at MS 18/Crossgates Boulevard. The IAR included traffic analysis using HCS and Synchro, safety analysis, and a conceptual signing plan.
06/2020-12/2022	SR 18 from Raymond to Port Gibson and SR 27 from I-20 to I-55 Feasibility Study, MDOT, Claiborne, Copiah, Hinds, and Warren Counties, MS. Serving as project manager in charge of traffic forecasts, VISSIM analysis, safety analysis, and conceptual design tasks for approximately 80 miles of rural two-lane roads.
04/2021-06/2022	Homestead Freight Study Traffic Analysis, District 6, Florida Department of Transportation (FDOT). Project manager responsible for the development of existing and future peak hour volumes for 30 intersections in the Homestead area. Also, responsible for review of Synchro analysis and assistance with the development of roadway improvement recommendations intended to improve freight travel in the study area.
04/2021	I-20 WB at I-55 SB Lane Closure RUC Analysis, MDOT, Hinds and Rankin Counties, MS. Project manager. Responsible for the evaluation of interstate operations during construction conditions for a lane-closure scenario using a VISSIM model. VISSIM outputs included queuing and delay values. VISSIM outputs were used to develop hourly road user costs (RUC).
01/2018-12/2021	Traffic Signal Inventory Services, ALDOT, AL. Served as project manager for a statewide inventory of traffic signals. Managed training sessions for data entry into software and coordinated training for field inventories.
10/2019-08/2020	I-55 North Frontage Road from Adkins Boulevard/Beasley Road to Briarwood Drive Feasibility Study, MDOT, Hinds County, MS. Served as project manager in charge of traffic forecasts, VISSIM analysis, safety analysis, and conceptual design tasks for two interchanges.
04/2016-06/2018	Mississippi State University (MSU) Game Day Traffic Management Study, MDOT, Starkville, MS. Served as project manager and the developer of a CORSIM model that includes the entire Mississippi State University campus and adjacent Starkville streets. The CORSIM model includes all the roadways on-campus as well as all parking lots used for game day traffic. The CORSIM model is being used to determine better ways to manage traffic after football games and to alleviate bottlenecks on-campus and off-campus.

Firm employed by: Atkins North America, Inc.			
Name	Rick Renna, PE	Years of relevant experience with this employer	7
Title	Senior Water Resources Engineer	Years of relevant experience with other employer(s)	42
Degree(s) / Years / Specialization		B.S. / 1986 / Civil Engineering	
Active registration number / state / expiration date		38795 / FL / February 28, 2025	
Year registered	1987	Discipline	Water Resource Engineer
Contract role(s) / brief description of responsibilities		Serves as a Planning Specialist	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).		
<p>Rick Renna has 36 years of drainage and stormwater design experience involving bridge scour research and design, regional stormwater modeling, pipe specifications, and all aspects of drainage design. He also served 13 years in Florida Department of Transportation (FDOT) Construction from 1974 to 1987 as an estimates engineer, FDOT Construction Project Engineer, and a segmental bridge inspector. He served as the FDOT District Four Drainage Engineer from 1997 to 1999 and the FDOT State Drainage Engineer from 2001 to 2016. Currently serves as the Panel Chair for three NCHRP research projects related to the development and implementation of climate change procedures in hydrology and hydraulics design: NCHRP 15-61, Applying Climate Change Information to Hydrologic and Hydraulic Design of Transportation Infrastructure; NCHRP 15-61A, Updates to the Design Practices Guide for Applying Climate Change Information to Hydrologic and Coastal Design of Transportation Infrastructure; and NCHRP 20-44(23) Pilot Test of Climate Change Design Practices Guide for Hydrology and Hydraulics.</p> <p>While the State Drainage Engineer at FDOT, Mr. Renna pioneered innovative stormwater management, wide highway hydroplaning Design, coastal engineering for bridge hydraulics, national pier scour equations, and other improvements. While at Atkins after his retirement from FDOT, led the team that wrote FDOT’s Innovative stormwater management procedure and, among other endeavors, is writing statewide hydroplaning policy and tools for NCDOT.</p>			
06/2016-Present	Drainage Section Support Services, FDOT, Central Office, Tallahassee, FL. Senior engineer. Responsible for providing technical support for the FDOT Central Office Drainage Section.		
06/2016-Present	General Engineering Contract 16, Design Support Services, FDOT, District Three, Chipley, FL. Senior engineer. Responsible for design document and plans review. This project involves design support services.		
10/2016-Present	Developed Watershed Approach to Evaluate Regional Stormwater Solutions (WATERSS), FDOT, Central Office, Tallahassee, FL. Senior engineer. Responsible for developing the statewide approach for pursuing innovative stormwater management for the FDOT, Central Office OEM Office.		
12/2017 - Present	Develop Hydroplaning Policy and Assessment Tools, NCDOT Hydraulics Unit, Raleigh, NC. Senior Engineer. Responsible for developing hydroplaning risk assessment tools and policy, as well as mitigation for hydroplaning risk. Additionally, Mr. Renna currently serves as the Panel Chair for NCHRP 15-61, Applying Climate Change Information to Hydrologic and Hydraulic Design of Transportation Infrastructure. The project is tasked with integrating climate change science into the practice of hydrology and hydraulics. Currently serves as		

	<p>the panel chair for three NCHRP research projects related to the development and implementation of climate change procedures in hydrology and hydraulics design:</p> <ul style="list-style-type: none"> • NCHRP 15-61, Applying Climate Change Information to Hydrologic and Hydraulic Design of Transportation Infrastructure. • NCHRP 15-61A, Updates to the Design Practices Guide for Applying Climate Change Information to Hydrologic and Coastal Design of Transportation Infrastructure • NCHRP 20-44(23) Pilot Test of Climate Change Design Practices Guide for Hydrology and Hydraulics
<p>6/2001 – 6/2016</p>	<p>State Drainage Engineer, Florida Department of Transportation, FL. Prior to joining Atkins, Mr. Renna’s FDOT experience included:</p> <ul style="list-style-type: none"> • Serving on numerous NCHRP panels • Developing the strategy and design procedures for pipes within structural walls. Also chaired the interdisciplinary team that crafted the final design policy. • Developing and initiating policy mandating the use of coastal engineering within FDOT, which defined and integrated coastal engineering into coastal highway hydraulics design. This policy was subsequently adopted by FHWA as standard national practice for coastal highway design. • Initiating and managing the research and implementation of Florida’s policy and procedures for wave forces on bridge superstructures. Then served on the joint AASHTO/FHWA task force for developing national bridge design procedures for wave forces on coastal structures. The task force recommended the Florida methodology which were subsequently adopted by the AASHTO Bridge Subcommittee. • Initiating and managing the development of Florida’s pier scour equations. These equations were subsequently written into HEC-18 as national practice. Also managed, researched, and implemented Florida’s rock scour policy and procedure. • Serving as the DOT’s Director on the UCF Stormwater Academy, an environmental policy and research center for the development of policy on stormwater management. During this time, collaborated on and oversaw FDOT research projects and crafted statewide policy

Firm employed by: Atkins North America, Inc.				
Name	Jamelyn Trucks, PMP, CFM, CGM		Years of relevant experience with this employer	7
Title	Project Manager		Years of relevant experience with other employer(s)	28
Degree(s) / Years / Specialization		B.B.A / 1995 / Marketing		
Active registration number / state / expiration date		PMP: 2560240 / 2019 CFM: US-09-04636 / 2009 CGM: Federal Track / 2006		
Year registered	2009	Discipline	Certified Floodplain Manager	
Contract role(s) / brief description of responsibilities		Oversee management of large stakeholder engagements, financial analysis, budget development, contract negotiations, training, database testing, federal grant administration, and policy development and implementation		
Experience dates (2016–Present)	Federal, state, and local government policies and procedures in relation to federal disaster grant implementation, as well as her active involvement in Federal Disaster Response assists clients in applying best practices and developing improved methodologies			
Jamelyn Trucks has 28 years of experience in program management, mitigation, disaster resilience, planning, and project/business development. Her experience includes overseeing management of large stakeholder engagements, financial analysis, budget development, contract negotiations, training, database testing, federal grant administration, and policy development and implementation. Her understanding of federal, state, and local government policies and procedures in relation to federal disaster grant implementation, as well as her active involvement in Federal Disaster Response assists clients in applying best practices and developing improved methodologies.				
2022–Present	Disaster Recovery HMA Services, City of Houston, TX. SME providing oversight of all HMA programs in response to Hurricane Harvey and PA for all future disasters. Reference: David Wurdlow, Assistant Public Works Director, 611 Walker St, Suite 1010, Houston, TX 77002, 832.395.2054			
2020–Present	Hurricane Ian, Florida Division of Emergency Management (FDEM) and COVID-19 Recovery, FDEM. Project director. Atkins is contracted to provide applicant support as an extension of FDEM staff to provide technical assistance to applicants regarding the process, procedures, and requirements of the Public Assistance (PA) Program. Responsible for overseeing a team of 40+ in the execution of the contract requirements. Reference: Kevin Adkison, State Public Assistance Officer, Bureau of Recovery, Florida Division of Emergency Management, 2555 Shumard Oak Blvd., Tallahassee, FL 32399, 850.815.4456			
2020–Present	Hazard Mitigation Assistance (HMA) Training Support to FEMA Technical lead and lead trainer for FEMA HMTAP training contract. Providing subject matter expertise (SME) on HMA programs and benefit cost analysis (BCA) to update FEMA 212/213/214 and FEMA 276 trainings. Delivery of FEMA trainings as a certified EMI instructor for national and regional deliveries. Reference: Patrick Brown, Vice President, Federal Programs, 6800 Fleetwood Rd. #911, McLean, VA 22101-3610, 866.925.6667 ext. 3			

2020–2025	<p>HMA, Building Resilient Infrastructure and Communities (BRIC), Services, Massachusetts Emergency Management Agency, MA Mitigation SME. Provided review and technical assistance for BCA and project feasibility for FEMA HMA funding. Reference: Mark Talbot, State Hazard Mitigation Officer, 400 Worcester Road, Framingham, MA 01702-5399, 508.820.2053</p>
2018–2022	<p>Hurricane Michael HMA and PA, FEMA, Mexico Beach, FL. Mitigation SME. Analyzed and supported development of mitigation activities and projects to leverage FEMA and CDBG funding. Participated in hazard mitigation workshops to prioritize potential projects for HMGP funding, flood mitigation assistance, and pre-disaster mitigation funds. Reference: Doug Baber, City Administrator/Manager, City of Mexico Beach, 201 Paradise Path, Mexico Beach, FL 32456, 850.648/5700 ext. 3</p>
2018–2022	<p>HMA Support and Technical Assistance, North Carolina Emergency Management (NCEM) SME. Provided review and technical assistance for BCA of BRIC applications for the initial 2020 application cycle. Reference: Jason Pleasant, Hazard Mitigation Supervisor, 4236 Mail Service Center, Raleigh, NC 27669, 919.825.2554</p>
2016–2020	<p>HMA Consulting Services, City of New Orleans, LA. Project manager for technical services delivery for the City of New Orleans Mitigation Department for federal grants to include HMGP, PDM, and FMA. Provides application development technical advice and implementation of mitigation/resilience initiatives. Provides guidance on EHP eligibility requirements specific to NEPA and Section 106 compliance. Reference: (Sub to BBEC) Austin Feldbaum, Hazard Mitigation Administrator, City of New Orleans, 1300 Perdido St, 9th Floor, New Orleans, LA 70112, 504.658.8740</p>
2016–2020	<p>HMA Consulting Services, St. Charles Parish, LA. Project manager for technical services delivery for federal grants, including HMGP, PDM, and FMA. Provided application development technical advice and implementation of mitigation/resilience initiatives. Reference: (Sub to BBEC) Carla Chaisson, Grants Officer, St. Charles Parish Government, 15045 River Road, Hahnville, LA 70057, 985.783.5165</p>

Firm employed by: Atkins North America, Inc.				
Name	Kamal Qaiser, PE, CFM		Years of relevant experience with this employer	12
Title	Senior Engineer III, Water Resources		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization			M.S. / 2010 / Civil & Environmental Engineering B.E. / 2006 / Urban Engineering	
Active registration number / state / expiration date			PE: NV / 022296, Dec 31, 2023; OK / 32990 / Nov 30, 2024; TX / 137976 / Mar 31, 2024 Certified Floodplain Manager (CFM): 3841-20N / Dec 31, 2023	
Year registered	NV, 2013; OK, 2021; TX, 2020	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Hydrology and Hydraulics Analysis and Design Review	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(06/2010 to Present) Kamal Qaiser has thirteen years of experience in civil and environmental engineering and is a licensed Professional Engineer and a Certified Floodplain Manager. His diverse work experience includes hydrologic and hydraulic modeling, floodplain modeling, transportation drainage design, stormwater management and sewer system master planning studies for federal/public sector clients as well as private projects. He has worked on projects ranging from large scale billion-dollar design build projects to small local studies. He has several years of project management experience and has successfully led various water resources projects. He also has been involved in multiple value engineering studies.				
01/22 - Present	I-15 Tropicana Design Build Project, Las Vegas, NV. Drainage lead for this this important highway project adjacent to the Las Vegas Strip. Managing a team designing drainage features (drop inlets, storm drain, retaining wall drains, bridge drains), for multiple design segments as well as resolving construction conflicts.			
10/22 – 12/22	I-94 Reconstruction, Burns Avenue to Barrett Avenue, Michigan Dept. of Transportation (MDOT), City of Detroit / Wayne County, MI. Drainage lead for this value engineering workshop involving extensive stormwater facilities including the installation of new 12-foot diameter combined sewer beneath eastbound mainline and storm drain pumping station. Made recommendations for improving the drainage design to reduce the project cost.			
07/20 – 03/21	Level of Service Project-Phase 1, Harris County Flood Control District, Houston, TX. Project engineer responsible for the development of hydraulic models for estimating the level of service of channels for different watersheds. Responsibilities include creating and processing structure databases used for incorporating bridges and culverts in the models, terrain review and processing, and reviewing all models for submittal.			
01/20-09/20	Armand Bayou Watershed Planning Project, Harris County Flood Control District, Houston, TX. Project engineer responsible for hydraulic modeling including updating effective models with new terrain data and developing new hydraulic models. Identified and delineated critical flooding problem areas and evaluated different flood control solutions.			

03/2020 – 06/2020	Willow Creek Watershed Planning Project, Harris County Flood Control District, Houston, TX. Project Manager responsible for determining channel sizes for three tributary streams to Willow Creek, and one detention basin. Tasks included determining runoff to the three streams, and the detention basin volume through a HEC-HMS model. Channels were sized for maximum permissible velocities by adding channel drop structures at regular intervals. Right-of Way shapefiles were created for the proposed drainage features.
07/2014 – 09/2015	Upper Rogue Watershed, Physical Map Revision, Rogue River, OR. This FEMA project involved 35 miles of detailed hydraulic analysis and 20 miles of approximate hydraulic analysis on the Rogue River and its tributaries. Tasks included utilizing GIS to build hydraulic models in HEC-RAS, modifying python scripts, calibration, encroachment analyses, model reviews and compiling the FEMA MIP submittal.
01/2019 – 06/2020	City of Sparks Sewer Master Plan Update 2020, Sparks, NV. Updated the 2016 Sparks Sewer Master Plan InfoSWMM sewer model for new developments, land use changes and wastewater generation rates. Generated new sewer loadings and evaluated their impacts on the sewer system. Identified criteria deficient pipes and modeled improvements to the sewer system. Updated the Capital Improvement Project (CIP) list.
01/2018-12/2018	I-15/CC-215 Interchange Project, Las Vegas, NV. Drainage lead responsible for project management, client interaction, drainage design, quantity estimation, value engineering and overall deliverables for this system to system interchange project connecting I-15 to CC-215. Drainage features include onsite features (drop inlets, storm drain) and offsite features (channels, culverts, erosion protection) and temporary erosion control features.
01/2015 – 03/2016	I-70 Central Project, Denver, CO. Project Engineer responsible for the design of onsite drainage features using Inroads Storm and Sanitary for 3 miles of roadway for this \$1 billion plus CDOT project, and overall review of SWMM models and drainage plans
01/2017-12/2017	FEMA Region IX Reviews and 2D Model Reviews. Review of various hydrologic/hydraulics studies, and levee certification studies submitted to FEMA Region IX (Nevada, California) and peer review of HEC-RAS 2D models (Texas, Nevada) to ensure studies meet appropriate standards and policies.

Firm employed by: Atkins North America, Inc.				
Name	Obie L. Brannon, PE		Years of relevant experience with this employer	9
Title	Cost Engineer		Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization		B.S. / 1993 / Civil Engineering		
Active registration number / state / expiration date		25033 / GA / December 31, 2023		
Year registered	1999	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities		Serve as a specialist for cost estimate, ROW and utilities		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Obie Brannon has 30 years of experience overseeing all phases of construction for public and private sector clients. His experience includes managing construction crews in highway, intersection, bridge, and culvert improvements, multi-use trails. Mr. Brannon’s key skills include constructability reviews, budgeting and cost controls, National Pollutant Discharge Elimination System permitting, contracts, bidding, estimating, proposals, QA/QC, field engineering, change order management, and engineering speed studies. Throughout his career he has provided 100% frontline construction engineering and inspection management. Having worked for the Georgia DOT as a project engineer earlier in his career, Mr. Brannon understands the advanced level of project administration and management that is demanded to ensure project success, as well as safety for contractors and the public.</p>				
2018-Present	<p>CM-TPO Manager EAST Region. Lead the Construction Management Personnel for the East region. Overseeing a staff of 90-117 meeting the needs of the Business Units of Atkins and our clients in Construction Management. Handling Resource Management and needs and availability of staff for various projects. Tracking Productivity, Safety, Integrity, Collaboration, and Innovation among the staff. Aid staff in continued development for growth and advancement with clients that they serve. In a time of challenges to find qualified staff for hiring, managed resources and staff to meet the needs of clients and new work without a drop in expected quality of service..</p>			
2015-Present	<p>IDIQ Construction Inspection Services, EFLHD. Lead construction management engineer. Responsible for providing QA/QC and ongoing project oversight. Atkins was reselected by EFLHD in 2021 for a sole-source, multiyear IDIQ for CEI services for the Southern Region. To date, Atkins has received more than 40 task orders in 12 states, District of Columbia, U.S. Virgin Islands, and Puerto Rico—representing over \$400 million in construction value. Projects have required a working knowledge of AASHTO, ASTM, FP14, FLH Construction Manual and various other construction administration and testing standards, including those specified by EFLHD.</p>			
06/2019-05/2021	<p>Puerto Rico CEI/CM Support, EFLHD, San Juan, PR. Project manager/project engineer. Responsible for providing QA/QC and management of the task order and staff. Work included support of Puerto Rico Highway Transportation Authority reconstruction work from damages caused by Hurricanes Irma and María. Damages to the island’s transportation infrastructure involved an estimated 29 collapsed bridges, 40 approach slabs, and shutdown of 16,300 miles of roadway due to landslides.</p>			
01/2016-09/2018	<p>Special-Purpose Local-Option Sales Tax Program and Construction Management Services, Cobb County Department of Transportation, GA. Construction manager/project manager. This contract involves program management services for a six-year Special Purpose Local Option Sales Tax (SPLOST) Transportation</p>			

	Improvement Program. The 2016 SPLOST will generate approximately \$750M for capital improvements for the various county agencies including public safety, transportation, parks and recreation, and facilities. The transportation component represents over \$287M of planned improvements with the potential for another \$150M in improvements for projects seeking federal, state, and other assistance.
03/2005-08/2014	2005-2014 Special-Purpose Local-Option Sales Tax Projects, Bartow County, GA. The program included resurfacing, restriping, satellite fire stations, intersection improvements, corridor realignments, and upgrades. It also included improvements and expansion of the existing landfill and the Clarence Brown Conference Center parking lot expansion. As senior civil engineer and project manager, Mr. Brannon worked with the Bartow County road director to maintain SPLOST projects and budgets. He was involved in roadways plan development from a staging and constructability perspective, and developed construction cost estimates; aided in developing transportation projects for planning and budgeting purposes; prepared bid documents and oversaw bidding process to secure contractors for the construction of roadway projects; served as contract administrator for roadway construction projects; and maintained quality and cost controls over the life of the project.
06/2000-03/2005	Various Transportation Projects, Statewide Georgia. Senior construction project manager. Responsibilities included constructability reviews of projects in the design phase, preliminary construction cost estimates, bidding and securing contractors, contract administration, maintaining project cost within budgets. Worked with the GDOT when state funds were involved in the project; adhering to their requirements. Involved with business development for construction engineering and inspection contracts with the Georgia Department of Transportation. Developed and secured business related to performing traffic engineering speed studies. Projects were secured and completed for Bartow County, Gordon County, City of Canton, Catoosa County, and Walker Counties.
05/1993-06/2000	Various Transportation Projects, GDOT, Atlanta, GA. Construction project engineer. Implemented engineered highway plans throughout the construction phase. Led an engineering team of 10 to 12 employees to oversee construction projects and aid in the preparation of future projects. Performed team work leadership for development of employees. Oversaw projects on an ongoing basis for compliance with budgeting issues (change orders, claims, overruns/under runs, material allowances). Construction responsibilities included grading, base and paving, striping and signing, traffic signalization, bridges, culverts and pipes, curb and gutter, retaining walls, MSE walls, and vertical construction (rest areas).

Firm employed by: Atkins North America, Inc.				
Name	W. Wesley (Wes) Goff, PE		Years of relevant experience with this employer	20
Title	Sr. Project Manager		Years of relevant experience with other employer(s)	40
Degree(s) / Years / Specialization		BS Civil Engineering / 1962 / Roadway Design and Construction (Includes Tunnels and Structures)		
Active registration number / state / expiration date		PE CO/9777, October 31,2025		
Year registered	1970	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities		Value Engineering Construction/CM reviewers		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Wes Goff has 60 years of experience managing transportation projects in urban, rural, & mountainous locations. His experience includes 40 years with the Colorado Department of Transportation (CDOT), where he was Program Engineer for the Region 1. He has managed multidisciplinary projects that have included geotechnical, right-of-way (ROW), structure, planning, roadway design, utilities, traffic, environmental, public involvement, agency coordination, and construction administration. His ability to balance design and environmental concerns is demonstrated by the Federal Highway Administration (FHWA) 2003 Excellence in Environmental Leadership award and CDOT 2000 Special Contributor award for environmental ethics. His ability to manage and lead transportation projects is underscored by being the recipient of the 2007 Roderick L. Downing Award for significant Contributions to Transportation in Colorado. Mr. Goff’s has been overseeing design and construction on Colorado Highways for 60 years. Mr. Goff’s Atkins project experience includes:</p>				
08/20 to Present	I-25 Pueblo Corridor, Colorado Dept. of Transportation, Region 2, Pueblo, CO. Provided Constructability Review and Construction Management support services for this urban \$300M reconstruction project			
09/23 – 12/23	New East-West Corridor, Village of Los Lunas, NM. Provided design and constructability reviews for the VE workshop on a planned new 4-miles long roadway connecting I-25 to developing areas east of the Rio Grande River. Pre-VE cost estimate was \$225 million; however, project funding was only \$128 million with expected grants. The VE Team reconfigured the project as two-lanes, end to end single facility, which can be widened when additional funding is available; VE recommended configuration was estimated at \$131 million.			
May 2020 to November 2020	US 50 Pavement Repairs Design Support Services, Grand Junction to Delta. Project Manager. This is an 18-mile combination Overlay/Full Depth Reconstruction project of a 4-lane median divided highway.			
June 2018 to December 2022	US 50/Purcell Interchange Design Services. CDOT. Responsible for leading the design and construction support of a Diamond Interchange at US-50/Purcell Blvd and widening the existing two lanes to three lanes from Purcell to Pueblo Blvd Intersection. The project included a detailed construction phasing plan.			
December 2014 to October 2021	I-25/Ilex Design-Build, CDOT Region 2, Pueblo. Project Design Manager representing CDOT on the \$78M - I-25 Ilex to 1st Street project. The project included the rehabilitation of six bridges on I-25, and the design and construction of Mainline roadway and 3 new bridges on I-25 between Ilex and 1st Street. Wes provided design acceptance and construction management services. The Project received the ACEC Award for Excellence in the Environmental Category in 2019.			

July 2021	Provided VE. Maintenance /Constructability/Design review I 696 to Lahser Road in Detroit from Rocky River to North of U Avenue for the Michigan DOT
November 2021	Provided VE. Maintenance /Constructability/Design review US-131, from Rocky River to North of U Avenue for the Michigan DOT
9/2013 to 7/2014	CDOT Working for Atkins Wes has provided structural services on ten structure task orders.
2003 to 2012	SH 9 Reconstruction, (CDOT), Frisco to Breckenridge, Colorado. Project manager responsible providing preliminary and final design services for the stretch of SH 9 between Valley Brook Street to Swan Mountain Road. The improvements included widening the roadway and a bridge replacement from two to four lanes to increase capacity and improve safety, enhancing existing intersections for transit and pedestrian movements, and minimizing environmental impacts along the corridor.
September to November 2013	SH 72 (Coal Creek Canyon) September 2013 Emergency Flood Repairs, CO. Project Manager (Design and Construction) for emergency repairs to 18 miles of SH 72 in the mountains northwest of Denver. Work included damage assessment along corridor, and preparation of design and drawings for emergency repairs. In many cases the entire roadway was washed out and significant damage occurred to bridges. Wes immediately collaborated with the Colorado Department of Transportation (CDOT) to prepare bid documents, job showing, explaining the bidding process, and modifying final bid documents—all within 48 hours. Less than a week after Atkins' help was requested, the contractor started work to repair the damaged roadway and opened controlled access for those living in the construction corridor. Wes oversaw the full design, construction management, inspection, quality control, and testing providing constant 24-hour 7 days a week support. The finished roadway was opened to all traffic in less than two months. A testimony to the quality of the work, team, and documentation is that the Final Estimate for the emergency repair was audited and accepted by CDOT, FHWA and FEMA with no changes.
1972 to 2003	I-70 from Eisenhower Tunnel to Vail Pass, CDOT, Region 1. Wes was responsible for the original construction and design program of 30+ miles of I-70 from the Eisenhower Tunnel to the top of Vail Pass. This work included the stabilization of several major landslides on Straight Creek.. This entire 30-mile program was completed on schedule and for less than the original construction budget.
1996-2003	CDOT Engineer in charge (design and construction). Berthoud Pass Reconstruction Projects consisted of slope stabilization, erosion control, reconstruction, and widening. Construction on this high (11,000 ft.+) narrow mountain pass required developing new techniques for slope restoration, construction, snow storage, environmental mitigation, and water quality. The many awards include the IECA 2003 Award of Distinction and the ARTBA 2003 Globe Award for Environmental Excellence.

Firm employed by: Atkins North America, Inc.				
Name	Daniel R. Graves		Years of relevant experience with this employer	17
Title	Construction Engineer		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization		N/A		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	Construction	
Contract role(s) / brief description of responsibilities		Serve as a specialist for CE&I.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Daniel Graves serves as a construction manager with Atkins construction management division. He has 25 years of construction inspection/construction management and survey experience involving inspection of roadways, bridges and airports. Mr. Graves has worked on Alabama Department of Transportation (ALDOT), North Carolina Department of Transportation (NCDOT) and Georgia Department of Transportation (GDOT) projects for 25 years.</p> <p>In a previous position with Atkins, Mr. Graves served as assistant project manager on ALDOT road construction projects. He inspected all phases of construction including placement of reinforcement steel, concrete placement, and grading. He sampled all construction items from subbase layer through the finish layer, checked all certifications to ensure compliance with ALDOT specifications, and verified test report quantities to ensure proper contractor payment. As assistant project manager, he also supervised junior inspectors, ensured construction compliance with ALDOT plans and specifications, and assisted in the generation of monthly pay estimates and other reports.</p>				
12/2022 - Present	<p>Design-Build Bridge Replacement Projects Construction Engineering and Inspection Services, GDOT, Jackson County and Banks County, GA. Serves as assistant construction manager for GDOT on a I-85 Widening Phase III project in Jackson County and Banks County. This project included two bridges over North Oconee River and two bridges over Ridgeway Church Road. Inspected all phases of the project including placement of drill shaft excavation and construction, pile driving, bridge substructure, girder installation (AASHTO Type III and various sizes of AASHTO Bulb Tee), bridge superstructure, concrete side barrier walls, concrete median barrier wall, reinforced concrete approach slabs, sound wall, MSE walls, and culvert extension.</p>			
11/2019-12/2022	<p>Design-Build Bridge Replacement Projects Construction Engineering and Inspection Services, GDOT, Jackson County, GA. Served as senior bridge inspector for GDOT on a I-85 Widening Phase II project in Jackson County. This project included seven bridges that spanned I-85, Walnut Creek, CSX Railroad and Middle Oconee River. Inspected all phases of the project including placement of drill shaft excavation and construction, pile driving (h-piles and metal shell piles), bridge substructure, girder installation (AASHTO Type III and various sizes, of AASHTO Bulb Tee), bridge superstructure, concrete side barrier walls, concrete median barrier wall, reinforced concrete approach slabs, sound walls and MSE walls.</p>			
09/2019-11/2021	<p>Design-Build Bridge Replacement Projects Construction Engineering and Inspection Services, GDOT, Douglas County, GA. Served as senior bridge inspector for GDOT on a bridge replacement project over Dog River in Douglas County. Inspected all phases of the project including placement of drill shaft excavation and</p>			

	construction, pile driving, bridge substructure, girders installation (AASHTO Type III and AASHTO Bulb Tee 64”), bridge superstructure, concrete side barrier walls, reinforced concrete approach slabs, guardrail, grading, paving, striping and signage.
10/2019-10/2020	Sewer Cleaning Inspection Services, DeKalb County, GA. Served as inspector supporting DeKalb Watershed Management. This job requires inspection of contractors performing cleaning of sanitary sewer lines, reviewing all work orders submitted by various contractors assigned to sanitary sewer cleaning contract, completing daily inspection reports and ensure all work is completed within contract specifications.
01/2018	FEMA STARR II Contract, HSFE06-18-J-0006, Hurricane Harvey-SDE Inspections, TX. Served as inspector supporting FEMA contract for substantial damage assessment related to Hurricane Harvey in the Houston, Texas and surrounding area. This job required inspection of single-family dwellings, townhomes and businesses to document depth of floodwater, determine substantial damage to structure, provide photographs of structures and documentation to assist FEMA in future projects.
12/2017	FEMA STARR II Contract, 70FA60-18-F-00000007, Staffing Support for Section 406 Mitigation, TX. Served as quality control inspector supporting FEMA on IA-TAC contract providing food boxes for DSA project for relief from Hurricane Irma and Maria. This job required inspection of food box production to ensure compliance with changing menus and FEMA guidelines, documentation of daily food box production, documentation of quantity of boxes and weights for accurate BOL (bill of lading) for shipments to FEMA logistic sites.
08/2015-11/2015	TCL Runway 11-29 Pavement Rehabilitation and Marking and Signage Improvements, City of Tuscaloosa, AL. Served as chief inspector for City of Tuscaloosa on rehabilitation of a runway including milling, paving, striping and sign installation at Tuscaloosa Regional Airport.
02/2010-02/2011	US 231 Resurfacing Dale County 7th Division, ALDOT, AL. Served as the project manager for ALDOT on an urban widening construction project in Dothan, AL and a resurfacing project on US 231 in Dale County. He inspected all phases of construction including placement of reinforcement steel, concrete placement, grading and paving. He sampled all construction items from subbase layer through the finish layer, checked all certifications to ensure compliance with ALDOT specifications, and verified test report quantities to ensure proper contractor payment. As project manager, he also supervised junior inspectors, ensured construction compliance with ALDOT plans and specifications, and generated monthly pay estimates and other reports

Firm employed by: Atkins North America, Inc.				
Name	Michael R. Thurmond		Years of relevant experience with this employer	25
Title	Design Engineer		Years of relevant experience with other employer(s)	0
Degree(s) / Years / Specialization		B.S. / 1998 / Civil Engineering		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	Planning / Traffic	
Contract role(s) / brief description of responsibilities		Serve as a ROW / Utilities designer		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Michael Thurmond has 25 years of civil engineering experience and has served as project engineer for numerous sanitary sewer and water main, rehabilitation, and utility relocation projects with pipe sizes ranging from 6 inches to 42 inches and construction costs from \$50,000 to \$5 million. His primary responsibilities have included plan preparation, project design, preparation of permit applications, and easement plat preparation. He has also participated in the design of sanitary sewer projects, sidewalks, and other projects. Mr. Thurmond coordinates with other engineering firms involved in county and state department of transportation projects. He has been involved in the design of projects for the Cherokee County Water & Sewerage Authority, Marietta Board of Lights and Water, Newton County Water and Sewerage Authority, City of Covington, Paulding County Public Works Department, the City of Thomaston, City of Canton, Bartow County Water System, and the Etowah Water and Sewer Authority.</p>				
09/2021-Present	<p>Richland Creek Water Supply Transmission Main and Booster Pump Station, Paulding County, GA. Designer. This project involved the design and bid of approximately 3,600 LF of 48-inch DIP water main and 65,300 LF of 36-inch DIP water main. This project allows Paulding County to become self-sufficient in providing and distributing its own potable water to residents and not be subject to cost increases by other water sources. This project, in addition to the new WTP and reservoir, will add security to residents by adding this potable water supply while maintaining a redundant source of water from the Cobb County Marietta Water Authority.</p>			
06/2007	<p>Central Supply Reinforcement 36-inch WM – Phases I and II, Cherokee County Water & Sewerage Authority, Cherokee County, GA. Plan preparation. The two phases of the project consisted of 38,000 LF of 36-inch water main, which boosted the supply of water to the south end of Cherokee County. The linear project began at the Bart Manous Road booster pump station and follows a path along seven county roads and SR 20.</p>			
03/2013	<p>Rose Creek WWTP Decanter and Control System Replacement, Cherokee County Water & Sewerage Authority, Woodstock, GA. Plan preparation. To improve SBR performance, Atkins designed plans to replace existing decanters. During the design process, Atkins used a preselection process to obtain pricing for decanter equipment. The project also included a SCADA network upgraded to Ethernet to provide improved efficiency and flexibility. Maintenance of plant operations was essential during construction to maintain plant performance. For staging of the PLC replacements and network upgrade, Atkins developed an approach for coordination of the work. The coordination approach required the Contractor to schedule a minimum of three mandatory SCADA system coordination meetings.</p>			

06/2016-03/2020	<p>Sanitary Sewer Rehabilitation, Marietta Board of Light and Water (BLW), Marietta, GA. Project engineer. Provided engineering and construction management services to replace/repair aging gravity sanitary sewer lines. The open cut sections of the project included portions of the system, which were back-graded, too shallow, aerial over creeks or under-sized. Construction included 240 linear feet of 18-inch concrete pipe burst to 24-inch HOPE; 1,480 linear feet of pipe burst from 12-inch to 12-inch HDPE; 1,060 linear feet of pipe burst 8-inch to 10-inch HOPE; and 1,280 linear feet of 8-inch to 8-inch HDPE. Rehabilitated sanitary sewer manholes. Removed 6-inch VCP and replaced with 8-inch DIP open cut and 22 standard manholes.</p>
12/2015-04/2022	<p>SR 92 Widening Utilities Relocation Design Services, Paulding County, GA. Project engineer. This project involved water and sewer relocation design services for the widening of 5.6 miles of roadway. Tasks entail inspecting the work for compliance with contract, plans, and specifications. Addresses issues in the field and works with Paulding County Water Department to develop solutions to meet field conditions.</p>
09/2015-03/2017	<p>Old Ball Ground Sanitary Sewer Replacement, City of Canton, GA. Project engineer. Provided engineering and construction management services for the Old Ball Ground Road Sanitary Sewer Replacement project. The project primarily consisted of the installation of 6,000 linear feet of new parallel 30-inch and 24-inch sanitary sewer next to the existing 15-inch sanitary sewer, 800 linear feet of 16-inch ductile iron pipe (DIP) force main parallel to an existing 16-inch force main and 1000 linear feet of new 8-inch DIP water main to replace the existing 6-inch water main. Most of the project was installed by the open cut method next to the environmentally sensitive Etowah River. One section included a 300-linear feet bore with a 48-inch steel casing and 30-inch DIP sanitary sewer down the middle of a short service road with low power lines that could not be open cut 25 foot deep.</p>
02/2013-05/2013	<p>Cities of Smyrna, Powder Springs, Marietta, and Thomaston Stormwater Management Plans, throughout Georgia. Assisted in the preparation of stormwater master plans including collecting data, performing monitoring for illicit discharge detection, and preparing the annual stormwater management reports that are required under their municipal separate stormwater sewer system (MS4) discharge permit compliance.</p>

Firm employed by: Atkins North America, Inc.				
Name	Ashlyn M. Morgan, PE, PTOE		Years of relevant experience with this employer	13
Title	Design Specialist		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization			B.S. / 2006 / Civil Engineering	
Active registration number / state / expiration date			PE: 34218 / AL / December 31, 2023; 036142 / GA / December 31, 2023; 25525 / MS / December 31, 2023; PTOE: 3858	
Year registered	AL 2014, GA 2011, MS 2014	Discipline	Civil Engineer / ITS Specialist / Traffic Engineer	
Contract role(s) / brief description of responsibilities			Serve as a PLANNING / TRAFFIC / SIGNALS / ITS Specialist.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Ashlyn Morgan has 16 years of demonstrated ITS and signal design experience, including the design and review of more than 200 signalized intersections. Ms. Morgan’s responsibilities include ITS design, planning, and signal design for projects across the United States. She has extensive experience applying ITS design solutions and problem solving techniques in the areas of ITS and roadway design. Recently, Ms. Morgan researched and assessed the potential of variable speed limits for GDOT.				
07/2018-11/2018	Statewide Signal and ITS On-Call Design Services, Georgia Department of Transportation (GDOT), Douglas, Fulton, and Clayton Counties, GA. Project manager and engineer-of-record. Responsible for leading a team of traffic and roadway engineers, environmentalists, and surveyors to provide on-call services for signal and ITS projects in GDOT Districts 3, 4, 5, and parts of 7. Services provided through multiple competitive awards of this ongoing contract have encompassed all facets of ITS and traffic signal analysis, design, and installation support. The current contract has involved 44 tasks, nearly \$4 million in fees, and services ranging from records research, site condition assessments, and safety audits to signal maintenance design, construction cost estimating, and updates to GDOT’s ITS Design Manual.			
10/2019-05/2022	Traffic Operations Safety Program Support Services, GDOT, Statewide, GA. ITS/Traffic Task Manager. For this on-call safety services contract serves as task manager for ITS and traffic operations studies, evaluations, and services. Efforts have involved compiling and analyzing data sets, attending meetings, and identifying, evaluating, and developing concept designs for required projects to enhance motor vehicle safety on Georgia transportation facilities			
02/2016-08-2017	Atlanta Downtown Traffic Operations Program, Atlanta Downtown Improvement District, Atlanta, GA. Project principal that oversees team that provides maintenance and operations field support services as part of Downtown Traffic Operations Program (DTOP). The DTOP is an effort to actively manage arterial operations within Downtown Atlanta.			

04/2012-03/2017	<p>Regional Traffic Operations Program, Georgia Dept. of Transportation, Georgia Statewide. Deputy program manager. Responsible for creating a monthly performance measures report that compares the throughput and operational equipment as well as a travel time report, twice a year per corridor, comparing the travel times, delay, and number of stops. Deputy project/program manager. The contract involves providing consultant services for support of the Regional Traffic Operations Program. The goal of this program is increasing throughput and reducing delay along regional commuter corridors; procuring, installing, maintaining, and repairing traffic signal components and devices; evaluating conditions along a corridor and implementing a plan for improved traffic flow; and working with local agencies and providing quick response to notifications from the Georgia Department of Transportation.</p>
02/2011-03/2016	<p>Intelligent Transportation Systems Strategic Plan Update, Florida Dept. of Transportation, Florida Statewide. Project engineer responsible for revising and updating the statewide ITS strategic plan to guide the efforts of Central office, Florida Department of Transportation districts, metropolitan planning organizations, and local governments in the planning, programming, and implementation of integrated, multimodal ITS solutions.</p>
10/2012-03/2015	<p>Shelby County Traffic Signal Inventory, Alabama Dept. of Transportation, Third Division, Birmingham, AL. Engineer. Assisted in the full inventory traffic signals in Shelby County. The inventory included collecting intersection data such as overall geometry (lane widths, grades, and turn lane lengths), pole data, signal head data, pedestrian head and pushbutton data, signing and striping, coordinates at intersection, and overall condition of the above parameters. Compiled all of the data into a final report deliverable and presented the data to Alabama Department of Transportation. This project includes a full inventory of 93 traffic signals in Shelby County including the cities of Calera, Alabaster, and Pelham.</p>
03/2014-05/2015	<p>Traffic Data Request for Bid Development Services, Alabama Dept. of Transportation, Montgomery, AL. Project manager for the development of a request for bid document to procure third-party vehicle detection probe data. Atkins will assist in developing functional requirements for the data, a requirements traceability matrix, a request for bid document, and perform integration and testing oversight.</p>
11/2012-03/2015	<p>Roswell Street from Victory Drive to US 41 Widening Design Services, City of Marietta, GA. Designed the signals and ITS for this project that involved the widening of Roswell Street (SR 120) from three lanes with right-turn lanes and narrow concrete or brick sidewalks to a four-lane, divided road with 8-foot-wide brick paver sidewalks on each side. The City's intent was to create a minimum four-lane, bidirectional streetscaped showcase road leading into the historic downtown square.</p>

Firm employed by: Atkins North America, Inc.				
Name	Yaroslav Kovalenko, MBA		Years of relevant experience with this employer	2.5
Title	Risk Management Service Lead		Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization		M.B.A. / 2007 / University of Texas at Tyler M.A. / 2003 / Kiev National Taras Shevchenko University (Ukraine)		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities		Risk Manager / Quantitative Risk Analyst		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
<p>Yaroslav is an accomplished risk management leader with a wealth of international megaproject experience and a proven track record in implementing and spearheading enterprise-scale risk management programs. Alongside his expertise in risk management, Yaroslav possesses strong skills in project management, economic analysis, decision support, and strategy development. With a diplomatic background and an MBA, Yaroslav brings a unique blend of skills to his work. His advanced quantitative skill set enables a rigorous analytical approach to risk management challenges. Moreover, his ability to communicate in English, Ukrainian, Arabic, Spanish, and facilitates seamless collaboration across multicultural environments. As an American citizen who has lived and worked in multiple countries, Yaroslav brings a global perspective and cultural fluency to his work.</p>				
12/2020 – Present	Risk Management Service Lead, Atkins Realis. Spearhead Atkins Realis North America's Risk Management Practice.			
4/2022 – Present	Risk Manager, Cherokee LNG Expansion Project, Southern Company, Atlanta, Georgia. Providing the full suite of project risk management and quantitative cost and schedule risk analysis services.			
12/2020 – 3/2022	Risk Management SME, CNL PMO Management Services, Canadian Nuclear Laboratories, Ontario, Canada. Developed risk management governing documents. Led the Risk Management Community of Practice. Provided project assurance, supporting CNL's Gating and Sanctioning process. Led the configuration and implementation of the cloud-based risk management system. Led the development of the PowerBI risk management dashboards and reports. Delivered presentations and updates to the CNL and AECL leadership. Mentored CNL risk management personnel.			
2/2021 – 2/2022	Risk Manager, REM EJV, Réseau Express Métropolitain, Highspeed Rail Project, Montreal, Canada. Supported leadership team in quantifying residual commercial exposure and managing key project risks. Reviewed and updated the risk management documents. Facilitated periodic risk workshops and discussions. Held one-on-one update meetings with risk owners to status and update risk mitigation actions. Maintained and			

	updated the project risk register in ARM. Performed quantitative risk analysis and reported to the Steering Committee on key risks and residual risk exposure. Advised leadership team on risk management best practices.
12/2016 – 11/2019	Risk Management Center of Excellence Lead, Williams , Houston, TX. Advisory role overseeing process improvement initiatives and supporting strategic projects. Facilitated decision analysis and strategy development for high-profile projects and opportunities. Advised senior leaders on key project and enterprise risks and mitigation strategies. Pioneered the Risk Framing approach to enable effective risk management on high-risk projects. Developed the Major Risks Guideline and a Scalable Risk Process for tactical projects.
2/2015 – 12/2016	Supervisor Risk Management, Williams , Houston, TX. Led the team responsible for risk management support of a \$15B portfolio of projects. Formed, developed, and led the Company's first Project Risk Management Team. Developed the Risk Management Job Family. Led and oversaw risk management process development and improvement initiatives.
1/2013 – 2/2015	Risk Management Process Owner, Williams , Houston, TX. Lead role responsible for the enterprise-wide Risk Management Process implementation. Standardized and documented the Risk Management Process. Standardized Contingency Management and Risk Management Stage Gate requirements. Established and led the Risk Management Community of Practice.
6/2010 – 1/2013	Risk Management Specialist, Williams , Houston, TX. Risk Manager for the Gulfstar One Floating Production Facility Project. Implemented the Risk Management Process on a billion-dollar offshore construction project. Expanded the risk process use across the Company's midstream portfolio of capital projects.
3/2009 – 6/2010	Commercial and Risk Specialist, Schlumberger DCS , Poza Rica, Mexico. Risk Manager for the Perdido Exploration and Production Project offshore Mexico. Implemented the Risk Process on an ultra-deepwater exploration project offshore Mexico. Performed economic evaluations and quantitative risk analyses of field development programs. Facilitated risk workshops and briefed Schlumberger and PEMEX leadership on major risks.
11/2007 – 3/2009	Commercial and Risk Specialist, Schlumberger IPM , Houston, TX. Economics and Risk Analyst supporting a cross-functional Business Development Team. Performed economic evaluations and risk analyses of field development opportunities. Developed cash flow models for complex financial arrangements, tax regimes and revenue splits.

Firm employed by: Atkins North America, Inc.				
Name	Steve D. Bohuslav		Years of relevant experience with this employer	18
Title	Design Engineer		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		B.A. / 1984 / Marketing		
Active registration number / state / expiration date		N/A		
Year registered	N/A	Discipline	ROW / Project Manager	
Contract role(s) / brief description of responsibilities		Serve as a ROW / Utilities designer		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
Steve Bohuslav has 35 years of experience in the field of acquisition, relocation assistance, eminent domain, and property management. Included in this experience is 12 years of employment with Texas Department of Transportation (TxDOT) performing multidisciplinary tasks and serving as the local public agency coordinator. In his role with TxDOT, Mr. Bohuslav was responsible for oversight of county and city right-of-way acquisition to ensure compliance with the Federal Uniform Relocation Assistance and Real Property Acquisition Policies Act of 1970. His current responsibilities at Atkins include participation in and oversight of projects involving all right-of-way activities.				
11/2021-05/2022	John Hayes Street, Camino Real Regional Mobility Authority (CRRMA), El Paso, TX. Project manager for oversight of acquisition and relocation assistance activities for 11 parcels for the improvement of John Hayes Street in El Paso, Texas. The project includes acquisition of fee simple and temporary construction easement interests. The project had federal funding, so all ROW activities are performed according to Uniform Act standards and involved oversight by TxDOT, El Paso District.			
01/2019-01/2021	Elroy Road Project, Central Texas Regional Mobility Authority (CTRMA), Austin, TX. Project manager for oversight of acquisition of 16 parcels near the Circuit of Americas (COTA) facility in northeast Austin. The project ROW was acquired according to Travis County and Uniform Act guidelines. Eminent domain was required on a limited number of parcels necessitating coordination with Travis County attorneys and the County’s ROW Administrator. Parcel acquisition included complex negotiations with land developers, COTA representatives, and individual property owners.			
08/2020-01-2021	Manor Expressway Project Management, Central Texas Regional Mobility Authority, Austin, TX. Right-of-way task manager. This project involved serving as the general engineering consultant to the Central Texas Regional Mobility Authority. Work Authorization No. 1 included construction engineering and inspection, and construction management services necessary to oversee the construction of the 290 East Toll Project – Segment 1 through a design-build construction contract.			
11/2015	Grand Parkway (SH 99), Segments F and G, TDOT, Harris and Montgomery Counties, TX. Project manager responsible for oversight of right-of-way and utility relocation activities for this \$1.4 billion dollar located in northwest Houston and parts of the city of Spring. The project constituted construction of a 38-mile segment of new highway as a continuation of the Grand Parkway loop around Houston. Atkins served the Department’s Strategic Projects Division with review of all documents produced by the project developer, Zachry Odebrecht			

	Parkway Builders, in relation to the acquisition of over 400 individual parcels. Also included reviews of over 185 relocations and over 155 eminent domain submissions. The project is substantially complete with over 97 percent of the acquisitions completed within 24 months
10/2010-10/2014	North Tarrant Express, TDOT, Strategic Projects Division, Tarrant County, TX. Project manager. Assisted with oversight of the acquisition of more than 450 parcels and utility relocations through more than 90 separate agreements on this 13-mile, \$2.05 billion concession public-private partnership project. Responsibilities included cost estimating, acquisition, relocation assistance, title review, closing services, eminent domain, and property management. Led the oversight of the entire spectrum of right-of-way specialties, performing all activities in conformance with the Uniform Act; Senate Bill 18; and all other applicable laws, rules, and regulations. Assisted in the review and development of critical disclosure analysis language for design-build and concession projects.
02/2010-11/2013	Dallas/Fort Worth Connector, TDOT, Strategic Projects Division, Dallas, TX. Project manager. Oversaw the acquisition of nearly 100 parcels and the relocation of utilities through 76 separate agreements on 8 miles of a highly urbanized transportation corridor.
10/2007-09/2009	El Paso Spur 601, Texas Turnpike Authority, El Paso, TX. Right-of-way specialist responsible for right-of-way oversight and overview of a pass-through project. Responsibilities included reviewing all acquisition packages including appraisal, acquisition, relocation, and condemnation to ensure compliance with the Uniform Act and State policies and procedures. This project included the transfer of property (more than 100 acres) from the United States of America (Fort Bliss) to the condemning authority as well as relocation of 28 military families.
05/2005-07/2009	SH 121, US 380, and SH 26, TDOT, Fort Worth, TX. Right-of-way project manager responsible for coordinating and reviewing activities on intricate business and residential acquisitions and relocations, including mobile home sites. Previous knowledge and expertise was critical on these high-profile projects and aided in prompt acquisition and relocation parcel completions.
07/1988-01/1999	Right-of-Way Services, TDOT Austin District, Austin, TX. Assisted the District with acquisition and eminent domain activities on time-sensitive projects. Responsibilities included meeting with property owners, attorneys for property owners, special commissioners assigned to eminent domain activities, and various other individuals necessary to obtain possession to parcels needed for construction projects. Other duties included acting as local public agency coordinator for the Austin District to help ensure that local cities and counties abided by the Uniform Act when acquiring right-of-way for projects funded with federal and state dollars.

Firm employed by: Atkins North America, Inc.				
Name	Brian Blair, VMA		Years of relevant experience with this employer	8
Title	Chief Cost Estimator		Years of relevant experience with other employer(s)	40+
Degree(s) / Years / Specialization		None		
Active registration number / state / expiration date		None		
Year registered	2008	Discipline	Value Management Associate (VMA) No. 200808035; SAVE International	
Contract role(s) / brief description of responsibilities		Cost Estimator		
<p>(01/1981 – present) Brian has more than 40 years of experience with a comprehensive background in commercial, correctional, and residential project design development, horizontal/vertical construction, site work and utilities. He has prepared independent cost estimates (ICE) for various government agencies and commercial entities regarding their planned construction projects including multiple building campuses.</p> <p>Brian has prepared conceptional cost estimates as part of new projects master planning efforts at several locations within the US and Asia. As an Atkins employee, he was a core member of the cost estimating team located inside the U.S. Army Corps of Engineers Hurricane Protection office (HPO). Brian has more than fifteen (15) years of experience supporting formal Value Engineering (VE) workshop format reviews of construction projects. Representative VE projects are listed below.</p> <p>He has provided hands on supervision for numerous projects serving Florida State University (FSU), Florida Department of Corrections (FDOC), Florida Correctional Privatization Commission, Georgia Department of Juvenile Justice (GDOJJ), and Georgia Department of Corrections (GDOC). Brian expertise includes site evaluation and selection, site development, project management and contract administration. He was formerly an independent general contractor licensed with the State of Florida.</p>				
01/2023 to 06/2023	<p>Health Sciences Campus, Kuwait University, Kuwait Brian was the cost estimator and served as construction manager for two (2) VE workshops that reviewed twenty-five (25) separate buildings that comprise the planned new Health Sciences Campus (HSC), located within the southwest quadrant of Kuwait City west of the international airport. The HSC encompassed more than 3.7 million square feet (SF) on a 146 acres green field site. Planned buildings included a new 700-bed hospital plus out-patient clinics, five (5) teaching colleges, research laboratories, staff and hospital guest housing, underground parking structure for more than 13,500 vehicles, two (2) central utilities plants, student center, administrative offices, and a mosque. The pre-VE total estimated cost for construction was more than \$3.8 billion USD.</p>			
09/2005 to 09/2010	<p>USACE Hurricane Protection Office (HPO); New Orleans, LA As a cost engineer, Brian developed IGE's and Rough Order of Magnitude Estimates (ROM) for flood protection projects for the greater New Orleans Area (levees, flood gates, pump stations upgrades, and sector gates etc.) project estimates range from \$100 M to \$117 B. Estimates were developed utilizing MII 4.1. He prepared ROM, IGE and technical cost analysis for contract Modifications of ongoing construction projects for the Modification Section of HPO. Brian developed O & M schedules/cost estimates for levees, pumping stations, flood gates, roads, and bridges for Southeast Louisiana</p>			

	<p>Flood Protection projects. Served as coordinator for Evans-Graves/Atkins and government teams, providing oversight for more than \$4.7 billion in construction contract awards and \$2 billion IGE for contract changes and modifications in under 4 years. More than \$2 billion in estimates were developed with an accuracy compared to contract award of plus/minus three percent., IGE for restoration of twenty-five <i>historical pumping plants</i>, construction of new power generating facilities, as well as new construction of two of the world's largest pumping plants. He development IGE for the new construction of highly complex and critical pumping stations, renovation of <i>Historic Buildings</i> throughout the area, as well as multiple levee and flood control structures, infrastructure projects in such a manner that the contract for his team of estimators was extended for more than two years beyond the planned contractual end date.</p>
06/2015 to 09/2018	<p>Department of Energy Strategic Petroleum Reserve, LA Cost Engineer for Architect/Engineering Designs of Major Maintenance Tasks at the Department of Energy Strategic Petroleum Reserve. Prepared conceptual or parametric cost estimates for future planned projects. With a strong background in Government Estimating, Brian shortened delivery time for estimate development while improving the accuracy of estimate products. He was responsible for developing, documenting, and deployment of improved processes and operating practices which resulted in higher than projected fee awards and performance evaluations</p>
09/2018	<p>Development Area in United Arab Emirate (UAE), a joint effort of the USAF and UAE. VE Study Multiple VE studies in support of the new \$1.4B U.S. Development Area in United Arab Emirate (UAE), a joint effort of the USAF and UAE. UAE requested the US relocated all Air Force and Navy operations to one lower section of the airfield complex. This requires construction of new Taxiway, Aircraft parking areas, hangers and ancillary buildings.</p>
03/2021	<p>Beach Nourishment (IFMP Structure), Suffolk County, NY VE Study VE study to review designs for elevating residential housing to mitigate storm damage from future hurricanes</p>
2011	<p>Alligator Bend Shoreline Protection Project (PO-34) National Resources Conservation Service, Lake Borne, LA, VE Study The VE study addressed the repair of high-river level seepage along a reach of the Mississippi River Levee (West Bank) near Donaldsonville, LA. The purpose of the project was to reduce the risk of a levee breach and reduce the difficulty of staging a flood fight by controlling the seepage. USACE deemed this a critical project and rated this site as having significant potential for loss of life and significant potential for property damage. In the original concept, extensive seepage berms and relief wells installation and the well outflow would be routed to roadside ditches and thence to existing drainage canals on nearby farmland. The VE Team developed 14 alternatives which focused on minimizing the right of way required, reducing disruption to river road traffic reducing relocation of a church, cemetery, and infrastructure to enable completion of the project before the next flood season. The VE Team endorsed the decision to use of deep relief wells for emergency repair of under seepage as a cost effective and viable solution to meet the schedule constraints but recommended replacing all seepage berms with additional relief wells. The VE Team also recommended further investigation of seepage sources to confirm the assumption of deep seepage. Cost: \$147.86 million.</p>

Firm employed by: Atkins North America, Inc.				
Name	Mutaz Said, PMP, PgMP, CQA, ENV SP		Years of relevant experience with this employer	4
Title	Senior Estimator		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization		B.S./ 2006 / Civil Engineering MS. / 2019/ Constructing Engineering and Management		
Active registration number / state / expiration date		Certified Program Management Professional (PgMP): 3548754 / June 2026 Certified Project Management Professional (PMP): 2118545 / Dec 2023 Certified Quality Auditor (CQA): 68251 / Jun 2024		
Year registered		Discipline		
Contract role(s) / brief description of responsibilities		Cost Estimator, Project Control, Scheduling		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).			
(07/06 Present) Mutaz Muhammad Said has 17 years of experience in the construction and engineering industry involving a variety of transportation and infrastructure projects. He has extensive experience in cost estimating and change management/negotiation, utilizing both client-provided unit pricing data and RS Means construction pricing. He has experience developing bottoms-up estimates for construction projects and is a certified Program Management Professional (PgMP), Project Management Professional (PMP), and Quality Auditor (CQA). He has experience working on local, state, federal, and international projects and has excellent communication skills. His projects have utilized various contracting methods, including design-build and public-private partnerships.				
08/21 – 09/21	VE Workshop, I-25/US 50 Interchange Reconstruction, Pueblo, CO. As a senior estimator, I played a key role in a Value Engineering workshop for the US Hwy 50 Project. The project was initiated due to a high number of crossover accidents, prompting the need for a median barrier. Given the absence of an existing environmental assessment or formal planning document, coordination with local agencies was essential. The project's primary goals included improving safety, reconstruction, and implementing median and shoulder improvements. The project's scope covered US Hwy 50A, specifically between milepost 271 and 275 in Fremont County. The estimated construction cost for this significant safety enhancement initiative amounted to \$20,000,000. During the Value Engineering workshop, my role as a senior estimator involved applying cost-effective measures without compromising safety and project goals. By leveraging my expertise, we aimed to identify optimal solutions that would enhance safety, meet construction standards, and ensure efficient resource allocation. This collaborative effort contributed to the project's overall success, aligning with its key objectives and ensuring the effective utilization of resources.			
09/21 – 10/21	VE Workshop, US-131, from Rocky River to North of U Avenue St. Joseph and Kalamazoo Counties, MI. As a senior estimator, my involvement in the Value Engineering workshop for the US-131 project was integral to the optimization of this divided 4-lane roadway, recognized as a National Truck Network Gold Route. Situated in a rural, agricultural landscape from the bridge over Rocky River at Three Rivers to the Village of Schoolcraft, the project spans approximately 13.4 miles. My role as a senior estimator contributed to the meticulous analysis and			

	enhancement of cost-effective strategies during the Value Engineering workshop for this complex and crucial roadway improvement initiative.
10/21 – 11/21	VE Workshop, RDT&E Facilities, Tyndall Air Force Base, FL. As a senior estimator actively involved in the Value Engineering (VE) workshop for the Silver Flag Facilities project, I focused on optimizing cost efficiency while maintaining or improving functionality. I comprehensively understood project elements and potential issues using tools such as the Pareto Cost Model and a qualitative Project Risk Register. During the Development Phase, the VE Team's efforts generated 45 creative ideas. Our strategic focus was on optimizing cost efficiency, resulting in a recommendation with an estimated cost avoidance of \$2,763,000 in capital cost and \$2,904,000 in life cycle cost, representing an 8.4% savings based on the Current Working Estimate.
09/22 – 10/22	VE Workshop, I-94 Modernization, from Burns St to Barrett Ave, Wayne County, MI. Cost estimator for the workshop review of planned \$360 million improvements along 2 miles of I-94 mainline. The project scope included new auxiliary lanes, full-depth roadway reconstruction, installation of a new 12-foot diameter combined sewer beneath the eastbound mainline, sewer pumping stations replacement, and interchange conversion to a Diverging Diamond Intersection (DDI).
10/22 – 11/22	VE Workshop, Miller-Rotunda Bridge Replacement Project Wayne County, MI. As a senior estimator, my involvement in the Value Engineering workshop for the Miller Road Bridge project was centered around optimizing the cost-efficiency of a critical infrastructure undertaking. The existing bridge, built in 1931 over Conrail in the City of Dearborn, Wayne County, Michigan, spans seven railroad tracks and various roads crucial to Ford Motor Company. Given the serious condition of the bridge and its closure to traffic, a comprehensive field review and cost analysis led to the recommendation of a full bridge replacement. The proposed solution involves replacing the existing 1,460-foot structure with a concrete bridge supported by uniform girders and piers on H-piles. The design incorporates spans tailored to avoid existing piers and minimize adverse impacts on railroad operations. The remaining portions of the bridge will be replaced with sheet pile walls featuring concrete facing, structural backfill, and pavement. My role as a senior estimator during the Value Engineering workshop was pivotal in assessing cost-effective strategies, ensuring optimal resource allocation, and contributing to the project's overall efficiency and success.

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	Atkins North America, Inc.		Past Performance Evaluation Discipline(s)*	Road. Bridge. Traffic, CE&I, Other (Certified Value Specialist, QA/QC)
Project name	Lincoln Tunnel Helix Replacement Project VE Review		Firm responsibility (prime or sub?)	Prime
Project number		Owners name	Port Authority of New York and New Jersey	
Project location	Weehawken and Union City, NJ		Owners Project Manager	Christi Clark
Owners address, phone, email	2 Montgomery Street, 4th Floor, Jersey City, NJ 07302; 201-395-3519; cclark@panynj.gov			
Services commenced by this firm (mm/yy)	09/22	Total consultant contract cost (\$1,000’s)		\$200
Services completed by this firm (mm/yy)	12/22	Cost of consultant services provided by this firm (\$1,000’s)		\$150

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

Organize and lead a 10-day VE Study and Constructability Review (CR) of the \$1.14B project to replace the Lincoln Tunnel Helix, a 3/4 mile stretch of roadway carrying NJ Route 495 to and from the Lincoln Tunnel, providing critical access to midtown Manhattan. The Helix is broken into three segments: the Upper Helix and Lower Helix sections are elevated roadway structures and the King’s Bluff section is on grade. Constructed with six (6) lanes in 1937 and widened to seven (7) lanes in 1957, the Lincoln Tunnel Helix, is approaching the end of its useful life and is functionally obsolete. The Helix carries over 87,000 vehicles daily, as well as the Exclusive Bus Lane (XBL), commonly referred to as the Express Bus Lane, during weekday morning peak periods. The XBL is the busiest bus transit lane in the nation, accommodating 1,800 average daily buses and 70,000 weekday commuters. Three (3) traffic lanes in both directions must be maintained on existing structure during reconstruction in a location not conducive to detours. The replacement structure must meet current incident management (i.e., breakdowns, crashes, vehicle fires) standards and requires on-structure fire suppression systems in accordance with NFPA requirements.

The VE/CR Team brainstormed target areas encompassing Bridge Structures, MEP Systems, as well as Contract Methods, Sequencing, Schedule and Staging, generating 67 Ideas, 26 VE/CR Alternatives, and 21 Design or Construction Suggestions. The identified VE/CR Alternatives included an estimated capital cost avoidance of \$358 million, and more than 520 days of construction schedule compression. After review of the Draft VE Study / CR Report and a Stakeholder Meeting, the Port Authority accepted VE/CR Alternatives with a \$123 million cost avoidance and decided to conduct further study on 3 additional VE/CR Alternatives with a potential Capital Cost Savings of \$202.5 million. This would yield an acceptance rate of 90.8% based capital cost avoidance. Scot McClintock, CVS-Life, organized and led the 10-day VE Study and CR; prepared Draft and Final VE Reports; and led Presentation and Stakeholder Meetings.

Participating team members: Scot McClintock was Other (Certified Value Specialist / VE Facilitator); Luke Clarke and Albert Yam both served as VE and CR Team Members for the Road and CE&I/OV disciplines; Al Adelgren reviewed the outputs of the VE Study and CR as Other (QA/QC).

Firm name	Atkins North America, Inc.		Past Performance Evaluation Discipline(s)*	Road. Bridge. Traffic, CE&I, Environmental (Drainage), Other (Certified Value Specialist, QA/QC)
Project name	Statewide On-Call Value Engineering Services		Firm responsibility (prime or sub?)	
Project number		Owner's name	Michigan Department of Transportation (MDOT)	
Project location	State of Michigan		Owner's Project Manager	
Owner's address, phone, email	425 W. Ottawa, Lansing, MI 48909 / ofc (517) 335-3990 / tarazid@michigan.gov			
Services commenced by this firm (mm/yy)	90/2020	Total consultant contract cost (\$1,000's)		\$500 + \$500
Services completed by this firm (mm/yy)	On-Going	Cost of consultant services provided by this firm (\$1,000's)		\$650

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

Atkins North America planned and led seven (7) separate VE workshops to review roadway projects planned by MDOT. These projects encompassed more than 40 miles of mainline roadway plus frontage roads and intersecting streets, and more than 25 bridges including direct connector flyovers and railroad crossings. Challenges included maintaining traffic operations during construction, roadway widening and improvements within constrained rights-of-way (ROW), bridge repairs while in active use, railroad over crossings, restricted or low vertical clearance bridges, and construction operations within urban corridors directly adjacent to residential areas. Total cost exceeding \$953 million. VE recommendations yielded net \$134 million construction and future cost savings.

Projects list (partial):

- State Highway M-59 widening and improvements, from Romeo Plank Road to I-94. (\$66 million)
- I-696, pavements reconstruction from I-275 to Lahser Road, Oakland County. Project scope also included interchange and drainage improvements. (\$180 million)
- US-23, reconstruction of rural median divided highway from Stoney Creek Road to I-94, Washtenaw County (\$58 million)
- US-131, from Rocky River to North of U Avenue, Kalamazoo and St Joseph Counties (\$77 million)
- I-94, reconstruction of mainline pavements from Eight Mile Rd to Eleven Mile Rd, Macomb County (\$98 million)
- I-94, from Burns Street to Barret Street, Wayne County. Urban corridor improvements including reconstruction of combined sewer pump stations with drop shafts, and a new 12-foot diameter combined sewer conductor beneath eastbound mainline roadway. (\$360 million)
- Miller-Rotunda Bridge Replacement, Wayne County. Project scope entailed reconstruction of tee-shaped viaduct over active mainline rail road tracks, both serving a large automobile manufacturing plant. (\$68 million)
- M-153 / Ford Road, traffic operations improvements and safety enhancements from Sheldon Road to Lotz Road, Canton Township / Wayne County. (\$51 million)

Participating team members: Al Adelgren (Other (Certified Value Specialist)), Scot McClintock (Other (QA/QC)), Wes Goff (CE&I/OV), Tanveer Khan (Traffic / Road), Colin Seaman (Other (Structures -Retaining Walls)), Kamal Qaiser (Environmental (Drainage)), and Mutaz Said (Other (Cost Estimating)).

Note: Atkins North America has held back-to-back on-call VE services contracts.

Firm name	Atkins North America, Inc.		Past Performance Evaluation Discipline(s)*	Road. Other (Certified Value Specialist, QA/QC)
Project name	Statewide On-Call Value Engineering Services		Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Texas Department of Transportation (TxDOT)	
Project location	State of Texas		Owner's Project Manager	Jane Lundquist, PE, M.ASCE
Owner's address, phone, email	6230 E Stassney Ln, Austin, TX 78744 / Ofc. 512-416-2708 / jane.lundquist@txdot.gov			
Services commenced by this firm (mm/yy)	10/2016	Total consultant contract cost (\$1,000's)	\$750	
Services completed by this firm (mm/yy)	06/2019	Cost of consultant services provided by this firm (\$1,000's)	\$750	

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

Atkins North America planned and led thirty (30) separate VE workshops to review roadway projects planned by TxDOT. These projects encompassed nearly 300 miles of mainline roadway plus frontage roads, and more than 360 bridges including direct connector flyovers and railroad crossings. Challenges included maintaining traffic operations during construction, and river / wetlands / wildlife / railroad crossings. Total cost exceeding \$6.7 billion. VE recommendations yielded net \$508 million construction and \$173 million future cost savings.

Projects list (partial):

- I-10 Kendall Extension, Kendall and Bexar Counties. (\$102M)
- Corrigan US-59 Relief Route, Polk County. (\$133M)
- Reconstruct and widen I-10 East, from Loop 410 East to Loop 1604 East, Bexar County. (\$301M)
- US 287 improvements, Corsicana. (\$65M)
- US 281 widening and improvements, Segments #1 #2 and #3, Hidalgo County. (\$582M)
- SH 46 widening, Bulverde, Bexar County. (\$92M)
- Reconstruct IH-2 / IH-69C interchange, Pharr. (\$263M)
- State Loop 88, Lubbock. (\$376M)
- US 83 improvements, Starr County. (\$46M)
- State Loop 195, Starr County. (\$208M)
- State Loop 1604, Universal City. (\$62M)
- FM 1960, Harris County. (\$106M)
- IH-35, FM 1103 to County Line, Comal County. (\$252M)
- State Loop 1604, from US 90 to IH-35, Bexar County. (\$75M)
- FM 1518 widening and improvements, FM 78 to IH-10, Bexar County. (\$48M)
- State Loop 1604 at FM 2926 / Rio Blanco Road interchange reconstruction / DDI conversion, Bexar County. (\$52M)
- IH-10 widening and reconstruction, from State Loop 1604 to State Highway 130 (toll) (\$1,188M)
- FM 812 realignment, US-183 to SH-21, Travis County. (\$82M)
- IH-69 at IH-45 lower mainline, Houston. (\$200M)
- State Loop 1604, FM 78 to IH-10, Bexar County. (\$200M)
- FM 734, RM 1431 to SH-45 (toll), Williamson County. (\$46M)
- State Loop 9 Corridor A from US-67 interchange to IH-35E, Dallas and Ellis Counties. (\$643M)
- SH 71 corridor, three (3) grade separated interchanges, Travis and Bastrop Counties. (\$91M)

The contract required two (2) SAVE International accredited facilitators for each workshop. TxDOT assigned available staff to participate in each VE workshop, most had no previous VE experiences. Thus, each workshop also entailed training of TxDOT personnel.

Participating team members: Al Adelgren, Scot McClintock, and Charles McDuff were Other (Certified Value Specialist and QA/QC); John Copp was Other (Certified Value Specialist / Cost Estimating); and Luke Clarke (Road / Other (Facilitation)).

Firm name	Atkins North America, Inc.		Past Performance Evaluation Discipline(s)*	Road, CE&I, Traffic, and QAQC
Project name	I-10: LA 415 to Essen on I-10 and I-12 PHASE 1: West of Washington Street to Essen		Firm responsibility (prime or sub?)	Sub
Project number	Project No.: H.004100.5	Owner's name	LaDOTD	
Project location	Baton Rouge, Louisiana		Owner's Project Manager	Mr. Charles Nickel, PE
Owner's address, phone, email	Value Engineering Director, LaDOTD, 1201 Capitol Access Rd, Baton Rouge, LA 70802, Ph: (225) 379-1078; Email: Charles.Nickel@la.gov			
Services commenced by this firm	02/21	Total consultant contract cost (\$1,000's)	38	
Services completed by this firm	02/21	Cost of consultant services provided by this firm (\$1,000's)	38	

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

Provided subject matter experts for a 5-day virtual VE Workshop was facilitated by Atkins/TriCoeur along with team members from Atkins, TriCoeur and LaDOTD over a Virtual Value Engineering Workshop setting. The VE Workshop activities were undertaken during the week of February 08th – 12th, 2021. The subject of the study was the I-10: LA 415 to Essen on I-10 and I-12; PHASE 1: WEST OF WASHINGTON STREET TO ESSEN LANE; S.P. No. H.004100.5.

The project will widen I-10 by adding one travel lane in each direction on mainline I-10 through the study area from LA 415 to Essen. Modifications at LA 1 will include shoulder widening, acceleration/deceleration lane lengthening, and an additional travel lane westbound to LA 415. Other elements will include an auxiliary lane eastbound from LA 415 to LA 1; lengthening the acceleration/deceleration lanes on I-10 for the Highland Road/Nicholson Drive interchange to the MRB truss; consolidation of the Washington and Dalrymple interchanges into one interchange; closure of the Perkins ramps; ramp lengthening of the existing diamond interchange at Acadian along with improvements along Acadian; and two options near the terminal of the ramp at College Drive. Option 1 includes a slip exit ramp to Trust Drive and while Option 2 does not include the slip ramp. Under the identified preferred alternative, the twin bridges over the City Park Lake and the Nairn overpass will be replaced with signature bridges. The construction cost estimate indicated that the project would be delivered at a cost of approximately \$715 million.

During the course of the VE workshop, the team developed 30 VE Alternatives and 29 Design Suggestions. In addition, 29 Alternatives were thoroughly explored, and it was found that they were neither cost effective nor technically feasible. One of the goals of the VE Team was to identify opportunities through which cost savings might be realized while indicating ways in which the resulting savings might be invested back into the project to realize added value. It was estimated that between \$60 and \$75 million in value addition might be reasonable to expect from the implementation of these alternatives.

Luke W Clarke PE, VMA, served as a team member for the Road, CE&I/OV (Sequencing), and Traffic disciplines, and also Assisted in facilitating the Workshop and conducted QA/QC on the outputs of the VE Study.

Firm name	Atkins North America, Inc.		Past Performance Evaluation Discipline(s)*	Road. Bridge. Traffic, CE&I, Other (Certified Value Specialist, QA/QC)
Project name	I-20 MRB at Vicksburg Overlay and Rehab, VE Review		Firm responsibility (prime or sub?)	Prime
Project number	H012379	Owner's name	State of Louisiana Department of Transportation and Development	
Project location	Madison Parish, Louisiana		Owners Project Manager	Charles Nickel, PE
Owners address, phone, email	Value Engineering Director, LaDOTD, 1201 Capitol Access Rd, Baton Rouge, LA 70802, Ph: (225) 379-1078; Email: Charles.Nickel@la.gov			
Services commenced by this firm (mm/yy)	10/18	Total consultant contract cost (\$1,000's)	\$ 54	
Services completed by this firm (mm/yy)	11/18	Cost of consultant services provided by this firm (\$1,000's)	\$ 46	

Provided subject matter experts for a 5-day VE Study Workshop of the \$ 44,000,000 project to rehabilitate and overlay the I-20 bridge over the Mississippi River at Vicksburg Mississippi/Delta Louisiana.

The I-20 over Mississippi River Bridge was constructed in the early 1960's. Since construction, the structure has been the subject of adverse natural effects leading to movement in the longitudinal and transverse directions. Periodic maintenance of the structure is being performed, including jacking, embankment monitoring and stabilization, painting, etc. Annual monitoring and maintenance costs are currently approximately \$350,000 per year. The deterioration of the riding surface, most of it age related, is another factor. To keep this major corridor functional, the purpose of this project is to extend the design life and improve the safety of the structure by providing required repairs and rehabilitation. The total project length was 2.093 miles.

The VE Team brainstormed target areas encompassing Bridge Structures, Pavement Structure, Construction Methods, Sequencing, Schedule and Staging, The workshop resulted in full development of Twenty (20) Design Alternatives (some mutually inclusive) that offer an estimated four million dollars (\$4 Million) in potential first cost value additions to be considered for implementation. These alternatives were selected as being reasonable considerations for incorporation in the design. There were also Nine (9) Design Suggestions that offered measures to simplify construction, provide various means for reducing costs and may help to improve the operational requirements for the facility, and reduce the construction duration.

Luke W Clarke PE, VMA, served as a team member for the Road and CE&I/OV (Sequencing) disciplines, assisted in facilitating the Workshop and conducted QA/QC on the outputs of the VE Study.



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.

APPROACH TO VALUE ENGINEERING (VE)

The Atkins approach to VE is based on a desire for consensus among the Owner, design team, VE team, and, where appropriate, external stakeholders on what a project will accomplish and how it will get there. A VE program that is invasive and confrontational will not succeed as the necessary implementation of VE recommendations, which is the responsibility of the Owner and design team, will not occur. We will build consensus throughout the VE study from award to submittal of the Final VE Report by involving the LaDOTD and the design team in the VE process. Use of this approach will ensure that the VE team understands the decisions and circumstances that brought the project to where it is at the start of the VE workshop. It will ensure that the VE team can constructively challenge elements of the projects without alienating the LaDOTD or the design team. It will also ensure that the LaDOTD and the design team understand the VE team recommendations including why they were made; what their function, cost, and overall project implications are; what their advantages and disadvantages are; and how they can be implemented. The design and construction of the improvements will only benefit if the LaDOTD and the design team decide to implement the VE team's recommendations. This consensus approach will lead to maximum implementation of the VE team recommendations and thereby obtain maximum value and quality for the project.

The Certified Value Specialist (CVS) assigned to your projects will follow this Atkins methodology, which is based on the formal methodology championed by SAVE International (SAVE) and required by the Federal Highway Administration (FHWA), as well all applicable DOTD Procedures, Design Standards, AASHTO Guidelines, and the desires of DOTD as made known to the Consultant. This methodology has been employed in all our VE studies with certain elements stressed more or less, depending on the subject and/or timing of the VE study or the primary purpose of the study, i.e., performance, capital and life cycle cost, schedule, constructability, etc. The specifics of how we will apply the VE methodology will be discussed below, including pre-study, workshop, and post-workshop activities.

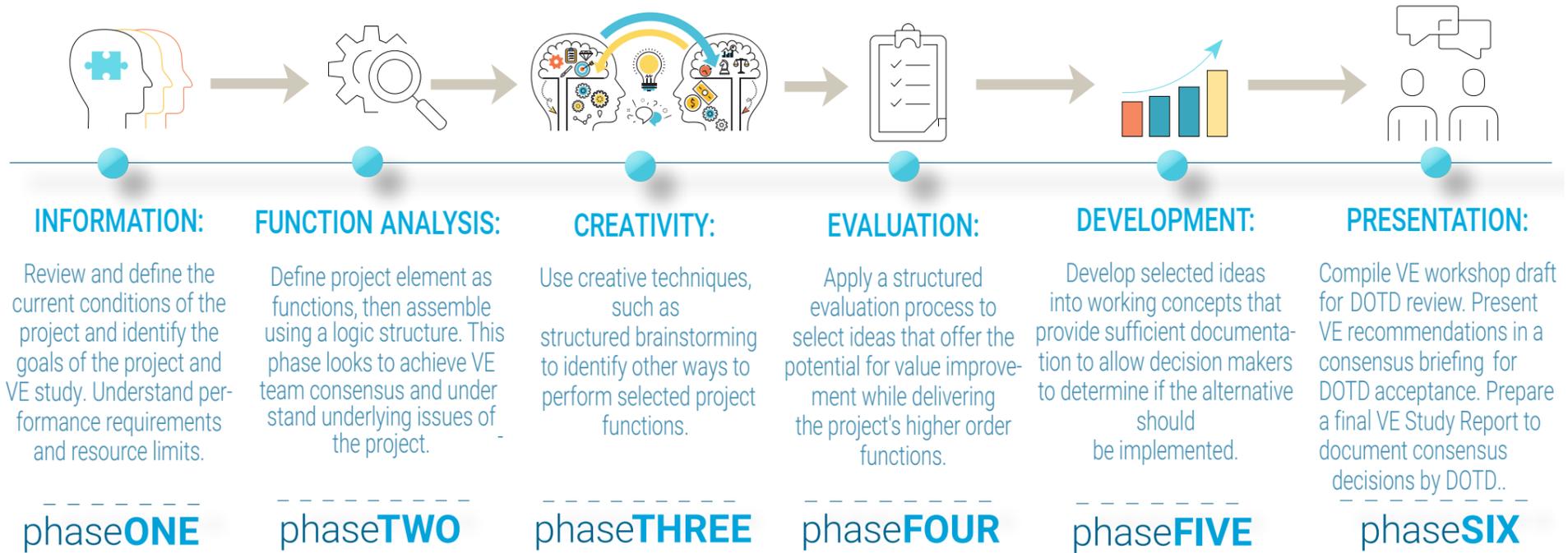
PRELIMINARY WORKSHOP ACTIVITIES

Prior to the VE Workshop, the CVS will speak with appropriate LaDOTD and design team personnel including the DOTD Value Engineering Director, DOTD's Project Manager, and/or the Project Consultant to ensure the necessary project information will be available to the VE team at the start of the workshop and coordinate briefings as required. The CVS will coordinate with the DOTD Value Engineering Director to ensure sufficient facilities are arranged for the VE study. In recent years, SAVE has referred to these activities as the Preparation Phase. The goal will be to fully understand the project and the issues surrounding it and, in addition, identify any targets or outstanding design decisions that the LaDOTD and/or the design team would like the VE team to explore. By gaining consensus on the expectations of the LaDOTD, the design team, and VE team, we all begin the consensus approach to VE on the path toward success.

Using the latest project cost estimates, the CVS will prepare a Pareto cost model for use by the VE team at the start of the workshop. In addition, the CVS will collaborate with the client to establish the discount rates and the desired life cycle periods for the various elements of the project for use in life cycle costing efforts. In addition, the CVS will prepare a draft Function Analysis Systems Technique (FAST) diagram of the functions of the project for the consideration of the VE Team in the workshop. It should be noted that if a client prefers that the FAST diagram be generated by the VE Team in live session, then that effort will become part of the Function Analysis Phase cited below.

THE WORKSHOP

The workshop will follow a six phase VE Job Plan, one of several endorsed by SAVE. VE providers may use different names for the various phases, but the same steps are usually recognizable. Please note that we choose to highlight the importance of function analysis by treating it as a separate phase, broken out of the Information Phase. The six phase VE Job Plan is presented below graphically followed by a brief discussion of the purpose and procedures of each phase.



Information Phase

The VE team will review and analyze available information on the project made available by pre-workshop efforts cited above, to fully understand the project requirements and the current status of the design. Presentations by the design team, with input from the LaDOTD, will be held at the start to expedite the VE team’s review and increase their insight into the current design at the time of the workshop. The VE Team will review the Pareto Cost Model and the life cycle costing parameters developed pre-workshop for a full understanding of those elements of the workshop. The VE Team will generate a list of key project issues, as well as a list of key project risks. A Risk Register will be developed by the team to analyze the major risks related to cost, schedule, and safety; how they can be mitigated; and what their impacts might be.

Function Analysis Phase

The entire VE Team will review the draft FAST diagram prepared by the CVS pre-workshop, adding, subtracting, and /or rearranging functions by consensus under his direction. The FAST diagram presents the relationship of the functions to one another to be sure each member of the team understands what the project does, and what it must do. Function analysis provides a clarity of thought which ensures thorough understanding among multi-disciplined team members, avoids confusion, and allows the team to break a complex project into well-defined functions. Good value all starts with the definition of function.

Creative Phase

The VE team will use brainstorming to identify innovative and alternative means of satisfying basic and secondary functions to achieve improved value for the value target areas in as many ways as possible. During the creative phase, a positive environment for brainstorming will be maintained at all times, reserving all judgment of the ideas until the evaluation phase. The VE Team will be looking for quantity and association of ideas, which would be evaluated in the next phase of the study. The more ideas generated, the more likely a “breakthrough” idea will be identified with significant value implications. Many of the ideas brought forth in the creative phase will be a result of discussions throughout the Information Phase, during risk register development, and in the function analysis phase. The resulting lists will include ideas that will be further evaluated and recommended for potential use in the project design. In this way, VE often leads to technical innovation and the resulting benefits.

Evaluation Phase

In the evaluation phase, the entire VE team will consider all of the ideas listed in the creative phase and choose those that deserve further development. Alternatives identified in the creative phase will be compared to one another and the original design to select the least cost solution that provides all of the essential functions. Several levels of comparative analysis techniques can be used to find the best alternatives, from simply having the VE team vote on each idea, where 10 is a great idea and 1 is a bad idea, up to a weighed constraints evaluation performed by the entire VE team. Care will be taken not to discard ideas too easily as some could be viewed in a more favorable light as the workshop proceeds.

Development Phase

The solutions(s) selected in the evaluation phase will be developed in detail so decision-makers can understand and accept VE recommendations and the design team has enough direction and detail to incorporate them into the project. The VE team must work diligently to provide enough of the right kind of information, such as a description of the suggested change; detailed construction and project cost estimates; detailed life-cycle cost analyses including operation, maintenance, replacement, salvage value, etc.; impacts on project schedule; identification of risks and how to mitigate them; and sketches of present and VE proposed designs, to clearly show the recommended change to the original design. We will provide forms for the VE team to use as tools to capture their development. Those forms are part of an Excel-based VE Tool used by Atkins to greatly enhance the efficiency and accurate capture of information generated by the VE Study. By the end of the development phase, the VE team will have a complete VE workbook with supporting documentation for each VE proposal developed by the team during the workshop.

Each workbook will include a one page proposal summary which describes the element of the current design that was studied and the proposed design of the VE team; summarizes the project and life cycle cost implications; and lists the advantages and disadvantages of the proposed change. Those summaries, backed by the above supporting documentation, will greatly assist LaDOTD in implementation of the VE recommendations. By working together to document benefits and anticipate “road blocks” to acceptance, our VE teams have consistently produced VE results with an excellent acceptance ratio. It must be remembered that a VE study is only as successful as its implementation.

Presentation Phase

The VE team will make an oral presentation of the proposed changes to the project to the decision-makers. Presentation of recommendations by the team members who actually led the various studies will promote understanding and acceptance of their ideas through direct communication and their enthusiasm for the idea. For this reason, it will be imperative that the real decision-makers attend the presentation to maximize the implementation of the VE recommendations. The oral presentation must be clear, concise, and positive. A free flow of questions from the decision-makers will be encouraged to further increase implementation.

Post-Workshop

The CVS will prepare a Draft VE Study Report for the workshop. The CVS will retain the originals of the detailed VE workbooks used throughout each workshop, capturing the development efforts of the VE team. The CVS will address the comments received from the LaDOTD and the design team during the presentation and modify workbooks as appropriate. The CVS will calculate the maximum potential project and life cycles cost savings, accounting for duplicate or overlapping cost savings and/or mutually exclusive VE recommendations. The CVS will tabulate a summary of cost savings and prepare an executive brief summarizing the activities and results of the workshop. Finally, the CVS will prepare appendices detailing VE procedures used; the Pareto Cost Model; the FAST diagram for the Project with an explanation of how to interpret it; the Project Risk Register; and a listing of the creative ideas from the workshop. The adjusted VE workbooks will be in an appendix to the report. The Draft VE Study Report will be complete within one week of the end of the workshop.

Once the LaDOTD and/or design team have reviewed the Draft VE Study Report, the CVS will collect their comments and make adjustments to the report as necessary to produce a Final VE Study Report. The LaDOTD may decide to hold an implementation or consensus decision meeting with the design team. If desired, the CVS can attend and/or chair the meeting and VE Team Members can also be invited back as necessary. The results of the implementation/consensus decision meeting will be incorporated by the CVS into the Final VE Study Report. In recent years, SAVE has referred to these activities as the Implementation Phase.

All VE Study Reports will be prepared as electronic deliverables in conformance with DOTD Software and Deliverable Standards for Electronic Plans document in effect as of the effective date of the most recent contract action or modification. Atkins will upload electronic deliverables directly into the DOTD ProjectWise repository at each VE Study Report milestone if so required by the DOTD Value Engineering Director.

Typical VE Study Schedule

VE workshops will be held over consecutive 8-hour days, ranging from 3 to 5 days depending on project size and complexity, as agreed by the DOTD Value Engineering Director. Pre-Study activities will occur over the 2 weeks prior to the workshop. A Draft VE Study Report will be available within 5 working days from the end of the workshop. An Implementation/Consensus Decision Meeting will be scheduled if desired by LaDOTD at a time of their choosing. A Final VE Study Report will be available within 5 working days of the Implementation/Consensus Decision Meeting and/or receipt of comments on the Draft VE Study Report. Upon receipt of a VE task order, Atkins will prepare a detailed workshop agenda for review and approval by the DOTD Value Engineering Director.

Value Methodology Training

Scot McClintock, CVS-Life, is approved by SAVE International to teach the Value Methodology Fundamentals Course #1 (VMF1) and can train client staff as desired. Having trained over 500 personnel for agencies and corporations in the U.S. and Canada, his training materials can be used to help remind VE teams of the techniques they are about to use and to help those new to VE to participate effectively.

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**
Atkins North America	Environmental	4400017067	Louisiana Statewide Floodplain Mapping (2020)	\$4,350,824
Atkins North America	Environmental	D20210511S01	Louisiana Region 6 Watershed Initiative Modeling Services	\$0
Atkins North America (subconsultant to TriCoeur Services)	Road, Bridge, Traffic	D20230612S	LADOTD 2022 IDIQ Contracts for Value Engineering Services Statewide	\$79,921

(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.**

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

(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.**