

DOTD FORM: 24-102

(Revised January 1, 2023)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract Name as shown in the advertisement	IDIQ Contract for Cost Estimating Statewide
2. Contract Number(s) as shown in the advertisement	CONTRACT NOS. 4400028094, 4400028095, AND 4400028096
3. State Project Number(s), if shown in the advertisement	
4. Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law)	Urban Engineers, Inc. 
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003965
6. Prime consultant mailing address	909 Lake Carolyn Parkway, Ste 100, Irving, TX 75039
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	909 Lake Carolyn Parkway, Ste 100, Irving, TX 75039
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Patrick Williams, PE, LEED AP, Principal, (214) 399-0329, pjwilliams@urbanengineers.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Patrick Williams, PE, LEED AP, Principal, (214) 399-0329, pjwilliams@urbanengineers.com

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

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



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

November 21, 2023

Date:

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

<u>Firm(s):</u> N/A	<u>Firm(s)' %:</u>
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12. Past Performance Evaluation Discipline Table:

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

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

Past Performance Evaluation Discipline(s)	% of Overall Contract	Prime	Firm B	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Cost Estimating	%	Urban Engineers, Inc.	Arcadis				100%
							100%
							100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%	70%	30%				100%

13. Firm Size:

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

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

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

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Urban Engineers, Inc.	Other (Cost Estimating)	3	8
Urban Engineers, Inc.	Other (Scheduler)	4	8
Arcadis	Other (Sr Project Controls Specialist)	1	5
Arcadis	Other (Lead Estimator)	1	2
Arcadis	Other (Scheduler)	1	3
Arcadis	Other (Cost Estimator)	1	3

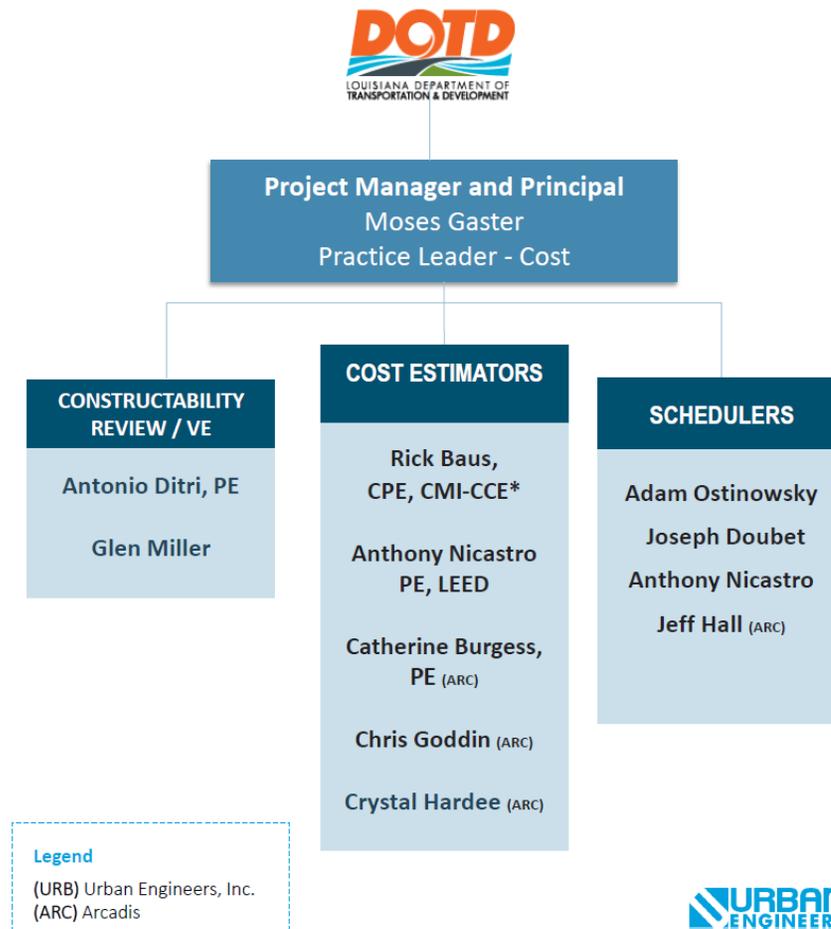
(Add rows as needed)

14. Organizational Chart:

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

Key Personnel

Urban is fully staffed with a team of cost estimators and professionals with diverse backgrounds and experience



15. Minimum Personnel Requirements:

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

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1, 2	Moses Gaster	Urban Engineers, Inc.	Certified Estimating Professional (ASPE 220) / International	N/A	6/27/25
3	Richard Baus	Urban Engineers, Inc.	ASPE# 310000-194-0522, Certified Professional Estimator #220009 - Certified Claims Consulting Expert, CMI	N/A	6/27/23
4	Antonio Ditri	Urban Engineers, Inc.	PE# 19984 – Civil - DE PE# 085857 – Civil - PA PE# 0349000 – Civil - NJ	NJ, PA, DE	6/24 9/25 4/24
4	Joseph Doubet	Urban Engineers, Inc.			
4	Anthony Nicastro	Urban Engineers, Inc.			
5	Adam Ostinowsky	Urban Engineers, Inc.			
5	Glen Miller	Urban Engineers, Inc.			
4	Jeff Hall	Arcadis			

(Add rows as needed)

16. Staff Experience:

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

Firm employed by 				
Name	Moses Gaster, CEP, EIT		Years of relevant experience with this employer	11
Title	Practice Leader for Cost Estimating Services		Years of relevant experience with other employer(s)	13
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering, Penn State University, 1999 Master of Science, Construction Management, Drexel University, 2017		
Active registration number / state / expiration date		Certified Estimating Professional (ASPE 220) / International / 6/27/25		
Year registered	2022	Discipline	Cost Estimating	
Contract role(s) / brief description of responsibilities		Cost Estimating		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
2019 - Present	On-Call Estimator, WMATA, Washington, DC Moses provides independent cost estimating services to support Washington Metropolitan Area Transit Authority’s (WMATA) \$15 billion dollar program to improve infrastructure, including platform and complete station rehabilitation, fair collection system upgrades, track structure re-decking and repairs, demolition, new reconstruction, and retrofit of existing parking garages, station plaza and roadway improvements, and new tunnel access expansion and repairs. Moses has prepared more than 52 estimates under this on call contract for work valued at \$2.65 billion.			
2021 - Current	Estimator - State of Good Repair (SOGR) Program, New Jersey Transit, NJ provided conceptual estimating, bid package review, and contract review for new program-level Job Order Contracting (JOC) methodology in the amount of \$200 million to address systemwide structural repairs, HVAC upgrades, electrical improvements, communications, and other work including over 80,000 items at over 200 rail and bus station facilities throughout the state of New Jersey’s transit system on an on-call task order basis. The solicitation for bids will be in accordance with FTA and FRA requirements			
2022	Operations Control Center (OCC), Santa Clara Valley Transportation Authority (SCVTA), San Jose, CA Estimator. Moses provided conceptual estimating for feasibility study, concept, and preliminary engineering of new 24,000 square foot state of the art OCC for 100 light rail vehicles and 505 buses including site development, structural, architectural, MEP, and connections to existing offsite systems totaling \$38 million.			

2023	Lorton Station Site and Storm Project, Amtrak, Lorton, VA Estimator. Moses provided conceptual estimate for sitework, pavement, and drainage improvements to existing facility in the amount of \$300,000.
2013-Present	Statewide On-Call Constructability and Value Engineering Services, PennDOT, PA Constructability Reviewer/Estimator/Scheduler. Moses provides independent constructability review, value engineering, schedule review, and check estimate services for major highway and state road projects in all phases of design throughout the state. (2013 - Present)

Firm employed by 				
Name	Richard Baus, III, CPE, CMI-CCE, CSI, CIARB		Years of relevant experience with this employer	3
Title	Lead Estimator		Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization		Bachelor of Science, Building Construction Management, Pennsylvania College of Technology, 2002 Master of Business Administration, Finance Specialization, Holy Family University, 2021 Doctor of Education Candidate, Education and Organization Leadership Specialization, Holy Family University, Anticipated Graduation Nov. 2025		
Active registration number / state / expiration date		310000-194-0522, Certified Professional Estimator, ASPE, 220009, Certified Claims Consulting Expert, CMI, 6/27/23		
Year registered	5/24/22	Discipline	Cost Estimating	
Contract role(s) / brief description of responsibilities		Lead Estimator - provides independent cost estimating services under this contract as well as manages a team of cost estimators and schedulers.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
2021 - Present	On-Call A/E Estimating Services, WMATA, Washington, DC - Estimator. Provide independent cost estimating services to support Washington Metropolitan Area Transit Authority’s (WMATA) \$15 billion dollar program to improve infrastructure, including platform and complete station rehabilitation, fair collection system upgrades, track structure re-decking and repairs, demolition, new reconstruction, and retrofit of existing parking garages, station plaza and roadway improvements, tunnel access expansion and repairs, and review of contractor change order request including recommendations to the client savings.			
2021-Present	Statewide On-Call Constructability and Value Engineering Services, Pennsylvania Department of Transportation, PA Constructability Reviewer/Estimator. Richard provides independent constructability review, value engineering, and check estimate services for major highway and state road projects in all phases of design throughout the state.			
2023	Goleta Siding, Amtrak, Goleta, CA - Estimator. Provide conceptual estimating for preliminary design focused on an Amtrak train siding that includes mobilization, erosion control, removal and relocation of existing train tracks, installation of proposed train track, site utilities, concrete curbs and sidewalks, and chain-link fencing in the amount of \$5.71 million.			
2023	SEPTA Ardmore Transportation Center, Southeastern Pennsylvania Transportation Authority, Ardmore, PA Estimator. Provide an independent cost estimate associated with a Change Order review including the installation of 30” diameter drilled pier in soil and rock, drilled pier epoxy rebar cage material credit, new soldier pile wall, excavation between existing wall and new soldier pile wall, existing wall underpinning credit, temporary soldier pile wall lagging, and elastizell concrete infill in the amount of \$272,000.			
2021-2022	Program Management Services for State of Good Repair (SOGR) Program, New Jersey Transit, NJ - Estimator. Provide conceptual estimating, bid package review, and contract review for new program level Job Order			

	Contracting (JOC) methodology in the amount of \$200 million to address systemwide structural repairs, HVAC upgrades, electrical improvements, communications, and other work including over 80,000 items at over 200 rail and bus stations throughout the state of New Jersey's transit system on an on-call task order basis. The solicitation for bids will be in accordance with FTA and FRA requirements.
2021-Present	Statewide On-Call Constructability and Value Engineering Services, PennDOT, PA Constructability Reviewer/Estimator. Provide independent constructability review, value engineering, and check estimate services for major highway and state road projects in all phases of design throughout the state.
2012	Bryn Mawr Retaining Wall, Southeastern Pennsylvania Transit Authority (SEPTA), Bryn Mawr, PA, Brightline Construction Estimator/Project Manager. Richard provided construction estimating and project management for the Bryn Mawr Retaining Wall at SEPTA Bryn Mawr Station included mobilization, clearing and grubbing, erosion control, bituminous pavement removal, existing retaining wall removal, sheet pile support of excavation, earthwork/grading, installation of a ready rock retaining wall system, bituminous asphalt paving, line striping, chain-link fence, and miscellaneous parking lot appurtenances in the amount of \$504,664.00.
2005	Timber/Underwater Structure Repair and Inspection Maintenance Contract No. 2005-007, New Jersey Department of Transportation (NJDOT), Statewide, IEW Construction Group Assistant Estimator. Richard assisted in providing construction cost estimating for the NJDOT Timber/Underwater Structural Repair and Inspection Maintenance Contract that involved force account labor, material, and equipment rates to perform Timber/underwater structures repairs and inspections in the amount of \$4,193,724.25.

Firm employed by 				
Name	Antonio Ditri, PE		Years of relevant experience with this employer	15
Title	Practice Leader, Constructability		Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering / 2010 / Temple University Master of Science, Construction Management, Drexel University (2015)		
Active registration number / state / expiration date		#19984/DE/6-24,#085857/PA/9-25, 0349000/NJ/4-24		
Year registered	2017	Discipline	Professional Engineer	
Contract role(s) / brief description of responsibilities		Discipline Specific Estimator – oversees value engineering and constructability tasks and teams.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
1/2022	Project Coordinator & Delivery Manager - Project Manager for two active Constructability & VE Open-Ends with the Pennsylvania Department of Transportation valued at \$3.5million in task order limits as well as PM for active VE Open-Ends with ConnDOT & NJDOT. Antonio manages staff and performs constructability and value engineering reviews on all active assignments initiated with Clients. Example of projects include the following; SR001- RC1 & RC2, Bucks County, I-95 BR/BR4, Philadelphia, Salina Bridge, West Moreland County, SR 222-059, Lancaster County, SR309-12M, Berks County, SR 322- CSX, Delaware County, SR 3010- MSB, Philadelphia County, SR 115 OVER I-81, Luzerne County, NJTPA Freight Rail Study, Time 1 Bridge VE, Stamford CT.			
01/2022- present	Instructor - Antonio actively teaches Constructability, Maintainability & Value Related Review Courses for PennDOT staff as well as consultants, statewide. Antonio’s course covers a prescribed method for performing detailed constructability reviews, using checklists, and preparing accurate Pre-bid Critical Path Method (CPM) construction schedules and issues to consider when developing project cost estimates.			
01/2018-01/2023	Construction Engineer - Construction management services for the 3-mile section of US 1 is from Old Lincoln Highway (SR 2037) to north of the Business Route 1- PennDel Interchange in Bensalem and Middletown Township. US 1 will be reconstructed and widened to three (3) lanes directionally. Additional construction includes the reconfiguration of the US 1/PA 132 (Street Road) and US 1/PA 2043 (Rockhill Road) Interchanges the replacement of three structurally deficient mainline bridges, the removal of a structurally deficient mainline bridge, and the replacement of an overpass (Bristol Road over US 1). A concrete arch bridge demolition and replacement with two concrete t-bulb bridges over Neshaminy Creek and replacement of mainline Route 1 overactive CSX/ SEPTA. Providing construction management oversight, including monitoring project issues, distributing submittals, and evaluating job progress. Extensive coordination with Railroad Co. (CSX & SEPTA) and PECO Transmission. Successfully delivered \$91million RC1 section on-time with no major claim issues and actively working with RC2 contractor & PennDOT to deliver project 2 years early			
01/2018-present	Project Manager - Overseeing an on-call contract for bridge and roadway projects, including staff, budget, and quality assurance. Responsible for monitoring all phases of construction, chairing meetings, issue resolution, & agency, utility coordination. Oversight with project QC to meet FHWA and PennDOT standards and compliance. Projects include American Street streetscape and 15th Street bridge rehabilitation, 53rd and Baltimore Avenue Safety Improvements, North Choice Lighting, Schuylkill River Swing Bridge, North Broad Street Medians, Frankford and Belgrade Intersection Improvements,			

	Vision Zero On-Call inspection, and Montgomery Ave Bridge Reconstruction. In addition, Mr. Ditri successfully provided constructability reviews to City under a pilot program for the Montgomery Avenue Bridge and Island Avenue Corridor projects.
01/2015-01/2018	Consultant Resident Engineer- responsible for 15 inspectors during the \$160 million I-95/Betsy Ross Bridge/Aramingo Avenue Interchange Project, which involved constructing and widening seven bridge ramps to improve I-95 and arterial road connections. The project required the coordination between adjacent I-95 sections to ensure long- and short-term traffic patterns had minimal impacts on the public, local businesses, and Delaware River Port Authority, Conrail, and NJ Transit operations. Antonio also performed constructability reviews for staged construction of I-95 BRO in regards to Traffic Control, and Erosion and Sediment Controls and overall construction sequencing. He helped deliver this critical project on-time and under budget for the Department.
3/2011 - 2/2013	E02246, SR 0611, Section 01B, Freys Run Bridge, PennDOT District 5-0, Northampton County, PA TCI2. Antonio managed employees, working with the superintendent for this \$3.5 million project, which involved excavation, installation of stream diversions, sheeting, pile driving, forming and pouring rebar structures, deck placement, parapet and guiderail installation, stormwater system installation, and full-depth roadway reconstruction. He administered meeting minutes, provided quality assurance of bituminous pavement and concrete; and oversaw erosion and sediment controls, maintenance and protection of traffic, and use of a temporary bridge. He generated estimates with NeXtGen and ECMS and control project office files.

Firm employed by 			
Name	Joseph Doubet	Years of relevant experience with this employer	14
Title	Cost Estimator	Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization			
Active registration number / state / expiration date			
Year registered		Discipline	Professional Engineer
Contract role(s) / brief description of responsibilities		Project Coordinator & Delivery	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
2/2010 - Present	<p>SR 8045 Sec. GUS, Gustine Lake Interchange, Philadelphia, PA - Served as a Scheduler, maintained a detailed log of all project correspondence and prepared and distributed meeting minutes for regular progress meetings held during construction on this \$20.5 million project on a key city interchange that carries 100,000 vehicles daily. The project included the reconstruction of 4 bridges in the interchange as well as the demolition of a fifth bridge that was replaced with an at-grade intersection. The work also included the installation of new lighting, signs, and additional trees and shrubs were planted. Joseph reviewed the contractor’s baseline schedule and subsequent updates, analyzed progress, identified schedule impacts and assisted with resolving project issues.</p>		
11/2010-Present	<p>SR 2676 Sec. HTS, Chinatown Streetscape, Philadelphia, PA - Joseph was the Scheduler on this \$1.1 million project that included the replacement of granite curbs and grey colored sidewalks; installing ADA compliant curb-cut ramps, roadway pavement markings, decorative cross-walk pavement markings, signs, street and pedestrian lighting, and decorative bronze medallions; planting trees; and installing steel bollards and trash receptacles. Joseph was responsible for providing reviews of the contractor’s baseline CPM schedule and subsequent updates to provide analysis of the contractor’s progress, and to identify issues related to the critical path of the project. Joseph regularly attended progress meetings with the contractor, the City of Philadelphia, community organizations, and the Department to discuss the progression of critical work, as well as assisting key personnel with resolving project-related issues in order to ensure the project could finish on schedule.</p>		
	<p>SR 413 Sec. S46, Reconstruction of Veterans Highway, Bucks County, PA - Joseph provided scheduling services as well as administrative and public relations services for this \$5.5 million roadway reconstruction project in Bucks County, PA. The project called for concrete patching of the mainline and full-depth reconstruction of the shoulders with an asphalt overlay of the entire roadway along a 2.5 mile stretch of Veterans Highway in Bristol and Middletown Townships. The project also included the rehabilitation of the bridge over Mill Creek, drainage installations, traffic signals, and the installation of ADA compliant ramps at the intersections. Joseph was responsible for monitoring the contractors CPM schedule, coordinating contractor submittals, running project meetings and composing and distributing the minutes for those meetings. In addition to those duties, he also coordinated several changes to the designed project with PennDOT personnel as well as the Township and State elected officials, including changing the project from a strictly night work project, to a daytime project with a long-term detour. Joseph also assisted in the coordination for adding additional widening to accommodate a center turn-lane through the main business corridor of Veterans Highway to minimize traffic delays.</p>		

2/2010 - 2/2011	<p>SR 1 Sec. RES, Twin Bridges over Schuylkill River, Philadelphia, PA - This \$10.7 million rehabilitation of the Route 1 Twin Bridges over the Schuylkill River included the removal and replacing of structurally deficient parapets, deck repair, cleaning and replacing deck joints, pier repairs, and repairs and painting of the steel-plate girders on both bridges as well as the Route 1 Ramps to City Avenue and I-76.</p> <p>Joseph provided scheduling support services for the contractor's schedule and monitored the project's progress through the use of monthly updates. He also attended progress meetings to discuss critical work elements and prepared and distributed meeting minutes</p>
(2/2010 - 2/2011)	<p>SR 001 Sec. RES, Twin Bridges over Schuylkill River, Philadelphia, PA</p> <p>This \$10.7 million rehabilitation of the Route 1 Twin Bridges over the Schuylkill River included the removal and replacing of structurally deficient parapets, deck repair, cleaning and replacing deck joints, pier repairs, and repairs and painting of the steel-plate girders on both bridges as well as the Route 1 Ramps to City Avenue and I-76. Joseph provided scheduling support services for the review of the contractor's schedule and monitored the project's progress through the use of monthly updates. He also attended progress meetings to discuss critical work elements and prepared and distributed meeting minutes.</p>

Firm employed by 				
Name	Antonio Nicastro, PE, LEED		Years of relevant experience with this employer	<1
Title	Cost Estimator		Years of relevant experience with other employer(s)	5
Degree(s) / Years / Specialization		Bachelor of Science, Architectural Engineering, Structural Concentration, 2011 Bachelor of Science, Civil Engineering, Drexel University, 2011		
Active registration number / state / expiration date		PE/ PA / 085792 / 9/30/2025		
Year registered	2017	Discipline	Cost Estimating	
Contract role(s) / brief description of responsibilities		Cost Estimating		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
	Race Street Over Lehigh River, Allentown, PA - This \$11.1 million bridge repairs project, including deck replacement utilizing precast concrete deck panels, ultrahigh-performance concrete (UHPC), bearing replacement, masonry repointing, painting, scour protection, signal upgrades, asphalt paving, concrete curb/sidewalk, and other miscellaneous construction. The deck replacement is to occur within a 42-calendar day shutdown of the bridge.			
	Route 1 Rc-1 Bucks County, Worcester, PA - Roadway Project Manager for the \$93 million full-depth reconstruction and widening of SR0001 from Old Lincoln Highway to Rockhill Drive (1.5 miles), and 1 mile of SR0132 Street Road. Work includes 475,000 CY of excavation/roadway demo, 150,000 TN of asphalt, 150,000 TN of mixed stone types, 12,000 LF of storm pipe, a sanitary sewer relocation, and a water main relocation.			
	Giorgio Foods Waste Water Treatment Plan, Phase 2/3 Upgrades, Worcester, PA Demo and construction of new wastewater treatment buildings chiller buildings/pumps, filter buildings/pumps, pump stations, pumping system, and equipment upgrades.			
	New Falls Road Bridge Over Pa Turnpike, Worcester, PA - Demolition of existing single span steel bridge and construction of new two-span steel plate girder bridge for the future widening of the east/west turnpike. The project included the realignment of two side roads (Martins and Nebraska), signal upgrades, turnpike milling/paving, storm drain, signage, and guiderail.			
	MD-404 Design Build, Segment C, Fallston, MD - Construction of the dualization of MD-404 between US-50 and Denton, MD. A Joint Venture/Design Build Project between Allan Myers, Wagman, and David A. Bramble. This was the first combination DB/JV for Allan Myers in Maryland. Myers Segment C of the work was 3.75 Miles of the 9 Mile long project. The project was an accelerated design build with final completion of the total project from design to substantial completion in 18 months.			

Firm employed by 				
Name	Adam Ostinowsky, EIT		Years of relevant experience with this employer	13
Title	Scheduler		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering, University of Pittsburgh, 2003 Engineer-in-Training (EIT)		
Active registration number / state / expiration date				
Year registered	N/A	Discipline	Scheduling	
Contract role(s) / brief description of responsibilities		Scheduler – provide independent scheduling services for transportation projects.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
2020-Present	SR 78, Sec. 13B, PennDOT, District 5-0, Berks County, PA - Scheduler. Adam is providing scheduling services on this \$125.4 million PennDOT project in Berks County, PA. Work includes the reconstruction and widening of SR 78 and SR 61; reconfiguration/reconstruction of the SR 78/SR 61 interchange ramps; replacement of the SR 78 mainline approach structures; widening and rehabilitation of the SR 78 mainline arch bridge over the Schuylkill River; widening of the SR 78 bridge over Port Clinton Avenue; replacement of the SR 61 bridge over SR 78; construction of retaining walls, sound barriers, frame and cantilever monotube sign structures; and highway lighting, ITS devices, drainage system improvements, guide rail, safety barriers, signing, pavement marking, delineators, and other miscellaneous construction. Adam’s responsibilities include assisting with the review and analysis of baseline construction schedules and analysis of construction schedule updates on numerous projects under this agreement. (5/2020 – present)			
2021-Present	Cumberland/Perry CM/CI, PennDOT, District 8-0, Cumberland and Perry Counties, PA - Scheduler. Adam provides scheduling services on multiple projects included in the agreement. The projects consist of both roadway and bridge restoration of existing roadways and bridges. Adam’s responsibilities include review and analysis of the baseline construction schedule, reviewing and analysis of construction schedule updates, and assisting/advising construction manager and Department representatives on project related issues. (5/2021 -present)			
2020-Present	Open End CM Agreement, PennDOT District 8-0, Lancaster County, PA - Scheduler. Adam provided scheduling services on this open end agreement. His responsibilities included review and analysis of baseline construction schedules and analysis of construction schedule updates on numerous projects.			
2017-Present	SR 1002, Sec. 04B, PennDOT, District 5-0, Lehigh County, PA - Construction Manager. Adam provided construction oversight on the rehabilitation and deck replacement of a 12-span, concrete open spandrel arch bridge carrying Tilghman Street over the Lehigh River, Norfolk Southern Railroad, a waterfront development, and local streets. The project also includes minor approach roadway reconstruction, lighting, drainage, concrete curb and sidewalk, and other miscellaneous construction, at a cost of \$21.9 million. Adam’s responsibilities include meeting with PennDOT’s project engineer to review project status, advising PennDOT personnel on solutions for project issues, review and analysis of the baseline construction schedule, reviewing and analysis of construction schedule updates, and providing meeting minutes for construction meetings. (12/2017 – present)			

2015-2016	SR 222, Sec. HCI, Lower Macungie Township, Lehigh County, PA - Scheduler. Adam provided scheduling services on this \$6.6 million project, which entailed improvements to SR 222, including full-depth widening, median modifications, and mill and overlay for 6,600 feet; roadway widening on Krocks Road (T-498) for 1,600 feet; construction of a new one-way 5,200-foot-long collector-distributor; and drainage installation, removal of an existing sound barrier and construction of a new sound barrier, concrete curb and curb ramps, traffic signalization improvements including installation of a traffic adaptive system, a cantilever sign structure, traffic signs, and pavement markings. Adam met with PennDOT's project engineer to review project status, advised PennDOT personnel on solutions for project issues, reviewed baseline construction schedule and schedule updates, and provided meeting minutes.
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Firm employed by 				
Name	Glenn Miller, PE		Years of relevant experience with this employer	25
Title	Scheduler		Years of relevant experience with other employer(s)	2
Degree(s) / Years / Specialization		Bachelor of Science, Civil Engineering/Architectural Engineering, Drexel University, 1996		
Active registration number / state / expiration date		PE086449/PA/9/30/2025		
Year registered	2017	Discipline	Scheduler	
Contract role(s) / brief description of responsibilities		Scheduler – provide independent scheduling services to transportation projects		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/2020-7/2021	Resident Engineer - Construction management and inspection of the demolition of deteriorated bridge railing and concrete deck sections and replacement with current NJDOT standard 4 bar railing. Timber fender system was replaced with fiber reinforced polymer piles, steel H-piles and fiberglass-reinforced plastic materials. Structural steel elements rehabilitated with supplemental steel plates, and various partial-depth and full depth concrete repairs were completed. Conducted progress meetings, maintained project documentation, coordinated review of submittals and RFI responses between two separate design consultants, observed construction on-site for conformance to plans and specifications, measured contract quantities and submitted monthly pay estimates, provided daily progress updates to owner, and reviewed CPM and three week look-ahead schedules. (\$7,464,106) (11/2020 – 7/2021) (Employer: Pennoni)			
2013-2020	Various Projects, Burlington County Bridge Commission, Burlington County, NJ Resident Engineer/Program Manager. Oversaw planning, engineering, design, construction, and inspection of improvements to infrastructure projects on three movable bridges, local overpasses, access roads, and office facilities valued at \$15 million to \$20 million dollars annually. Performed daily inspection of bridge structures, facilities, and moveable spans for operational and structural health issues, reviewed technical submittals from various projects, and collaborated with design engineers on repair details and RFI responses. Organized several consultants on site for the structural, electrical, and mechanical in- depth and bi-annual bridge and facilities inspections. Reviewed reports for submission to owner and planned future projects to address deficiencies and recommendations. (Employer: Pennoni)			
2020	Bi-annual In-Depth and Fracture Critical Member Inspection, Burlington County Bridge Commission, Burlington County, NJ Team Member. Inspected the superstructures of the Burlington-Bristol and Tacony-Palmyra Bridges. The hands-on inspections involved free climbing, a hanging movable traveler system, and a man lift or bucket truck with coordinated day and night lane closures. Identified deficiencies and rated structural elements and updated the information for the corresponding inspection reports in a proprietary online asset management system. (Employer: Pennoni)			
2018-2020	Multi-Bridge Structural Steel Repairs, Burlington County Bridge Commission, Burlington/Palmyra, NJ Resident Engineer/Program Manager. Inspected bridges to identify deterioration in steel columns, truss members, gusset plates, batten plates, and built-up framing members. Documented deficiencies and managed the engineering and design of repair plans and specifications. Supervised the contractor performing repairs on time and material contract and verified bolt torque. (Employer: Pennoni)			

2017-2019	Multi-Bridge Concrete Repairs, Burlington County Bridge Commission, Burlington/Palmyra, NJ Resident Engineer/Program Manager. Inspected structural concrete and worked with consultant to identify limits of repairs, developed scope, specifications, and plans at three separate bridges. Repairs included Type 1, 2, and 3 concrete repairs, pressure injection of cracks, and pigmented coating. Managed the construction inspection, costs, and schedule. (Employer: Pennoni)

Firm employed by			
Name	Catherine Burgess, P.E.	Years of relevant experience with this employer	1
Title	Senior Project Controls Specialist	Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization		BS / Civil Engineering / Clarkson University	
Active registration number / state / expiration date		0402057013/VA/ 05/31/2025	
Year registered	2014	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Lead Estimator/ Senior Project Controls Specialist that will compile estimates under this contract. Will manage other cost estimators/schedulers through the process and review their work.	
Experience dates	Experience and qualifications relevant to the proposed contract		
	Ms. Burgess has over 13 years of experience in the construction industry. This experience covers various types of construction including roadway and highway projects, tunnel projects, and various types of bridge projects (concrete, bascule, lift, etc.). Ms. Burgess has provided management and oversight, , schedule reviews, estimating, estimating reviews, constructability reviews, plan reviews, and claims management services during these 13 years.		
05/23-Ongoing	Senior Project Controls Specialist, Virginia Department of Transportation (VDOT), Norfolk, VA. Provides <i>independent cost estimates</i> and <i>contract time determination schedules</i> for the Hampton Roads District of VDOT. These reports include a <i>constructability analysis</i> of the design documents provided, a thorough explanation of the assumptions, exclusion, etc. in both the estimate and the schedule. Task order also includes monthly schedule reviews for projects within the district, inclusive of recommendations regarding approval or rejection based on the state/project specifications and task order also includes <i>claims reviews and time-impact analysis reviews</i> for projects located in the district.		
05/23 – Ongoing	Senior Project Controls Specialist, Tennessee Department of Transportation (TDOT), Nashville, TN. Provide monthly schedule reviews for all regions of TDOT across the state. These reviews include an in-depth analysis of the schedule, the contractor provided narrative, and the project plans to ensure the schedule is an accurate representation of the plan for construction and to provide any opportunities for acceleration in other areas.		
05/23 – Ongoing	Senior Project Controls Specialist, Georgia Department of Transportation (GDOT), Atlanta, GA. Provide <i>independent cost estimates and contract time determination schedules</i> for projects as they progress in design. This includes concept plans, 30% plans, 60% plans, 90% plans, and final plans prior to letting by the State. Interface with PMC (representatives of GDOT) regarding questions on both estimates and schedules. Provide recommendation for no-excuse incentives based on the market conditions, project location, and project required timeline.		
05/23 – Ongoing	Senior Project Controls Specialist, North Carolina Department of Transportation (NCDOT), Raleigh, GA. Provide <i>independent cost estimates and contract time determination schedules</i> for projects as they progress in design. This includes concept plans, 30% plans, 60% plans, 90% plans, and final plans prior to letting by the State.		

Firm employed by			
Name	Chris Goddin	Years of relevant experience with this employer	1
Title	Senior/Lead Estimator	Years of relevant experience with other employer(s)	29
Degree(s) / Years / Specialization		BSBA / Finance / Christopher Newport University	
Active registration number / state / expiration date			
Year registered		Discipline	
Contract role(s) / brief description of responsibilities		Lead Estimator that will compile estimates under this contract. Will manage other cost estimators through the process and review their work.	
Experience dates	Experience and qualifications relevant to the proposed contract		
	Mr. Goddin has over 29 years of experience in the construction industry. This experience covers various types of construction including roadway and highway projects, various types of bridge projects (concrete, bascule, lift, etc.). Mr. Goddin has provided management and oversight, , schedule reviews, estimating, estimating reviews, constructability reviews, plan reviews, and claims management services during this 29 years.		
11/22-Ongoing	Lead Estimator, Virginia Department of Transportation (VDOT), Norfolk, VA. Provides <i>independent cost estimates</i> and <i>contract time determination schedules</i> for the Hampton Roads District of VDOT. These reports include a <i>constructability analysis</i> of the design documents provided, a thorough explanation of the assumptions, exclusion, etc. in both the estimate and the schedule. Task order also includes monthly schedule reviews for projects within the district, inclusive of recommendations regarding approval or rejection based on the state/project specifications and task order also includes <i>claims reviews and time-impact analysis reviews</i> for projects located in the district.		
11/22 – Ongoing	Lead Estimator/Senior Project Controls Specialist, Tennessee Department of Transportation (TDOT), Nashville, TN. Provide monthly schedule reviews for all regions of TDOT across the state. These reviews include an in-depth analysis of the schedule, the contractor provided narrative, and the project plans to ensure the schedule is an accurate representation of the plan for construction and to provide any opportunities for acceleration in other areas.		
11/22 – Ongoing	Lead Estimator, Georgia Department of Transportation (GDOT), Atlanta, GA. Provide <i>independent cost estimates and contract time determination schedules</i> for projects as they progress in design. This includes concept plans, 30% plans, 60% plans, 90% plans, and final plans prior to letting by the State. Interface with PMC (representatives of GDOT) regarding questions on both estimates and schedules. Provide recommendation for no-excuse incentives based on the market conditions, project location, and project required timeline.		

Firm employed by			
Name	Crystal Hardee	Years of relevant experience with this employer	2
Title	Cost Estimator/ Scheduler	Years of relevant experience with other employer(s)	7
Degree(s) / Years / Specialization		BS / Construction Engineering Technology / University of Southern Mississippi	
Active registration number / state / expiration date			
Year registered		Discipline	
Contract role(s) / brief description of responsibilities		Cost Estimator/Scheduler that will work under Lead Estimator/Senior Project Controls Specialist.	
Experience dates	Experience and qualifications relevant to the proposed contract		
	Ms. Hardee has over 9 years of experience in the construction industry. She has provided schedule reviews, estimating, estimating reviews, constructability reviews, plan reviews, and claims management services during these 9 years. She was selected in 2022 to be a fulltime scheduler to work with the Avangrid Resiliency Team to deliver schedule management services for multiple engineering and utility construction teams.		
5/22-Ongoing	Scheduler, Avangrid Network, Iberdrola, NY. Provides weekly schedule updates and reporting for Avangrid engineering and construction teams including New York State Electric & Gas, Rochester Gas and Electric Corporation, and Central Maine Power Company.		
05/22 – Ongoing	Estimator, Georgia Department of Transportation (GDOT), Atlanta, GA. Provide <i>independent cost estimates and contract time determination schedules</i> for projects as they progress in design. This includes concept plans, 30% plans, 60% plans, 90% plans, and final plans prior to letting by the State.		
11/22 – 5/23	Estimator, Tennessee Department of Transportation (TDOT), Knoxville, TN. Provide <i>independent cost estimates</i> for one of the largest projects in Region 1 with TDOT. Independent cost estimate was provided to ensure the appropriate budgetary funding was provided for the project. Worked with the team to provide pricing on roadway items by performing take-offs, gathering local pricing as possible, and determining market conditions.		

Firm employed by			
Name	Jeff Hall	Years of relevant experience with this employer	7
Title	Southeast Operations Lead	Years of relevant experience with other employer(s)	23
Active registration number / state / expiration date			
Year registered		Discipline	
Contract role(s) / brief description of responsibilities		Lead Scheduler/Project Controls Specialist/Estimator that will oversee the team working on the various projects, Constructability Review lead.	
Experience dates	Experience and qualifications relevant to the proposed contract		
	Mr. Hall has over 29 years of experience in the construction industry. This experience covers various types of construction including roadway and highway projects, various types of bridge projects, transit projects, and specialty DoD testing facilities. Mr. Hall has provided management and oversight, quality management reviews, <i>schedule reviews, estimating, estimating reviews, constructability reviews, plan reviews, and claims management services</i> during these 29 years.		
01/20 – Ongoing	Southeast Lead/ Senior Project Controls Manager, Virginia Department of Transportation (VDOT), Norfolk, VA. Provides <i>independent cost estimates</i> and <i>contract time determination schedules</i> for the Hampton Roads District of VDOT. These reports include a <i>constructability analysis</i> of the design documents provided, a thorough explanation of the assumptions, exclusion, etc. in both the estimate and the schedule. Task order also includes monthly schedule reviews for projects within the district, inclusive of recommendations regarding approval or rejection based on the state/project specifications and task order also includes <i>claims reviews and time-impact analysis reviews</i> for projects located in the district.		
01/18 – Ongoing	Senior Project Controls Manager, Tennessee Department of Transportation (TDOT), Nashville, TN. Provide monthly schedule reviews for all regions of TDOT across the state. These reviews include an in-depth analysis of the schedule, the contractor provided narrative, and the project plans to ensure the schedule is an accurate representation of the plan for construction and to provide any opportunities for acceleration in other areas. Mr. Hall also works with Region 1, 2 & 4 to provide schedule training to TDOT employees on both bar charts and P6 schedules.		
01/18 – Ongoing	Senior Project Controls Manager, Georgia Department of Transportation (GDOT), Atlanta, GA. Provide <i>independent cost estimates and contract time determination schedules</i> for projects as they progress in design. This includes concept plans, 30% plans, 60% plans, 90% plans, and final plans prior to letting by the State. Interface with PMC (representatives of GDOT)		

17. Firm Experience:

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

Firm name			Past Performance Evaluation Discipline(s)*	** Cost Estimating
Project name	FQ18033 General Architectural and Engineering Consultant Services - Program Management, Construction Management, and Engineering Support Services, IDIQ - On-Call A/E Estimating Services		Firm responsibility (prime or sub?)	Prime
Project number		Owner's name	Norie Calvert, Procurement Director	
Project location	Washington D.C.		Owner's Project Manager	Norie Calvert, Procurement Director
Owner's address, phone, email	202-962-1678			
Services commenced by this firm (mm/yy)	2018	Total consultant contract cost (\$1,000's)		
Services completed by this firm (mm/yy)	2023	Cost of consultant services provided by this firm (\$1,000's)		

Urban developed and implemented a rail facility maintenance program to achieve economies-of-scale and return-on-investment opportunities. The program involved evaluating rail yard needs, improving information sharing among WMATA facilities groups, establishing performance measures to prioritize investments, and evaluating project delivery approaches.

DECO-0008 – On-Call A/E Estimating Services – Urban was responsible for the overall management and delivery of providing A/E Estimating Services for various WMATA projects including architectural, structural, electrical, civil, and mechanical cost estimating disciplines. Additional work expertise included construction change order, design effort, survey, assessment, and inspection estimates varying from rough order of magnitude (ROM) to detailed, independent cost estimates (ICE). In addition, our team has the ability to perform reviews for other estimates (including liquidated damages), and cost analysis of contractor proposals, and provide feedback and recommendations to WMATA. With multiple assignments occurring simultaneously requires Urban to continuously track, monitor, and report the progress of the task order deliverables based on the intervals, format, and delivery method (i.e. PROCORE) determined during the task order kick-off. All deliverables have a Quality Assurance / Quality Control (QA/QC) check performed prior to being transmitted to WMATA to deliver a high-quality product.

The following type of estimates are being performed:

- Initial Conceptual Project Estimates / Rough-Order-of Magnitude (ROM) (<15% design) were developed and/or reviewed, as directed, to facilitate project budgetary and feasibility determinations. Quantity information will generally be based on parametric units (i.e. lineal feet of tunnel, gross square feet of building structure, or number of parking spaces). Pricing will generally be based on historical costs with adjustments made for project location, size or capacity differences, and cost escalation. Applicable soft costs will be generated using current industry standard

percentages, along with cost allowances, overall cost contingency, and escalation assessments to ensure WMATA is provided a total estimated project cost.

- Schematic or Conceptual Estimates were generated, as directed, to compare multiple design alternatives and to identify options for further design development. The quantity survey will be based on conceptual plans, elevations, sections, and supplemented with allowances or assumptions based on professional experience and judgment. The basis for pricing will be an all-in unit price, with the possible use of assemblies or WBS packages that can be compared and contrasted with similar design components.
- Design Development Construction Estimates (15% <> 100% design) were generated and/or reviewed, as directed, to validate budget conformance as project engineering and design are executed and finalized. Crew-based pricing methods (using cost estimating software such as InEight HD, Timberline, HCSS HeavyBid, or MCACES MII) for labor, construction equipment, and materials will be utilized to improve estimate accuracy and to facilitate the estimate review process. Indirect cost elements of the work will be clearly identified and priced. These estimates will be used to verify the construction cost as final engineering is being completed, to aid in the assessment of potential value engineering opportunities, and to identify and manage “design creep”. Our Team also understands that during this phase of design, WMATA may execute a so-called alternative project delivery method such as design-build, contractor at risk, or CM/GC.
- Construction Document Estimates / Detailed, Independent Cost Estimate (ICE) (100% design) were generated and/or reviewed, as directed, for the more traditional design/bid/ build project delivery method. Our Team is very familiar with conforming these final estimates to CSI MasterFormat per WMATA requirements. These cost estimate work products will include detailed back-up for each bid item to aid WMATA in making their decision to award the project to the most responsive contractor. There should not be any additional design development other than possibly to address addenda that may be issued against the original bid documents.

Change Order Estimates will be prepared, as directed, to aid WMATA in evaluating proposed changes to Designer, Design-Builder or Construction Manager contract scope, terms and conditions. These work products are highly detailed estimates broken down into labor, material, equipment with indirect costs such as contractor overhead and profit itemized separately

Key Staff: Moses Gaster, Rick Baus

* If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

This field cannot be left blank and N/A is not acceptable. The **only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Firm name			Past Performance Evaluation Discipline(s)*	**Cost Estimating
Project name	FTA PMO		Firm responsibility (prime or sub?)	Prime
Project number		Owner's name		
Project location	Nationwide		Owner's Project Manager	Various
Owner's address, phone, email				
Services commenced by this firm (mm/yy)	Ongoing	Total consultant contract cost (\$1,000's)	\$2,000	
Services completed by this firm (mm/yy)	2004	Cost of consultant services provided by this firm (\$1,000's)	\$382	

With 30 years of FTA service, Urban is proud to support public transportation in America. We have provided Project Management Oversight (PMO) services, including independent cost estimating, on more than 45 assignments totaling more than \$62 billion. The PMO program was designed to protect FTA investments - the administration invests more than \$10 billion annually to support and expand transit services. Urban's caseload comprises some of the largest transit projects in America's history; accurate cost estimating ensures responsible use of federal funds while keeping on budget.

FTA PMO Transbay Downtown Rail Extention Project 3/1/23 - Current

- Cost Estimating
- Schedule evaluation
- Risk assessment
- Design and construction evaluation
- Procurement and change order evaluation
- Constructability assessments
- Value engineering evaluation
- Buy America compliance reviews

Eastern San Fernando Valley Transit Corridor - Light Rail Extention Project - 11/1/23 - Current

- Cost Estimating
- Risk assessment
- Constructability assessments
- Quality control assessments
- Project management oversight
- Value engineering
- Change order reviews

Key Staff: Moses Gaster

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

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

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

Urban conducted a VE Study on upcoming sections of Interstate- I83- Eisenhower Section 078 with an estimated construction cost of over \$520 million.

The VE Team assembled a panel in short order and entered the information phase within a week's notice. Due to the magnitude of scope and detail related to 4 separate construction contracts, Urban developed a concept to macroscopically dissect the project, maintaining the FHWA NHI Value Engineering Principles. Through a series of virtual workshops, a multidisciplinary team that acted in synergy utilized a scoring matrix to expedite the process. In the evaluation phase and proceeding to the cost out model during the developmental phase in a quick manner, the team was able to focus on big ticket items such as the 29 Independent Bridge Structures, Earthwork Items, and staging/phasing of the Construction Sequence and Traffic Movements to generate large value saving ideas that provided Value to the Department to successfully validate a VE Report to FHWA. Additional task orders include: SR 70- L10, D10, E10, Washington County; SR80- A18 & B18, Centre County; SR001- RC1 & RC2, Bucks County; SR 222-059, Lancaster County; SR309-12M, Berks County; SR 322- CSX, Delaware County; SR 3010- MSB, Philadelphia County

Key Staff: Antonio Ditri, PE, Rick Baus, Glen Miller, PE

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

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

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

Additional task orders to follow or on-going include:

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

Key Staff:

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

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

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

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

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

Bound Brook:

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

Roxbury:

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

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

Key Staff:

Antonio Ditri, PE, VE Team Coordinator Construction Subject Matter Expert
Glen Miller, VMA, PE, Construction/Schedule/Estimate Subject Matter Expert

Firm name	ARCADIS		Past Performance Evaluation Discipline(s)*	Planning, Environmental, Traffic, Road, Bridge
Project name	Hampton Roads District Wide CEI On-Call Contract		Firm responsibility (prime or sub?)	Sub
Project number	49012	Owner's name	Virginia Department of Transportation (VDOT)	
Project location	Hampton Roads, VA		Owner's Project Manager	Tom Druhot
Owner's address, phone, email	7511 Burbage Dr, Suffolk, VA 23435, (757) 956-3000, thomas.druhot@virginia.vdot.gov			
Services commenced by this firm (mm/yy)	01/20	Total consultant contract cost (\$1,000's)	\$5,000	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$547	

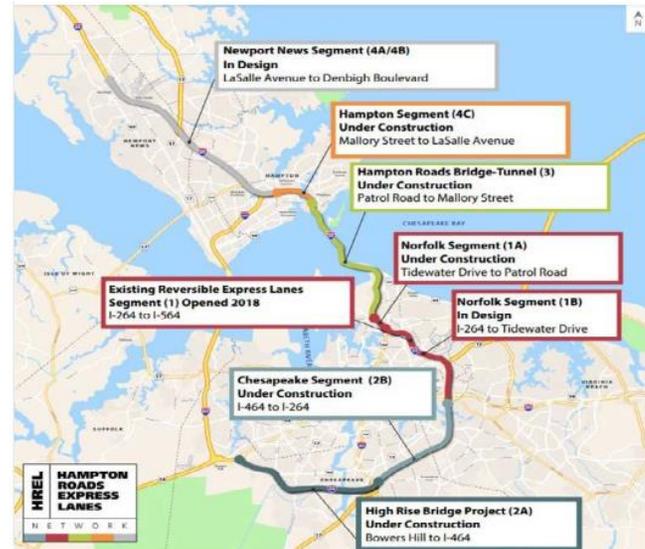
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

Firm's Role: Arcadis served as a subconsultant to Quinn Consulting on a contract with VADOT to provide project control services throughout the Hampton Roads District for their Major Projects Division, Special Projects Division, as well as their standard bid-build projects in excess of \$2 Million.

Firm Members Involved: Meghan Lane, Jeff Hall, Catherine Burgess, Chris Goddin

Constructability Reviews. Arcadis performed constructability reviews on major/special projects in the Hampton Roads area. These reviews were specific to several Express Lanes projects that were to be let within a year to a year and half from the date of the review and would all tie together at the end for ITS/tolling integration. The reviews provided the Department with the areas of concern, with regard to phasing, ability construct certain areas within the given footprint or timeframe, as well as concerns regarding ability to acquire right of way while maintaining the project timeline.

Independent Cost Estimate. Arcadis provided an independent cost estimate for each project in which a constructability review was performed. These estimates were compiled using historical data, industry standard data, market conditions, and specific pricing from local suppliers for specialty items. Estimates were provided with alternatives to the 'standard' method of construction to save time and costs related to these projects to ensure they all complete at approximately the same time for ITS/tolling integration. Estimates were provided to the Department to ensure their budgetary funding was appropriately obtained.



Contract Time Determinations. For each project that an independent cost estimate was provided, so was a contract time determination. This was to ensure that what was assumed in the estimate was feasible time wise and to provide the Department with the anticipated length of time the project would need to be constructed. For each alternative listed in the estimate, an alternate schedule was provided. This was done to provide the Department with several options related to these projects, such as expedited permitting, early right of way acquisition, and no excuse incentive timelines.

Relevant Services
<ul style="list-style-type: none"> • Constructability Reviews • Independent Cost Estimates • Contract Time Determinations • Project Schedule Reviews

Firm name			Past Performance Evaluation Discipline(s)*	Planning, Environmental, Traffic, Road, Bridge
Project name	CPM-Training Statewide & Work Order 6		Firm responsibility (prime or sub?)	Prime
Project number	99113-1635-04, 21004-3252-14, 66269-3114-14, 19046-3218-14	Owner's name	Tennessee Department of Transportation (TDOT)	
Project location	Statewide Tennessee		Owner's Project Manager	Jamie Fitzpatrick
Owner's address, phone, email	505 Deaderick St, Nashville, TN 37243, (615) 741-0781, jamie.fitzpatrick@tn.gov			
Services commenced by this firm (mm/yy)	2006	Total consultant contract cost (\$1,000's)	\$946	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm (\$1,000's)	\$946	

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

Firm Members Involved: Meghan Lane, Jeff Hall

Firm's Role: Since 2006, Tennessee's Office of the Attorney General (OAG) has retained Arcadis to analyze and assist in the resolution of delay, productivity, extra work, and termination claims on major projects constructed by TDOT. Additionally, Arcadis has been retained to provide schedule training to TDOT employees and perform monthly schedule reviews on several large TDOT projects. Some relevant projects include:

I-440 Desing Build. This design-build project consists of 7.8 miles of roadway widening and replacment, going from two lanes of concrete pavement in each direction to three lanes of asphalt pavement in each direction, with associated repair and reconstruction of ramps and bridges at several locations. Arcadis provided real-time claims avoidance services such as risk management, schedule review and change management.

US-129/SR-115 from Woodson Drive to Cherokee Trail. This project consists of 1.7 miles of roadway widening and replacment, as well as installation of several new retaining walls. This is one of TDOT's largest projects in state history and Arcadis is providing real-time claims avoidance services such as risk management, schedule review and change management on this \$187 million project.



TDOT Schedule Training. In addition to the project schedule review and claims avoidance services, Arcadis also provides TDOT employee with schedule and estimating training. This training is to thoroughly educate the Department's employees in schedule, estimates, scheduling software, and estimating software, to enable them the confidence and knowledge to assist their construction teams as necessary in schedule and cost savings tasks. This training also helps to grow TDOT employee's understanding of a CPM schedule baseline reiew, update review, and delay analysis that conforms to TDOT specifications.

Relevant Services

- Constructability Reviews
- Independent Cost Estimates
- Contract Time Determinations
- Project Schedule Reviews
- Change Management
- Schedule Training

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

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

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

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

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

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

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

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

18. Approach and Methodology:

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

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

Your Principal and Project Manager, Moses Gaster, is a construction professional with experience in various fields, projects, and responsibilities. He has been a project manager, cost estimator, scheduler, cost engineer, field engineer, and inspector for multi-prime contracts and large design-build projects. Moses has estimated projects valued at as much as \$1 billion. Moses' 12 years of contractor experience adds additional value. He understands contractors' perspectives, which enables him to foster trust and build partnerships among multi-prime teams. His scheduling responsibilities include building baseline schedules and refining and updating schedules using Primavera Versions 3, 5, and 6. Moses also uses critical path analysis to identify and prevent potential delays and provides forensic scheduling for claims analysis.

We can prepare estimates at any stage of project development using a "contractor type, bottom-up" methodology. Detailed quantity takeoffs are performed to determine permanent material and equipment requirements. Then, the appropriate labor and construction equipment rates, crew sizes, crew productivity, and material and equipment costs are applied to determine the overall cost of the work. Contractor overhead and indirect costs will also be calculated in detail, not merely approximated by a percentage rate markup. Our estimators will also analyze and apply the appropriate factors for contractor escalation and profit (considering the prevailing market and geographic conditions).

The focus of this project is to provide Independent Cost Estimator (ICE) preconstruction estimating services to the DOTD Independent Cost Estimating ("ICE") and scheduling services on DOTD projects requiring in-depth cost and schedule analysis. The Consultant may also be required to assist with tasks including constructability review, risk identification and mitigation, construction plan review, and Industry Best Practice Advisory in support of projects utilizing the CMAR delivery method or on other projects as tasked by DOTD as directed.

The ICE tasks may include the following:

- ICE services shall be based on design and other information provided by DOTD, which includes construction schedules.
- ICE shall update cost estimates as the design progresses and in alignment with the scope of the CMAR Contractor's estimate submissions provided by DOTD.
- Review and evaluate the construction prices submitted by the CMAR Contractor provided by DOTD and prepare technical memos identifying estimate price, scope, and or organizational structure differences and differences in the schedule(s) provided by DOTD for discussion with DOTD and the CMAR Contractor.

- Participate in workshops with DOTD and the CMAR Contractor as necessary to discuss schedule, risk, and cost to finalize the GMP.

Project Approach

Our team has the expertise and experience to support DOTD's independent cost-estimating needs. Our Cost Estimating Manager, Moses Gaster, will be actively involved in being the point of contact with DOTD's to receive, organize, distribute, and review information among our team members to provide the deliverables accurately and on time. We have successfully performed this type of high-quality estimating service for our clients for years.

Upon notice to proceed, Moses will be immediately available to attend a project kick-off meeting to be introduced to the DOTD's project manager to discuss how to begin gathering all available information for thorough review among our team. This initial review will quickly generate questions and suggestions for moving forward to develop a preliminary summary-level work breakdown structure (WBS) for DOTD's to review. As more information is provided, this WBS will be further developed in detail for all parties to use as a guideline for organizing estimate items and other related documents.

Our team will also begin to develop a cost-estimating template for the DOTD to review that will be used by all parties to compare estimates and other related documents as the project progresses. This template will follow the WBS for the organization of estimate line items, and the template will also provide guidance for the breakdown of the CMAR Contractor's quantities for each line item, associated units of measurement, and costs into components for direct labor, equipment, materials, indirect general requirements, general conditions, home office overhead, profit, insurance, contingency, and bonds.

It is assumed that the design development provided by DOTD will advance in progressive levels of definition, such as 15% conceptual, 30% rough order-of-magnitude (ROM), 60% budgetary, and 90% GMP bid documents, or some variation of this example. Our team will prepare estimates that correspond to the level of design provided by the DOTD. As the design increases in definition, so will the estimates increase in definition, the contingency for unknowns will decrease, and the estimation method will change from judgment and parametric to the unit cost and bottoms-up crew-based assemblies, including labor, equipment, and production rates. This process follows the Cost Estimate Classification System published by the Association for the Advancement of Cost Engineering International (AACEI).

Following these procedures will allow our team to efficiently evaluate, analyze, report, and discuss differences between our independent estimate and the CMAR Contractor's estimate. All parties involved can suggest modifications to the organization and breakdown of the scope of work using our WBS and estimating template. Our team will discuss the breakdown of the scope into construction sub-packages and the methods of construction to be utilized to properly align the organization of our estimate with the CMAR Contractor's estimate, but we will remain independent as we research and price our estimate of the construction costs. Providing independent cost estimates organized for comparison will help us quickly determine where our estimates are different, so we can discuss and determine how and why certain items are different and how to reasonably reconcile these differences with all necessary parties present.

Table 1. AACEI Cost Estimate Classification System

Primary Characteristics			Secondary Characteristic	
ESTIMATE CLASS	LEVEL OF PROJECT DEFINITION Expressed as % of complete definition	END USAGE The typical purpose of the estimate	METHODOLOGY Typical estimating method	EXPECTED ACCURACY RANGE Typical +/- range
Class 5	0% to 2%	Concept Screening	Capacity Factored, Parametric Models, Judgment or Analogy	+50 / -10
Class 4	1% to 15%	Study or Feasibility	Equipment Factored or Parametric Models	+35 / -10
Class 3	10% to 40%	Budget, Authorization, or Control	Semi-Detailed Unit Costs with Assembly Level Line Items	+25 / -5
Class 2	30% to 70%	Control or Bid/Tender	Detailed Unit Cost with Forced Detailed Take-Off	+10 / -5
Class 1	50% to 100%	Check Estimate or Bid/Tender	Detailed Unit Cost with Detailed Take-Off	+5 / -0

An Experienced Team

Urban has enlisted Arcadis to assist with tasks and supplement our team. Urban will work closely with Arcadis to determine the best team for each project and task. Urban is not currently engaged in any projects for the DOTD, but if selected for this IDIQ we are prepared to use our QA/QC process to confirm there are no conflicts of interest on projects between the Urban team and Arcadis team.

19. Workload:

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

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

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

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

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Urban Engineers	N/A	N/A	N/A	N/A
	Environmental	4400009703 / H.000688.2	US 11 Norfolk Southern Railroad	\$3,008
		4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$926,361
		4400019338 / Multiple State Project Numbers	Rural Bridge Replacement Initiative Phase II – Multiple State Project Numbers – Districts 02, 03, 07, 61, and 62	\$116,335
		4400009281 / H.009932	US 80 Widening: Vancil Road to Well Road EA	\$5,343
		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$83,913
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$35,000
		4400025022 / H.015500.5 Recall 103011	Adema Lane Over Drainage Canal	\$41,762
		4400025022 / H.015499.5 Recall 000023	Charles Drive Over 20 Arpent Canal	\$58,503
		4400025022 / H.015334.5 Recall 200851	9th Street Over St. Louis Canal	\$58,681
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$30,000
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$30,000

		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$30,000
	Traffic	4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$110,826
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$409,574
		4400017033 / H.005121	LA 1/LA 415 Connector	\$41,984
		4400014845 / H.012018.6	Adaptive Traffic Signal Design and Implementation	\$17,741
		4400019379 / H.013797	LA 30: EBR PL – I-10	\$246,860
		4400021121 / H.000413	Cross Bayou Bridge Replacement	\$27,254
		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$226,566
		4400023690 / H.015213.5	District 04 Pedestrian Safety Improvements	\$191,182
		4400021325 / H.012837.5	I-10 New Orleans Master Plan	\$419,371
	Road	4400007175 / H.011328.2	I-49 South (Ricohoc to Berwick)	\$304,616
		4400016923 / H.012901.6, H.010634.6	US 90Z (Bodenger Blvd. – Stumpf Blvd.)	\$219,389
		4400019010 / H.010116.5	LA 1088: Soutl and Trinity Roundabouts	\$83,268
		4400024084 / H.009300.5	CMAR Contract for Hooper Road Widening (LA 3034 – LA 37)	\$45,250
		4400024307 / H.015052	I-20: Widening/Ovrly (Vancil Rd-LA 34)	\$109,087
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$753,087
		4400021121 / H.000413	Cross Bayou Bridge Replacement	\$83,916
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$45,000
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$40,000
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$40,000
		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$40,000
	Bridge	4400021121 / H.000413	Cross Bayou Bridge Replacement	\$83,916
		4400025022 / H.015498.5 Recall 102225	Park Road Over Lagoon	\$68,603
		4400025022 / H.015497.5 Recall 020146	Jack Egle Bridge Road Over Canal	\$62,067
		4400025022 / H.015496.5 Recall 100019	Sauvage Avenue And Caddy Drive Bridges	\$62,540

		4400025022 / H.015496.5 Recall 100020	Sauvage Avenue And Caddy Drive Bridges	\$62,466
		4400018646 / H.004100.5	I-10: LA 415 to Essen Lane on I-10 and I-12	\$158,545
		4400021325 / H.015193.1	LA 22: Tchefuncte Bridge Feasibility	\$180,866
	CE&I/OV	4400025046 / H.013710.6	I-10: US 61 to LaPlace ITS Deployment (CE&I)	\$178,821
		4400025665 / H.013482.6	I-10 WBR Queue Warning System	\$460,200
	Data Collection	4400021325 / H.012837.5	I-10 New Orleans Master Plan	\$74,007
	ITS	4400016811 / H.013868.5	ITS Program Management and Operations (2023)	\$617,258
		4400016811 / H.013868.6 (A)	ITS Routine Maintenance Engineering and Inspection (ME&I) (2023)	\$595,331
		4400016811 / H.013868.6 (B)	ITS Responsive/Emergency Maintenance Engineering and Inspection (ME&I)	\$149,453

(Add rows as needed)

DO NOT SUM

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

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

20. Certifications/Licenses:

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

N/A

21. QA/QC Plan:

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

N/A

22. Sub-consultant information:

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

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Arcadis U.S., Inc.	10352 Plaza Americana Drive Baton Rouge, LA 70816	Meghan Lane, CCM Meghan.Lane@arcadis.com	757-752-2618

(Add rows as needed)

23. Location:

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