

LaDOTD IDIQ Contracts for Safety Studies

Studies Nos. 4400031590, 4400031591 & 4400031592 March 19, 2025



RESPONSIVE PEOPLE | CREATIVE SOLUTIONS

DOTD FORM: 24-102

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 adv	rertisement	IDIQ Contracts for Safety Studies
2. Contract Number(s) as shown in the	e advertisement	Contract No. 4400031590, 4400031591, and 4400031592
3. State Project Number(s), if shown i	n the advertisement	N/A
4. Prime consultant name (name mu with the Louisiana Secretary registration is required by law; is screenshot from SOS at the end of	ist match <u>exactly</u> as registered of State (SOS) where such including punctuation; <u>include</u> of Section 20)	Rummel, Klepper & Kahl, LLP
5. Prime consultant license number (Professional Engineering and Lance registration is required under Louis	(as registered with the Louisiana l Surveying Board (LAPELS) if iana law)	EF.0006004
6. Prime consultant mailing address		9050 N Capital of Texas Highway Suite 200 Austin, TX 78759
7. Prime consultant physical address location is used as an evaluation critical address and the second seco	(existing or to be established, if teria)	N/A
 Name, title, phone number, and em contract point of contact 	ail address of prime consultant's	Stuart Samberg, PE, PTP, PTOE, RSP, DBIA Director 919.369.0924 // ssamberg@rkk.com
9. Name, title, phone number, and ensigning authority for this proposal	mail address of the official with	Nate Atkinson, PE Partner 410.299.3224 // natkinson@rkk.com

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 Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.	Signature above shall be the same person listed in Section 9: March 19, 2025 Date:
Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm trade association.	
11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage. Firm(s): No DBE Goal	<u>Firm(s)' %:</u>

12. <u>Discipline Table:</u>

Discipline(s)	% of Overall Contract	RK&K	All Traffic Data	T2 UES	Transcend	Each Discipline must total to 100%
Data Collection	3%	0	100%	0	0	100%
Environmental	2%	100%	0	0	0	100%
Planning	2%	100%	0	0	0	100%
Road	20%	100%	0	0	0	100%
Survey	3%	0	0	100%	0	100%
Traffic	70%	70%	0	0	30%	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%	73%	3%	3%	21%	

13. <u>Firm Size:</u> The DOTD Job Classification(s) to be used can be found at the following link: <u>http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Job_Qualification/Job%20Classifications%20with%20Descriptions.pdf</u>

Firm name	DOTD Job Classification	Number of personnel <u>committed</u> to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Rummel, Klepper & Kahl, LLP	Principal	1	5
Rummel, Klepper & Kahl, LLP	Supervisor-Eng	2	2
Rummel, Klepper & Kahl, LLP	Supervisor-Other	3	300
Rummel, Klepper & Kahl, LLP	Engineer	1	2
Rummel, Klepper & Kahl, LLP	Engineer – Other	9	490
Rummel, Klepper & Kahl, LLP	Planner	1	31
All Traffic Data Services, LLC	Technician	4	35
All Traffic Data Services, LLC	Project Office Manager	2	10
T2 UES, Inc.	Technician	4	12
T2 UES, Inc.	Senior Technician	2	6
T2 UES, Inc.	Supervisor - Eng	1	3
Transcend Engineers & Planners, LLC	Principal	1	2
Transcend Engineers & Planners, LLC	Supervisor - Eng	1	2
Transcend Engineers & Planners, LLC	Engineer	1	5
Transcend Engineers & Planners, LLC	Planner	1	3
Transcend Engineers & Planners, LLC	Engineering-Aide	1	4
Transcend Engineers & Planners, LLC	Administrative	1	1
Transcend Engineers & Planners, LLC	Senior Technician	1	1

(Add rows as needed)

14. Organizational Chart:



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	Nate Atkinson, PE	RK&K	PE #0046613 - Civil	LA	9/30/2026
2	Stuart Samberg, PE, PTP, PTOE, RSP, DBIA	RK&K	PE #0043906 - Civil	LA	3/31/2026
3	Stuart Samberg, PE, PTP, PTOE, RSP, DBIA	RK&K	PE #0043906 - Civil	LA	3/31/2026
4	Barry Brandt, PE, PTOE	RK&K	PE #0049229 – Civil	LA	3/31/2027
			PTOE #115	N/A	2/1/2026
5	Shreyas Bharadwaj, PE, PTOE	RK&K	PE #0049933 - Civil	LA	9/30/2025

(Add rows as needed)

Firm en	nployed by	RKK Rummel, Klep	oper & Kahl, LLF		
Name	Nate Atkinso	n, PE MPR #1		Years of relevant experience with this employer	7
Title	Principal			Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization BS/2002/Biological/Enviror				BS/2002/Biological/Environmental Engineering: Environmental Optior	ו
Active r	Active registration number / state / expiration date Professional Engineer: PE0046613, LA, 9/30/2026				
Year re	gistered	2022	Discipline	Civil	
Contract	t role(s) / brie	f description of	responsibilities. P	rincipal. As one of five Owners/Partners at RK&K, Nate has provided s	trategic leadership
since 20	22, overseein	g all aspects of t	the firm to ensure	exceptional quality, client satisfaction, and sustainable growth. He en	npowers managers
with the	resources ne	cessary to delive	er successful proje	cts while personally serving as the Principal/Partner-In-Charge on selec	ct engagements. In
this capacity, Nate acts as a dedicated point of contact for clients, readily available to address any concerns and ensure project success. As required,					
Nate is a registered professional engineer in the state of Louisiana.					
Exper	Experience dates Experience and qualifications relevant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed girders,"				
(mm/y	yy–mm/yy)	"designed inte	rsection," etc. Ex	perience dates should cover the years of experience specified in the a	pplicable MPR(s).

Firm employed by	RKKK Rummel, Klepper & Kahl, LLP						
Name	Stuart S	Samberg, PE, MPR #2, 3	PTP, PTOE, RSP,	Years of relevant experience with this employer	16		
Title	Contrac	ct Manager		Years of relevant experience with other employer(s)	4		
Degree(s) / Years / S	pecializa	tion	MS/2014/Sustainal	ole Transportation Engineering; BS/2006/Civil Engineering			
Active registration n	umber /	state /	Professional Engine	<u>eer:</u> PE.0043906, LA, 03/31/26 (plus others)			
expiration date			Professional Transp	portation Planner: 615, 11/20/26			
			Professional Traffic	Operations Engineer: 3870, 07/21/27			
			Road Safety Profes	<u>sional:</u> 68, 12/21/27			
			Certified Design Bu	ild Professional: D3308, 12/31/26			
Year registered	2019	Discipline	Civil				
Contract role(s) / bri	ef descri	ption of resp	onsibilities: Contrac	t Manager. Stuart has extensive experience delivering a wide	range of transportation		
projects along the Eas	t Coast. C	Over the last o	decade, Stuart has le	d over \$50M in on-call, IDIQ contracts for a variety of clients,	including various DOTs,		
Federal Highway Adm	inistratio	n, MPOs, and	l local governments.	His focus has been on contracts which are focused on traffic	engineering and safety		
studies, ranging from	small bic	cycle and ped	estrian improvemen	ts to megaprojects. He is experienced in all aspects of trans	portation planning and		
traffic engineering, in	cluding r	oadway desi	gn, horizontal and ve	ertical geometry, intersection improvements including roun	dabouts, RCUTs, and J-		
Turns, traffic studies, s	signal des	ign, corridor	studies, traffic signin	g and marking plans, maintenance of traffic plans, street light	ing, ITS, and technology		
deployments. His exp	erience h	as been focu	sed on developing ir	inovative and cost-effective solutions to operational and safe	ety challenges. Stuart is		
a Louisiana-registered	l Professi	onal Enginee	r, and, as a Director	, Stuart is a responsible for oversight of various people, proj	ects, and operations at		
RK&K.	. .		11 <i>0</i> 1 / 1				
Experience dates	Experi	ence and qu	ualifications releva	nt to the proposed contract, <i>i.e.</i> , "designed drainage,"	"designed girders,"		
(IIIII/yy-IIIII/yy)	North (arolina DOT	1011, etc. Experience	Services Contract Statewide NC: Stuart served as contract	manager overseeing all		
02/25-02/24	tasks as		this on call includir	a services contract, Statewide, NC. Stuart served as contract	urformed crash analyses		
	for the	denartment	each with a very rar	is the mane safety rata crash Analyses task, where have be	sh data using NCDOT's		
	Traffic	Engineering	Accident Analysis	System (TEAAS) extensive coordination with NCDOT's Tr	affic Safety Unit and		
	developing a parrative identifying causal factors						
01/21 - 03/23	South C	arolina DOT	2019 On-Call Traffi	c Safety Engineering Services Contract Statewide SC: Stuart i	s the contract manager		
01/21 00/20	for this	on-call contr	act which focuses o	in developing safety projects from concept through final play	as Under this contract		
	wo-way stop-controlled						
	intersed	ction with an	adiacent rail line: a	n access management project along 2.2 miles of US 17 in Be	erkelev County to add a		
	median	and implem	ent RCUTs: and a st	udv analyzing bicycle/pedestrian operations on the Isle of P	alms Connector and an		
	adjacer	nt intersection	n.	, , , , , , , , , , , , , , , , , , , ,			

12/19 - 06/22	Georgia DOT Regional Operational Improvements On-Call Contract, Dekalb, Clayton & Rockdale Counties, GA: Stuart served
	as RK&K's contract manager for all work performed for GDOT under this contract. He led the development of multiple
	synopsis packages for high-benefit, low-cost intersection and interchange improvements; an interchange modification report
	for I-20 and SR 42; and intersection improvement plans for SR 3 at Flint River Road. Services provided under this contract
	included traffic analysis, concept development, and benefit-cost analysis for multiple synopsis projects.
4/19 - 10/24	Virginia DOT STARS Program Support, Statewide, VA: Stuart served as the project manager for this on-call contract which
	involves conducting planning level operational, safety and preliminary engineering studies throughout Virginia as part of the
	STARS program. The STARS program is intended to develop projects that will be programmed in the VDOT Six-Year
	Improvement Program (SYIP). Services provided as part of these tasks include data collection, traffic analysis,
	intersection/urban arterial analysis, freeway/expressway analysis, roundabout analysis, GIS/mapping, travel demand
	modeling, and public involvement.
11/20 - 12/21	Paulding County DOT Buchanan Highway (SR 120) at Scoggins Road (SR 120 Connector) Intersection Safety Improvements
	Paulding County, GA: Stuart served as the traffic engineering lead for this intersection improvement project which was
	partially funded by GDOT. Stuart's effort included developing and submitting a concept report for GDOT approval and
	preparing preliminary and final construction plans to add turn lanes at the intersection. The concept report included traffic
	projections and analysis, and the plans included signing and pavement marking information to facilitate the improvements.
	The project included adding turn lanes along Buchanan Highway, safety improvements, and improving shoulders and
	ditches. The scope of work included survey, roadway and traffic design, erosion control plans, and environmental screening.
2/22 - Ongoing	Mississippi Department of Transportation IDIQ Master On-Call Contract for Traffic Engineering Services Statewide, MS:
	Contract manager to perform operational and safety studies and develop roadway, signal, signing/marking, IIS, and other
	engineering design plans for proposed safety improvements. Responsible for developing the new Traffic Control for
	Maintenance Operations (TCMO) modifications document in accordance with the 11th Edition of the Manual on Uniform
	Traffic Control Devices (NUTCD). Stuart develops project scopes and staffing plans, oversees quality efforts, and assures
12/14 12/10	Virginia Department of Transportation Statewide Traffic Engineering Design & Analysis Statewide West served es
12/14 - 12/19	virginia Department of Transportation Statewide Traffic Engineering Design & Analysis Statewide, VA: Stuart served as
	the project manager, providing oversignt and overall contract management. Tasks included safety studies, road safety
	development of signing, marking, and transportation management plans. Stuart managed the development of over a dezen
	signal plans and 18 flashing vallow arrow conversions and led the implementation for a corridor of five signals. He also led
	multiple studies evaluating the appropriate timing and phasing of proposed improvements. As part of multiple tasks, HSIP
	applications were developed and funded projects included the design of Restricted Crossing IL-Turn intersections. L-Turns
	flashing beacons mini-roundabouts and other low-cost/high-benefit safety improvements. Also, as part of the EV19 SMART
	SCALE cycle Stuart led the development of nine applications for localities within the Culpeper District

Firm empl	loyed by	RKK				
		Rummel, Kleppe	er & Kahl, LLP			
Name	Barry B	randt, PE, PTOE N	/IPR #4	Years of relevant experience with this employer	34	
Title	PS&E f	or Low-Cost Improv	ements	Years of relevant experience with other employer(s)	34	
Degree(s) / Years / Specialization				MS/1991/Civil Engineering; BS/1990/Civil Engineering		
Active regi	istration	number / state / e	xpiration date	Professional Engineer: PE.0049229, LA, 3/31/2025 (plus others)		
				Professional Traffic Operations Engineer: 115, 2/1/2026		
Year registered 2024 Discipline Civil						
Contract r	ole(s) /	brief description	of responsibiliti	ies: PS&E for Low-Cost Improvements. Barry has more than three	decades of experience	
spanning a	range o	specialties and inc	cluding: traffic-ai	nalysis and design of traffic control devices, roadway safety networl	k screening, crash data	
analysis, pr	rioritizati	on of locations fo	r potential safe ⁻	ty investment; roadway signing, pavement markings and signaliza	ation; intersection and	
interchange	e analysis	, capacity sensitivit	y analysis, queui	ng analysis, users cost studies, and trip generation and trip distribution	on. In recognition of his	
service, Bar	rry was a	warded the "Outst	anding Public Se	rvice Award" from ACEC in recognition of his representation of the	engineering profession	
through cor	mmunity	service.				
Experience	e dates	Experience and q	ualifications rel	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed	ed girders," "designed	
(mm/yy–m	m/yy)	intersection," etc.	Experience dat	tes should cover the years of experience specified in the applicable	e MPR(s).	
08/20 – Or	ngoing	Maryland State Hi	ighway Administ	ration D3 Traffic Engineering Services (2017-02) Statewide, M	D: Barry served as QC	
		engineer, perform	ing QC for traffic	c engineering operations and design projects services, traffic engine	ering analysis, highway	
		design, and assisting	ng with impleme	ntation/construction for various tasks under this on-call contract.		
08/19-0	8/24	Arlington County,	VA Multi-Mod	al Traffic Engineering, Operations, Intelligent Transportation System	s Planning and Project	
		Management Serv	ices Arlington (County, VA: On this contract, Barry served as the contract manager c	on this five-year, on-call	
		contract to provid	e multimodal tra	affic engineering, operations, ITS design and project management.	Task orders have been	
		assigned including	the analysis of tr	ravel demand forecasting and VISSIM analysis for the Pentagon City a	nd Crystal City portions	
		of the County to ac	count for propos	sed land use changes being evaluated by the Department of Planning a	and Zoning. In addition,	
		Barry performed tr	affic engineering	g services for the development of the County's Vision Zero Action Plan-	-a strategy to eliminate	
		all traffic fatalities	and severe inju	ries, while increasing safe, healthy, equitable mobility for all, as we	ell as performed traffic	
		engineering service	es to evaluate th	e feasibility of accommodating potential new bike lanes on Wilson Bl	vd.	
10/17 - 0	6/20	Maryland State Hig	ghway Administra	ation BCS2014-12 Traffic Control Engineering and Design, Statewide	e, MD: On this contract,	
		Barry served as the	e contract mana	ger, where he was responsible for the oversight of design modificati	ons required for traffic	
		signal design, sign	ing/striping desi	gn, minor geometric improvements, maintenance of traffic plans, a	and roundabout traffic	
		design. The contra	cts involve more	than 350 individual traffic engineering task assignments, focusing on	trattic signal and traffic	
		control device des	ign and review.	Many of these efforts required coordination with other adjacent pro	ojects. All signal design	
		projects began wit	h a preliminary fi	eld investigation. Task work includes development of plans, specificati	ons (special provisions)	
		and cost estimates				

Firm empl	oyed by	RKK Rummel, Kleppe	r & Kahl, LLP			
Name	Shreyas	Bharadwaj, PE, PT	DE MPR #5		Years of relevant experience with this employer	11
Title	Traffic	Engineering Studies	·		Years of relevant experience with other employer(s)	3
Degree(s) /	Years /	Specialization		MS/201	13/Civil Engineering; BS/2011/Civil Engineering	<u> </u>
Active registration number / state / expiration date			piration date	Profess	ional Engineer: PE.0049933, LA, 09/30/25 (plus others)	
				Profess	ional Traffic Operations Engineer: 4624, 3/27/2019	
				LADOTE	D, Completed Traffic Engineering Analysis Process & Report C	Class Modules 1, 2 & 3:
	<u> </u>		-	Feb 1-2	2, 2023	
Year regist	tered	2025	Discipline	Civil		
Contract r	ole(s) / b	rief description of	responsibilities	s: Traffic	Studies. Shreyas brings more than a decade of roadway safe	ety network screening,
crash data a	analysis,	and prioritization o	f locations for p	otential s	safety investment experience. His specialty areas include co	ngestion management
studies, fea	sibility st	udies for widening p	projects, travel c	demand n	nodeling, transit studies, traffic impact analysis, transportatic	on planning, and traffic
operation a	ind safet	y studies. Shreyas's	s responsibilities	s include	all aspects of traffic engineering and transportation plann	ing, including capacity
analysis, cra	ash analy	sis, traffic operatio	nal analysis, mic	crosimula	ation, traffic signal design, traffic impact studies, signal warr	ant analysis, turn lane
warrants, si	gnal timi	ng optimization, tra	ffic signing and	marking	plans, travel demand forecasting, and urban street design.	
Experience (mm/vv–m	e dates m/yy)	Experience and qu intersection," etc.	alifications rel Experience dat	levant to tes should	the proposed contract, <i>i.e.</i> , "designed drainage," "designe d cover the years of experience specified in the applicable	d girders," "designed MPR(s).
05/21-1	1/23	North Carolina DOT	2021 TMSD Li	imited Se	rvices Contract, Task: Traffic Safety Fatal Crash Analyses Sta	tewide, NC: As project
		manager, Shreyas l	ed the RK&K Tea	am tasked	d with evaluating 125 fatal crashes statewide. Each fatal cras	h assessment included
		a rapid turnaround	within five busir	ness days	from the day the task was assigned. Task activities included e	xtracting historic crash
		data using NCDOT'	s Traffic Enginee	ering Acc	ident Analysis System (TEAAS), extensive coordination with	NCDOT's Traffic Safety
		Unit, and developing	ng a narrative i	dentifyin	g causal factors. Next steps included field investigation and	d the incorporation of
		identified countern	neasures.			
05/23 - 0	3/24	North Carolina DO	T 2021 TMSD	Limited	Services Contract, Task: SPOT Trans Modeler Analysis and	Volume Development,
		Statewide, NC: As p	oart of NCDOT's	project p	prioritization process, RK&K has evaluated over 75 projects st	atewide submitted for
		consideration to be	included in the	e STIP by t	the MPO, RPO, or the Division. Shreyas has served as the con	tract/project manager
		responsible for dev	eloping traffic fo	orecasts,	detailed microsimulations utilizing TransModeler, evaluating	g numerous safety and
		operational improv	ements, includir	ng rounda	abouts, reduced conflict intersections (RCIs), alternative inter	section configurations
		(such as quadrant, i	reverse RCI, CFI,	, etc.), and	d coordinating with different NCDOT units. RK&K has complet	ted all the assignments
		on time and on buc	lget and has ear	rned the r	reputation of one of Congestion Management's go-to firms.	
06/19 – 0	6/21	North Carolina DO	T 2018 Trans	portation	Mobility and Safety Division LSA Statewide, NC: As the	contract and project
		manager, Shreyas a	ssisted the NCD	OT with t	the project prioritization process. RK&K was involved in evaluation	ating over 100 projects
		in the past five year	rs (including a co	ombinatio	on of individual intersections and corridors), that were subm	itted for consideration
		to be included in	the State TIP b	y the MF	PO, RPO or the Division. His responsibilities included perfo	ormance of a detailed

	assessment of each study intersection/corridor through operational analysis and recommended improvement options to enhance safety and operations for all projects. Additionally, Shreyas is also leading an assignment to provide Fatal Crash Analyses for the Traffic Safety Unit which includes the evaluation of 275 fatal crashes statewide.
01/21-02/25	South Carolina DOT 2019 On-Call Traffic Safety Engineering Services Contract, Statewide, SC: As task manager, Shreyas was responsible for the performance of traffic safety and operational analysis for projects identified by SCDOT as corridors/intersections needing safety improvements as part of the Highway Safety Improvement Program (HSIP). Tasks under this contract involved an assessment of the five-year crash history and performance of traffic operational analysis. Mitigation measures were identified to improve both traffic safety and operations and included a predictive safety assessment using FHWA's Crash Modification Factor (CMF) Clearinghouse. As part of this contract, Shreyas was responsible for evaluating more than 30 intersections statewide.
08/18 - 06/23	Georgia DOT Regional Operational Improvements On-Call Contract for Districts 1, 2, and 5 Statewide, GA: Shreyas was the task manager responsible for the development of the interchange modification report (IMR) for the I-20 interchange at SR 42 (US 23). Shreyas led numerous traffic operations and safety improvement projects and developed project synopsis packages. Example projects include SR 138 at I-675 in Clayton County; US 29 at Epps Bridge Road in Oconee County; SR 141 at Holcomb Bridge Road in Gwinnett County; and SR 204 at Harry Truman Parkway in Chatham County.
07/24 - Ongoing	Gwinnett County, GA Gwinnett County Safety Action Plan Gwinnett County, GA: As the lead engineer, Shreyas has been assisting the Gwinnett County with the development of a safety action plan. Shreyas's responsibilities include data collection, traffic safety analysis, development of countermeasures, stakeholder engagement, and the development of the final action plan.
11/23-03/24	South Carolina DOT Traffic Analysis of SC 11 at South Saluda Road, Pickens County, SC: As project manager, Shreyas was responsible for traffic forecasting, crash analyses, operational analyses, alternatives development, concepts, and cost estimates. To address traffic safety and operational issues, RK&K developed a traffic study, in coordination with GPATS and Pickens County, including detailed crash and operational analyses, traffic forecasting, conceptual designs, cost estimates, and benefit-cost analyses.
02/22 – 12/23	South Carolina DOT On-Call Roadway Engineering Services, Task: Intersection Improvement at S-179 (McIver Road) and S-252 (Old Florence Road) Darlington County, SC: Lead traffic engineer responsible for all traffic engineering work, including traffic forecasting, and traffic safety and operational analysis. Shreyas developed improvement alternatives with safety improvement measures and prepared and authored the traffic report. Improvements included a new roundabout design and the realignment of the intersection to improve safety, capacity, and performance, including reducing impacts to the adjacent railroad crossing gate.
05/23 – Ongoing	Town of Apex, NC Beaver Creek Commons Drive Traffic Safety Analysis and Traffic Signal Design, Apex, NC: Shreyas served as project manager for the traffic safety analysis and traffic signal design services for the Beaver Creek Commons Drive corridor from NC 55 to Creekside Landing Drive, a section identified on the Town's high injury network. The team conducted a crash analysis to identify existing issues within the study area and recommended countermeasures to address identified safety deficiencies. RK&K also assisted the Town with traffic signal design, concept development, cost estimating, pavement marking, and signing.

Firm emple	oyed by	RKK Rummel, Klepper & Kahl, LL	Р				
Name	Jim Burn	ett, PE, PTOE	Years of relevant experience with this employer	31			
Title	QA/QC		Years of relevant experience with other employer(s)	0			
Degree(s) /	Years / S	pecialization	MCE/1994/Civil Engineering BS/1992/Civil Engineering				
Active regi	stration r	number / state / expiration date	<u>Professional Engineer</u> : 23133; MD; 6/15/2025 (plus others) Professional Traffic Operations Engineer: 655; 1/18/2028				
Year regist	ered N	V/A Discipline	N/A				
Contract re have include forecasts; the safety defice and a wide	ole(s) / br ed operat he oversig iencies. Hi variety of	rief description of responsibilitie ional analyses of intersections, inte ght of a wide variety of traffic data is project experience includes close technical manuals.	s: QA/QC. Jim's experience in managing complex planning and traffi erchanges, freeway systems, arterials, and roundabouts; the developr a collection efforts; and the assessment of design alternatives to mi e coordination with local, state, and federal agencies to develop new	c engineering projects nent of regional traffic tigate operational and transportation policies			
Experience (mm/yy–m	e dates I m/yy) i	Experience and qualifications releases ntersection," etc. Experience dat	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designe tes should cover the years of experience specified in the applicable	d girders," "designed MPR(s).			
5/2020 - or	ngoing C c a s F t	Delaware DOT Traffic Engineering Design Services Statewide, DE: Jim has been the project manager for this open-end traffic contract for more than 20 years. During this period, he has managed the completion of hundreds of tasks that have been assigned to RK&K including: signal warrant studies; traffic calming planning studies and designs; minor origin-destination studies signal, signing, pavement marking, lighting and ITMS designs; and the creation of several new policies, procedures, specia provisions and standards. Jim was also responsible for making major modifications and enhancements to several of DelDOT's technical manuals, including the DE MUTCD, the DelDOT Traffic Calming Manual and the DelDOT Traffic Design Manual.					
7/2014-8/	2019 E f ii t c	Baltimore City DOT #1209 On-Cal or this on-call traffic engineering ncluding: the evaluation and desigr raffic impact studies (TIS), the plan of on-site traffic planning and engin	I Traffic Engineering, Traffic Signals, and ITS Baltimore, MD: Jim serv contract for which he has managed the completion of numerous tr n of a mini-roundabout at the Caroline/Dock Street intersection, the de ning and design of bicycle lanes, transit improvements and ADA improv neering support, and active membership on the City's TIS Review Pane	ed as project manager affic engineering tasks evelopment of multiple vements, the provision el.			
	N C t t c r r r	Maryland State Highway Administ George's Counties, MD: As QA/QC, raffic calming studies, and rounda hese traffic studies were a compon of bicycle accommodations. Many of esulted in coordination with mem esults, and discuss improvement o	ration Traffic Engineering Services, District 3 (BCS 2011-03D) I Jim oversaw of a wide range of traffic safety and operational studies, about feasibility analyses throughout Prince George's and Montgom nent of road diet feasibility projects, and/or were undertaken to facilita of these studies were initiated because of requests or complaints from nbers of the public to listen to their concerns, explain engineering options.	Montgomery & Prince traffic data collection, ery Counties. Many of te the implementation n the public, and many concepts and analysis			

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Firm employed by		RKKK Rummel, Klepp	er & Kahl, LL	Р		
Name	Brian Pe	rian Peeler, PE, PTOE			Years of relevant experience with this employer	28
Title	Stage 0	Feasibility Studies]	Years of relevant experience with other employer(s)	28
Degree(s) /	Years / S	Specialization		BS/1997/	/Civil Engineering	
Active regi	stration 1	number / state / ex	piration date	Professio	onal Engineer: 027901, NC, 12/31/2025; 0402066311, VA, 2	/28/2027
Year regist	ered	N/A	Discipline	N/A		
Contract ro	ole(s) / br	ief description of r	esponsibilities:	Stage 0 Fe	easibility Studies. Brian has extensive experience in a wide ra	inge of roadway design
projects acr	oss the S	outheast, including	feasibility stud	ies, conce	pt designs, cost estimates, environmental screenings, prel	iminary/NEPA designs,
QC reviews,	traffic ar	nalyses, and design	-build proposals	s. He has s	erved as an engineer or project manager on all NC feasibil	lity studies for over 24
years and ha	as also wo	orked on similar proj	ects for clients i	n DE, GA, S	SC, TN, and VA. Brian has prepared bid document packages fo	or numerous municipal
projects and	d collabor	ates with the RK&K	traffic team on	traffic fore	ecasts and analyses. Additionally, he has experience using va	arious capacity analysis
software.	•					
Experience	dates] m/yy) j	Experience and qu	alifications rel Experience dat	evant to the should	ne proposed contract, <i>i.e.</i> , "designed drainage," "designe cover the years of experience specified in the applicable	d girders," "designed MPR(s)
03/19 - 0	3/23 V	Virginia DOT Stat	ewide Planning	and Prel	liminary Design Strategically Targeted Affordable Boadwa	av Solutions (STARS)
,	,	Statewide. VA: As r	oadway design	lead. Bria	in developed associated concept designs and cost estimated	tes for various project
	9	studies under the VI	DOT STARS and	Project Pi	peline programs. Project included: I-95/I-64 at Belvidere Str	eet Interchange Study,
	F	Richmond, VA; Bram	bleton Avenue	at I-264, N	Iorfolk, VA; Little River Turnpike Corridor Study, Fairfax Cour	nty, VA; and 17 Pipeline
	1	project locations ac	ross the Lynchb	urg, Richm	nond, Salem, and Culpeper Districts, VA.	,, , , , ,
11/20 - 1	1/23 I	North Carolina DOT	2023 Feasib	oility Studio	es and General Programming and Prioritization LSC Sta	tewide, NC: RK&K has
	1	performed services	under NCDOT'	s Bi-Annua	al Feasibility Study contracts continually since 2000. Brian	serves the NCDOT by
	1	leading the develop	ment and delive	ery of Feas	sibility Studies and related engineering and planning service	es for the investigation
	C	of candidate State	Transportation	Improvem	nent Program (STIP) projects. Over the past two decades	RK&K has successfully
	0	completed over 75	Feasibility Stud	lies throug	ghout North Carolina, from the mountains to the coast, ir	cluding more than 35
	S	studies during the p	ast five years.			
12/21-0	8/23 I	North Carolina DOT	2021 Plannin	g & Desigr	n and General Engineering Limited Services Agreement, We	stern Region, Task, NC
211 from US 15/501 to SR 1244/SR 1311 Statewide, NC: Brian served as the roadway & traffic lead for this project, response						
	f	for the traffic capac	city analysis for	ile arterial corridor to widen NC 211 to a four-lane media	n-divided facility (with	
	r	restricted crossings)	from US 15-50	1 in Aberd	leen to SR 1244 (West Palmer Street)/SR 1311 (Mockingbird	d Hill Road) in Raeford.
	-	The capacity analysi	s also included	investigati	ions into various intersection options and concepts. Brian a	Iso supported work on
	t	the preliminary desi	gns, planning a	nd enviror	mental NEPA process, and participated in the public involve	ement.

Firm employed by		RK K Rummel, Klepper & Kahl, Ll	LP			
Name Chris Lawrence, PE				Years of relevant experience with this employer	6	
Title	Stage 0	Feasibility Studies		Years of relevant experience with other employer(s)	18	
Degree(s) /	Years / S	Specialization	BS/200	D1/Civil Engineering		
Active regis	stration	number / state / expiration date	Profess	sional Engineer: 0402042508, VA, 1/31/2027		
Year regist	ered	N/A Discipline	N/A			
Contract r	ole(s) / b	rief description of responsibilit	ies: Stage	e O Feasibility Studies. Chris' experience is focused on transp	portation planning and	
traffic engin	eering, ir	ncluding traffic modeling and analy	/sis, traffi	c signalization and safety analysis. He has experience in many	of the common traffic	
analysis soft	ware page	ckages such as Synchro/SimTraffic	, HCS7, T	SIS (CORSIM), Sidra, Cube Voyager, Highway Capacity Manua	l and VISSIM. Chris has	
worked on r	nany Inte	erchange Modification/Justificatior	Reports	(IMR/IJR) and he has also conducted numerous corridor studie	es. His work experience	
includes nui	merous ta	ask orders under the VDOT STARS	contract	as well as many task orders under the VDOT Traffic Engineeri	ng Services for Eastern	
Region Oper	rations ar	nd Southwest Region Operations. H	le has ma	ade presentations on projects at a variety of technical organiza	tions including VASITE,	
ASCE and H	RTPO TTA	AC.				
Experience	dates	Experience and qualifications re	levant to	the proposed contract, <i>i.e.</i> , "designed drainage," "designe	d girders," "designed	
(mm/yy-m	m/yy) i	intersection," etc. Experience da	tes shou	ld cover the years of experience specified in the applicable	e MPR(s).	
05/21 – On	going	Virginia DOT Project Pipeline Ph	ase II Rich	nmond District Statewide, VA: Task Manager responsible for	r this study to evaluate	
		potential operational and safety in	nprovem	ents at this interchange straddling Henrico County and the C	ity of Richmond. Led a	
		detailed safety evaluation and ope	erational	study and identified potential multimodal improvements inclu	iding reconfiguring the	
	i	interchange to provide enhanced	operatio	ns compared to existing conditions. Led the development of	concept sketches and	
		cost estimates and preparation of	the Draf	t Operations and Safety Analysis Report (OSAR) for the interest	change improvements.	
		Project was submitted for Smart S	cale by H	enrico County.		
$07/21 - 0^{-1}$	7/22	Virginia DOT Statewide Planning	& Prelim	inary Design for Strategically Targeted Affordable Roadway S	olutions (STARS), Task:	
		Richmond District Pipeline Project	s Richm	nond, VA: As study manager, Chris oversaw the traffic analysis	s which was conducted	
	,	with Synchro and SimTraffic. He s	upervised	d the crash analysis, traffic forecasting, concept developmen	t, and cost estimating.	
		He also provided SMART SCALE a	oplicatior	n assistance. He worked with the team to identify improvem	ents, including RCUTS,	
	roundabouts, shared-use paths, and quadrant intersections for many of the study area's intersections to improve safety and					
	operations. Led meetings with the project team including VDOT, City of Richmond, and Henrico County to develop appropriate					
		mitigation to address the safety a	nd capaci	capacity deficiencies. He led the efforts to support the SMART SCALE application for the I- $% \mathcal{A}$		
		64 interchange improvements by	developir	ng the Operations and Safety Analysis Report (OSAR).		
09/22 - 1	1/22	Town of Abingdon, VA General	Engineeri	ng & Architectural Services Contract, Task: Valley Street Corr	ridor from Russel Road	
	1	to Walden Road Traffic Calming	Study A	Abingdon, VA: Chris served as a traffic engineer for this eng	ineering study for the	
	i	intersection of Main Street and Pe	can Stree	et to identify alternatives to address anticipated traffic demar	nd changes.	

Firm emp	loyed by							
		Transcend Engineers & Pla	nners, LLC					
Name	Raj Basa	varaju, P.E., PTOE, RSP1		Years of relevant experience with this employer	7			
Title	Stage 0	easibility Studies; Traffic Eng	ineering	Years of relevant experience with other employer(s)	16			
	Studies;	Road Safety Assessments; Sa	fety					
	Effective	ness Evaluation						
Degree(s)	/Years/S	pecialization	MBA/	MBA/2009; MS/Civil Engineering-Transportation Engineering/2001; BS/Civil				
			Engin	eering/1999				
Active reg	istration 1	number / state / expiration	late Profes	ssional Engineer: 112149/TX/6-30-25				
			Prote:	ssional Traffic Operations Engineer: 2637/US/4-20-27				
**			Road	Safety Professional Level I: 1032/US/7-18-2026				
Year regis	tered	N/A Discipli	ne N/A					
Contract r	ole(s) / b	rief description of responsi	bilities: Stag	e O Feasibility Studies; Traffic Engineering Studies; Road Safe	ty Assessments; Safety			
Effectivene	Effectiveness Evaluation. Raj is the owner and principal transportation engineer for Transcend Engineers & Planners. Raj has 23 years of engineering							
consulting	consulting experience in Traffic Engineering, Transportation Planning, Tolling, and ITS. His strengths include all aspects of traffic engineering including							
traffic proj	ections, tr	affic operations and safety,	ransportatio	n planning, tolling, IIS, data assimilation, and decision mode	ling. Raj has significant			
experience	with prop	osal writing, scoping and sta	fing, contrac	ct management, strategic planning, business development, an	d client service. He has			
managed o	n-call eng	Ineering contracts and serve	as task lead	for various traffic engineering assignments for DUIs, Counting	es, and cities where his			
responsibil	Itles Inclu	ded data collection, future	year traffic	volume forecasts, operational analysis and simulation mo	deling, safety analysis,			
conducting		e analysis, and report prepar		ig recommendations. He also worked on traffic signal timing o	corndors, trainc signal			
Cesign, trai		plan preparation, toll system	is planning, a	and ITS master plan development.	ad aindona " "doaign ad			
Experience	e dates I	experience and quanneallo ntorsoction " etc. Experien	is relevant t	o the proposed contract, <i>i.e.</i> , "designed drainage," "designed up and the applicable of a specified in the applicable of the specified in the applicable of the specified in the specific of	a MDD(a)			
$\frac{10}{22} - 1$		Tevas DOT 1H 45 Safety Eva	uation Bry	an TY: Led the safety analysis of a 90-mile corridor along IH-	5 from Walker County			
10/22	10/23	o Freestone County to deter	nine crash n	atterns and perform predictive crash analysis which is essentia	l in identifying practical			
		afety improvements Mans i	lustrating cr	ash density and hotspots were created using ArcGIS Pro. Cras	h rates were calculated			
	f	for the study corridor to dete	rmine the re	lative frequency of crashes on a facility compared to similar r	nadways segments or			
		ntersections Crash analysis s	necific to tree	e-related crashes has been conducted due to the number of tr	ees in the median along			
	this study corridor							
4/21 – 1	0/24	Texas DOT SH 16 Safety Ev	aluation Sa	n Antonio, TX: Performed predictive analysis for SH 16 corrid	dor between Robindale			
Drive (West) to PR 37 Crash data			lata was obta	ained from the Statewide Crash Extract and analyzed to deter	mine the crash density.			
common crash types, trends in cor		n contributin	tributing factors and natterns in crashes including fatalities. Countermeasures were identified					
	ł	based on dominant crash tvr	es. TxDOT H	SIP and Crash Modification Factors Clearinghouse were utilize	ed for identifving CMFs.			
	á	and finally FHWA's Safety Da	a & Analvsis.	: Selecting & Applying a Method to Anglyze Multiple CMFs wa	s utilized for calculating			
	C	combined crash reduction.	,	5 , , , , , , , , , , , , , , , , , , ,				

1/22 - 3/23	Texas DOT IH 410 WWD Improvements San Antonio, TX: Developed layout plan sheets for each of the nine (9) ramp sites along IH 410 in San Antonio District by coordinating utilities locates with 811, performing field visits to obtain utility information, and confirming existing conditions. Designed Wrong Way Detection System for each of the sites using thermal detection as the primary mechanism. Implemented thermal detection by TAPCO.
1/22 - 3/23	Texas DOT Safety Barrier Improvements San Antonio, TX: Developed design drawings and cost estimates for installing cable median barrier along US 90 and SH 16 in San Antonio District by gathering Utilities information via 811 toning, SAWS Locates Service, and TNRIS Maps & Data and performing site visits to verify underground utilities information. Attended virtual meetings with client to discuss environmental constraints and various safety barrier design options and visited project sites to measure median slopes.
3/19 – 5/21	Texas DOT Flashing Beacon Installations San Antonio, TX: Prepared design drawings for seven (7) project locations along several highways in San Antonio to install flashing beacons to enhance the safety of minor street traffic. Also, prepared Utility Conflict Matrices and Quantities to support the design submittals. Gathered Utilities information via 811 toning, SAWS Locates Service, and TNRIS Maps & Data and performed multiple site visits to verify underground and overhead utilities information.
11/21 – 7/23	City of Houston/METRO Mid-Block Crossing Ped Safety Enhancements Houston, TX: As part of BOOST 56 Airline-Montrose corridor for Houston Metro, prepared mid-block crossing studies for five segments based on the latest COH requirements that were enhanced with the latest national standards for enhancing pedestrian safety. Recommendations included: Installing/ Refreshing white high-visibility crosswalk markings; Installing a post-mounted W11-2 (Pedestrian) warning sign with a diagonal downward arrow (W16-7P) plaque and a Rectangular Rapid Flashing Beacon (RRFB) on the side of the roadway in advance of the crossing in both directions; Installing R1-5b "Stop Here to Pedestrians" (pedestrian-only crossing) signage and a stop bar across the approach; and Providing Median Refuge.
8/15 – 12/16	Texas DOT BW 8 Corridor Study Houston, TX: As the Senior Project Manager, Raj was responsible for developing short-term and long-term improvements to the Sam Houston Tollway frontage roads between I-10 and US 59. Tasks included data collection, Synchro model development and calibration of existing conditions, development of future conditions model under no-build and build conditions, assisting with crash analyses, geometric and operational improvements for rail-highway crossings, assessment of corridor needs, and identification of mobility improvements.
5/15 – 8/17	Texas DOT US 290 Improvements Houston, TX: As Traffic Task Lead for the schematic development of the frontage roads along US 290 rural/suburban segment between Hockley and FM 529, Raj was responsible for Construction Sequencing and Traffic Control Plan Development for the various segments that included significant truck traffic, traffic operations at key intersections including Rail-Road Crossings, safety lighting at major intersections, and sight distance triangles at cross streets.

Firm empl	loyed by	TRANSCEND						
		Transcend Engin	eers & Planners	, LLC				
Name	Pavan Th	van Thendulkar Kukkundoor, PE			Years of relevant experience with this employer	2		
Title	Stage 0 F	easibility Studies;	Traffic Engineer	ing	Years of relevant experience with other employer(s)	5		
	Studies;	Road Safety Assess	sments; Safety					
	Effectiveness Evaluation							
Degree(s) /	/ Years / S	pecialization		MS/Civ	/il Engineering/2017; BS/Civil Engineering/2016			
Active reg	istration n	umber / state / ex	piration date	Profess	sional Engineer: 147194 /TX/ 9/30/2025			
Year regis	tered	2022	Discipline	Civil				
Contract r	ole(s) / br	ief description of	f responsibilitie	s: Stage	e O Feasibility Studies; Traffic Engineering Studies; Road Safet	y Assessments; Safety		
Effectivene	ss Evaluati	on. Pavan has wor	ked on a variety o	of projec	cts, ranging from field investigations; development of microsco	pic simulation models;		
capacity ar	nalyses of	intersections, corr	idors, and roun	dabouts	; evaluation of managed lanes; crash safety analyses; pred	lictive safety analyses,		
developme	nt of traffi	c signal timings, ar	nd extensive pub	lic inter	action experience to understand their concerns related to tra	nsportation and safety		
and to sum	imarize en	gineering analyses	, principles, and	findings	s. His duties primarily include evaluating alternatives to impro	existing conditions,		
focusing or	n traffic co	ngestion and safet	ty, developing tr	affic for	ecasts, and performing engineering analyses including predic	tive safety analyses to		
ensure ade	quate desi	gns for safe and e	rrective transpor	tation se		J ?? 6 J J		
(mm/vv-m	m/vv) i	Experience and quintersection." etc.	Experience dat	evant to es shou	Id cover the vears of experience specified in the applicable	a girders, "aesigned" MPR(s).		
09/22 -	6/24 T	exas DOT 1-635	& I-35E Interst	ate Acc	ess Justification Report (IAJR) Dallas, TX: As a Senior Pro	ject Engineer, Pavan's		
	r	esponsibilities incl	lude developing	an exis	ting balanced volume network, forecasting opening year a	nd future design year		
	V	olumes, preparing	g traffic projecti	ons and	methodology memos. He is responsible for reviewing and	analyzing traffic data,		
	e	existing roadway fe	eatures, traffic fl	ow patt	erns, accident patterns and frequencies, and transit and traf	fic operations. Pavan's		
	r	ole also includes d	eveloping and ca	alibratin	g the existing condition microsimulation model according to th	ne latest FHWA's traffic		
	r	nodeling guideline	es, modeling no	-build a	nd future-build conditions, and summarizing the results fro	om the analysis. He is		
	i	nvolved in conduct	ting historical sa	fety ana	alysis using crash data from CRIS database and to perform pre	edictive safety analysis		
	L	ising TTI's & TxDO	DT's latest Texa	s specifi	ic HSM spreadsheets which use modified Crash Modification	on Factors and Safety		
	Performance Functions to match Texas conditions. Pavan is involved in preparing an IAJR report in accordance with established							
	F	HWA procedures	to document pro	pposed o	changes in access to interstate highways.			
9/22 - Present City of Bee Cave, TX On-Call Traffic Supp				c Suppoi	rt Bee Cave, TX: Pavan's role includes reviewing developer su	ubmitted traffic impact		
assessment studies and helping th			and helping the	e city wit	ty with grant applications for any improvements that need funding. Pavan has worked on			
	F	lighway Safety Imp	provement Progr	ram (HSI	P) grants applications for projects which are eligible for fundir	ng under this program.		
	F	Part of this grant ap	plication involve	es calcula	ating Safety Improvement Index (SII) which is similar to a bene	fit-cost analysis. Pavan		
	has worked on calculating crash reduction factors using one or multiple work codes and estimating costs for proposed safety							

	applications needed for SII calculation. The cost estimates developed for low-cost isolated intersection safety improvements
	were in accordance with the guidelines and standards.
1/23 – 7/24	Texas DOT US 80 Corridor Study Kaufman County, Dallas, TX: As part of the US 80 Corridor Schematic Environmental and
	Feasibility Study, Pavan's role includes developing traffic projections, modeling and calibrating current year microsimulation
	models, evaluating no-build and proposed build alternatives, performing historical crash analysis, identifying crash hotspots,
	recommending countermeasures and documenting the methodology, analyses and results for technical memorandum.
9/22 - Present	Texas DOT Spur 557 at I-20 Interstate Access Justification Report Dallas, TX: As part of the IAJR for Spur 557 at I-20
	interchange, Pavan's role included performing operational analysis using HCS and Synchro software and conducting historical
	crash analysis using crash data from the CRIS database. Historical analysis involved identifying crash hotspots and contributing
	factors along the corridor. As part of predictive analysis, he was involved in reviewing all the enhanced Interchange Safety
	Analysis tool outputs that were prepared for the existing and future conditions. Pavan was involved in preparing an IAJR report
	in accordance with established FHWA procedures to document proposed changes in access.
3/24 - Present	Texas DOT US 87 San Angelo Northern Relief Route Study: Pavan's role as a traffic lead included coordinating with clients,
	conducting traffic projections, operational analyses using HCS and VISSIM microsimulation software, and performing safety
	assessments, including both historical and predictive analyses. For this new route, he applied the predictive safety analysis
	methodology outlined in the Highway Safety Manual (HSM) to evaluate potential safety impacts. Utilizing HSM spreadsheets
	originally developed by AASHTO and modified by TxDOT to reflect Texas-specific roadway conditions, crash modification factors
	(CMFs), and data inputs, Pavan's analysis provided critical insights. The results directly contributed to refining the preferred
	alternative, ensuring enhanced safety along the proposed route.
11/22 - 11/23	Rockwall County, TX FM 551 Widening Study Rockwall County, TX: Pavan's role as a traffic lead included coordinating with
	clients, performing operational analysis and safety analysis to develop a report necessary for build conditions assessment. He
	worked on safety analysis report including historical crash analysis using crash data from CRIS database, identified crash
	hotspots, created maps by crash severity, identified contributing factors and suggested countermeasures to include.

Firm employed by		TRANSCEND						
		Transcend Engine	eers & Planners,	, LLC				
Name	Radhika	dhika Paruchuri, RSP1, ENV SP			Years of relevant experience with this employer	6		
Title	Stage O F	easibility Studies;	Traffic Engineeri	ing	Years of relevant experience with other employer(s)	13		
	Studies;	Road Safety Assess	ments; Safety					
	Effective	ness Evaluation						
Degree(s) /	Years / S	pecialization		MS/Co	ommunity and Regional Planning/2000; B.Arch./Architecture/	1997		
Active regi	stration n	umber / state / ex	piration date	Road S	Safety Professional Level I: 1073/07-18-2026			
			-	Envisio	on Sustainability Professional: 56582/08-01-2025			
Year regist	tered	2023	Discipline	Transp	oortation Planning			
Contract r	ole(s) / bi	ief description of	[°] responsibilitie	s: Stage	e O Feasibility Studies; Traffic Engineering Studies; Road Safe	ty Assessments; Safety		
Effectivene	ss Evaluati	on. Radhika is a se	nior planner wit	h 19 yea	ars of experience in county planning and consulting with a ba	ckground in long range		
planning, tr	ansportat	on planning, safety	y analysis, corric	lor stud	ies, IAJR projects, traffic impact studies, and geospatial analy	ses. She has worked on		
numerous	transporta	tion and land use	e planning proje	ects acro	oss Texas. Radhika possesses strong skills in planning, sat	ety analysis, and data		
manageme	nt.							
Experience	e dates I	Experience and qu	alifications rel	evant to	the proposed contract, <i>i.e.</i> , "designed drainage," "designed	ed girders," "designed		
(mm/yy–m	m/yy) i	ntersection," etc.	Experience dat	es shou	Id cover the years of experience specified in the applicable	e MPR(s).		
10/22 - 1	0/23 1	exas DOT I-45 G	EC Bryan Dist	rict, TX:	Radhika, as a senior planner, was involved in safety analysis	s of a 90-mile segment		
	а	long IH-45 from W	alker County to	Freesto	ne County. To visualize trends and crash patterns within the	study corridor, Radhika		
	C	eveloped safety e	valuation memo	o that II	ncludes identifying patterns, trends and relationships betw	een crashes and other		
	Ť	eatures, key contri	buting factors.	She also	p played a key role in identifying counter measures for segm	ents and in calculating		
10/24 0	C	rash modification i	actors.					
10/24 - Pr	esent I	exas DOT Texas	i riangie iviuitim	odal Str	ategic Plan Statewide, IX: Radnika played a key role in Tex	as Triangle Multimodal		
	5	trategic Plan doing	g the safety anal	ysis. Ra	dnika, as a key safety analyst, identified crash trends, calcula	ted crash rates using 5		
	У	ears of crash data	on the study he	twork. A	Analysis was conducted at the Texas Triangle level as well as	IXDUI district level for		
	f (ocal applicability. S	ne developed n		nogy to identify live segments in three functional classificatio	ins with high crash rate		
0/21 2	/22 7		iprovements ba		une criteria established. Nen I Statewide TV: As part of statewide Texas Mahility Disr	Dadhika played a kay		
0/21-5	/25 r	exas DUT 2025 ala daing the sefet	v apalysis for st	obility P	Tavas Mobility Plan Padhika, as a project manager and key	safaty analyst played a key		
		ov rolo in the safet	y analysis ior su	dontifio	d crash trands, calculated crash rates using five years of stat	owido truck crash data		
		Key role in the safety analysis, she identified trash trends, calculated trash rates using five years of statewide truck trash data.						
	actabliched Safety applysis report was developed showing the truck crash trends for urban and rural cross and key contributi							
	f	actors				as and key contributing		
4/21 - 10	י ז/24 ד	exas DOT SH 16	Schematic & En	vironme	ental San Antonio TX: 18 1 miles of SH 16 from Rohindale D	rive West to Park Road		
1/21 1	(PR) 37 for Bexar Co	ounty for San Ar	ntonio D	District is being studied to provide preliminary engineering se	rvices for development		

	of a design schematic, environmental constraints. As a Senior Planner, Radhika is involved in conducting detailed crash analysis
	for the entire corridor, identifying intersections and segments that have significant number of crashes/serious injury
	crashes/fatal crashes and proposing countermeasures prioritized based on CMFs. Radhika also conducted posted speed limit/
	advisory speed discrepancies, evaluation of existing road network conditions and identifying recent improvements along the
	corridor.
6/20 - 6/23	Texas DOT IH 35 Widening Cooke County, TX, and Love County, OK: Radhika, as a senior planner, was involved in safety
	analysis of IH 35 project corridor, and the project area of influence located in Cooke County, TX, and Love County, OK. To visualize
	trends and crash patterns within the study corridor, Radhika developed safety evaluation memo that includes, identifying
	patterns, trends and relationships between crashes and other features, key contributing factors as part of IAJR application. She
	also played a key role in identifying counter measures and in calculating crash modification factors.
10/23 - 7/24	Harris County, TX Bay Area Bicycle & Pedestrian Safety Plan, H-GAC and Harris County Precinct 2 Harris County, TX: As a
	Senior Planner and lead her role included coordinating with clients performing crash analysis for the Bay Area and identified hot
	spots for vehicles and ped/bike users. She identified critical segments and intersections for improvements based on the
	observed crash patterns and existing conditions. Recommendations for improvements were prioritized based on the severity
	and location of the segments.
8/22 - 10/24	Fort Bend County, TX Precinct 1 Transportation Planning Study Fort Bend County, TX: This transportation planning study aims
	to develop a prioritized list of future mobility projects to mitigate safety issues, improve connectivity and alleviate congestion
	in Fort Bend County Precinct 1. As a Senior Planner, Radhika is involved in conducting detailed crash analysis for the entire area,
	identifying intersections that have significant number of crashes and proposing countermeasures prioritized based on CMFs.
	She also took part in independent multidisciplinary team to conduct Road Safety Audits at two school campus locations. Detailed
	RSA conducted as per FHWA guidelines resulted in identifying safety concerns that would not otherwise have been discovered.
	Radhika participated in two meetings and two field visits with the diverse group to identify low-cost safety improvements.

Firm employed by Rummel, Klepper & Kahl, LLP								
Name	Rakesh N	/lora, PE, PTOE		Years of relevant experience with this employer	11			
Title	Traffic Er	ngineering Studies		Years of relevant experience with other employer(s)	4			
Degree(s) /	Years / S	pecialization		MS/2010/Civil Engineering; BE/2008/Civil Engineering				
Active regis	stration n	umber / state / ex	piration date	Professional Engineer: 0402054386, VA, 12/31/2025				
Year regist	ered	N/A	Discipline	N/A				
Contract re	ole(s) / br	ief description of	f responsibilities	s: Traffic Engineering Studies. Rakesh brings years of research and w	vork experience in the			
field of traf	fic and tr	ansportation engi	neering, includir	ng traffic engineering and safety studies; field data collection and i	nspection; developing			
engineering	design de	etails and reports;	developing sign	ing and pavement marking plans; maintenance of traffic (MOT) desi	gn plan development;			
developing	GIS based	methodologies in	public transport	ation studies; and traffic signal timing and intersection design.				
Experience	dates H	Experience and qu	alifications rele	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed	d girders," "designed			
(mm/yy-m	m/yy) i	ntersection," etc.	Experience dat	es should cover the years of experience specified in the applicable	MPR(s).			
01/23 - 03	3/23 S	outh Carolina DO	F 2019 On-Call	Traffic Safety Engineering Services Contract, Task: Isle of Palms (IOF	P) Connector Bike/Ped			
	P	avement Marking	s Study, Charles	con County, SC: As a traffic engineer, Rakesh reviewed public involvement feedback,				
	þ	orioritizing identifie	ed concerns, cat	cegorizing comments, summarizing the results of alternative company	arisons, identified the			
	p	referred alternativ	/e, and documer	ited all public research efforts.				
05/17-0	//18	riginia DOT Stat	ewide Traffic En	igineering Design & Analysis, Statewide, VA: Traffic engineer respon	isible for signal timing			
	C	optimization and field implementation efforts for the US-15/29 Business corridor in the Town of Culpeper. The analysis efforts						
		nciuded field data	collection, devel	opment of traffic simulation model, calibration of existing conditions	s, and development of			
		ipumai signai umi senitering refinen	ig plans for pear	altimings, and compiling analysis findings into project reports	neid implementation,			
11/22 0		linginia DOT 1120	rient of field sign	ar umings, and compliing analysis indings into project reports.	the traffic operations			
11/23-0	//24	Inginia DOT 1-39:	s for the LOOF (nterchange Access Report Phase II Alexandria, VA: Rakesh is leading	g the trainc operations			
	d	alloction conduct	ing traffic operat	similington interchange Access Report (IAR). His responsibilities inter-	tive methodologies for			
		offection, conduct	dovoloping alto	nons analysis using vissifi, developing both qualitative and qualititation	ive methodologies for			
07/22 0	י ד/כס ד	arety analysis, and		Pouto 7 and Loudoup County Parkway Lloudoup County VA: Pospon	sible for leading traffic			
0//25 – 0//25 Loudoun County, vA IIP Round 3 Route / and Loudoun County Parkway Loudoun Co				concept development including identifying a range of short term, mi	d torm and long torm			
operational and safety analysis, and concept development, including identifying a range of short-term, mid-term, and id solutions at each of the study intersections to improve operations and safety. Pakech conducted the operational a				operational and safety				
analysis efforts to evaluate the benefits of proposed intersection design improvements, which includes a multi lange					multi-lane roundabout			
	and RCLIT design at the Rank 5 intersections							
10/21 - 00	6/24 C	aulding County DC	T Metromont	Road Including Rosedale and Angham Intersections Paulding County	GA : Rakesh led traffic			
10/21 0	0,∠ - Γ	nalysis efforts for t	the Metromont F	Road and Rosedale Drive intersection improvement in Paulding County	/ Task efforts included			
	+	raffic data collectio	on safety analysi	es traffic forecasting and operational evaluation of multiple intersec	tion configurations			
	traine data concetion, safety analyses, traine forecasting, and operational evaluation of multiple intersection comparations.							

Firm emplo	yed by	RKK Rummel, Klepper & Kahl, LLP							
Name Amanda Reigel, PE				Years of relevant experience with this employer	3				
Title	Traffic	Engineering Studies		Years of relevant experience with other employer(s)	4				
Degree(s) /	Years	/ Specialization	BS/201	19/Civil Engineering					
Active regi	stration	n number / state / expiration da	e <u>Profes</u>	sional Engineer: 059788, NC, 12/31/2025					
Year regist	tered	N/A Discipline	N/A						
Contract re	ole(s) /	brief description of responsibil	ties: Traffic	c Engineering Studies. Amanda has experience with traffic imp	pact analyses, corridor				
studies, cra	sh analy	/ses, warrant analyses including s	ignals, phas	sing, pedestrian crossing, and turn lane screenings, various pr	rojects associated with				
Highway Sa ⁻	fety Imp	provement Program, and safety st	udies. Ama	nda has experience with the following software packages: Syn	chro/SimTraffic, Sidra,				
MicroStatio	n, Auto	CAD, FHWA's IHSDM, TransMode	er, and HC	S					
Experience	e dates	Experience and qualifications	relevant to	the proposed contract, <i>i.e.</i> , "designed drainage," "designe	d girders," "designed				
(mm/yy-m	m/yy)	intersection," etc. Experience	dates shou	ld cover the years of experience specified in the applicable	e MPR(s).				
05/21-1	1/23	North Carolina DOT Traffic Safe	ety Fatal Cra	ash Analyses Statewide, NC: To evaluate opportunities for red	ducing serious crashes,				
		FHWA requires an investigation	of every fat	al crash occurring on North Carolina state roadways. As a Traffi	c Engineering Accident				
		Analysis System (TEAAS)-prequa	lified traffic	engineer, Amanda analyses fatal crashes, completing a full int	ersection or strip crash				
		analysis within five days after	receiving a	fatal slip report. She uses TEAAS to extract historical crash	data for an identified				
		intersection or strip study area	review cra	ashes for accurate inclusion/deletion/mileposting within TEA	AS database, calculate				
		study area AADT, create aerial a	nd AADT fig	ures in GIS ArcMap, and organize all final crash study documen	its according to NCDOT				
		Fatal naming conventions and s	andards.						
08/21 – Or	ngoing	North Carolina DOT R-5830/	Deerfield R	oad (SR 1522) from State Farm Road to Wilson Ridge Road	(SR 1523) Widening				
		Statewide, NC: As a Traffic Engir	eering Acci	dent Analysis System (TEAAS)-prequalified traffic engineer, An	nanda completed a full				
		crash analysis strip study using	EAAS; bala	nced volumes using turning movement counts; grew to future	e-year conditions using				
		Boone TDM outputs and his	orical AAD	of data; modeled existing and future-year no-build and	build alternatives in				
		Synchro/SimTraffic and Sidra; d	eveloped r	ecommendations to address operational and safety shortcor	mings; created figures;				
		and summarized results and rec	ommendat	ions in a memo. This traffic analysis identified operational and	safety concerns under				
		both existing conditions and est	imated futu	are growth as a part of a proposed one-mile widening project.					
02/17 - 0	2/21	North Carolina DOT Feasibility	Studies On-	Call Statewide, NC: As a traffic engineer, Amanda developed	volumes using forecast				
and NCDOT's Intersection Analysis			ysis Utility	(IAU) tool; modeled existing and future-year no-build and	d build alternatives in				
Synchro/SimTraffic and Sidra; dete			etermined	crash trends using NCDOT TEAAS Strip Analysis Report data; e	evaluated the need for				
		cross-section widening using HC	S; created o	overview results and recommendations summary presentation	n for stakeholders; and				
		wrote a memo discussing operat	ional and s	atety results and potential solutions. As part of NCDOT's Expres	ss Design/SPOT efforts,				
		US 421 is proposed to undergo	moderniza	tion for an 18-mile section spanning Harnett and Lee Counti-	es. This traffic analysis				
		evaluated the original design alternatives for effective operational improvements and identified areas with safety concerns.							

Firm emple	oyed by	ALL TRAFFIC DATA SERVICES				
		All Traffic Data Se	ervices, LLC			
Name	Anthon	y Boivin			Years of relevant experience with this employer	22
Title	Traffic I	Engineering Studies			Years of relevant experience with other employer(s)	0
Degree(s) /	Years / S	pecialization				
Active regi	stration	number / state / exp	piration date	N/A		
Year regist	tered	N/A	Discipline	N/A		
Contract re	ole(s) / b	rief description of re	esponsibilities:	Traffic (Counts. Anthony has 22 years of data collection experience, inc	cluding manual counts,
marketing,	and mar	agement of projects	s in Florida. He	e is resp	onsible for scheduling and managing data collection, as wel	I as producing reports
containing	data. He	has served on projec	ts for many loc	al gover	nment agencies and consultants.	
Experience	e dates	Experience and qua	alifications rele	evant to	the proposed contract, i.e., "designed drainage," "designe	d girders," "designed
(mm/yy–m	m/yy)	intersection," etc. H	Experience dat	es shou	ld cover the years of experience specified in the applicable	e MPR(s).
		Peters & Yaffee D2	2 FDOT Safety (On-Call:	All Traffic Data is tasked with collecting data for the FDOT Sa	afety contract with the
		consultant HDR. TN	IC, ADT and del	ay studi	es are collected to determine if changes need to be made to e	existing intersections.
		Hillsborough Data Co	ollection Hills	borough	, FL: Collected 185 volume counts and 75 classification count	s for 72-hrs each year.
		In 2016 and 2019, n	o counts were	collecte	d, and in 2014 and 2015, counts were collected twice. Some	e variations occur each
	year.					
	Traffic Counts Various Locations: Collected traffic count data, turning movement and average daily data in various locations					
		around Southeast, i	ncluding Atlant	a, GA, E	Birmingham, AL, Orange Beach, AL, and many other areas i	n the Southeast. Data
		analysis for many dif	ferent consulta	ants.		

Firm employ	yed by	RKKK	Kahl II P				
Name	leff Ku	ittesch PF PTOF			Vears of relevant experience with this employer	19	
Title	Road	Safety Assessments			Years of relevant experience with other employer(s)	2	
Degree(s) /	Years	/ Specialization		MS/20	04/Civil Engineering; BS/2003/Civil Engineering		
Active regis	stration	n number / state / ex	piration date	Profess	sional Engineer: 043428, NC, 12/31/2025; 35299, MD, 1/6/20	026; 41157, SC,	
0			-	6/30/2	026; 0402047612, VA, 6/30/2026		
Year regist	ered	N/A	Discipline	N/A			
Contract ro	ole(s) /	brief description of	responsibilities	s: Road S	Safety Assessments. Jeff brings extensive experience in trans	portation planning and	
traffic engin	eering	projects for various st	tate transportat	ion ager	ncies and municipalities. He manages projects and tasks in are	as such as traffic safety	
analysis (roa	adside s	afety assessments ar	nd detailed cras	h analysi	is), traffic operations analysis (covering travel demand foreca	sting, capacity analysis,	
and microsii	mulatio	n), corridor and inter	section studies,	as well a	as traffic engineering design, including signals, signage, and p	avement markings. Jeff	
is proficient	in using	g traffic engineering s	oftware package	es such a	is Sidra, Synchro/SimTraffic, CORSIM, HCS, and VISSIM. He brir	ngs significant expertise	
in the analy	sis and	conceptual design of	roundabouts a	nd other	r innovative intersections. Additionally, Jeff assists localities i	n preparing application	
materials fo	or Smar	t Scale, revenue sha	aring, and othe	er transp	portation funding sources. This includes project identification	ion, conceptual design	
developmen	nt, cost	estimation, and ongo	oing support thr	oughout	t the application process. Jeff also served two years as VDOT	's Area Traffic Engineer	
for the Richi	mond L)istrict.	1.0.1			· · · · · · · · · · · · · · · · · · ·	
Experience	dates	Experience and qu	alifications rel	evant to	the proposed contract, <i>i.e.</i> , "designed drainage," "designed drainage," "designed in the applicable	ed girders," "designed	
$\frac{1111}{yy-111}$	(1) (1) (1) (1) (1) (1) (1) (1) (1) (1)	Virgina DOT Traffi	c Engineering R	oadway	Safety Assessment Support VA: left was the Senior Traffic Fr	gineer responsible for	
04/22 00	5722		nal engineering	services	on an as needed basis for traffic studies, analysis, design and	review of traffic	
		signals signs Intelli	gent Transporta	ation Svs	stems (ITS) devices navement markers/markings guardrail li	ghting other roadway	
		safety improvement	ts. and other tra	affic eng	ineering related purposes. This on-call contract is intended to	o supplement VDOT's	
		internal resources of	on an as-needed	l basis ar	nd covers a range of traffic engineering and operations work.		
02/10 00	0/10	Virging DOT Troff	ie Engineering (`om dooo i	for Couthwast Design Operations, Desnels, and Detates ut C	Counting MA. Coming on	
02/19-0	9/19	virgina DOT Trail	ic Engineering 3	port to t	Tor Southwest Region Operations, Roanoke and Boletourt C	ouncies, vA: Serving as	
		a wide variety of tr	affic engineerir		and billion, salem and cafety studies, signal optimization	for six corridors signal	
		communications an	d other ungrade	as for ov	er 100 intersections across all three districts, roadway safety	assessments for naving	
projects systemic unsignalized intersection safety improvements and MUTCD compliance reviews for horizontal curv							
throughout the Salem district.							
08/18-0	5/23	Virgina DOT State	wide Limited Se	ervices T	erm Contract for Traffic Engineering Design and Analysis. Sta	atewide, VA: As proiect	
,		manager, Jeff overs	aw RK&K's traff	fic engin	eering services for projects in all nine VDOT Districts under	several limited services	
		term contracts with	VDOT Location	and De	sign Division since 2005. Tasks include operational analysis, s	afety analysis including	
		IMR/IJR developme	nt, signal, sig <mark>n</mark> ir	ng and pa	avement marking design, and peer review of studies.	· · · · · · · · · · · · · · · · · · ·	

Firm emplo	yed by	RKK Rummel Klepper 8	Kabl IIP					
Name	Meliss	a Manalo, PF			Years of relevant experience with this employer	6		
Title	Road S	afety Assessments			Years of relevant experience with other employer(s)	15		
Degree(s) /	Years /	Specialization		BS/200	2/Civil Engineering			
Active registration number / state / expiration date			xpiration date	Profess	sional Engineer: 088884, NY, 8/31/2025; 058319, NC, 12/31/2	2025; 0402059193,		
				VA, 4/3	30/2026			
Year regist	tered	N/A	Discipline	N/A				
Contract r	Contract role(s) / brief description of responsib			ities: Ro	oad Safety Assessments. Melissa has extensive experienc	e in civil, traffic, and		
transportat	ion engi	neering projects in	Virginia, the Nev	v York m	netropolitan area, as well as internationally. She has worked	on traffic engineering		
projects for	VDOT,	where she collabora	ted closely with	the clier	nt to develop training tools and guidelines for junior enginee	ring staff. Melissa also		
developed o	compret	nensive asset mana	gement tools to	track lar	ge-scale, county-wide roadway safety projects. She has train	ned over a dozen staff		
members ad	cross sev	veral states on road	way safety assess	sments, e	ensuring compliance with MUTCD horizontal curve warning si	gnage, and developing		
safety impro	ovemen	ts at unsignalized in :-	tersections. As a	lead tra	ffic engineer, Melissa is proficient in trip generation, signal ti	ming, traffic modeling,		
and acciden	it analys	IS. Expanionas and a	alifications rol	want to	the proposed contract is "designed drainage" "designed	d gindong " "dosignad		
(mm/vv-m	m/vv)	intersection," etc.	Experience dat	evant to es shoul	d cover the years of experience specified in the applicable	e MPR(s).		
05/20-0	3/21	Virginia DOT Tra	affic Engineering	g Service	es for Southwest Region Operations, Field Support for the	e Lynchburg District		
		Lynchburg, VA: Me	lissa led the effo	orts for t	three studies including an intersection truck turn evaluation	study, an intersection		
		left-turn phase and	alysis and a safe	ty study	at an unsignalized intersection. Melissa coordinated the field	eldwork and auto-turn		
		analysis performed	by RK&K staff, I	performe	ed the left-turn analysis and crash analysis, as applicable. Me	elissa coordinated with		
		the corresponding	task manager at	VDOT to	produce work orders compliant with VDOT traffic engineering	ng, to easily implement		
		the proposed reco	mmendations for	r each st	udy.			
08/20 – Or	ngoing	Virginia DOT Tra	fic Engineering	Services	for Southwest Region Operations, Unsignalized Intersection	Safety Assessments		
		Statewide, VA: N	lelissa led thre	e task	orders to complete safety assessments and develop s	ystemic improvement		
		recommendations	for approximate	ly 130 in	tersections in the Lynchburg District and over 60 intersection	s in the Bristol District.		
		She coordinated fi	ela data collectio	on, perio	ormed crash analyses, and collaborated with a team of Junio	r engineers to identify		
		while working close	provements eligi		HSIP funding. Melissa also developed templates for KK&K ar	andition diagrams, and		
		auantity summarie	s for recommend	ded sign	a format for project deliverables, including crash diagrams, co	onunuun uidgranns, anu		
06/23 - 0	3/24	Virginia DOT 202	4 Roadway Safe		sments Statewide VA: Melissa prepared road safety audit	(RSA) reports for over		
00/25 0	5/27	150 roadway segm	ents and 140 mil	es of roa	dway in the Richmond District RSAs included Category 1 main	tenance project safety		
		analysis, crash anal	ysis for KAB cras	shes, gua	es, guardrail windshield assessments, and evaluations of pavement marking deficiencies.			

Firm employ	yed by	RKK								
N	D · · I	Rummel, Klepper & Kahl, LLP			10					
Name	Daniel	Goldman, PE		Years of relevant experience with this employer	10					
Litle	Road S	batety Assessments	50/201	Years of relevant experience with other employer(s) 10						
Degree(s) /	Years /	Specialization	BS/201	15/Civil Engineering						
Active regis	stration	n number / state / expiration date	Profes	Professional Engineer: 0402060952, VA, 12/31/2025						
Year regist	ered	N/A Discipline	N/A		C C C C C C C C C C					
Contract r	ole(s) /	brief description of responsibil	ities: Ro	ad Safety Assessments. Daniel offers 10 years of experier	nce focused on traffic					
engineering	and de	sign. His responsibilities include con	ducting c	operational analyses of existing and future conditions using Syr	nchro, VISSIM, and HCS					
to support d	lecision	-making. He also performs safety an	alyses, w	hich involves field data collection, speed studies, and identify	ng deficiencies related					
to signage a	nd othe	er roadway elements. Additionally, D	an handl	les design tasks, including pavement marking plans, and synthe	esizes technical reports					
to communi	icate th	e findings of his analyses.			1 • 1 • • •					
Experience	dates	Experience and qualifications re	levant to) the proposed contract, <i>i.e.</i> , "designed drainage," "designe	d girders," "designed					
(mm/yy-m)	$\frac{m}{yy}$	Intersection," etc. Experience da	tes snou	Id cover the years of experience specified in the applicable	$\frac{1}{2} \operatorname{MPR}(s).$					
03/15 - 10	0/16	Statewide VA: As an angineer De	erations	Region Limited Term On-Call Professional Traffic Engineer	ing Contract 43259					
		Statewide, VA: As an engineer, Dal	nei was	responsible for conducting various speed and safety studies a						
		Southwest Virginia. Work efforts c		torming appropriate advisory speeds, crash analyses and proposing countermeasures, and						
		condition), ball-bank studies to de	etermine	appropriate advisory speeds, crash analyses and proposing	countermeasures, and					
00/20 0/	C /2 4	Compliing study indings and recor	nmenda	lions to prepare written reports for VDOT.						
09/20-06	6/24	reconcercible for performing enfort		investment Division General On-Call Statewide, TN: Daniel s	erved as task manager					
		responsible for performing safety	studies,	, operational analysis, and concept designs for this on-call	contract including the					
		feetend on read safety audits	s and ou	ner plans för strategic investment reports. This contract incit	uded nine work orders					
12/21 00	aoina	Virginia DOT I On Call Professional	Troffic C	ngineering for Control Bagion Operations, Tasky Pouto 218 Cur	ve Beedwey Departure					
12/21 - 01	going	Mitigation Study Erodorickshurg		ngineering for Central Region Operations, Task: Route 218 Cur						
		Milligation Study Fredericksburg,	VA: AS a	VA: As an engineer, Daniel was responsible for the development of safety improvements to						
		manning and analysis field data	es anu as	and associated deficiencies along Route 218 in Fredericksburg. Efforts included crash data						
		hased on applicable standards (or) and review of existing conditions, and recommendation of	salety improvements					
10/22 10	0/24	Arlington County VA Pouto EO	ignal On	timization Arlington County, MA: As traffic angineer, Daniel	lad affarts to anhance					
10/23 - 10	0/24	Arington County, VA Route 50 S	ignal Op	deting the signal timings throughout the president error (some	ied enorts to enhance					
		operational and multimodal safet	y by upo Cardin Cro	by updating the signal timings throughout the project area (consisting of 28 signalized						
Intersections along the Route 50, 0				ariin Springs Road, and George Mason Drive corridors) using the County's newly developed						
		approximations the multimedal frames	opumiza	auon. As opposed to traditional optimization strategies whi	timedal considerations					
		operations, the multimodal frame	work was	s used to parance venicular operational performance with mult	limodal considerations					
		such as pedestrian crossing stress,	crosswa	ik delay, and bus transit operations.						

Firm empl	oyed by		mor & Kahl IID						
Nama			oper & Kani, LLP	Very of velocent emperies of with this evenlower					
Name T:4	Joe Baan	, PE		Years of relevant experience with this employer	8				
1 itie	PS&E for	Low-Cost Impro	ovements	Y ears of relevant experience with other employer(s)	13				
Degree(s) /	Years / S	pecialization		MS/2009/ Engineering Management; BS/Chemical Engineering/2004	4; Transportation				
				Engineering Certificate/2008; FDOT Advanced Temporary Traffic Co	ntrol Training/2017				
Active regi	stration n	umber / state /	expiration date	Professional Engineer: PE70646, FL, 2/28/2027					
Year regist	tered	N/A	Discipline	N/A					
Contract r	ole(s) / b	rief descriptior	ı of responsibilit	ies: PS&E for Low-Cost Improvements. Joe's experience includes	roadway and drainage				
engineering	g for major	and minor pro	jects in the design	, Project Development & Environment (PD&E) and construction pha	ses. He has worked on				
complete st	treets, nev	v alignments, w	idenings, interstat	e, and trail projects. Because of his diverse experience managing pro	ojects that utilize local,				
State, and F	ederal fur	nding, Joe is awa	re of the desires a	and perspectives of various clients he services. He has provided exem	plary service to a wide				
range of cli	ents, inclu	ding: FDOT Dist	ricts One, Three, F	ive, and Seven; Polk County; and several municipalities throughout F	lorida. During his time				
serving the	City of L	akeland as Eng	ineering Manager	, Joe gained a holistic "cradle-to-grave" perspective of transporta	ation projects, earning				
experience	in plannin	g, funding, desig	n, construction, a	nd maintenance. He has an excellent working relationship with stake	nolders including FDOT				
staff, the W	ater Mana	gement Districts	, cities, and count	ies. He has successfully managed projects to meet schedule and budge	et goals while providing				
quality deliv	verables ar	nd services.	, ,	, , , , , , , , , , , , , , , , , , , ,	0 1 0				
Experience	dates F	xperience and	qualifications rel	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designe	d girders," "designed				
(mm/vv–m	m/yy) ii	ntersection," et	c. Experience dat	es should cover the years of experience specified in the applicable	e MPR(s).				
04/22 - 1	2/22 F	lorida DOT US	19 (SR 55) from S	outh of CR 528 (Drew Street) to North of CR 576 (Sunset Point Road).	Clearwater. FL: Project				
,	, N	Aanager and Roa	adway FOR for res	urfacing and safety improvements along US 19. This 2-mile-long proje	ect includes the limited				
	a	ccess mainline	ramps and front	are roads in an urban area of Clearwater. The scope includes geom	etric improvements at				
	t	nree interchang	es traffic signal re	location and ADA ungrades					
02/21 - 1	0/21 (ity of Lakeland	FL Tenoroc Trail	Segment 1 Project Development and Environmental Study from Lake	Crago Drive to SR 33 at				
02/21 1	0/21	Id Combee Roa	d Lakeland EL D	enuty project manager for this Local Agency Program (LAP)-funded P	D&E study to evaluate				
	+	na offects of a 1	2 foot wide aspha	It multi use trail located within the Teneros Public Use Area	Del study to evaluate				
02/20 0	1/22 г		ESC (Curlow Bood)	Pasurfacing from East of Talloy Drive (60th Streat) to SP 524 (Tampa)	Pood) Dipollos County				
02/20-0			oor rosponsible f) Resurtacing from East of Talley Drive (69th Street) to SR 584 (Tampa Road), Pinellas County,					
		L: Project engin	eer responsible T	or roadway and drainage design for the resurfacing of this 2.44-mile urban corridor. The					
	р	rimary objective	e is to renabilitate	the existing pavement, convert existing full-median openings into safe	er directional openings,				
	r	eplace deficient	sidewalks, and up	grade curb ramps to meet current ADA standards.					

Firm emple	oyed by	RKK Rummel, Kleppe	er & Kahl, LLP						
Name	Jason L	yle, PE		Years of relevant experience with this employer	7				
Title	PS&E fo	or Low-Cost Improve	ements	Years of relevant experience with other employer(s) 20					
Degree(s) /	Years /	Specialization		BS/2003/ Civil Engineering; AS/2000/Civil Engineering					
Active regi	stration	number / state / ex	piration date	Professional Engineer: 69009, FL, 2/28/2027					
Year regist	ered	N/A	Discipline	N/A					
Contract re as well as pr new constr Transportat scope, budg vertical align typical secti Experience (mm/yy–mi 08/23 - On	ole(s) / t roject ma uction, a ion (FDC get, and a nment; c ons and dates m/yy) going	prief description of anagement. Recent as well as resurfacion DT) Districts One, Tw schedule; leading th designing interchang quantity estimates; Experience and qu intersection," etc. Florida DOT CAPO oversight, FDOT co	responsibilities project experien ng, restoration o, Three, and Se e coordination e ge and intersection and performing palifications relove Experience dat or D1 Resurfacion pordination, and	s: PS&E for Low-Cost Improvements. Jason's experience includes roading includes projects involving new sidewalk and trail, pedestrian bridge and rehabilitation (RRR) projects for various clients including the leven; Florida's Turnpike Enterprise (FTE); and Polk County. His experies efforts with the client, the design team and various stakeholders; estate on geometry; preparing temporary traffic control plans (TTCP); prepare traffic signal warrants. evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed the splicable of the spli	adway and trail design, ges, roadway widening, Florida Department of nce includes managing blishing horizontal and ring pavement designs, ad girders," "designed e MPR(s). esponsible for contract is to a this contract is to				
05/23 – On	igoing	resurfacing, turn-la intersection improv Brevard County, FL for contract oversig services on a conti construction, recorr of drainage system intersection improv	ne additions, ligh vements. Professional Se ght, County coor inuing contract instruction, or reh ns, and over 350 vements, pedes	hting, access management, drainage improvements, signalization, safe ervices - Engineering Continuing Contract, Brevard County, FL: Contract indination, and delivery of all tasks. This contract involves providing pr basis for the Brevard County Public Works Department. These serv habilitation of the transportation network, which includes 1,224 mile 0 traffic signals. Task assignments may include new roadway design strian/bicycle facilities, drainage improvements, traffic engineering	ety improvements, and ct manager responsible rofessional engineering vices include planning, s of roads, 1,300 miles gn, roadway widening, , ITS and signalization				
09/22 - On	going	Seminole Tribe of manager for this pr traffic/transportation installation of traffi	Florida On-Ca roject that will h on project plann c calming device	Ill Traffic & Transportation Engineering Support, Lakeland, FL: Jaso have RK&K conducting field inspections throughout the reservations hing, assessments, and development, including traffic engineering sel es and other related activities.	n is serving as project and gathering data for rvices for the potential				

Firm employed by		RKKK Rummel, Klepper & Kahl, LLP			
Name	James D	owdy, PE		Years of relevant experience with this employer	3
Title	PS&E for	Low-Cost Improvements		Years of relevant experience with other employer(s)	17
Degree(s) / Years / Specialization			BS/200	07/ Civil Engineering	
Active registration number / state / expiration date			Profess	<u>sional Engineer</u> : PE050966, GA, 12/31/2025; 33992, SC, 6/30/	2026
Year regist	ered	N/A Discipline	N/A		
Contract re	ole(s) / br	rief description of responsibilities	: PS&E f	for Low-Cost Improvements. James is a seasoned highway des	signer who has led and
assisted wit	h projects	s of various complexities, from inter	states to	o local county roads and pedestrian streetscapes. He is very ac	daptable to the client's
needs and a	able to ac	ccommodate various aspects of roa	adway p	projects. His experience ranges from geometric design (GEOF	PAK) and 3D modeling
(OpenRoads	s Designe	r and Corridor Modeler) to traditic	onal dev	relopment of plans, profiles, and cross sections. James is very	y versatile and able to
meet client	needs wi	th the latest technologies, as well	as with	the more familiar way of producing plans. Additionally, his s	skill set includes CADD
production	(MicroSta	ition), quantities, maintenance of t	raffic de	esign, signing schematic layouts, specifications, contract docu	ments, and answering
construction	n-related	questions.			
Experience	dates 1	Experience and qualifications rele	evant to	the proposed contract, <i>i.e.</i> , "designed drainage," "designed	d girders," "designed
(mm/yy-m	m/yy) i	ntersection," etc. Experience dat	es shou	ld cover the years of experience specified in the applicable	MPR(s).
11/23 - On	going	Gwinnett County, GA Transportat	ion Cons	sultant Professional Services, Task: Steve Reynolds Boulevard	(Satellite Boulevard to
	C	Lub Drive) Gwinnett County, GA:	As road	way design lead for this task under a Transportation Consultan	It Professional Services
	C	contract, James is responsible for ei	nsuring i	the roadway design is geometrically sound and that all plans a	re clear, readable, and
	(consistent with the Gwinnett Coun	ty plan o	development process for this project to improve traffic safety	and operations along
		Steve Reynolds Boulevard between	Satellite	e Boulevard and Club Drive. He serves as the Ilaison between	County staff and RK&K
	r	oadway engineers. James accurate	e comm	unication throughout the project team and oversight of the ro	badway design process
		rom beginning to end is essential to		ie on this project. KK&K's scope of work includes roadway desi	gn; signal, signing, and
11/22 0	F /22				on management plans.
11/22-0	5/25	Jigh School I Cwinpott County CA		suitant Professional Services, Task: School Access Improveme	In Study for Will Creek
	r r	Algh School Gwinnell County, GA	: James	served as the roadway design lead for this task under a fran	
	r ;	more solution and multimedal and		evaluated included roadway widening, new location ally	gnments, intersection
01/21 0	c/24 [Paulding County DOT Matromant		ents.	. CA. Jamas sorried as
U1/21 - U6/24 Paulaing County DUT Metromon			ht of w	avalance for this project, which consisted of intersection impro-	y, GA: James served as
		an arterial road James coordinated	decige	efforts with the hydraulics team and 2D modeling of the read	way corridors Dospita
	f	an arcenarioad. James coordinated	uesigii	at schedule, and changes in project management, a compret	way corrigors. Despile
		acing chanenges with new sollwar	e, a ligi	it schedule, and changes in project management, a comprer variagion project goals	iensive set of fight-of-
	N	way plans was successfully submitte	eu, dellv	rennig on project goals.	

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DOTD for 13
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Joe chunges,

Firm empl	oyed by	engineers							
		a kiwa company T2 UFS Inc							
Name	Daryl Th	ie, PLS		Years of relevant experience with this employer	14				
Title	Survey/S	SUE		Years of relevant experience with other employer(s)	30				
Degree(s) /	Years / S	pecialization		BS/1981/Land Surveying					
Active regi	istration	number / state / e	expiration date	5023, Louisiana, 03/31/2026					
				ATSSA Flagger (exp. 07/24/2017) – Training can be updated as need	ed.				
				ATSSA Traffic Control Technician (exp. 07/24/2013) – Training can b	e updated as needed.				
				ATSSA Traffic Control Supervisor (exp. 07/26/2013) – Training can b	e updated as needed.				
				MOTTC FDOT Advanced Maintenance of Traffic (exp. 08/04/202	21) - Training can be				
				updated as needed.					
Year regist	tered	2009	Discipline	Professional Land Surveyor					
Contract r	ole(s) / bi	rief description o	f responsibilities	: Survey/SUE. As Vice President, Daryl ensures that adequate resource	ces are available for T2				
UES, Inc. cli	ents in Lo	uisiana. Mr. Thie	takes the lead role	e in customizing QA/QC plans for specific projects and clients. Daryl o	versees the operations				
of 12 UES, 1	Inc.'s surv	eying and mappir	ng, subsurface uti	lity engineering, and utility coordination services provided throughout	ut Louisiana. He is also				
the Principa	al-In-Char	ge on assigned pro	ojects throughout	t the Southeastern United States.	anaa baa giyan him tha				
ability to ov		er, Daryi nas mana	ged nundreds of p	ion. He anticipates challenges before they arise and finds creative and innovative solutions					
	voiects are	delivered on time	priori to completi a or abaad of sch	non. The anticipates chanenges before they arise and mus creative and innovative solutions, nedule and in a cost-efficient manner.					
Darvl's exte	ojecto are onsive evn	erience throughou	it the Southeaste	rn United States includes, but is not limited to boundary. GLO retracen	nent mean high water				
right-of-way	v horizon	tal and vertical co	ntrol transportat	ation design subsurface utility terrestrial LiDAR and hydrographic surveys. He has completed					
services for	federal s	tate and local go	vernment agencie	es including LADOTD Florida Department of Transportation (FDOT) A	labama Department of				
Transportat	tion (ALD)	DT). Mississippi De	epartment of Trar	nsportation (MDOT). Florida Department of Environmental Protection	n (FDEP). United States				
Army Corp	of Engine	ers Mobile Distric	, t, and the St. Johr	ns River Water Management District.					
Experience	e dates	Experience and q	ualifications rel	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designe	d girders," "designed				
(mm/yy–m	m/yy)	intersection," etc	. Experience dat	es should cover the years of experience specified in the applicable	e MPR(s).				
		East Baton Rouge	Parish, LA H.010	0560.5: Essen Lane Widening (Route La 3064), Perkins Road to I-10:	Surveyor – T2 UES, Inc.				
10/12 - 0	4/13	provided designat	ing (CI/ASCE 38-0	2 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsur	face utility engineering				
10/12 0		services to map tl	ne underground u	utilities within the project limits. The corridor is one of the most cor	ngested roads in Baton				
		Rouge with utilitie	s servicing the m	any businesses and medical facilities.					
		Lafayette Parish, I	_A H.004273: I-	-49 Lafayette Connector: Surveyor – T2 UES, Inc. provided records research (CI/ASCE 38-02					
07/15 – Or	ngoing	Quality Level D), (designating (CI/A	SCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level	el A) subsurface utility				
.,	0.0	engineering throu	ghout the 7-mile	project corridor. T2 UES, Inc. was given multiple subsurface utility engineering tasks in the					
		process of aiding t	the design team.						

Firm emplo	oyed by	RKK Rummel, Klepp	er & Kahl, LLP		
Name	Tristan J	ackson, AICP		Years of relevant experience with this employer	3
Title	Safety E	ffectiveness Evalua	ation	Years of relevant experience with other employer(s)	9
Degree(s) /	Years / S	Specialization		MS/2017/Urban Planning; BS/2011/ International Relations	
Active registration number / state / expiration date			xpiration date	American Institute of Certified Planners: 33906, 4/1/2025	
Year regist	ered	N/A	Discipline	N/A	
Contract ro	ole(s) / br	ief description of	responsibilities:	Safety Effectiveness Evaluation. Tristan brings experience as a transpo	ortation planner across
the public a	nd private	e sectors. His areas	of expertise inclu	ude safety, active transportation planning, federal grants, shared micro	o-mobility, and transit.
Prior to RK8	kK, Tristai	n was a transporta	ition planner in t	he public sector, getting his start in safety planning working on Visior	n Zero projects for the
New York Ci	ity DOT. A	fter his time in th	e public sector, T	ristan moved on to private practice, where he has managed and cont	tributed to a variety of
transportati	on projec	cts, including local	road safety plans	s, pedestrian safety action plans, Vision Zero plans, railroad crossing s	afety plans, Complete
Street polic	ies, long-	range transportat	ion plans, roadw	/ay departure analysis, Safe System Approach (SSA) workshops, tra	il network plans, and
downtown o	connectiv	ity plans.			
Experience	dates]	Experience and q	ualifications rele	evant to the proposed contract, <i>i.e.</i> , "designed drainage," "designed	d girders," "designed
(mm/yy-m	m/yy) i	ntersection," etc.	Experience dat	es should cover the years of experience specified in the applicable	MPR(s).
03/22 - 12	2/22 I	Maryland State Hig	ghway Administra	ition Context Driven Continued Services Statewide, MD: Tristan se	rved as primary liaison
	t	to the MDOT SHA	project manage	ment team for context driven initiatives, leading the efforts to crea	te the Context-Driven
		Foolkit for MDOT	SHA and consult	ant engineers, the Pedestrian Safety Action Plan Technical Memora	ndum, the Pedestrian
		Safety Action Plan	, and the Contex	xt-Driven website. The large, complex, multi-year planning effort si	multaneously created
	S	several documents	designed to wor	k in conjunction and to create a safer, more accessible network for peo	destrians and bicyclists
	İ	n Maryland.			
07/24 - On	going (Gwinnett County,	GA Transportat	ion Consultant Professional Services, Task: Gwinnett County Safety A	Action Plan Gwinnett
	0	County, GA: Trista	n is the project m	anager for the development of Gwinnett County's Safety Action Plan, S	Safe Travels, Gwinnett.
		This ambitious pla	n combines the	results of extensive public outreach, a series of highly interactive st	akeholder workshops,
	F	policy review and	recommendatior	ns, and in-depth quantitative and systemic crash analysis to formulat	e a clear and tangible
	9	safety action plan.			
02/24 - On	going I	oudoun County, V	/A Roadway and	Transportation Design Services for Federal Projects, Task: Safe Stree	ts For All Safety Action
	F	Plan Loudoun Co	unty, VA: Tristan	is the project manager and principal planner leading the development	nt of a comprehensive
	1	oadway safety act	tion plan for Loud	doun County, VA, as part of U.S. Department of Transportation's Safe	Streets and Roads for
	1	All (SS4A) program	. Loudoun Count	y's safety action plan – Safe Streets Loudoun – will identify high-prior	rity roadway segments
	ł	by transect, analy:	ze crash emphas	is areas, and provide context-sensitive solutions to proactively and	systematically reduce
	f	atalities and sever	e injuries on Lou	doun County roads.	

Firm emple	oyed by	RKKK Rummel, Klepper	r & Kahl, LLP							
Name	Anjuli Ta	pia, PE]	Years of relevant experience with this employer	1				
Title	Safety Ef	fectiveness Evaluat	ion]	Years of relevant experience with other employer(s)	12				
Degree(s) /	Years / S	pecialization								
Active regis	stration r	number / state / exj	piration date	<u>Professic</u>	Professional Engineer: 50763, MD, 5/17/2025					
Year regist	ered	N/A	Discipline	N/A						
Contract ro	ole(s) / bri	ief description of r	esponsibilities:	Safety Eff	fectiveness Evaluation. Anjuli's experience includes roadway	design, transportation				
planning, tr	affic engi	neering, and bicycl	e and pedestria	an design,	, and possesses comprehensive expertise in transportation	n master plans across				
various scal	es and lar	nd use contexts thro	oughout the Mic	d-Atlantic,	, but focused on DC projects. Her proficiency in the layered	network approach has				
been integr	al to her	career, enabling h	er to contribut	e effectiv	vely to diverse projects. Anjuli has successfully managed r	numerous high profile				
transportati	on initiati	ves, highlighting he	r skill in balancir	ng the nee	eds and perspectives of key stakeholders. With a proven abil	ity to lead large, multi-				
disciplinary	teams, sh	e consistently delive	ers projects that	t prioritize	e a positive client experience. Anjuli's collaborative approach	n, rooted in her diverse				
background	in both la	and use and transpo	ortation, is cente	ered on cr	eating end products that align with client objectives.					
Experience	dates 1	Experience and qua	alifications rele	evant to th	he proposed contract, <i>i.e.</i> , "designed drainage," "designed	d girders," "designed				
(mm/yy-m	m/yy) i	ntersection," etc. I	Experience dat	es should	cover the years of experience specified in the applicable	MPR(s).				
2/24 - Ong	soing N	Maryland State High	iway Administra	ation Cor	ntext Driven Continued Services Statewide, MD: Anjuli wa	is the project manager				
	f	or this project. With	n a focus on Visi	on Zero ai	nd a commitment to improving pedestrian, bicycle, and mot	torist safety across the				
	S	State, MDOT SHA co	ontinued its Cor	ntext Drive	en initiative. RK&K supported this effort from conception a	and continued to work				
	V	with the Regional a	nd Intermodal	Planning [Division (RIPD) to improve functionality and integration in	to user's daily efforts.				
	١	Melissa Miklus colla	borated with th	e RIPD to	compete the pedestrian safety action plan component, fina	lize edits to the guide,				
	f	inalize the second	phase of toolki	t developi	ment, coordinate case study development, complete the	production of training				
	r	naterials, and conti	nually update th	ne website	2.					
1/22-1/	24 [District DOT Met	ropolitan Bran	ch Trail B	Blair Road Phase 3 Washington, DC: Anjuli served as	design lead for this				
	r	nultidisciplinary tea	m to develop a	prelimina	ry design for the Metropolitan Branch Trail from Piney Bran	ich Road to Blair Road.				
	Г	The trail design inclu	ides on-street s	egments c	of bike lane, protected bike lane, and woonerf; a shared stre	et; and off-street trail.				
	A	Anjuli oversaw the	preparation of	the prelir	minary engineering report which included public involvem	ent, civil engineering,				
	S	tructural engineeri	ng, property/ri	ght-of-way	y services, subsurface utility engineering, topographic and	d right-of-way survey,				
	l	ırban design, draina	age/stormwater	design, ai	nd environmental review. The project is now moving forwar	rd through final design				
	ā	and construction.								
1/19-1/	21 \	/irginia DOT Brad	ddock Road M	ultimodal	Corridor Improvements, Fairfax County, VA: Anjuli was	the project manager				
	S	supporting a project	team in the des	sign of mu	Iltimodal improvements. Braddock Road is a multilane state	highway that connects				
	(George Mason Univ	ersity to I-495 th	hrough a p	predominantly residential area. The goals of the project are	to improve traffic flow				
	V	vhile also providing	tor multimodal	safety and	d comfortable circulation of people walking and biking.					

17. Firm Experience:

Firm name	Rummel, Klepper & Kahl, LLP (RK&K)				Discipline	(s)*	Road,	, Traffic		
Project name	VDOT Traffic Engineering Services for South				west Region Operations Firm responsibility (prime or sub			?) Prime		
Project number	N/A		Owner's name	9	Virginia DO	Virginia DOT				
Project location	Various loo	ations in VDO	T's Southwest Re	egior	ו	Owner's Project Manager Brett Randolph				
Owner's address, ph	one, email	1401 East Br	oad Street, Richr	non	d, VA 23219;	(540)	375-0	146; brett.randol	oh@vdot.virginia.g	VC
Services commenced by this firm (mm/yy)			10/2018	Tot	Fotal consultant contract cost (\$1,000's)				6,000	
Services completed by this firm (mm/yy)			10/2022	Cos	st of consult	ant se	rvices	s provided by this	s firm (\$1,000's)	3,800

RK&K provided traffic engineering services for VDOT's Southwest Region under a four-year on-call contract. Representative tasks included:

Traffic Engineering Roadway Safety Assessment Support: RK&K preformed roadway safety analysis and guardrail windshield assessments for 85 roadway segments, for a total length of 134 miles, in the 2019 Lynchburg District resurfacing schedules.

Traffic Engineering Roadway Safety Assessment Support: RK&K is providing safety analysis for 23 CAT 1 and 6 CAT 2 roadway segments in the Counties of Bedford, Carroll, Floyd, Frankin, Giles, Montgomery, Patrick, and Pulaski for annual paving schedules in accordance with VDOTs Safety Analysis Guidelines for Preservation and 3R Maintenance Projects.

Safety and Guardrail Windshield Analyses: RK&K performed safety analyses and Guardrail Windshield analysis along 220+ roadway segments provided by VDOT for annual paving schedules, in accordance with VDOT's Safety Analysis Guidelines for Preservation and 3R Maintenance Projects.

Unsignalized Intersection Safety Assessments: Providing engineering services to perform safety assessments for 134 rural unsignalized intersections to identify safety issues and recommend low cost/systemic countermeasures to mitigate the safety concerns.

I-81 Safety Improvements, Salem District: RK&K assisted VDOT in meeting the operational and safety benefits of this SmartScale project which encompasses mile markers 167.4 to 169.5 for approximately 3,500 linear feet. RK&K developed public hearing stage plans and displays; and PAC stage plans and contract bid documents.

Field Support: RK&K provided an on-site Engineer I to perform field support with a primary focus on leading an engineer safety study program including drafting/reviewing speed studies, fatal crash reviews, and routine work order requests from VDOT's local residency offices and district personnel. RK&K's Daniel Goldman reviewed crash patterns and developed alternatives to enhance safety, and drafted schematics such as GIS maps and collision diagrams, and was available to support other VDOT divisions throughout the district as needed.

Key Personnel: Shreyas Bharadwaj, Anthony Donald, Daniel Goldman, Jeffrey Kuttesch, Christopher Lawrence, Melissa Manalo, Rakesh Mora, Stuart Samberg

Firm name	Rummel, Klepper & Kahl, LLP (RK&K)				Discipline	e(s)*	Road, Traffic			
Project name	VDOT Statewide Traffic Engineering Design &				Analysis			Firm responsibili	ty (prime or sub?)	Prime
Project number	N/A		Owner's name	•	Virginia DOT					
Project location	Statewide,	VA				Own	er's]	Project Manager	Frederico Gontaru	ık
Owner's address, ph	one, email	1401 East Br	oad Street, Richn	nonc	d, VA 23219	; (804)	343	-9046; federico.gon	taruk@vdot.virgini	a.gov
Services commenced by this firm (mm/yy)			1/2015	Tot	Total consultant contract cost (\$1,000's)				2,840	
Services completed by this firm (mm/yy)			Ongoing	Cos	st of consul	tant se	ervic	es provided by this	s firm (\$1,000's)	2,141

Under two terms of this four-year, on-call contract, RK&K has provided a range of traffic engineering services throughout the Commonwealth through VDOT's Central Office Location and Design Traffic Engineering Section. Representative tasks have included:

Route 50 Road Safety Audit: RK&K performed an RSA for Route 50 (Northwestern Pike) in Frederick County. This review incorporated an assessment of existing conditions along Route 50 and intersections with potential safety improvement needs. Within the project limits, 471 crashes occurred between the years 2011 and 2016. Of these crashes, 10 were fatal crashes, 187 were injury crashes, and 274 were property damage only crashes. These crashes were used to identify seven "hotspot" intersections and three "hotspot" segments for which an in-depth examination of crash data, geometric conditions, operational performance, and possible safety improvements was performed. The hotspots were found to capture 179 of the total crashes within the study area.

Culpeper Districtwide Safety Review: RK&K provided services for operational and safety studies, conceptual designs and cost estimates, and HSIP applications for over 14 sites in the Culpeper District. Sites were evaluated based on five years of historical crash data and the best operational and safety enhancement features were evaluated for low-cost/high-benefit improvements such as J-turns, flashing beacons, or mini-roundabouts. This task concluded with a summary report documenting proposed concept at each location, anticipated operational and safety benefits, conceptual designs and cost estimates, and the HSIP application for each site. Twelve of the 14 sites were funded in the next fiscal year and after studies will be conducted to determine the effectiveness of the installed treatments.

100 Targeted Safety Needs (TSN) Intersection Screening: RK&K evaluated the intersections identified by Central Office as the Top 100 TSNs in the Staunton District. RK&K conducted field visits, collected traffic volume information, and developed recommended safety countermeasures to improve safety at each location.

Route 3/Route 20 Intersection Improvements: RK&K provided a traffic and safety study which recommended the installation of offset permissive flashing yellow left turns from Route 3 to Route 20 – a busy intersection in Orange County. RK&K performed oversight of the roadway and drainage design efforts, coordinated the survey effort, developed a preliminary signal layout, and developed final signal plans and quantities which will be utilized to issue a task order for construction of the temporary signal using the Northwest Region traffic signal on-call construction contract. Furthermore, RK&K developed updated phasing and traffic signal timing recommendations. This project was constructed by the Louisa Residency and the regional signal contractor.

Key Personnel: Barry Brandt, Shreyas Bharadwaj, Daniel Goldman, Jeffrey Kuttesch, Melissa Manalo, Rakesh Mora, Stuart Samberg

RUMMEL, KLEPPER & KAHL, LLP

Firm name	Rummel, K	lepper & Kahl,	LLP (RK&K)	Discipline(s)* Road, Traffic, Bridge, Environmental, ITS						
Project name	GDOT Ope	rational Impro	vements				Firm responsibili	ty (prime or sub?)	Subconsultant	
Project number	N/A		Owner's name	ner's name Georgia DOT						
Project location	Dekalb, Cla	yton & Rockda	ale Counties, GA		Owne	er's l	Project Manager	Landon Perry		
Owner's address, ph	one, email	One Georgia	Center, Atlanta,	GA 30308; (4	04) 635-2	803	; laperry@dot.ga.go	V		
Services commenced	Total consu	ltant cont	trac	t cost (\$1,000's)		550				
Services completed by this firm (mm/yy) 6/2022				Cost of consultant services provided by this firm (\$1,000's) 475					475	

RK&K provided traffic, roadway design, environmental, geotechnical, land surveying, lighting, structural, SUE, and project management services for GDOT, through the Regional Operational Improvements On-Call Contract. Representative tasks included:

I-20 at SR 42 IMR: RK&K performed traffic analysis (VISSIM) including the development of a calibrated microsimulation model and evaluating existing and future year no-build conditions. Based on the results from the existing conditions, multiple interchange concepts were developed and evaluated. RK&K also performed a safety evaluation of the subject interchange utilizing crash data from the Georgia Electronic Accident Reporting System database. The results from the analyses were incorporated into an Interchange Modification Report for FHWA.

SR 138 at I-675 SB Ramp: RK&K developed the synopsis package for this interchange, including traffic growth projections and operational analysis to evaluate the interchange ramp terminals. The proposed improvements included recommendations for three small projects (each with a construction cost under \$200K) as well as long-term improvement options. RK&K performed traffic analysis, crash analysis, concept development, cost estimation, bid package preparation, benefit-cost analysis, and an Intersection Control Evaluation.

SR 141 at Holcomb Bridge: RK&K developed the synopsis package for this intersection, including recommendations for three small projects (each with a construction cost under \$200K) as well as long-term improvement options. RK&K performed traffic analysis, crash analysis, concept development, cost estimation, benefit-cost analysis, and Intersection Control Evaluation (ICE).

SR 10/US 29 at Epps Bridge Road: RK&K developed growth rates to estimate future year traffic volumes and performed an analysis in Synchro to evaluate existing and future conditions. The analysis led to the development of multiple improvement concepts and the resulting costs for each concept. A benefit-cost analysis was performed, and the results revealed that the proposed improvement would not provide the expected ROI.

SR 204 at Harry Truman Parkway: RK&K performed a traffic operational analysis to evaluate the SR 204 intersection at Harry Truman Parkway. As part of this assignment, RK&K developed growth rates to estimate future year traffic volumes and performed an analysis in Synchro to evaluate existing and future conditions. The analysis led to the development of multiple improvement concepts and the resulting costs for each concept. A benefit-cost analysis was performed, and the results revealed that the proposed improvement was not expected to provide the expected return on investment.

SR 3 at Flint River Road: RK&K provided transportation design and environmental services for this intersection improvement project. Design improvements included roadway, drainage, AutoTURN, signal design, pavement markings, driveway tie-ins, and sidewalk improvements. RK&K assisted in preparing the Environmental State-Funded No Studies Letter for GDOT. The proposed improvements included additional turn lanes, curb widening, and signal modifications.

Key Personnel: Shreyas Bharadwaj, Daniel Goldman, Rakesh Mora, Brian Peeler, Stuart Samberg

Firm name	Rummel, K	lepper & Kahl,	, LLP (RK&K)	LP (RK&K) Discipline(s)* Road, Traffic					
Project name	NCDOT Tra	affic Managem	ent				Firm responsibili	ty (prime or sub?)) Prime
Project number	N/A		Owner's name	e North	n Carolina [DOT			
Project location	Statewide,	NC			Owr	ner's	Project Manager	Brian Murphy	
Owner's address, ph	one, email	1554 Mail Se	ervice Center, Ral	leigh, NC 27	7699; (919) 814	-4948; bgmurphy@r	ncdot.gov	
Services commenced	by this firm	n (mm/yy)	mm/yy) 9/2018 Total consult				et cost (\$1,000's)		470
Services completed b	y this firm	(mm/yy)	Ongoing	Cost of co	onsultant s	servic	es provided by this	s firm (\$1,000's)	460

Under three terms of this three-year on-call contract, RK&K provided traffic management, transportation systems management and operations, traffic safety, signing and delineation, oversize and overweight load and vehicle operations, and transportation mobility and safety services for NCDOT. Representative tasks have included:

Traffic Safety Fatal Crash Analyses: RK&K evaluated 275 fatal crash sites statewide. Each fatal crash assessment included a rapid turnaround of five business days from notice to proceed. To deliver the assignments on time, the RK&K team formed several pods/teams which enabled the handling of multiple assignments simultaneously. Additionally, RK&K built custom spreadsheets to optimize the task activities and established a comprehensive QA/QC procedure to ensure the work products were of the highest quality. Task activities include extraction of historic crash data using NCDOT's Traffic Engineering Accident Analysis System (TEAAS), extensive coordination with NCDOT's traffic safety unit, and development of a narrative identifying causal factors. The final step of these assignments included field investigations and the incorporation of identified countermeasures. The multiple team structure was well received by NCDOT as all assignments were completed on time and on budget.

Strategic Prioritization (SPOT): RK&K evaluated 14 projects across North Carolina, that were submitted for consideration to be included in the State Transportation Improvement Program (STIP) by the MPO, RPO or the Division. RK&K performed a detailed assessment of each study intersection/corridor through traffic forecasting and operational analysis and recommended improvement options to enhance safety and operations for all 14 projects. A key element of the assignment included a quick turnaround of the traffic forecasting and analysis components. RK&K completed this assignment ahead of schedule and on-budget.

SPOT Trans Modeler Analysis and Volume Development: RK&K has evaluated more than 150 intersections and recommended improvement options, followed by detailed traffic forecasting and analysis. Throughout the process, RK&K utilized inputs from the MPO/RPO/Division and NCDOT, incorporated the information into the analysis, and recommended improvements accordingly. The recommendations included installing roundabouts, adding turn lanes, improving alignment, and conversion to restricted crossing intersections (superstreet). Additionally, through our feasibility studies contract, RK&K developed preliminary designs and cost estimates for the concepts identified from the analysis based on NCDOT guidelines. One of the unique aspects of these assignments included a rapid turnaround of the traffic forecasting and analysis components. Throughout the process, RK&K has completed these assignments ahead of schedule and on budget.

Key Personnel: Shreyas Bharadwaj, Melissa Manalo, Brian Peeler, Amanda Reigel, Stuart Samberg

RUMMEL, KLEPPER & KAHL, LLP

Firm name	Rummel, K	lepper & Kahl,	, LLP (RK&K)	P (RK&K) Discipline(s)* Road, Traffic, Bridge, Environmental, ITS						
Project name	SCDOT Tra	ffic Safety On-	Call					Firm responsibili	ty (prime or sub?)	Prime
Project number	N/A		Owner's name South Carolina DOT							
Project location	Statewide,	SC				Owne	er's]	Project Manager	Shawn Salley	
Owner's address, ph	one, email	955 Park Stre	eet, Columbia, So	2 292	202; (803) 7	37-194	19; sa	alleyse@scdot.org		
Services commenced	by this firm	n (mm/yy)	11/2019	Tot	tal consulta	nt con	trac	t cost (\$1,000's)		269
Services completed b	pleted by this firm (mm/yy) 11/2024 Cost of cons				st of consult	tant se	ervic	es provided by this	s firm (\$1,000's)	195

RK&K provided on-call traffic safety engineering services for the analysis and design of statewide safety projects in South Carolina. These services included safety/traffic engineering studies and recommendations; preparation of crash diagrams; identification of conceptual safety strategies; road safety assessments and recommendations; non-motorized safety assessments and recommendations; route surveys; conceptual, preliminary, right-of-way, and final roadway plans and specifications; construction support for design related issues; utility coordination; hydraulic design and hydrologic studies; stormwater management; sediment and erosion control design; environmental documentation and permitting; public involvement; and community relations. Representative tasks included:

Isle of Palms Connector Bridge: This comprehensive study evaluated the existing bike/ped conditions on the Isle of Palms (IOP) Connector, including intersection safety. RK&K's analysis focused on SC 517 (IOP Connector) from S-51 (Rifle Range Road) to SC 703 (Palm Boulevard), as well as the intersection of SC 517, SC 703, and S-497 (14th Avenue). Based on field investigations, data collection, and safety, configuration, and traffic analyses, RK&K developed multiple alternatives to improve bike/ped access and safety.

S-169 (Von Ohsen Road) at S-881 (Lincolnville Road): RK&K completed a traffic operations and safety analysis for this intersection, evaluating seven intersection concepts, including a roundabout, RCUT, and traditional signal.

Corridor Safety Project for US 17A (North Main Street): This task involved completing a traffic operations and safety analysis for a 3.25-mile access management project along US 17A. The undivided corridor had high crash rates, primarily due to angle crashes. The corridor was expected to experience substantial growth over the next 25 years, with projected annual growth rates approaching 3.5%, based on the regional travel demand model. The preferred alternative was selected based on the highest benefit-cost ratio in terms of safety and operational enhancements relative to overall cost. The recommended improvements included the installation of a median and the creation of unsignalized RCUTs.

SC 9 (Jonesville Lockhart Highway) at SC 114 (Bob Little Road) Intersection Improvements: To improve these geometrically and operationally deficient intersections, RK&K provided a traffic analysis and report and developing conceptual alternatives for improvements. This is a high-speed road with stop control along the side street approach. Based on improved safety, improved operations, and the benefit-cost ratio, RK&K recommended a roundabout to carry forward into design.

Key Personnel: Shreyas Bharadwaj, Rakesh Mora, Stuart Samberg

Firm name	All Traffic [Data Services, I	LLC	Discipline	(s)*	Data	a Collection			
Project name	School Spe	ed Zone Study	and Red-Light Vi	iolat	tion Study	-		Firm responsibilit	ty (prime or sub?)	Sub
Project number	30794	4 Owner's Name Altumint								·
Project location	Bartow Co	unty, FL				Owne	r's l	Project Manager	Lorraine Johnson	
Owner's address, ph	one, email	4600 Forbes	Boulevard, Suite	203	3, Lanham, N	D, 207	'06;	(407) 453-3784; lor	raine.johnson@alt	umint.com
Services commenced	by this firm	n (mm/yy)	01/2024	Tot	tal consultar	nt cont	rac	t cost (\$1,000's)		Unknown
Services completed by this firm (mm/yy) Ongoing Co					st of consult	ant sei	rvic	es provided by this	firm (\$1,000's)	13

As a subconsultant, ATD provided traffic count data for this contract.

Firm name	All Traffic [Data Services, I	LLC	C Discipline(s)* Data Collection							
Project name	GDOT RSA	- Bulloch, Chat	tham, Glynn, Rich	ichmond, & Ware County Firm responsibility (prime or sub?) Sub							
Project number	29027		Owner's Name	ne Atkins							
Project location	Statewide,	GA			Own	er's	Project Manager	Jonathan Nicholso	on		
Owner's address, ph	one, email	1600 River E	dge Parkway, Suit	e 700, Atlanta,	GA, 30)328	3; (678) 247-2475;				
		jonathan.nic	holson@atkinsglo	bal.com							
Services commenced	ces commenced by this firm (mm/yy) 01/2024 Total con						ct cost (\$1,000's)		Unknown		
Services completed by this firm (mm/yy) 05/2024				Cost of consul	tant se	ervio	ces provided by this	s firm (\$1,000's)	150		

As a subconsultant, ATD performed 12-hour TMCs with pedestrians and 48-hour ADTs for this GDOT RSA contract.

Firm name	All Traffic D	ata Services,	LLC		Discipline(s)*	Dat	a Collection				
Project name	GDOT Safe	ty - SR-38					Firm responsibili	ty (prime or sub?)	Sub		
Project number	28627		Owner's Name	ļ	Kimley-Horn						
Project location	Thomas Co	unty, GA			Owne	er's l	Project Manager	Emily Wiseman			
Owner's address, ph	one, email	1200 Peach	tree St NE Suite 8	800 /	Atlanta , GA 30309); (4]	70) 881-8799; Emily	Wiseman@kimley-h	iorn.com		
Services commenced	Services commenced by this firm (mm/yy) 03/2024						Total consultant contract cost (\$1,000's)				
Services completed by this firm (mm/yy) 05/2024					st of consultant se	ervic	es provided by this	s firm (\$1,000's)	60		

As a subconsultant, ATD performed 12-hour TMCs for this GDOT contract.

Key Personnel: Anthony Boivin

Firm name	T2 UES, Inc	2 UES, Inc. Di					Other (SUE Services)				
Project name	I-49 Lafaye	tte Connector						Firm responsibili	ty (prime or sub?)) Sub	
Project number	H.004273.	5	Owner's Nam	Louisiana	ТОС						
Project location	Lafayette F	Parish, LA		Owner's Project Manager Nicholas Olivier							
Owner's address, ph	one, email	P.O. 94245 B	aton Rouge , LA	708	04; (225) 37	9-1133	3; nic	cholas.olivier@la.go	V		
Services commenced	by this firm	n (mm/yy)	07/2015	Tot	tal consulta	nt con	trac	t cost (\$1,000's)		Unknown	
Services completed b	y this firm	(mm/yy)	7/2016	Cos	st of consul	tant se	ervic	es provided by this	s firm (\$1,000's)	1,417	

T2 UES, Inc. provided records research (CI/ASCE 38-02 Quality Level D), designating (CI/ASCE 38-02 Quality Level B) and locating (CI/ASCE 38-02 Quality Level A) subsurface utility engineering (SUE) throughout the seven-mile project corridor. T2 UES, Inc. was given multiple SUE tasks in the process of aiding the design team. T2 UES, Inc. developed a comprehensive map based on record collection and discussions with utility representatives. From this, the design team had a preliminary utility map to determine larger systems to avoid during preliminary design. Once the Quality Level D map was complete T2 UES, Inc. began its field investigation of Quality Level B designating. This immense task required major coordination efforts to schedule crews for T2 UES, Inc. and the multiple survey crews on the team to ensure that the utility markings were collected timely and correctly. T2 UES, Inc. was able to bring in resources from other regions to increase the productivity of the local crews and meet project milestones. The mapping data from both survey firms was compiled into an organized central location to properly review. This review is a part of T2 UES, Inc.'s stringent Quality Control process that goes into projects large and small and overseen by experienced SUE professionals. After compiling the Quality Level B map, T2 UES, Inc.'s overall efforts established an extensive Quality Level B map with Quality Level A information throughout the project corridor in combination with the utility coordination to keep utility owners aware of the mapping progress.

Key Personnel: Suzanne McCain, Daryl Thie

Firm name	T2 UES, Inc	T2 UES, Inc.				e(s)*	Other (SUE Services)			
Project name	I-10: LA 41	5 to Essen Lan	e to I-10 and I-1				Firm responsibili	ty (prime or sub?)	Sub	
Project number	H.004100.5	5	Owner's Nam	Louisiana (TOC					
Project location	West and E	East Baton Rou	ige Parishes, LA			Owne	er's l	Project Manager	JoAnn Kurts	
Owner's address, ph	one, email	P.O. Box 942	45, Baton Rouge	e, LA	70804; (225	5) 379-	1427	; joann.kurts@la.go	V	
Services commenced	by this firn	n (mm/yy)	otal consultant contract cost (\$1,000's)					Unknown		
Services completed b	y this firm	(mm/yy)	06/2020	Cost of consu			ervic	es provided by this	s firm (\$1,000's)	1,000

T2 UES, Inc. provided records research (CI/ASCE 38-02 Quality Level D) and designating (CI/ASCE 38-02 Quality Level B) SUE throughout the 10-mile project corridor. T2 UES, Inc., worked with another SUE firm on the team to develop a comprehensive map based on record collection and discussions with utility representatives. From this, the design team would have a preliminary utility map to use for reference to determine larger systems to avoid during preliminary design. While the Quality Level D map was being completed, T2 UES, Inc., began its field investigation of Quality Level B designating. This immense task required major coordination efforts to schedule crews for T2 UES, Inc., and the survey crews on the team to ensure that the utility markings were collected timely and correctly. T2 UES, Inc., was able to bring in resources from other regions to increase the productivity of the local crews and meet project milestones. The mapping data from the survey firm was compiled into an organized central location to properly review. This review is a part of T2 UES, Inc.'s, stringent Quality Control process that goes into projects large and small and overseen by experienced SUE professionals. T2 UES, Inc.'s, overall efforts established an extensive Quality Level B map within its area of responsibility.

Key Personnel: Suzanne McCain

Firm name	T2 UES, Inc	2.		Disciplin				Other (Utility Coordination)			
Project name	Belle Chass	se Bridge and ⁻	d Tunnel Replacement					Firm responsibility (prime or sub?) Sub			
Project number	H.004791		Owner's Nam	Owner's Name Louisiana DOT							
Project location	Plaquemin	es Parish, LA				Owne	er's]	Project Manager	Nicholas Olivier		
Owner's address, ph	one, email	P.O. Box 942	45 Baton Rouge,	, LA 🛛	70804; (225	5) 379-	1133	; nicholas.olivier@l	a.gov		
Services commenced	by this firm	n (mm/yy)	01/2020	D20 Total consulta				t cost (\$1,000's)		550	
Services completed b	y this firm	(mm/yy)	Ongoing	Cos	st of consul	tant se	ervic	es provided by this	s firm (\$1,000's)	550	

T2 UES, Inc. was provided with SUE drawings for the project limits of the Belle Chasse Bridge and Tunnel replacement. With this information, before project award, T2 UES, Inc., developed a detailed conflict matrix identifying potential conflicts between the preliminary design and existing utilities. After project award, we quickly moved into Utility Coordination. A meeting was held with all affected utility providers, DOTD, the designers and the contractor. Each utility provider was given a map of the SUE survey for their services to compare with their records. Subsequent meetings have been held with individual utility companies to review in detail which services will need to be relocated. T2 UES, Inc., created a KMZ file containing all utility services, the project centerline, edges of the roadway, required right-of-way lines, and sub-surface drainage structures. This gives us a scale drawing in real-world coordinates that we can take into the field to confirm utility conflicts and possible locations for utility relocation. T2 UES, Inc., has prepared Engineering Authorization Agreements to each utility provider to alert them to begin the engineering process for their relocation plans. As these plans are being prepared, close coordination between all utility providers, T2 UES, Inc., the contractor and designers will be necessary to ensure the smooth installation of new facilities in a timely manner.

Key Personnel: Suzanne McCain

Firm name	Transcend	Engineers & P	lanners, LLC					
Project name	SH 16 Safe	ty Evaluation		·	Firm responsibili	ty (prime or sub?)	Sub	
Project number	15-9IDP50	17	Owner's Name	TxDOT				·
Project location	San Antoni	io, TX			Owner's	Project Manager	Scott Nelson	
Owner's address, ph	one, email	TxDOT San A 210.615.587	ntonio District, 4 6	615 NW Loop 41	0, San An	tonio, TX 78229; sco	ott.nelson@txdot.g	ov;
Services commenced	by this firm	n (mm/yy)	4/2021	Total consultant contract cost (\$1,000's)2				2,920
Services completed by this firm (mm/yy)10/2024C				Cost of consult	ant servic	ces provided by this	s firm (\$1,000's)	70

Transcend staff performed predictive analysis for SH 16 corridor between Robindale Drive (West) to PR 37. Crash data was obtained from the Statewide Crash Extract and analyzed to determine the crash density, common crash types, trends in contributing factors and patterns in crashes including fatalities. Countermeasures were identified based on dominant crash types, TxDOT HSIP and Crash Modification Factors Clearinghouse were utilized for identifying CMFs, and finally FHWA's Safety Data & Analysis: Selecting & Applying a Method to Analyze Multiple CMFs was utilized for calculating combined crash reduction. <u>Accomplishment:</u> Corelated existing features including geometry, speed limit signs with first harmful event and contributing factors of crashes especially at locations with heavy animal crossings.

Key Personnel: Raj Basavaraju, Radhika Paruchuri

Firm name	Transcend	Engineers & P	lanners, LLC	Discipline(s)* Traffic						
Project name	IH 45 Safet	y Evaluation						Firm responsibili	ty (prime or sub?)	Sub
Project number	17-0SDP50	03	Owner's Name	e	TxDOT					
Project location	Walker and	d Freestone Co	ounties, TX			Owne	er's l	Project Manager	Neal Riddle	
Owner's address, ph	one, email	TxDOT Bryar	District, 2591 N	Earl	Rudder Fre	eway, I	Brya	n, TX 77803; neal.ri	ddle@txdot.gov; 9	979.778.9764
Services commenced	by this firm	n (mm/yy)	10/2022	Tota	al consulta	nt cont	trac	t cost (\$1,000's)		15,000
Services completed b	y this firm	(mm/yy)	10/2023	Cost	t of consult	ant se	rvic	es provided by this	s firm (\$1,000's)	1,000

Transcend staff led the safety analysis of a 90-mile corridor along IH-45 from Walker County to Freestone County to determine crash patterns and perform predictive crash analysis which is essential in identifying practical safety improvements. Maps illustrating crash density and hotspots were created using ArcGIS Pro. Crash rates were calculated for the study corridor to determine the relative frequency of crashes on a facility compared to similar roadways, segments, or intersections. Crash analysis specific to tree-related crashes has been conducted due to the number of trees in the median along this study corridor. <u>Accomplishment:</u> Deeper evaluation of the crash analysis indicated that some of the key corridor segments experienced the highest number of tree-related crashes. Based on this valuable insight, design was further enhanced to ensure adequacy of clear zone and implementation of median barriers at appropriate locations. This also ensured several trees to be saved from removal and/or relocation.

Key Personnel: Raj Basavaraju

Firm name	Transcend	Engineers & P	eers & Planners, LLC Discipline(s)* Traffic						
Project name	FM 551 W	idening Study		ty (prime or sub?)	Sub				
Project number	N/A		Owner's Name	e Rockwall Cou	nty, TX				
Project location	Rockwall C	ounty, TX		Owner's Project Manager Wayne Hensley					
Owner's address, ph	one, email	Rockwall Cou whensley@	unty Road & Bridg rockwallcounty	ge, 915 Whitmore texas.com; (972) 2	Drive, S 204-789	uite B, Rockwall, TX 90	75087;		
Services commenced by this firm (mm/yy) 11/2022 Tot				Total consultant	Total consultant contract cost (\$1,000's)				
Services completed by this firm (mm/yy) 11/2023			11/2023	Cost of consultan	t servic	ces provided by this	s firm (\$1,000's)	115	

Staff from Transcend performed operational analysis and safety analysis to develop a report necessary for build conditions assessment. The team worked on safety analysis report including historical crash analysis using crash data from CRIS database, identified crash hotspots, created maps by crash severity, identified contributing factors and suggested countermeasures to include. <u>Accomplishment</u>: Cluster analysis resulted in a deeper understanding that issues such as visibility and disabled vehicles (including trucks) create unsafe hot spots along high speed corridor.

Key Personnel: Pavan Thendulkar Kukkundoor

18. <u>Approach and Methodology:</u>

The RK&K team will develop a Project Management Plan for each task order assigned under this contract, and each plan will include the following.

Project Overview

RK&K will provide a detailed summary of the scope of work to be performed for each task order.

Stage 0 Feasibility Studies

Stage 0 studies/checklists will be prepared as outlined in DOTD's Project Delivery Manual and Stage 0 Manual, Stage 0: Manual of Standard Practices. All efforts completed as part of this scope will include RK&K preparing Stage 0 reports in conformance with the LADOTD's Stage 0 Manual of Standard Practice.

- RK&K will conduct safety and traffic analysis (if required) to develop and support the project purpose and need for the project. The purpose and need will be documented in detail in the feasibility study and the Stage O Preliminary Scope and Budget Checklist.
- RK&K will coordinate with DOTD to utilize the CatScan tool to evaluate the latest five years of crash data to identify trends in crashes. Crash reports will be read and analyzed including a QA of CatScan. Collision diagrams will be prepared as needed. The RK&K Team staff is efficient with using DOTD's CatScan tool and has attended DOTD's training on the tool. RK&K staff is also efficient in accessing DOTD and local crash data from Crash1 and Crash3 (local) databases.
- If traffic operation analysis is required, RK&K will perform this analysis in accordance with DOTD's Traffic Engineering Report and Process (TERP) for developing data collection, existing and no build analysis, and alternative analysis deliverables. Based on existing and no build traffic analysis, we will develop a list of alternatives to be evaluated to improve operations.
- We will obtain, organize, and review the engineering data required to prepare the studies/checklists. It may include but is not limited to the following items: Existing traffic data; Crash data; Existing highway plans (as-builts); proposed developments; LIDAR topography; Utility information; Previous studies and reports; DOTD weighted Unit cost data (using the cost estimating tool based on project location and magnitude); Map to identify project site; Aerial photography. Compile a list of potential stakeholders, agencies, and residents/businesses along the corridor, when outreach is included in the scope.

Our team will develop the design criteria and provide geometric layouts of reasonable alternatives using aerial photography and DOTD's design standards. The geometric layouts will include the identification of constraints to assist with avoidance. If design exceptions and waivers cannot be avoided, they will be identified and the rational for them will be detailed.

Based on the existing safety analysis, the RK&K Team will develop a list of available countermeasures to be evaluated to reduce crashes. We will prepare safety analysis using the Highway Safety Manual predictive method, if applicable, and provide a quantitative comparison of safety for each alternative. Our team will use Predictive Method spreadsheets. Crash Modification Factors will be used if the predictive method is not applicable. As part of our work in other states, our team brings experience in developing safety analysis tools and selecting the appropriate tools and countermeasures based on needs. This includes experience evaluating road safety improvement alternatives using the Interactive Highway Safety Design Model Software (IHSDM).

RK&K will utilize a standard template of the proposed typical section to establish approximate right-of-way limits and area of disturbance for evaluation of impacts. We will depict both the apparent right-of-way and the required right-of-way on the geometric layouts. The required right-of-way will consider constructability, phasing, and will be created to minimize impacts, cost, and with the goal of zero relocations. All necessary preliminary cost estimates for each alternative will be based on unit cost data. Unit costs will be determined using the DOTD cost estimating tool to allow for the consideration of project location and scale. The estimates will include the costs associated with engineering, environmental, construction (including traffic management during construction), right-of-way acquisition, utility relocation, and contingencies.

For each project, we will complete DOTD's Environmental Checklist and include it in the feasibility report. Analysis of each alternative, including the no build, will be made to the extent practicable. Items to be considered include, but are not limited to social, economic, historic, cultural, recreational, archeological, noise, air, wetlands, flood plains, endangered or threatened species, and/or their habitat and farmland. The team will identify and define the apparent environmentally sensitive areas, hazardous material sites, and natural or manmade constraints to project development within the project's limits, using field reconnaissance and aerial photography. This task includes use of publicly available data sets and field review to locate community resources, utilities, etc. In some cases, a complete environmental inventory will be performed. Analysis results and any information collected will be documented in a manner consistent with the requirements of NEPA.

As we near the end of each study, we will complete DOTD's Preliminary Scope and Budget Checklist. This will document the project's purpose and need and any agency/stakeholder/public coordination activities completed. We will develop meeting details will be provided such as agendas, sign-in sheets, and meeting notes. If a public meeting is held, the PowerPoint presentation along with photos of the meeting will be provided. The evaluation and screening process will be documented. If any alternatives are removed from consideration, the screening criteria and rational utilized for their removal will be noted. Where applicable, alternatives will consider context sensitive solutions and access management. The requirements for the Traffic Management Plan will be defined as based on EDSM, with consideration for property access.

Traffic Engineering Studies

Following the guidance from the DOTD Traffic Engineering Process and Report, traffic studies are scalable depending on the size and complexity of the study area. It is anticipated that studies performed under this contract could consist of large studies which would have a regional impact and could include multiple interchanges along Interstate route and the routes along those interchanges, to medium sized studies which may include a corridor with numerous intersections along the study area, or small studies that include just a single intersection or spot location. As you can see in our proposal, through our efforts throughout the firm, we have performed all types of studies including VISSIM modeling at interchanges, performing Transportation Management Plans (TMPs) for interstate construction projects and HCS analysis for corridors and intersections. Our projects will begin with an initial data collection to identify the critical time periods that will be analyzed within the study. Once our sevenday traffic counts are completed, we will meet with our Traffic Project Manager to discuss the peak periods determined from those counts. Once the peak periods have been determined, the final data collection will begin which will include turning movement counts and field observations. Our team will perform the field observations to verify geometry of the roadways and to observe the existing traffic conditions which may provide insight not included within the traffic data. In our experience, some of the information we have gathered from field observations includes bus stops impeding traffic, driveways with poor geometry or too close to intersections, and pedestrian demand in unexpected locations. Additionally, during this time we will review historic traffic counts previously collected by DOTD as well as any data we can get from a regional traffic demand model to determine growth rates for the roadway networks within the study area. These growth rates will be submitted to our DOTD PM who will discuss with the planning section for concurrence. Once the final data collection is approved, we will begin performing the existing safety and existing and no build analysis concurrently to minimize the study schedule. The safety analysis will include review of the crash history within the study area and identification of crash trends. This will help us identify conditions that could be improved with the proposed alternatives to improve safety. One thing our staff has developed is that we have been able to automate the creation of crash diagram using spreadsheets and GIS tools. This will result in cost and time savings that will benefit DOTD. The existing traffic analysis will include either HCS analysis or VISSIM modeling, depending on the major concerns and whether the study area has capacity issues. Traffic signal warrants analyses may also be required at this stage. Once the existing analysis or model has been completed, we will use the traffic growth rates determined within the final data collection to develop future no build volumes and perform the analysis again using these future volumes with the existing geometry and control. The results of the analysis will be submitted to DOTD for review and will be followed up with a meeting to discuss the results. Potential improvements will be discussed through this meeting and some alternatives will be

eliminated from future consideration if they are deemed not feasible or expected to perform poorly. This process may follow the ICE and SPICE guidelines should an interchange or intersection be involved. For standard intersections, various types of configurations and control types will be considered. These alternatives will be evaluated at a high level qualitative comparative analysis to evaluate which proposed alternatives will move forward for detailed consideration. The categories that could be used to evaluate these alternatives could include operations, costs, Right-Of-Way, environmental impacts, and other impacts, such as impacts to accessor social impacts created by separating communities. The process will continue with the redistribution of volumes for the new alternative configurations and build alternative analyses. The same MOEs that were previously determined will be used to the performance of the proposed alternatives. Additionally, high level designs and cost estimates of the new alternatives in accordance with DOTD's design policies and guidelines will be developed and led by RK&K's roadway design team. At this stage, a quantitative comparison will be performed to show in detail how each alternative will compare to the others. The categories that could be used to evaluate these alternatives could include construction costs, required Right-Of-Way, traffic operational performance, safety and utility conflicts. After this evaluation is completed, it may be necessary to perform additional analysis to identify the best solution. If one alternative is a clear solution, the process will be completed with the development of the draft report. Should this analysis be performed for AJR/AMR, additional FHWA checklists may need to be completed. once the draft report has been reviewed by DOTD, the final meeting will be had to discuss the report and any comments that DOTD may have before the report is finalized. If the study is a portion of a Stage 0 feasibility study, it may also require the completion of the Preliminary Scope and Budget Checklist and the Environmental Checklist. This may also require the development of a Benefit/Cost ratio that compares the savings in reduced delay and crashes to the overall cost of the proposed improvements.

Road Safety Assessments

RK&K will facilitate, conduct, and prepare RSA for locations identified by the DOTD Highway Safety Project Manager. Potential RSA locations will be reviewed by the Consultant in conjunction with the System Pavement Management Section (Pavement Preservation/Rehabilitation/Replacement (PRR) Program Manager). The purpose of the RSA is to evaluate existing conditions and crashes to identify potential road safety issues and identify opportunities for feasible safety improvements. The RSA will be conducted by a multi-disciplinary/multi-agency team.

The RSA team, at a minimum, will include the RK&K PM as RSA Coordinator, DOTD Headquarters Highway Safety PM, DOTD District Traffic Engineer, DOTD District Design Engineer, LCG Representative, Jurisdictional law enforcement agency or agencies, FHWA Area Engineer, and Regional Safety Coalition representative. The RSA will include the following tasks.

• Data Collection – which will include, at a minimum, existing roadway characteristics (lane widths, shoulder widths, posted speed limit, striping,

sidewalks, etc.), documentation of existing crashes and fatalities within the study area, existing vehicle volume data, observations within the study area related to the safety issues, and perform CatScan. All flagged crash reports in CatScan will be review with an emphasis on significant crash patterns to a QA of 90%. Based on this analysis, an HPSI determination will be provided. This review and summary will also include collision diagrams of all crashes during the study period within the study limits. The data collection will be completed prior to the RSA site visit.

- Road Safety Assessment will consist of a pre-briefing and onsite visit. During the Pre-Briefing, discussion will include the crash data, photolog images, maps, purpose of the assessment, expectations, and team member roles/responsibilities. The team will decide the location and time to meet for the Assessment. Our team will be responsible for photography and note taking at the RSA. During the onsite field visit, the RSA team will focus on safety and consider all road users and environmental conditions (day, night, rain, fog, ice, etc.); we will document comments of all team members. We will take pictures of the site from different angles. All team members should discuss with the group their perspectives as pertains to their individual area of expertise. The recommended alternatives of all the team members will be documented by location. These alternatives may include broad countermeasures such as changing roadway/land characteristics and include vehicle/bicycle improvements.
- Identify Alternatives/Countermeasures- based on countermeasures/alternatives recommended from the RSA onsite visit, the RK&K Team will evaluate each countermeasure/alternative based on the applicable crash modification factors, consistency with DOTD Design Guidelines, Manuals and MUTCD, high-level cost estimates, and safety benefit when available or based on engineering judgement (i.e. correctable crashes). After the countermeasures/alternatives have been evaluated by our team, the recommended countermeasures/alternatives will be coordinated with the RSA team and the team shall reach a consensus regarding the recommended countermeasures.

The RK&K Team will prepare a draft RSA Report. The draft RSA Report will include the summary of existing conditions, summary of crash data, summary of RSA onsite visit(s), approved countermeasure recommendations/alternatives, safety-benefits/CMFs, high-level cost-estimates, planning level benefit-cost, schematics/conceptual layouts, high-level feasibility, recommended Next-Steps/potential barriers, priority and needs list for next Phase, meeting minutes in appendices, and all required signatures. The draft RSA report will be submitted to the attendees of the RSA for comment. After comments are addressed, the final RSA report will be submitted to the District Administrator for approval and signature. We will then send the approved report to the DOTD Highway Safety Project Manager.

Development of Plans, Specifications, and Engineer's Estimate for Low-Cost Safety Improvements The RK&K Team is familiar with the Stage 3 requirements of safety projects, and based on these requirements, we bring experience with past and present experience on several plans, specifications, and construction estimates for low-cost safety improvements for numerous state DOT clients. The approach to plan development for these projects are unique as they provide the most effective use of resources by minimizing the number of plan submittal stages and providing project specific tasks. For example, depending on the proposed improvements, the first submittal may be a 95% Preliminary Plan submittal, which allows for an expedited project delivery. If projects include more complex improvements (such as, pavement widening and drainage) additional submittals like the standard 30% and 60% Preliminary Plans submittals may be required. We are currently working on more than 20 projects which include Safety improvements and require Stage 3 services.

RK&K will prepare construction plans (preliminary and final plans) for low-cost safety improvements as identified by a Road Safety Assessment, Stage O Feasibility Study, or from other sources as identified by the DOTD Project Manager. Our engineering design will be completed with conformance with the latest requirements of the LADOTD Roadway Design Procedures and Details, the LADOTD Engineering Directives and Standards (EDSMs), the American Association of State Highway and Transportation Officials (AASHTO) Policy on Geometric Design of Highways and Streets, and AASHTO Roadside Design Guidelines. We will provide plans created utilizing CAD Confirm and in compliance with the DOTD CAD standards. Our roadway design will be completed with the use of OpenRoads and our construction cost estimates will utilize the DOTD standard bid items and the DOTD cost estimating tool. Should non-standard items be required, we will develop the specifications required.

Safety Effectiveness Evaluation

The RK&K Team will perform a safety effectiveness evaluation in accordance with the recommended practices outlined in the Highway Safety Manual. Quantitative estimates will be developed to evaluate how a treatment, project, or a group of projects has affected crash frequencies or severities. The safety effectiveness evaluation may include:

- Evaluating a single project at a specific site to document the safety effectiveness of that specific project,
- Evaluating a group of similar projects to document the safety effectiveness of those projects,
- Evaluating a group of similar projects for the specific purpose of quantifying a CMF for a countermeasure, and
- Assessing the overall safety effectiveness of specific types of projects or countermeasures in comparison to their costs.

Safety effectiveness evaluations will use several different performance measures. These may include the percent reduction in crashes, a shift in the proportions of

crashes by collision type or severity level, a CMF for a treatment, or a comparison of the safety benefits achieved to the cost of a project or treatment. We may even perform before and after studies with a fundamental series of processes and procedures very similar to Districtwide Investment studies.

Team Organization

RK&K will provide the key personnel assigned to each task order and their responsibilities, i.e., Project Manager, Safety Analysis, Traffic Analysis, Concept Development, Stage 0 Checklists, Data Collection, etc.

Progress Reporting

The RK&K Team will develop a work breakdown structure schedule using Microsoft Project for each task assignment based on the project overview and team organization. We will provide monthly progress reports as well as an updated schedules to ensure the project schedule is maintained. The report includes a progress chart indicating the percent of time elapsed and percent of work completed. The report will also include a discussion of the previous month's progress on the project, problems that have been encountered, unresolved issues, and the anticipated work effort for the next reporting period. If any, the report shall include changes to the schedule and the updated schedule will be provided with the report. All the monthly progress reports will be included in the monthly invoices to DOTD.

Standards for Communication

As Project Manager, Stuart Samberg will take the lead role in ensuring effective communications on this project. The communications requirements will be documented in a matrix and provided within the Project Management Plan. This matrix will be used as the guide for what information to communicate, who is to do the communicating, when to communicate it, and to whom to communicate.

Coordination

There are multiple meetings anticipated to take place during each assigned task order. In addition to the kickoff meeting, other meetings will be conducted throughout the project as appropriate. RK&K will provide meeting notes and drawings for all the attendees within two days following a meeting.

Documentation and Files

It is anticipated that various deliverables will be required for each assigned task, including meeting minutes, data collection reports/technical memos, traffic analysis reports/tech memos, and design-related deliverables such as plans and specifications. These deliverables will be submitted electronically, and all associated files will be provided to the PONO.

Quality Control and Quality Procedures

RK&K has an established Quality Assurance (QA) Program and Policy and Procedure Manual to which all deliverables and services provided by RK&K (and any of our subconsultant partners) must adhere. We will perform internal reviews to ensure that the work products and services provided are of the highest quality and done in a manner consistent with that level of care and skill ordinarily exercised by members of the profession currently practicing in the same locality under similar conditions. For each task assigned under this contact, all deliverables will be reviewed by qualified personnel prior to submittal to ensure they meet RK&K's quality standards.

Point of Contact

RK&K will provide points of contacts for RK&K and DOTD for each assigned task order, including organization, contact name, project role, phone number, and email.

SCHEDULE	Month 1	Month 2	Month 3	Month 4	Month 5	Month 6	Month 7	Month 8	Month 9
Notice to Proceed									
Kick-off Meeting									
Data Gathering / Literature Review									
Define Study Methodology									
Milestone Meeting									
Perform Crash Data Analysis									
Perform Countermeasure Evaluation									
Milestone Meeting									
B/C and Cost Effectiveness Evaluation									
Study Results and Documentation									
Milestone Meeting									
Final Report									

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) <u>ALL FIRMS</u> MUST BE REPRESENTED IN THIS TABLE	Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Rummel, Klepper & Kahl, LLP	Choose an item.	N/A	N/A	N/A
All Traffic Data Services, LLC	Choose an item.	N/A	N/A	N/A
T2 UES, Inc.	Other (SUE)	4400004128 H.004273.5	I-49 Connector	N/A
T2 UES, Inc.	Other (Utility Coordination)	H.004791.6	Belle Chasse Bridge and Tunnel Replacement	\$27,000
Transcend Engineers & Planners, LLC	Choose an item.	N/A	N/A	N/A

20. Certifications/Licenses:

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

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All Traffic Data Services, LLC – PENDING. Filed 3/17/2025

Congratulations! Shreyas Bharadwaj

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 & 3

Date:February 1-2, 2023Location:Baton Rouge, Louisiana



Professional Development Hours (PDHs) Awarded: 8.50

Authorized instructor

Raj Basavaraju

From:	LTRC Registration Website <no_reply@lsu.edu></no_reply@lsu.edu>
Sent:	Wednesday, March 12, 2025 7:14 AM
To:	Raj Basavaraju
Subject:	Registration Confirmation for Traffic Engineering Process & Report (Pre-Booking - Dates
-	to be Announced)

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking -Dates to be Announced) First Name: Raj Last Name: Basavaraju Company: Transcend Engineers & Planners, LLC Title: Principal Engineer Phone: 832-492-4499

If you need assistance with managing your submission, please contact Layne Brown at layne.brown@la.gov.

Visit Website | (225) 767-9183

This is an automated message

21. <u>QA/QC Plan:</u> 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.

Not required at this time.

22. <u>Sub-consultant information:</u> 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	Address	Point of Contact and email address	Phone Number
(Name must match <u>exactly</u> as registered			
with Louisiana's Secretary of State			
(SOS): <u>including punctuation, include</u>			
screenshot(s) from SOS at the end of			
Section 20)			
All Traffic Data Services LLC	3950 Anchuca	Dawn Boivin	202 669 0220
All Traffic Data Services LLC	Lakeland, FL 33811	dawnboivin@alltrafficdata.net	505.008.0220
T2 UES, Inc.	3490 Highway 48	Suzanne McCain, PE, LSI	601 241 4920
	Liberty, MS 39645	suzanne.mccain@T2ue.com	001.341.4650
Transcond Engineers & Dianners LLC	23410 Grand Reserve Drive, Suite	Raj Basavaraju, PE, PTOE, RSP1	922 402 4400
Transcenu Engineers & Planners, LLC	101, Katy, TX 77494	raj@transcendengineers.com	832.492.4499

23. Location:

If location is an evaluation criterion for this advertisement (see page 2) 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 <u>the Evaluation</u> <u>Criteria section</u> of the advertisement.

N/A