TASK ORDER / MODIFICATION OF TASK ORDER FOR ARCHITECT AND ENGINEERING SERVICES		1. DATE OF ORDER	PAGE	OF PAGES
			1	2

2. CONTRACT NUMBER	3. TASK ORDER NUMBER	4A. REQUISITION NUMBER	4B. PO NUMBER
DCKA-2017-T-0122	003		

5. TO: CONTRACTOR (Name, address, and zip code)	6. TYPE OF ACTION
Vanasse Hangen Brustlin, Inc. (VHB) 1001 G Street NW, Suite 450 Washington, DC 20001	☑ A. TASK ORDER FOR A/E SERVICES This task order is issued subject to the terms and conditions of the above referenced contract. ☐ B. MODIFICATION NO. / AUTHORITY Except as provided herein, all terms and conditions of the original order, as heretobefore mentioned, remaining unchanged.

7A. Data Universal Numbering System (DUNS) Number	7B. Taxpayer Identification Number (TIN)	8B. START DATE:	Award
803128540	04-2931679	8C. COMPLETION DATE	12 months from the date of Award with one (1) 12 months renewal

8A. BUSINESS CLASSIFICATION (IF APPLICABLE)		
☐ b. Certified Business Enterprise	☐ a. Small Business Enterprise	☐ c. Disadvantaged Business Enterprise

9. ISSUING OFFICE (Address and zip code)	10. REMITTANCE ADDRESS	11. CATEGORY OF A/E SERVICES
District Department of Transportation Office of Contracting and Procurement 250 M Street SE, 7th Floor Washington, DC 20003		11.a Category Letter: L 11.b Category Description: Bicycle & Pedestrian Studies, Planning, & Design

12. PLACE OF INSPECTION AND ACCEPTANCE	13. REQUISITION OFFICE (Name, Symbol, and Telephone No.)
Source	IPMD

14. SCHEDULE

ITEM NO. (A)	DESCRIPTION (B)	QUANTITY ORDERED (C)	UNIT OF MEASURE (D)	UNIT PRICE (E)	LINE ITEM AMOUNT (F)
0001	Bicycle and Pedestrian Facilities Design and Traffic Analysis	1	Task	$995,543.00	$995,543.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
	CONTINUED ON PAGE 2				$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00
					$0.00

15. RECEIVING OFFICE (Name, Symbol, Telephone Number)	TOTAL COST	$995,543.00
IPMD		

16. MAIL INVOICE TO: (Electronic Invoice Preferred)	17A. FOR INQUIRIES REGARDING PAYMENT CONTACT:
As of October 1, 2018, all invoices shall be submitted through the DC Vendor Portal. The Contractor shall create and submit payment requests in an electronic format through the DC Vendor Portal, https://vendorportal.dc.gov.	Mike Goodno 17B. TELEPHONE NUMBER 202-345-2842

18A. NAME AND TITLE OF OFFEROR/CONTRACTOR		19A. DISTRICT OF COLUMBIA (NAME CONTRACTING OFFICER)	
Mark A. Colgan, Vice-President		Jeralyn Johnson,	
18B. SIGNATURE	18C. DATE	19B. SIGNATURE	19C. DATE
Mark A. Colgan	11/9/2021	Jeralyn Johnson Digitally signed by Jeralyn Johnson Date: 2021.11.16 12:23:16 -05'00'	11/16/2021

Revision July 2, 2018

The following documents are incorporated by reference into the Task Order:

1) Request for Qualifications OCPTO210029, as amended.

2) Contractor's proposal dated March 4, 2021.

Government of the District of Columbia
Department of Transportation

d. Office of Contracting and Procurement

DISTRICT ARCHITECT AND ENGINEER ("A/E") SCHEDULE
TASK ORDER ("TO") SOLICITATION

Date: June 4, 2021
Category of Services: Category L – **Bicycle & Pedestrian Studies, Planning, & Design**
Title: Request for Qualifications (RFQ) for the Bicycle and Pedestrian Facilities Design and Traffic Analysis
Solicitation No.: OCPTO210029

1. BACKGROUND

The District Department of Transportation (DDOT/PSD) is soliciting statements of qualifications and work experience as specified in the attached documents for Engineering Design Services in support of the Bicycle and Pedestrian Program objectives of installing multi-modal transportation facilities in the District of Columbia.

2. TASK ORDER COMPETITION

The District is soliciting qualifications from firms awarded an A/E schedule containing Category L – Bicycle & Pedestrian Studies, Planning, & Design in accordance with the provisions of the A/E contract. One Firm-Fixed-Priced TO award is anticipated. The three firms are:

- Alta Planning + Design, Inc.
- Kimley-Horn and Associates, Inc.
- Kittelson & Associates, Inc.

3. ATTACHMENTS INCORPORATED BY REFERENCE:

- Consultant's respective IDIQ Contract terms and clauses

All design work will comply with current design practices and code requirements of the District of Columbia, Department of Transportation ("DDOT"), as well as the following:

- NACTO Urban Bikeway Design Guide, https://nacto.org/publication/urban-bikeway-design-guide/
- DDOT Design and Engineering Manual, (2019)
- https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/DEM-2019-01-01_DDOT_DEM_Updates_FINAL.PDF
- DDOT Bicycle Facility Design Guide, (2020)
- DDOT Standard Drawings, (2015) https://ddot.dc.gov/page/standard-drawings-2015
- DDOT Standard Specifications for Highways and Structures,
- https://ddot.dc.gov/sites/default/files/dc/sites/ddot/publication/attachments/DDOT_StandardSpecificationsHighwaysStructures_2013.pdf
- DDOT Environmental Policy and Process Manual, https://ddot.dc.gov/page/ddot-environmentalpolicy-and-process-manual-0
- AASHTO Guide for the Development of Bicycle Facilities, (2012) https://bookstore.transportation.org/collection_detail.aspx?ID=116

4. TASK ORDER SPECIAL PROVISIONS

The following provision is incorporated from the IDIQ contract and applicable to this task order.

4.1 OPTION TO EXTEND THE TERM OF THE CONTRACT

4.1.1 The District may extend the term of this contract for a period of one (1) 12-month option periods, or successive fractions thereof, by written notice to the Contractor before the expiration of the contract; provided that the District will give the Contractor a preliminary written notice of its intent to extend at least 30 days before the contract expires. The preliminary notice does not commit the District to an extension. The exercise of this option is subject to the availability of funds at the time of the exercise of this option. The Contractor may waive the 30 day preliminary notice requirement by providing a written waiver to the Contracting Officer prior to expiration of the contract.

4.1.2 If the District exercises this option, then the extended contract shall be deemed to include this option provision.

4.1.3 The total duration of this contract, including the exercise of any options under this clause, shall not exceed 24 months.

4.1.4 DDOT will review the required deliverables at each design milestone as outlined in section 6 (“Scope of Work”) to determine if each option exercise is in the best interest of the District.

5. SUBCONTRACTING REQUIREMENTS

(a) For all contracts in excess of $250,000 that are unrelated to the District's response to the COVID-19 emergency but entered into during the COVID-19 emergency, absent a waiver pursuant to D.C. Official Code § 2-218.51, at least 50% of the dollar volume ("CBE minimum expenditure") of the contract shall be subcontracted to SBEs.

(b) If there are insufficient qualified SBEs to meet the requirement of paragraph (a), the subcontracting requirement may be satisfied by subcontracting the CBE minimum expenditure to any qualified CBE; provided, that best efforts shall be made to ensure that qualified SBEs are significant participants in the overall subcontracting work.

(c) For every dollar expended by the Consultant with a resident-owned business (ROB), as defined in D.C. Official Code § 2-218.02(15), the Consultant shall receive a credit for $1.10 against the CBE minimum expenditure.

(d) For every dollar expended by the Consultant with a disadvantaged business enterprise (DBE), as defined in D.C. Official Code § 2-218.33, the Consultant shall receive a credit for $1.25 against the CBE minimum expenditure.

(e) For every dollar expended by the Consultant that uses a company designated as both a DBE and as a ROB, the Consultant shall receive a credit for $1.30 against the CBE minimum expenditure.

(f) "COVID-19 emergency" means the emergencies declared in the Declaration of Public Emergency (Mayor's Order 2020-045) together with the Declaration of Public Health Emergency (Mayor's Order 2020-046), declared on March 11, 2020, including any extension of those declared emergencies.

(g) This special provision shall apply to all option periods exercised under those contracts.

(h) Except as provided in this Section, all other subcontracting requirements shall remain in effect.

6. SCOPE OF WORK ("SOW")

6.1 Project Overview

The District Department of Transportation (DDOT) is seeking a consultant for the development of bicycle lane plans, pedestrian facilities plans, trail connector plans, traffic analysis, graphics/visualizations, and surveying.

Essential key staff needed for this project shall include:

a. Full-time on-site CAD Technician (Minimum of 3 years of CAD design project experience)
b. Traffic Engineer
c. Civil Engineer
d. Graphics/Renderings Specialist
e. Surveyor
f. Environmental Specialist
g. Planner

6.1 Project Tasks

6.1.1 Project Management

6.1.1.1 Work Order Issuance and Administration

6.1.1.1.1 Each task will commence with a work order from the DDOT Contract Administrator (CA).

6.1.1.1.2 Each work order shall be initiated by the CA transmitting a scope of work outlining the expected duties to be performed and any specific terms and conditions related to the effort.

6.1.1.1.3 If there is a conflict between the terms and conditions of a work order and the terms and conditions of a task order (TO) or the IDIQ contract, the terms of the TO or the IDIQ contract shall prevail.

6.1.1.1.4 The CA is responsible for transmitting all work orders to the Contractor. The CA shall prepare a scope of work containing a period of performance with each work order.

6.1.1.1.5 The Contractor shall acknowledge each work order within 24 hours of notification and provide proposal and cost estimate within six business days of notification.

6.1.1.1.6 The Contractor's proposal for a work order shall contain data that are sufficient to demonstrate an understanding of the work including, without limitation, the identity of personnel, quantity of hours, and Other Direct Costs ("ODC" required to accomplish the work. The labor rates negotiated in the TO shall be used in pricing the level of effort for the Work oder.

6.1.1.1.7 Work order approvals shall include, without limitation, the agreed upon scope of work, period of performance, deliverables, level of effort, and associated total price. The CA shall provide a work order sample.

6.1.1.1.8 Work order approval notifications shall be communicated in writing, electronic mail and messaging, internet-based shared data sites, hand delivery, and U.S. Mail are all acceptable.

6.2.1. Develop Bicycle Lane, Trail Connector, and Pedestrian Facilities Plans

The consultant shall develop bicycles facilities design plans, including pavement marking plans, bicycle lanes, on-street parking configurations and resultant traffic signal modifications for selected District streets, totaling approximately ten (10) miles of travel length. Assume that six (6) traffic signals will require full design. Where applicable, the consultant shall engage the services of a professional surveying contractor to accurately record existing conditions, such as parking arrangements, bus stops, driveways and other street features. Consultant shall submit all plans in

the standard format (hard copy and digital files) for DDOT design projects as described in the DDOT Design and Engineering Manual.

The bicycle lane plans shall document all existing parking, regulatory, and warning signs within the project limits. In addition to on street bicycle lanes and signage, several miles of separated bicycle facilities are desired. Design plans shall range from markings and signage sheets, to complete PS&E construction documents to be put out to bid. Additional support services before, during and after construction may require the selected consultant to attend review and coordination meetings.

The consultant shall develop trail connector plans for up to seven (7) selected trail projects, totaling one (1) mile of travel length. The consultant shall engage the services of a professional surveying consultant to accurately record existing conditions and cadastral right-of-way property boundaries. The trail connector plans shall document all right-of-way, topography, utilities, and trees within the project limits. Design plans shall include existing conditions, trail plans, signage and pavement markings, landscape plans, stormwater plans, sediment and erosion control plans, to complete PS&E construction documents to be put out to bid. Additional support services before, during, and after construction may require the selected consultant to attend review and coordination meetings. The consultant shall be responsible for preparing permit documents for DOEE Stormwater permits, utility coordination, and third-party review.

The consultant shall prepare a 15% concept design for review for each trail segment per the DDOT Design and Engineering Manual. Upon review and approval of the 15% concept plan, the consultant shall complete the 30%, 65%, 90%, and 100% PS&E plans per the DDOT Design and Engineering Manual.

DDOT staff will be responsible for completing initial environmental compliance documents (form 1 and form 2). However, if it is deemed that a project rises to a CE-3 level, the consultant shall complete the required documentation. Assume one of the seven trail projects will require CE-3 documentation.

Pedestrian facilities are often incorporated into the bicycle lane designs, but they may also consist of stand-alone projects. This work may consist of sidewalk, crosswalk and ramp design, curb bulb-outs, and traffic calming elements to promote a conducive environment for non-motorized users. However, ten (10) additional intersections and two (2) miles of new sidewalks will be designed solely for pedestrian facility enhancements.

The consultant shall provide an experienced full-time on-site CAD Technician forty hours per week to perform work required to produce bicycle lane plans and other deliverables described herein as directed by the DDOT task manager. The consultant's on-site CAD Technician shall also collaborate with and act as a liaison for other Consultant personnel contributing subject-matter expertise for projects as described in subsequent tasks. The consultant is to act in partnership with the DDOT task manager and to share professional expertise and recommendations as a part of a collaborative and iterative design process to deliver high-quality plans. However, the consultant shall be responsible for independently delivering designs and analyses conforming to the requirements described herein.

The consultant shall have the capabilities to produce graphics/renderings for project alternatives. Assume ten (10) graphics/renderings for each of the two contract years, and subsequent option years.

Deliverables:
Bicycle and Pedestrian Facility Plans: Each submittal shall include one half size ANSI B (11" x 17") copy of each bicycle lane design for DDOT review. This submittal process may include 30%, 65%, 90%, 100%, and final plans, or some variation thereof. After the final design is approved, the consultant shall submit plans electronically using PDF and CADD files (Microstation .dgn files are the DDOT standard).

Graphics/Renderings to be submitted in an electronic format such as .jpg or .pdf.

6.2.2 Data Collection and Traffic Analysis

Traffic Analysis (Including Traffic Signal Operations)
The consultant is to provide Levels-Of-Service (LOS) and queuing analysis for approximately 30 signalized and un-signalized intersections as well as throughout affected corridors and specific bicycle facilities. Each task will commence with a work order from the DDOT task manager (See section 6.1.1.2 Work Order Issuance and Administration). The LOS analysis must include all affected modes, including pedestrians, cyclists, and transit.

Data collection services will be critical to the development of any traffic modeling or simulations in support of the design and shall be incorporated into the scope(s) of work. Collection of traffic volume data on congested corridors or around congested intersections, where queuing may be significant, may require accounting for vehicular throughput as well as vehicle demand. At such locations, the consultant shall be required to do data collection upstream to capture actual demand levels (via queuing). Upstream traffic counts may also be required at the less congested entry points on the corridor or upstream/downstream of intersections to capture the vehicle arrival/demand profile, as opposed to limiting the volume data to what is delivered through the constrained intersection.

For certain intersections, DDOT will provide the consultant with traffic model data compatible with and requiring use of Consultant-provided Synchro™ and SimTraffic™ traffic analysis software. For the other intersections, the consultant shall perform data collection and develop traffic models. The consultant shall evaluate signal timing at intersections and include modifications for bicycle and/or pedestrian oriented phases and timing plans, as necessitated by the neighborhood context.

Data collected may include, but not be limited to, the following:

- Manual turning movement traffic counts for motor vehicles and bicycles during specified peak periods or other intervals;

- 24-hour traffic counts that may include classification of vehicles to include 85th percentile speeds, average speed, pace speed, and number of vehicles within discrete speed intervals;
- 24-hour (or other specified period) bicycle and/or pedestrian counts;
- Peak-hour delay studies during specified periods;
- Weekday travel-time survey (minimum of six travel runs, for each direction of travel, covering morning peak, midday, and evening peak times);
- The use of video recording for the documentation of operating conditions and obtaining multimodal traffic counts; and
- Parking utilization studies.

Deliverables: Level of Service Analysis: The consultant shall provide one draft and one final memorandum for each analysis performed, including copies of the digital Synchro files. Where applicable, the consultant shall provide one draft and one final memorandum documenting the recommended modifications for signal operations. The consultant shall submit the final electronic Synchro files.

6.2.3 Surveying

The consultant shall engage the services of a professional surveying sub-consultant to accurately record existing topographic conditions, where necessary. The surveys shall include topographic spot elevations and contours over the site. Pavements, curbs, site retaining walls, at breaks in grade, building entrance elevations, site structures, tree line, fences, and general man-made surface feature information shall be captured in this survey. Assume one-fourth mile of topographic survey including Level B utility mapping and one-half mile of topographic survey including Quality Level C utility mapping for each of the two years. Each task will commence with a work order from the DDOT task manager (See section 6.1.1.2 Work Order Issuance and Administration).

DELIVERABLES: All surveys that were performed.

PERIOD OF PERFORMANCE: BASE YEAR 12 MONTHS FROM DATE OF AWARD
OPTION YEAR 12 MONTHS FROM DATE OF AWARD

7. DELIVERABLES including but not limited to:

SOW Ref	Deliverable	Method of Delivery	Due Date	To Whom
6.2.1	Design Plans and Graphics/Renderings	Electronic/ Hardcopy	See Schedule	DDOT
6.2.2	Level of Service Analysis	Electronic/ Hardcopy	See Schedule	DDOT
6.2.3	Surveys	Electronic/ Hardcopy	See Schedule	DDOT

8. INSTRUCTIONS TO OFFERORS

8.1 Qualifications Due Date

8.1.1 Submissions, in whole, shall not exceed ___75_____ pages in length.

8.1.2 Qualifications are due on or before 2:00 PM on __June 25__, 2021.

8.2 Organization and Content

8.2.1 Offerors shall submit qualifications on the Standard Form 330 to include all parts and sections via email to ddot.aeschedule@dc.gov and jeralyn.johnson@dc.gov. Inclusion of other materials by reference will not be considered.

8.2.1 Section H of the SF 330 shall provide information regarding the following topics. The information should demonstrate an understanding of the requirement or expound upon the experience and qualifications presented in the context of the requested information. The answers provided will be evaluated as a part of the qualifications in accordance with the evaluation criteria in Section 9 of this TO RFQ.

8.2.1.1 Describe your understanding of the project's design complexities, and your experience and qualifications in overcoming the type of complexities identified.

8.2.1.2 Provide qualifications and experience regarding implementing best practices and strategies for planning and design of bicycle and pedestrian facilities; traffic signal operations and design and advanced traffic operations analysis, including:

8.2.1.3 Communication between stakeholders.

8.2.1.4 Public Outreach.

8.2.1.5 Experience utilizing QA/QC processes and their ability to ensure contract compliance; and

8.2.1.6 Provide relevant information regarding Factor 4 - Past Performance. Offerors should note that Factor 4 relates to the quantitative information of the past performance, administration of the experience with regards to cost control, quality of work, and compliance with performance schedules.

9. EVALUATION OF QUALIFICATIONS

Your submission is an opportunity to present your firm's qualifications to perform the work. It is important that your qualifications highlight your firm's capabilities as it relates to the SOW and the evaluation criteria. The five (5) evaluation factors and their relative importance for this requirement are as follows:

1. Professional qualifications necessary for satisfactory performance of required services; (20 Points)

2. Specialized experience and technical competence in the type of work required. Identify the three most critical project issues that represent significant potential risks to successful performance and describe your experience and qualifications in overcoming the type of issues and risks identified; (40 Points)

3. Capacity to accomplish the work in the required time; (20 Points) and

4. Past performance on contracts with Government agencies and private industry in terms of cost control, quality of work, and compliance with performance schedules. (20 Points)

In additional to each offeror's response to Factor 4 – Past Performance, the District may utilize additional Past Performance sources to include:

- District eVAL
- Publicly available information

Offerors are advised to pay close attention to the evaluation criteria, and ensure they address all aspects in their qualifications. The District will evaluate qualifications in accordance with this solicitation, and only consider information received in accordance with this solicitation. The District will not conduct interviews with selected firms following receipt and evaluation of all firm qualifications.

Total Possible Points: 100

10. CONTRACT ADMINISTRATOR (CA)

Name: Mike Goodno
Title: Bicycle Program Specialist
Agency: District Department of Transportation
Address: 250 M Street, SE Washington, DC 20003
Telephone: 202-345-2842

If you have any questions regarding the solicitation or requirement, please contact the undersigned at jeralyn.johnson@dc.gov. All questions must submit via email to the designated contracting officer. The OCP will not consider any questions received less than 7 calendar days before the date set for submission of standard form 330.

Sincerely,

Jeralyn Johnson
Contracting Officer - DDOT

C.C: Mike Goodno, DDOT

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT			1. Solicitation Number OCPTO210029	Page of Pages 1 | 1
2. Amendment/Modification Number **Amendment No. 1**	3. Effective Date See Box 16C	4. Requisition/Purchase Request No.	5. Solicitation Caption **Request for Qualifications (RFQ) for the Bicycle and Pedestrian Facilities Design and Traffic Analysis**	

6. Issued by: Code	7. Administered by (If other than line 6)
District Department of Transportation Office of Contracting and Procurement 55 M Street, SE, 7th Floor Washington, DC 20003	

8. Name and Address of Contractor (No. street, city, county, state and zip code)		9A. Amendment of Solicitation No. OCPTO210029
TO ALL PROSPECTIVE OFFERORS	X	9B. Dated (See Item 11) June 7, 2021
		10A. Modification of Contractor/Order No.
Code Facility		10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____1_____ copies of the amendment: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) BY separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If Required):

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTORS/ORDERS,
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14

	A. This change order is issued pursuant to (Specify Authority): The changes set forth in Item 14 are made in the contract/order no. in item 10A.
	B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.
	C. This supplemental agreement is entered into pursuant to authority of:
☐	D. Other (Specify type of modification and authority) Paragraph 15, Changes, Standard Contract Provisions

E. IMPORTANT: Contractor ☐ is not ☒ is required to sign this document and return **one (1)** copy to the issuing office.

14. Description of Amendment/Modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)

Solicitation No. OCPTO210029 is hereby amended as follows:

1. Remove Kimley-Horn and Associates, Inc from "Page 1, TASK ORDER COMPETITION" and replace it with Vanasse Hangen Brustlin, Inc.

15A. Name and Title of Signer (Type or print)		16A. Name of Contracting Officer Jeralyn Johnson	
15B. Name of Contractor (Signature)	15C. Date Signed	16B. District of Columbia (Signature of Contracting Officer)	16C. Date Signed June 07, 2021

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT	1. Solicitation Number	Page of Pages
	OCPTO210029	1 of 1

2. Amendment/Modification Number	3. Effective Date	4. Requisition/Purchase Request No.	5. Solicitation Caption
Amendment No. 2	See Box 16C		**Request for Qualifications (RFQ) for the Bicycle and Pedestrian Facilities Design and Traffic Analysis**

6. Issued by: Code	7. Administered by (If other than line 6)
District Department of Transportation Office of Contracting and Procurement 55 M Street, SE, 7th Floor Washington, DC 20003	

8. Name and Address of Contractor (No. street, city, county, state and zip code)		9A. Amendment of Solicitation No.
TO ALL PROSPECTIVE OFFERORS	X	OCPTO210029 9B. Dated (See Item 11) June 8, 2021
		10A. Modification of Contractor/Order No.
Code Facility		10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____1_____ copies of the amendment: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) BY separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If Required):

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTORS/ORDERS,
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	C. This supplemental agreement is entered into pursuant to authority of:
☐	D. Other (Specify type of modification and authority) Paragraph 15, Changes, Standard Contract Provisions

E. IMPORTANT: Contractor ☐ is not ☒ is required to sign this document and return **one (1)** copy to the issuing office.

14. Description of Amendment/Modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)

Solicitation No. OCPTO210029 is hereby amended as follows:

1. Remove Kittelson & Associates, Inc from "Page 1, TASK ORDER COMPETITION" and replace it with Stantec Consulting Services Inc.

15A. Name and Title of Signer (Type or print)		16A. Name of Contracting Officer	
		Jeralyn Johnson	
15B. Name of Contractor (Signature)	15C. Date Signed	16B. District of Columbia (Signature of Contracting Officer)	16C. Date Signed June 08, 2021

June 25, 2021 | Proposal

RFP No. OCPTO210029

District Department of Transportation

Bicycle and Pedestrian Facilities Design and Traffic Analysis

June 25, 2021

Mike Goodno
Bicycle Program Specialist, District Department of Transportation
55 M Street SE | Washington, DC 20003

Re: DDOT Solicitation No. OCTPO210029 – Bicycle and Pedestrian Facilities Design and Traffic Analysis

VHB shares the District's vision of a citywide multimodal transportation network that also moves our community closer to the fulfillment of Vision Zero. VHB's comprehensive knowledge of DDOT's priorities, processes, and standards differentiates us as a premier consultant for delivering bike/ped projects advancing a world-class transportation system. Our designs for recent projects like the 4th Street SW and 1st Street SE separated bike lanes, and advisory bikes lanes on several corridors on Capitol Hill NE/SE, demonstrate VHB's knowledge, technical skill, and commitment to DDOT's Active Transportation projects. Similarly, we are at the forefront of transformative projects like the Pennsylvania Avenue West Streetscape Design and Pennsylvania Avenue SE Multimodal Plan, which establish vital new connections in the District's bicycle network, support high-quality transit service, and improve overall mobility for the communities surrounding these iconic arterial corridors.

As detailed in Section H of the enclosed SF330, we have identified three critical project issues that represent potential risks to successful performance and our experience and qualifications in overcoming the type of issues and risks identified:

1. Effectively managing an ambitious citywide Bicycle and Pedestrian Facilities Initiative
2. Establishing innovative and forward-thinking practices to advance Active Transportation/PSD priorities and vision
3. Capably assisting DDOT in the bicycle and pedestrian project implementation process, including project construction challenges

VHB offers unrivaled depth of experience in bicycle and pedestrian planning and engineering for DDOT. We have helped DDOT accomplish its bicycle/pedestrian project objectives on numerous corridors throughout the city while executing the previous Bicycle Facilities Design and Traffic Analysis contracts since 2015.

Table of Contents

I will continue to serve as Project Manager with the support of **Bethany Turner, PE, PTOE**, as Deputy Project Manager. **Mark Colgan, PE, DBIA**, will oversee the project as Principal-in-Charge. Our considerable experience in delivering bicycle and pedestrian facility projects is a major asset to the Active Transportation branch and Beth will provide continuity both in on-site support directly to the DDOT Planning and Sustainability Division (PSD) and managing the overall delivery and day-to-day technical activities in this program. Beth will also supervise an experienced new part-time on-site engineer, **Alvaro Calle, PE**, which reinforces our deep and flexible support to DDOT.

Also detailed in Section H, we have identified several subconsultants, with an emphasis on prior DDOT experience and CBE status, and specific services in the scope of work to be led or heavily supported by these teaming partners.

VHB offers the strongest team to advance this important program alongside DDOT, and we look forward to the opportunity to continue supporting your innovative projects. If you have any questions regarding our qualifications, please contact me at **DLovas@vhb.com** or **202.739.9511**.

Sincerely,
VHB

Daniel Lovas, PE
Project Manager | DLovas@vhb.com

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT	1. Solicitation Number	Page of Pages
	OCPTO210029	1 of 1

2. Amendment/Modification Number	3. Effective Date	4. Requisition/Purchase Request No.	5. Solicitation Caption
Amendment No. 1	See Box 16C		**Request for Qualifications (RFQ) for the Bicycle and Pedestrian Facilities Design and Traffic Analysis**

6. Issued by: Code	7. Administered by (If other than line 6)
District Department of Transportation Office of Contracting and Procurement 55 M Street, SE, 7th Floor Washington, DC 20003	

8. Name and Address of Contractor (No. street, city, county, state and zip code)		9A. Amendment of Solicitation No.
TO ALL PROSPECTIVE OFFERORS	X	OCPTO210029 9B. Dated (See Item 11) June 7, 2021
		10A. Modification of Contractor/Order No.
Code Facility		10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____1_____ copies of the amendment: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) BY separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If Required):

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTORS/ORDERS,
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14

	A. This change order is issued pursuant to (Specify Authority): The changes set forth in Item 14 are made in the contract/order no. in item 10A.
	B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.
	C. This supplemental agreement is entered into pursuant to authority of:
☐	D. Other (Specify type of modification and authority) Paragraph 15, Changes, Standard Contract Provisions

E. IMPORTANT: Contractor ☐ is not ☒ is required to sign this document and return **one (1)** copy to the issuing office.

14. Description of Amendment/Modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)

Solicitation No. OCPTO210029 is hereby amended as follows:

1. Remove Kimley-Horn and Associates, Inc from "Page 1, TASK ORDER COMPETITION" and replace it with Vanasse Hangen Brustlin, Inc.

15A. Name and Title of Signer (Type or print)	16A. Name of Contracting Officer
Nancy Barker, PWS	Jeralyn Johnson

15B. Name of Contractor	15C. Date Signed	16B. District of Columbia	16C. Date Signed
(Signature)	June 16, 2021	Jeralyn Johnson Digitally signed by Jeralyn Johnson Date: 2021.06.07 15:01:27 -04'00' (Signature of Contracting Officer)	June 07, 2021

AMENDMENT OF SOLICITATION / MODIFICATION OF CONTRACT	1. Solicitation Number	Page of Pages
	OCPTO210029	1 of 1

2. Amendment/Modification Number	3. Effective Date	4. Requisition/Purchase Request No.	5. Solicitation Caption
Amendment No. 2	See Box 16C		**Request for Qualifications (RFQ) for the Bicycle and Pedestrian Facilities Design and Traffic Analysis**

6. Issued by: Code	7. Administered by (If other than line 6)
District Department of Transportation Office of Contracting and Procurement 55 M Street, SE, 7th Floor Washington, DC 20003	

8. Name and Address of Contractor (No. street, city, county, state and zip code)		9A. Amendment of Solicitation No.
TO ALL PROSPECTIVE OFFERORS	X	OCPTO210029 9B. Dated (See Item 11) June 8, 2021
		10A. Modification of Contractor/Order No.
Code Facility		10B. Dated (See Item 13)

11. THIS ITEM ONLY APPLIES TO AMENDMENTS OF SOLICITATIONS

☒ The above numbered solicitation is amended as set forth in item 14. The hour and date specified for receipt of Offers ☐ is extended. ☒ is not extended.

Offers must acknowledge receipt of this amendment prior to the hour and date specified in the solicitation or as amended, by one of the following methods: (a) By completing Items 8 and 15, and returning _____1_____ copies of the amendment: (b) By acknowledging receipt of this amendment on each copy of the offer submitted; or (c) BY separate letter or fax which includes a reference to the solicitation and amendment number. FAILURE OF YOUR ACKNOWLEDGMENT TO BE RECEIVED AT THE PLACE DESIGNATED FOR THE RECEIPT OF OFFERS PRIOR TO THE HOUR AND DATE SPECIFIED MAY RESULT IN REJECTION OF YOUR OFFER. If by virtue of this amendment you desire to change an offer already submitted, such may be made by letter or fax, provided each letter or telegram makes reference to the solicitation and this amendment, and is received prior to the opening hour and date specified.

12. Accounting and Appropriation Data (If Required):

13. THIS ITEM APPLIES ONLY TO MODIFICATIONS OF CONTRACTORS/ORDERS,
IT MODIFIES THE CONTRACT/ORDER NO. AS DESCRIBED IN ITEM 14

	A. This change order is issued pursuant to (Specify Authority): The changes set forth in Item 14 are made in the contract/order no. in item 10A.
	B. The above numbered contract/order is modified to reflect the administrative changes (such as changes in paying office, appropriation data etc.) set forth in item 14, pursuant to the authority of 27 DCMR, Chapter 36, Section 3601.2.
	C. This supplemental agreement is entered into pursuant to authority of:
☐	D. Other (Specify type of modification and authority) Paragraph 15, Changes, Standard Contract Provisions

E. IMPORTANT: Contractor ☐ is not ☒ is required to sign this document and return **one (1)** copy to the issuing office.

14. Description of Amendment/Modification (Organized by UCF Section headings, including solicitation/contract subject matter where feasible.)

Solicitation No. OCPTO210029 is hereby amended as follows:

1. Remove Kittelson & Associates, Inc from "Page 1, TASK ORDER COMPETITION" and replace it with Stantec Consulting Services Inc.

15A. Name and Title of Signer (Type or print)	16A. Name of Contracting Officer
Nancy Barker, PWS	Jeralyn Johnson

15B. Name of Contractor	15C. Date Signed	16B. District of Columbia	16C. Date Signed
(Signature)	June 16, 2021	Jeralyn Johnson Digitally signed by Jeralyn Johnson Date: 2021.06.08 16:20:22 -04'00' (Signature of Contracting Officer)	June 08, 2021

ARCHITECT—ENGINEER QUALIFICATIONS

PART I—CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

1. TITLE AND LOCATION *(City and State)*

Bicycle and Pedestrian Facilities Design and Traffic Analysis

2. PUBLIC NOTICE DATE	3. SOLICITATION OR PROJECT NUMBER
June 4, 2021	OCPTO210029

B. ARCHITECT-ENGINEER POINT OF CONTACT

4. NAME AND TITLE

Daniel Lovas, PE, Project Manager

5. NAME OF FIRM

Vanasse Hangen Brustlin, Inc. (VHB)

6. TELEPHONE NUMBER	7. FAX NUMBER	8. EMAIL ADDRESS
202.739.9511	202.735.5058	dlovas@vhb.com

C. PROPOSED TEAM

(Complete this section for the prime contractor and all key subcontractors.)

	(Check) PRIME	J-V PARTNER	SUBCON-TRACTOR	9. FIRM NAME	10. ADDRESS	11. ROLE IN THIS CONTRACT
a.	X			Vanasse Hangen Brustlin, Inc. (VHB) ☑ Check if branch office	1001 G Street NW Suite 450 Washington, DC 20001	Project Management; Bicycle/ Pedestrian Facilities Design and Planning; Civil Engineering; Traffic Analysis, and Data Collection; Public Involvement; Safety Studies; Graphics/ Visualizations; GIS
b.	X			VHB ☑ Check if branch office	351 McLaws Circle Suite 3 Williamsburg, VA 23185	Bicycle/Pedestrian Facilities Planning; Trail/Shared-Use Path Design/Planning; Environmental Impacts; QA/QC; Technical Advising
c.	X			VHB ☑ Check if branch office	40 IDX Drive Building 100, Suite 200 South Burlington, VT 05403	Bicycle/Pedestrian Facilities Planning
d.	X			VHB ☑ Check if branch office	101 Walnut Street Watertown, MA 02471	Multimodal Planning
e.	X			VHB ☑ Check if branch office	1 Cedar Street Suite 400 Providence, RI 02903	QA/QC; Technical Advising
f.		X		VHB ☑ Check if branch office	1775 Greensboro Station Place Suite 200 Tysons, VA 22102	Bicycle Facilities Planning; Traffic Analysis

ARCHITECT—ENGINEER QUALIFICATIONS

PART I—CONTRACT-SPECIFIC QUALIFICATIONS

A. CONTRACT INFORMATION

g.		X		AMT, LLC ☑ Check if branch office	10 G Street NE Suite 430 Washington, DC 20002	Survey; Utilities
h.		X		Cube Root Corporation ☐ Check if branch office	1100 H STREET NW Suite 805 Washington, DC 20005	Traffic Analysis; Data Collection
i.		X		Gorove/Slade Associates, Inc. ☐ Check if branch office	1140 Connecticut Avenue NW Suite 600 Washington, DC 20036	Traffic Analysis & Data Collection; Traffic Signal Design
j.		X		KGL Communications ☐ Check if branch office	4485 Danube Drive King George, VA 22485	Public Outreach
k.		X		KGP Design Studio, LLC ☐ Check if branch office	1777 Church Street NW Washington, DC 20036	Graphics; Visualizations
l.		X		Kimley-Horn of DC ☑ Check if branch office	1100 New Jersey Avenue SE Washington, DC 20003	Facility Design; Signal Design

D. ORGANIZATIONAL CHART OF PROPOSED TEAM — X (Attached)

D. ORGANIZATIONAL CHART OF PROPOSED TEAM

DISTRICT DEPARTMENT OF TRANSPORTATION

Principal-in-Charge
Mark Colgan, PE, DBIA

Senior Advisors and QA/QC Team
Bill DeSantis, PE
Jim Long, PE
Chris DeWitt, AICP

Project Manager
Daniel Lovas, PE

Deputy Project Manager
Beth Turner, PE, PTOE

ON-SITE STAFF HIGHLIGHT

Beth Turner, PE, PTOE

Alvaro Calle, PE

BICYCLE/PEDESTRIAN FACILITY DESIGN

Bicycle/Pedestrian Design Lead
Drew Gingras, PE

Bicycle/Pedestrian Facility Design
Beth Turner, PE, PTOE (ON-SITE)
Alvaro Calle, PE (ON-SITE)
Derik Doughty, PE (KHDC)

Trail/Shared-Use Path Design
Drew Gingras, PE
Chris DeWitt, AICP

Lead Bike/Pedestrian Planner
Phil Goff

Multimodal Planning/Design
Lucas Miller (KHDC)
Kevin Keeley, AICP

TRAFFIC ANALYSIS & ENGINEERING

Lead Traffic Engineer
Katie Wagner, PE (GS)

Traffic Analysis
Ahmed Amer, PhD, PE, PTOE
Daniel Markham (KHDC)
Britton Hammit, PhD, PE (KHDC)

Traffic Signal Design
Sam Tignor, PE (GS)

Traffic Data Collection
Akim Mahadiow (CRI)

CIVIL ENGINEERING

Lead Civil Engineer
Tim Smith, PE

Civil/Stormwater/Utility Engineering
Maggie Li, PE

Quantities/Cost Estimating/ Special Provisions
Drew Gingras, PE

Construction Management
Tim Smith, PE

GRAPHICS/VISUALIZATIONS

Brendan August
Geyao Wang (KGP)

ENVIRONMENTAL ASSESSMENT & COMPLIANCE

Carmen Bernett, PhD, ENV SP

SURVEYING & UTILITY COORDINATION

Daniel Schriever, LS (AMT)
Jim Long, PE

KEY SUPPORT SERVICES

Pubic/Stakeholder Engagement
Karyn LeBlanc (KGL)
Kevin Keeley, AICP

Urban Design
Doug Davies, PLA, ASLA

CAD Coordinator (Open Roads Design)
Maggie Li, PE

Traffic Safety/Vision Zero Support
Eric Tang, PE, RSP1, RSP2B

GIS/Micromobility Analysis
Federico Tallis, AICP

Bolded names indicate essential key staff identified in the RFQ or in project leadership roles. All proposed staff are employees of VHB unless otherwise noted:
AMT: AMT, LLC | **CRI:** Cube Root Inc | **GS:** Gorove Slade | **KGL:** KGL Communications | **KGP:** KGP Design Studio | **KHDC:** Kimley Horn DC

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Mark Colgan, PE, DBIA	Principal-in-Charge	35	25

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, University of New Hampshire, 1995	Professional Engineer, NC, VA, MD, RI, CT, GA, MA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Mark has 35 years of project management, transportation, and construction-related experience and has been involved in the planning, design, and construction of a wide variety of project types. His emphasis has been in the design and construction of roadways, bike/ped facilities, structures, transit, rail, and bridges while managing large multidisciplinary projects.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Long Bridge over the Potomac River, Arlington, VA, and Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project Manager**, Mark is leading EIS & Preliminary Design for upgrading the 1.8-mile, two-track corridor to a four-track capacity from Long Bridge Park in Arlington, Virginia, to VRE's L'Enfant Station. He is responsible for all engineering and environmental on this $1.9B project that includes extensive track, bridge, retaining wall, signals, roadway, and bicycle-pedestrian crossing improvements. Additionally, Mark served as overall task manager for planning and engineering, constructability reviews, cost estimating, and construction sequencing. He led stakeholder coordination with DDOT, the Virginia Department of Rail and Public Transportation (DRPT), Virginia Railway Express (VRE), Amtrak, CSXT, the Virginia Department of Historic Resources (VDHR), and the National Park Service (NPS). The project includes 10 roadway and rail bridges over and under the railroad, a 2,900-foot-long bike/ped bridge over the Potomac River, several thousand feet of retaining walls, and a new pedestrian bridge over Maine Avenue SW with stair tower access. *VHB Fee: $3,300,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape Final Design, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Mark is **Principal-in-Charge** for this project to create a balanced corridor design to upgrade ped/bike facilities, maintain acceptable vehicular operations, and incorporate new urban design and landscape enhancements. *VHB Fee: $1,739,140*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Chittenden County Regional Planning Commission (CCRPC), Bike Path Rehabilitation, Burlington, VT	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Mark served as **Project Manager** and **Resident Engineer** for design services for the rehabilitation of one of the busiest multi-use paths in Vermont for alternative transportation, recreation, and active lifestyles. He addressed path width, geometry, shoulder conditions, and sight distance. The rehabilitation involved replacing worn or inadequate signs, fences, railings, road crossings, drainage features, and pavement. Mark worked with the City and communicated with the public to recommend improvements that enhance connectivity and improve overall safety, including local concerns meetings, public Informational workshops, an alternatives presentations, and a website hosted by VHB. *VHB Fee: $33,760*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Hampton, Newmarket Creek Park and Trail Master Planning and Design, Hampton, VA	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

For the City of Hampton, Mark was **Project Engineer** for the design, bidding, and construction support of a new 1,500-foot bulkhead around a lake to support a walkway and trail system along the water's edge. *VHB Fee: $556,800*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Daniel Lovas, PE	Project Manager	22	19

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Vanderbilt University, 1999	Professional Engineer (Civil), DC, VA, MD, MA, OH, PA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Dan is an experienced project manager and transportation engineer specializing in multimodal transportation system planning and engineering including complete streets principles, transportation safety treatments, and pedestrian/bicycle facilities.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	Varies

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan is **Project Manager** for VHB's contract, including Pennsylvania Avenue SE, 17th Street NW, and Water Street/K Street NW. He provides design guidance for roadways and bicycle facilities, leads traffic operations evaluations, and manages on-site support staff. Under Dan's management, VHB has developed a high level of collaboration with DDOT staff in Active Transportation, Planning and Sustainability Division, and Traffic Engineering/Safety. Dan oversees staff and actively manages tasks involving traffic data collection, transportation analysis, and design guidance. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape Design, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Senior Transportation Engineer**, Dan manages traffic operations analysis and bicycle facilities design tasks. There are significant improvements to the corridor transportation facilities, including separated bike lanes, dedicated bicycle signal control, and design and traffic control modifications to minimize pedestrian/bicycle/vehicle conflicts. *VHB Fee: $1,739,140*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering Support Services (TSES), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan is **Project Manager** for VHB's DDOT contract (and manager of VHB's current TSES Systemic Analysis contract as a subconsultant), managing transportation data collection, crash analysis, traffic safety assessments, multimodal design, traffic control studies, sight distance analyses, traffic calming evaluations, and signal warrant studies. *VHB Fee: $816,231*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Highway Safety Improvement Program (HSIP) Technical Support, Washington, DC	2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan is **Project Manager** for a task order focused on 25+ high-crash intersections. Dan leads a team performing crash data analysis, on-site field assessments, traffic operations analysis, predictive crash analysis (based on HSM methodologies), and countermeasure selection, including numerous improvements to pedestrian and bicycle facilities. *VHB Fee: $850,000*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Far Southeast Livability, Washington, DC	2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Senior Transportation Engineer**, Dan provided guidance for the roadway, intersection, and traffic safety improvement concepts for DDOT's Far Southeast Livability Plan, including treatments to reduce traffic speeds, moderate vehicle/ped/bike conflicts, and address traffic safety considerations. *VHB Fee $300,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Bethany L. Turner, PE, PTOE	Deputy Project Manager, On-Site Bicycle/ Pedestrian Facilities Design	8	3

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Civil & Environmental Engineering, University of Virginia, 2013; BS, Civil & Environmental Engineering, University of Virginia, 2012	Professional Engineer, DC, VA Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Bethany is a Traffic Engineer with project experience in traffic safety and active transportation planning and design in the District. She will support on-site services under the Bicycle and Pedestrian Facilities Design and Traffic Analysis contract.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design & Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Beth provides bicycle facilities design support and traffic analysis, including serving as VHB's **On-Site Engineer**. She led design and coordination for separated bike lanes along 4th Street SW, 1st Street SE, and West Virginia Avenue NE. She works closely alongside PSD to plan and design improved transit access and raised bus stop islands along these corridors, and led traffic analyses for bike facilities on 17th Street NW, New Jersey Avenue SE, and 8th Street NE. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue NW Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Beth is the **Lead Traffic Engineer** on this reconstruction project. This project redesigns a corridor challenged by inconsistent treatments, materials, and multimodal access. Beth designed creative signal phasing solutions to complex intersections to while maintaining safe access to the median separated bike lanes. *VHB Fee: $1,739,140*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety and Engineering Services (TSES), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Beth is a **Designer** and **Traffic Engineer**, providing engineering and day-to-day support for traffic safety, transportation engineering, transportation planning, and transportation engineering design. She has managed numerous tasks, including traffic safety assessments, sight distance analyses, and traffic calming evaluations. *VHB Fee: $816,231*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Highway Safety Improvement Program (HSIP), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Design Lead** for safety studies of 25 high-priority intersections, Beth provides oversight and design reviews for implementable safety improvements aligned with DDOT standards and Vision Zero policies. Final recommendations and proposed design plans are provided using the 2010 HSM predictive method approach and Vision Zero. *VHB Fee: $850,000*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
FHWA, Bikeway Selection Guide Workshop, Nationwide, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Workshop Instructor**, Beth taught workshops for the FHWA Bikeway Selection Guide (2019), providing background on the new guide and how to choose appropriate bicycle facilities at various stages of the planning process. Beth facilitated meetings with 20+ attendees and led group exercises with attendees. *VHB Fee: $489,100*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
William J. DeSantis, PE	Senior Advisor and QA/QC Team	45	35

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Providence, RI

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Northeastern University, 1976	Professional Engineer, RI League Cycling Instructor OSHA 10-Hour Construction Safety and Health Certificate

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Bill is VHB's Corporate Director of Bicycle Transportation Planning & Design and has overall technical responsibility for non-motorized and safety improvement projects ranging from local on-road bicycle networks to regional bicycle and pedestrian trails.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Principal-in-Charge**, Bill is supporting DDOT with the design, analysis, and implementation of bicycle facilities across the District. He guided and reviewed planning studies, preliminary plans, and final design of several miles of bicycle lanes. In addition to standard bike lanes, treatments designed for these facilities include buffered bike lanes, separated bike lanes, enhanced crossing treatments, bicycle signals, contra-flow bike lanes and associated signage, bike boxes, and two-stage turn boxes. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Cambridge, Binney Street Development Project, Cambridge, MA	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Technical Advisor**, Bill provided technical assistance for the planning, engineering, and permitting services for a 1.8 million-square-foot mixed- use development constructed on six sites along a busy street composed of research and development space, retail space, and residential units. VHB developed several street cross-sections that evolved into a complete street design, defining the relationship between the planned land uses, sidewalks, off-street cycle track, buffer zones, landscaping, on-street parking, and roadway geometry to balance mobility needs. VHB was also involved in the planning process for individual buildings to provide guidance on site access, bicycle parking facilities, and loading locations to enhance mobility along the corridor. *VHB Fee: $400,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Chittenden County Regional Planning Commission (CCRPC), Burlington Bike Path Rehabilitation, Burlington, VT	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Bill was **Technical Advisor** for preliminary and final design for bicycle accommodation for reconstruction of numerous roadways to include separated bike lanes, bike lanes and marked shared lanes. Bill coordinated bikeway designs with new traffic signal operation and intermodal connections to bus transit facilities. *VHB Fee $250,000*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Williamsburg, Monticello Avenue Multi-Use Trail, Williamsburg, VA	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Technical Advisor,** Bill provides technical oversight to design a 10-foot-wide multi-use trail running along Monticello Avenue in Williamsburg, Virginia. The trail will connect the New Town mixed-use development with the College of William and Mary and the surrounding retail developments. Upon completion, the project will provide a viable transportation alternative for cyclists and pedestrians to popular locations in Williamsburg and James City County. *VHB Fee: $180,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
James R. Long, PE	Senior Advisor and QA/QC Team, Surveying & Utility Coordination	40	4

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Public Works Engineering, George Washington University, 1985; MS, Engineering Mgmt, Air Force Institute of Technology, 1981; BS, Engineering, Syracuse University, 1980; BS, Env Engineering, SUNY, 1980	Professional Engineer, DC, VA, MD, NY

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Jim is experienced in the design and engineering of transportation and infrastructure projects throughout DC. He has managed capital construction projects for DDOT and understands District civil engineering standards and permitting requirements.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue NW Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Jim is **Principal-in-Charge** for the design of roadway and bicycle improvements from 17th Street to 21st Street, enhancing ped/bike safety, bus operations, and mobility/access, including new bicycle lanes, bus stops, and landscape islands. The design is being coordinated with numerous agencies, businesses, and local community members. *VHB Fee: $1,739,138*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Jim is **Senior Engineer** under this on-call contract for tasks including intersection analysis/design, bicycle facility design, drainage analysis/design, utility and agency coordination, and construction cost estimating. *VHB Fee: $982,970*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Capitol Crossing Project Design Reviews, Washington, DC	2012	2016

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Jim was **Project Manager** to assist DDOT IPMD with the review of all design documents prepared by the developer's (Property Group Partners) team for the decking over I-395 (Center Leg Freeway) in downtown Washington, DC. Design reviews were conducted for several advanced sets of plans for public space construction work. *Cost: $210,000,000*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
The Yards New Riverfront Park, Washington, DC	2010	2012

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Jim served as **Civil Project Manager** for Forest City Washington for the design of a new riverfront park along the banks of the Anacostia River. The project included the design of new site retaining walls, pad sites for two future buildings, remediation of contaminated soils, and new utility systems. *Cost: $30,000,000*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, 4th Street SW Reconstruction, Washington, DC	2010	2012

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Jim was **Project Manager** to assist DDOT IPMD with the design for the reopening of 4th Street, SW to accommodate construction of a new roadway segment. Project included design of new bicycle lanes, speed table, storm drainage system, streetlights/traffic signals, and streetscape improvements. *Cost: $13,500,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Chris DeWitt, AICP	Senior Advisor and QA/QC Team	30	22

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Williamsburg, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, City Planning, University of Virginia, 1991	American Institute of Certified Planners

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Chris' diverse work experience includes planning and design of bicycle and pedestrian facilities, public involvement, and grant funding application development. He is an involved member of the bicycling community through membership in the League of American Bicyclists, Rails-to-Trails Foundation, and Association of Pedestrian and Bicycle Professionals.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Harrisonburg, Bluestone Trail Shared Use Path Design, Harrisonburg, VA	2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Chris was **Project Manager** for planning and design of a shared-use path on the JMU campus. The project, which has been constructed, extends the Bluestone Trail to provide a primary north-south corridor for non-motorized transportation. VHB provided survey, environmental, hydraulic analysis, utility, roadway, and bike/pedestrian planning and design services. The project was developed in accordance with VDOT, ADAAG, and AASHTO guidelines, along with the City of Harrisonburg Bicycle and Pedestrian Plan. *VHB Fee: $137,400*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Richmond, Main and Franklin Streets Separated Bike Lanes, Richmond, VA	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Chris was the **Multimodal Transportation Planner** for the concept design of separated bike lanes in downtown Richmond. VHB worked with the City of Richmond to enhance multimodal access along primary streets and make connections to the City as a whole. The project was constructed and is an integral part of the City's transportation network. *VHB Fee: $62,150*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
NPS, George Washington Memorial Parkway, Memorial Circle Improvements	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Chris served as **Project Manager** for alternatives analysis and environmental assessment to evaluate options for improving safety and reducing congestion in and around Memorial Circle. To address interrelated issues within a complex transportation and cultural resource setting, VHB developed lane configuration, striping, and signage solutions to improve "hotspot" locations while minimizing the need for new infrastructure or major roadway changes. *VHB Fee: $274,428*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Venture Richmond, Virginia Capital Trail, Riverfront Section, Richmond, VA	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Chris was a **Key Team Leader** to fund, design, and construct the western terminus of the Virginia Capital Trail, a pedestrian and bicycle trail that connects Williamsburg and Richmond along Route 5. Chris worked with the City and local stakeholders to design the trail and was responsible for concept design, trail layout, and connections to downtown. He also helped the City author a successful $1 million Transportation Enhancement funding application. *VHB Fee: $42,067*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Drew Gingras, PE	Bicycle/Pedestrian Design Lead	10	9

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, South Burlington, VT

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, University of Vermont, 2011	Professional Engineer, DC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Drew's career focuses on bike/ped planning and design, scoping studies, traffic operations analysis, traffic calming design, and streetscape design. After six years of working with the Active Transportation Team at DDOT, Drew has extensive local knowledge of the District's bicycle and pedestrian infrastructure.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle and Pedestrian Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Deputy Project Manager** and **Project Engineer,** Drew has provided bike/ped facility design, planning, and analysis services, including Pennsylvania Avenue SE and NW, Louisiana Avenue NW/NE, 14th Street NW, and 4th Street SW. He has assisted with conceptual design of 30+ miles; final design and implementation of 20+ miles; bicycle signal design and traffic implementation feasibility analysis for Pennsylvania Avenue NW signals; intersection design/rehabilitation to safely accommodate all modes; and a comprehensive bicycle facility planning study for the NoMa neighborhood. Under the second iteration of this contract (awarded in 2019), VHB has delivered construction plans for separated bike lanes along corridors such as Brentwood Parkway NE, G Street NW and 4th Street SW. Drew leads efforts to design, implement, and study the District's first network of Advisory Bike Lanes (ABLs) and a planning-level study and preliminary engineering design to provide protected bike lanes and priority bus lanes along Pennsylvania Avenue SE. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Drew is a **Project Engineer** managing the design of separated bike lanes. Significant improvements include dedicated bicycle signal control, and traffic control modifications to minimize ped/bike/vehicle conflicts. VHB also designed for enhanced and ADA compliant pedestrian walkways along the full length of the project corridor. *VHB Fee: $1,739,138*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering Support Services (TSES), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Drew is **Project Engineer** for several tasks through VHB's contract, providing specialized support for transportation engineering design, traffic safety, and transportation planning. He led the safety design revisions to Columbus Circle, Grant Circle, and Sherman Circle, and the K Street NE corridor between 1st Street NE and 12th Street NE. *VHB Fee: $816,231*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Burlington Department of Parks, Rec, and Waterfront, Burlington Bike Path Rehabilitation, Burlington, VT	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project/Resident Engineer**, Drew designed the rehabilitation of this multi-use path, including construction inspection services. This involved urban and rural placemaking/planning, civil/structural engineering, geotechnical expertise, environmental remediation, and innovative landscape design. The goal is conservation, sustainability, connectivity, and accessibility through neighborhoods, parks, urban wilds, and businesses. *VHB Fee: $2,000,000 (Const. Cost: $12,000,000)*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Alvaro Calle, PE	On-Site Bicycle/Pedestrian Facility Design	4	4

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Tysons, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Civil Engineering, Virginia Polytechnic Institute and State University, 2016; BS, Civil Engineering, Virginia Polytechnic Institute and State University, 2015	Professional Engineer, VA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Alvaro is a Transportation Engineer proficient in Synchro TrafficWare software, SIDRA Intersection, and Microstation v8i. He has a wide variety of experience in DC, particularly with DDOT. His experience also includes PTV VISSIM, PTV Vistro, Autodesk AutoCAD Civil 3D, and ESRI ArcGIS.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a **Transportation Engineer**, Alvaro supports DDOT with the design, analysis, and implementation of bicycle facilities across the District. Work includes design and installation of 15 miles of on-street bicycle facilities, design of bicycle signals along Pennsylvania Avenue NW, intersection design and rehabilitation to adequately accommodate all modes of transportation, and analysis of major roadway corridors to determine the best design for separated bicycle lane facilities. VHB completed preliminary traffic analysis for Pennsylvania Avenue NW and the final design of 9 miles of bicycle lanes. Treatments designed for these facilities included contra-flow bike lanes and associated signage, cycle tracks, and two-stage turn boxes. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue NW Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Alvaro worked as a **Transportation Engineer** on a study to promote safe travel for residents and visitors to the Far Southeast study area and improve operational efficiency of the transportation network for all modes of travel. VHB developed comprehensive neighborhood strategies that addressed traffic calming, safety improvements, bicycles accommodations, pedestrians, transit riders, and motorists. *VHB Fee: $300,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering Support Services (TSES), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a **Transportation Engineer**, Alvaro supports VHB's on-call contract, providing engineering services and day-to-day support for traffic safety, transportation engineering, transportation planning, and transportation engineering design. VHB recently completed the Independence Avenue SE corridor traffic safety study task, including crash data evaluation, traffic signal warrant analysis, and traffic control device design alternatives. *VHB Fee: $816,231*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Loudoun County, On-Call Traffic Engineering Services, Loudoun County, VA	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a **Transportation Engineer**, Alvaro provides traffic analysis and data collection for VHB's ongoing task-order contract to provide signal design and traffic engineering services related to traffic control device design. Tasks have included signal feasibility studies, signal timing optimization, analyses, signal design plan development, traffic calming, engineering studies, and Fire & Rescue signal preemption. VHB is in its fourth consecutive term of this contract. *VHB Fee: $3,656,138*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Derik Doughty, PE	Bicycle/Pedestrian Facility Planner/ Design Engineer	10	1

15. FIRM NAME AND LOCATION *(City and State)*

Kimley-Horn of DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Rose-Hulman Institute of Technology, 2011	Professional Engineer, DC, VA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Derik has 10 years of experience with bike/ped transportation design supporting a diverse range of clients. Derik's experience includes a variety of projects with a focus on bike/ped facilities located in urban communities. He is well versed in the design and review process within the District of Columbia to complete all aspects of design. Derik understands the importance of providing designs that build a consensus within the community and provide the maximum benefit to the neighborhoods where they are constructed. Derik has overcome challenging aspects on bicycle and pedestrian projects including innovative designs, right-of-way constraints, stormwater management, retaining walls, temporary traffic control, and complex utility relocations.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, 16th Street NW Bus Lanes Project, Washington, DC	2019	2020

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Kimley-Horn worked with DDOT to develop a preferred option for the 16th Street NW corridor. They developed intersection concepts and reviewed traffic analysis results for the six proposed corridor options, and completed 100 percent design plans that focused on signing and striping, traffic signal design for 16th Street/V Street, and widening 16th Street between U Street and V Street. They developed material (including a website) and hosted public meetings. Derik served as the **Project Engineer** and **Design Lead** developing extensive pavement marking and signing plans, and supporting the sign inventory along the corridor and produced the detailed cost estimate for the project. *Cost: $1,400,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Anne Arundel County, Waugh Chapel Road Planning Study, Anne Arundel County, MD	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Kimley-Horn provided traffic studies, travel forecasting, and preliminary plans of conceptual improvements along Waugh Chapel Road from Maytime Drive to New Market Lane. Data was collected and evaluated, including travel demand, crash data, geometrics, and traffic controls. They worked with the County and the community to develop evaluation metrics and develop concepts for improvements to address deficiencies. As **Project Engineer**, Derik led the design of the alternatives including innovative intersections like continuous green-T and roundabouts. He developed bike lane and shared-use path alternatives, and organized a detailed cost estimate to allow phased implementation of improvements. *Cost: $113,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Tysons/Old Meadow Road Bicycle and Pedestrian Facility Planning and Design, Tysons, VA	2020	2021 (estimated)

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE ☐ Check if project performed with current firm

Kimley-Horn completed the design of a bike/ped facility, including a 535-foot pedestrian bridge over I-495 (Capital Beltway) which will link neighborhoods east of the Beltway to Tysons Corner Center. Working closely with VDOT and Fairfax County, they facilitated planning workshops to help build consensus among diverse stakeholders on a preferred facility in the vicinity. As **Project Engineer**, Derik conducted technical analyses and developed conceptual plans, meeting materials, and a summary report of the overall planning process that led to the selection of a preferred alternative. He also led design of the preferred shared-use path bike/ped facility and completed full construction plans. *Cost: $7,600,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Phil Goff	Lead Bicycle/Pedestrian Planner	22	<1

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Watertown, MA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
Master of Architecture, Urban Design, Univ. of Oregon, 1998 Bachelor of Architecture, Syracuse University, 1991	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Phil brings over 20 years of multimodal network planning, pedestrian/bicycle facility design, and urban design experience to VHB. He merges his passion for active transportation planning and streetscape design with his keen ability to effectively manage a diverse set of complex projects. Phil uses his design, planning, and bicycle-advocacy background to manage network-planning, trail-feasibility and roadway-corridor projects for regions, cities, towns, and campuses throughout the Northeast. His sincere passion for making communities more lively, accessible, and sustainable places represents a common theme in his work.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Rhode Island Department of Transportation, Bicycle Mobility Plan for the State of Rhode Island, RI	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Phil was the **Lead Planner** and **Project Manager** for the state's inaugural Bicycle Mobility Plan. His work focused on an assessment of assessment of existing conditions, analysis of system gaps, and development of a statewide bicycle network with an emphasis on "all ages and abilities" facilities. The hundreds of bicycle infrastructure recommendations were prioritized using evaluation criteria developed by Phil in coordination with the RI Office of Planning and RIDOT. The effort also included oversight of a statewide bicycle count program along with new policies and programs to increase bicycle mode share and decrease the rate of collisions and injuries. *Cost: $185,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Buffalo, Buffalo Bicycle Facility Master Plan, Buffalo, NY	2015	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Phil served as **Project Manager** working with the City and local advocacy organization, GObike Buffalo, to update the City's Bicycle Master Plan. He oversaw GIS-based equity mapping analysis, review of existing and planned bikeways, and development of a revised citywide bike network. Phil developed recommendations for prioritized bikeway corridors, new guidelines for bike parking, and an implementation strategy. After adoption of the plan, Phil was also involved in the design development phase of two of the priority projects. *Cost: $110,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
City of Portland, Martin's Point Shared Use Path and Streetscape Plan, Portland, ME	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Phil was a **Project Manager** working with Portland, PACTS, and community groups to develop a plan for a ped/bike connection at Martin's Point. Recommendations included on-street bike lanes through the adjacent neighborhood and an off-street, shared use path along the I-295 corridor. *Cost: $37,500*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Hubway (now BlueBikes) Bike Share Station Planning and Permitting, Boston and Cambridge, MA	2012	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Phil managed the station-location planning and design process for Hubway, Greater Boston's bike share system. As **Project Manager**, he secured permits from Cities, State Parks, MBTA, and MassDOT for all 140+ station sites. The program continues with expansions into other contiguous cities and towns. *Cost: $200,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Lucas Muller, PE	Bicycle/Pedestrian Planning	10	2

15. FIRM NAME AND LOCATION *(City and State)*

Kimley-Horn of DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Vanderbilt University, 2011	Professional Engineer, DC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Lucas brings 10 years of experience in multimodal planning and innovative conceptual design in the greater Washington, DC region to this team. Currently, Lucas is serving as Kimley-Horn of DC project manager for the Near Northwest Livability Study, which identified and designed immediate and short-term pedestrian and bicycle improvements at high-priority intersections around the District. Lucas is also leading the M Street SE Mobility Studies which involves conceptual design of a protected Micromobility lane on M Street SE. Lucas brings dedication, critical thinking, and passion for collaboratively developing solutions to the to the team for this contract.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Near Northwest Livability Study, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project Manager**, Lucas is part of a team developing immediate- and short-term safety and mobility improvements to the Mount Pleasant, Columbia Heights, Cardozo/Shaw, and Logan Circle neighborhoods in northwest Washington, DC. Using surveys, pop-up meetings, previous feedback provided through the Vision Zero process, and other engagement tools, the team is leveraging community input and technical analysis to develop 40 context-sensitive NOI and preliminary design drawings of intersection improvements. Consisting of innovative engineering, tactical urbanism, and public street art elements, these designs strive to improve safety and mobility for all roadway users. 10 of the immediate project designs will be implemented during project development and further engagement will occur to evaluate the impact and effectiveness of the improvements. *Cost: $44,912*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, M Street SE-SW Mobility Project, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project Manager**, Lucas is part of the team that is assisting the Capitol Riverfront Business Improvement District (CRBID) on this project that will set the stage for a transformed M Street corridor and provide safe and convenient street design and infrastructure for pedestrians, cyclists and micromobility users, transit riders, and drivers. The Kimley-Horn team is leading the development of a streetscape and urban design vision for the combined M Street SE and SW corridor, a concept design for protected micromobility lanes along M Street SE, and recommendations for new microtransit and/or fixed-route transit service connecting the rapidly-growing Navy Yard/Buzzard Point neighborhood to Capitol Hill and Union Station. *Cost: $205,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Long-Range Multimodal Transportation Plan (moveDC) 2021 Update, Washington, DC	Ongoing	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Modal Priority Task Lead. When it was adopted in 2014, moveDC established a new standard for long-range multimodal transportation plans. With the mobility landscape changing, the District is updating its mobility policies and strategic direction for the years ahead. The moveDC 2021 update will enhance the 2014 plan by focusing on performance goals to be tracked annually and used to select the District's future transportation investment via the Transportation Improvement Program and Statewide Transportation Improvement Program (STIP). For the moveDC 2021 update, Kimley-Horn is leading the planning elements including goals, policies, strategies and metrics, and modal priority networks. Lucas is supporting the policy development, leading the modal priority network development, and leading website development. *Cost: $479,967 (total contract value)*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Kevin Keeley, AICP	Multimodal Planning/Design, Public/ Stakeholder Engagement	13	13

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
PBC, Geographic Information Systems, Pennsylvania State University, 2009; MPP, Economics, University of Minnesota, 2005; BA, History, Davidson College, 1997	American Institute of Certified Planners

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Kevin is a Transportation Planner specializing in urban mobility and cross-modal connectivity. His technical focus includes university campus mobility planning, transit station area access planning, ped/bike safety and planning, and long-range transportation planning. He has managed mobility projects for numerous federal, state, and local government clients.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Pennsylvania Avenue SE Corridor Study, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Kevin serves as **Planning Lead** for the Pennsylvania Avenue SE Corridor Study, which seeks to identify a selected treatment for a separated bike facility on a 1.3-mile segment, while enhancing safety and accessibility for transit operations, curbside management, and pedestrian accommodations. He leads development and screening of preliminary alternatives to identify treatments for further analysis, assessment of candidate alternatives' impacts on corridor multimodal safety and operations, and stakeholder input to identify a selected alternative. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
NPS, George Washington Memorial Parkway Memorial Circle Transportation Plan, Washington DC, and Arlington, VA	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Transportation Planner**, Kevin supported the development, refinement, and prioritization of alternatives for roadway and trail improvements to enhance multimodal safety and reduce congestion at this very active location. Kevin also led the development of a signage implementation plan for the project. *VHB Fee: $358,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering and Support Services (TSES), Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Task Manager**, Kevin led a corridor safety assessment on K Street NE to evaluate multimodal safety issues. He used quantitative traffic and safety analysis and field observations to develop improvement concepts related to traffic calming, intersection safety performance, ped/bike safety and facilities, cross-modal conflicts, on-street parking, and access management, including focused assessments at hotspots identified through citizen input. *VHB Fee: $982,970*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Blair Road NW and Eastern Avenue NW Spot Safety Assessment, Washington, DC	2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Kevin was **Task Manager** and led a safety assessment in multiple locations on minor arterial and collector roadways in the Takoma neighborhood for DDOT. VHB used quantitative safety analysis and field observations to develop recommendations and improvement concepts related to improving intersection safety performance, calming traffic, and reducing cross-modal conflicts. *VHB Fee: $139,986*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Katie L. Wagner, PE, PTOE	Lead Traffic Engineer	12	6

15. FIRM NAME AND LOCATION *(City and State)*

Gorove/Slade Associates, Inc., Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Gonzaga University, 2009	Professional Engineer, DC, MD, VA, OR Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Katie is an active member of the Institute of Transportation Engineers (ITE), Women's Transportation Seminar (WTS), and Commercial Real Estate Women Network (CREW). She has extensive experience working on a variety of projects in the District.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Under this contract, Katie was **Lead Traffic Engineer** for the proposed bicycle lane and pedestrian facilities along the Pennsylvania Avenue corridor. She managed and performed the traffic capacity and corridor analysis related to the alternatives associated with the potential bicycle facilities, and coordinated with the planning and design team to address potential impacts to the roadway network. *Fee: $168,330*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
USRC, Union Station 2nd Century Master Plan, Washington, DC	2015	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project Manager**, Katie conducted a Circulation Study to evaluate bus parking, taxi operations, internal circulation, and intersection capacity options. Tasks included data collection, field observations, capacity analysis of current/future conditions, identification of potential mitigation measures, conceptual roadway layouts, future access and circulation configurations, comprehensive documentation and extensive coordination with team, ANCs, and DDOT. *Cost: $216,280*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Capital Riverfront BID, The Yards Master Plan, Washington, DC	2016	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Katie was **Project Manager** for the development of a Master Plan for the development of The Yards, a significant 2.2-million-square-foot mixed-use development along the Anacostia Waterfront. A comprehensive transportation master plan was developed to support Forest City Washington's planning of the federal land parcels with extensive DDOT coordination. Tasks included data collection, field observations, capacity analysis of current/future conditions, identification of potential mitigation measures, conceptual roadway layouts, future access and circulation configurations, comprehensive documentation and community outreach with local ANCs and civic groups. *Cost: $95,256*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, 4th Street & Lincoln Road NE Signal Modification, Washington, DC	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Katie was **Project Manager** for this redevelopment, including the traffic signal plans for the intersection of 4th Street and Lincoln Road NE. Plans included illustrating traffic signal support system, location of signal heads, lane geometry, crosswalks, handicap ramps, existing and proposed bike lanes, and the adjacent fire station. Tasks included coordinating with the existing fire station, data collection, field observations, capacity analysis of current/future conditions, identification of potential mitigation measures, conceptual roadway layouts, future access and circulation configurations, comprehensive documentation, coordination with DDOT, and extensive community outreach. *Cost: $16,095*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Ahmed Amer, PhD, PE, PTOE	Traffic Analysis	16	10

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Tysons, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
PhD, Civil Engineering, Virginia Polytechnic Institute and State University, 2010; MSc, Civil Engineering, Cairo University, 2006; BSc, Civil Engineering, Cairo University, 2001	Professional Engineer, VA Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Ahmed brings diverse transportation experience that includes transportation research, transportation safety, transportation planning, and traffic design.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Ahmed serves as **Project Engineer** and **Task Manager** for traffic analysis, signal timing, and design services throughout the District to complete bicycle facilities design tasks. He led traffic evaluations for bike facilities projects on 14th Street NW, 15th Street at Constitution Avenue NW, Pennsylvania Avenue NW, Grant Circle NW, and 4th Street NE. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering Support Services (TSES), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Ahmed serves as **Project Engineer** and **Task Manager**, providing day-to-day support for traffic safety, transportation engineering, transportation planning, and transportation engineering design. Ahmed has managed numerous tasks for the contract, including traffic safety and calming studies at Eastern Avenue NW and 17th Street NE, traffic calming and circulation at multiple traffic circles (Grant Circle, Sherman Circle, Chevy Chase Circle), mini-roundabout conceptual design at Southern Avenue and Fitch Street SE, and traffic circulation and neighborhood study at Buzzard Point North area. *VHB Fee: $816,231*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Loudoun County, Traffic Operations and Safety Studies, Traffic Engineering On-Call, Loudoun County, VA	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Task Manager**, Ahmed led traffic operations and safety analysis studies for multiple intersections and corridors. He led traffic operations analysis including data collection, traffic modeling and alternative assessments. Ahmed also led proposing geometric and traffic control alternatives for improving operations and safety, and coordinated the recommendations delivery with the county staff, elected officials, as well as the public communities. *VHB Fee: $181,645*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
MNCPPC, Performance Evaluation of Bethesda Downtown Sector Plan, Bethesda, MD	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Ahmed serves as **Project Manager** to perform traffic operations analysis for the key CBD intersections in downtown Bethesda to support the Montgomery County Planning Department in updating the operational performance assessment of the study area. The project entailed obtaining the necessary traffic counts and signal timings data, programming them into Synchro/SimTraffic network, reporting the performance MOEs for the key intersections. Ahmed provided additional recommendations for the other study area intersections that could be considered for future evaluations. *VHB Fee: $9,652*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Daniel Markham, PE, PTOE	Traffic Analysis	14	2

15. FIRM NAME AND LOCATION *(City and State)*

Kimley-Horn of DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, University of Virginia, 2008	Professional Engineer, DC, MD, VA Professional Traffic Operations Engineer

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Daniel has 14 years of experience in transportation planning and traffic engineering, including alternative intersection/ interchange geometry analyses, multimodal safety assessments, and signal design and operations for all modes of transportation. He has supported long-term planning efforts throughout the District to evaluate anticipated traffic demand, identify mitigation strategies, and develop near-term capital improvement programs to anticipate future growth. He has an extensive knowledge and understanding of the MUTCD, AASHTO geometry and standards, and ADA design guidelines. Daniel served as project manager for the DDOT Traffic Safety Engineering Services on-call leading a team that engaged with the community to develop short- and long-term strategies to improve safety for all users.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Benning Road Reconstruction and Streetcar Project, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Kimley-Horn is assisting DDOT with the completion of this complex, multimodal transportation improvement project that includes bridge rehabilitation and replacement, complete streets roadway improvements, and streetcar capital improvements. Kimley-Horn's services include streetcar design, traffic engineering, streetscape/urban design, and civic engagement. As **Project Engineer**, Daniel is responsible for quality control on traffic analysis and traffic forecasting tasks. Daniel also is providing support for the optimization of signal timings for future traffic operations and is currently leading the traffic signal design task to develop 100% design final engineering for twelve intersections. *Cost: $5.7M*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Signal On-Site Support Services, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Kimley-Horn provided on-site analysis and design support for DDOT's Traffic Engineering and Signals Division (TESD), including review/development of traffic signal plans, comprehensive transportation reviews, traffic studies, and maintenance of traffic plans. Kimley-Horn also partnered with DDOT to develop an update to the Bicycle Design Guide. As **Project Manager**, Daniel was responsible for allocating staff resources for support to DDOT and providing QC oversight for the signal plan review and traffic study review tasks, and development of the updated Bicycle Design Guide. *Cost: $200,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, K Street Traffic Analysis, Washington, DC	2020	

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Project Manager,** Daniel was responsible for client coordination and overseeing the completion of traffic analysis tasks. Daniel also supported technical evaluation of intersection signal control options, modifications to corridor design to facilitate bus and bike mobility, and development of public engagement materials. *Cost: $435,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Sam Tignor, PE	Traffic Signal Design Engineer	10	4

15. FIRM NAME AND LOCATION *(City and State)*

Gorove/Slade Associates, Inc., Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Civil/Transportation Engineering, Virginia Polytechnic Institute and State University, 2009; BS, Liberal Studies, Excelsior College, 2003	Professional Engineer, DC, MD, VA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Sam's experience includes transportation design work throughout the metro DC area and specifically for DDOT.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Under this contract, Sam was **Traffic Signal Design Engineer** for the proposed bicycle lane and pedestrian facilities along the Pennsylvania Avenue corridor. He provided technical support for the design team in preparing traffic signal modification plans to support proposed bike lane and pedestrian facilities along the corridor. *Fee: $168,330*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Metropolitan Park 6, 7, and 8, Arlington County, VA	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Design Engineer**, Sam assisted in transportation-related tasks for Multimodal Transportation Assessment and associated entitlements. This included loading analysis, bicycle facility and multi-modal facility design, and traffic signal design for three new signals and the full upgrade of an existing traffic signal to a protected intersection. *Cost: $392,300*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, 3900 Wisconsin Avenue, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Sam was **Lead Designer** for multiple transportation engineering tasks including: horizontal and vertical loading analysis, emergency vehicle access, and the modification of two existing traffic signals. Mr. Tignor was responsible for coordinating signal design efforts between the site civil engineer, DDOT and the adjacent property owners. *Cost: $75,500*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, CSX East, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Sam was **Traffic Signal Design Engineer** responsible for assisting in development of a protected intersection in southeast DC, including pavement marking and signing plans for private and public roads, field assessment of existing ped/bike facilities, turning analysis, and creation of temporary traffic control plans. *Cost: $69,800*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Walter Reed Army Medical Center (WRAMC) Signal Warrant & Design, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Sam is **Traffic Signal Design Engineer** responsible for a traffic signal warrant analysis for the Walter Reed redevelopment. Traffic mitigation measures were outlined and phased as different buildings sought Certificate of Occupancy (C of O). A traffic signal installation at the intersection of Georgia Avenue and Fern Street was required as mitigation. *Cost: $31,500*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Akim Mahadiow	Traffic Data Collection	6	4

15. FIRM NAME AND LOCATION *(City and State)*

Cube Root Corporation, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Howard University, 2017 MS, Transportation Systems, Morgan State University, 2020	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Akim is a highly skilled planner and traffic engineer who manages traffic engineering and transportation planning contracts. He manages all traffic tasks for the firm's ped/bike, roadway, and transportation projects. His experience includes preparing design plans for MOT, traffic signals, signing, pavement marking, and ITS. He performs traffic studies including signal warrant, parking, traffic calming, corridor analysis, bike/ped studies, safety studies, and capacity analysis using VISSIM, Synchro, and HCS.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, On-Call Traffic Safety and Engineering Support Services, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Akim conducted multiple studies including traffic control signals and multi-way STOP controls. As **Traffic Engineer**, he led the team to conduct safety field and geometric evaluations to determine adequate intersection sight distances (ISD) and stopping sight distance (SSD). Akim conducted TMC using video recordings to provide summary of traffic volumes. He also set pneumatic tubes stations to capture vehicular speeds, volumes, and gaps in traffic flow. This data was to assess if pedestrians had sufficient time to cross at the intersection. *Cube Root's fee: $216,460 (over three years)*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Livability Studies, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Traffic Engineer**, Akim led vehicle/bike/ped data collection for TMCs by placing traffic video collection equipment and pneumatic tubes to count traffic volumes, vehicle classifications, gaps, and vehicular speed. He reduced the data, analyzed it using Trax Pro, and prepared diagrams showing TMCs for heavy and light traffic, bike, and pedestrians. Akim prepared condition diagrams and made recommendations to address issues. *Cube Root's fees: $83,000 (estimated)*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, K Street NW Transitway, Washington, DC	2019	n/a

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Traffic Engineer**, Akim led the data collection team to support the operational analysis for the transitway, and conducted turning movement counts (TMCs), speed, volume, and classification data on K Street, NW between 9th Street, NW, and 21st Street, NW. He processed data and presented it for operational analysis software. *Cube Root's fee: $31,651*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, 8th Street NE One-Way Conversion, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

This traffic study was to evaluate existing roadway capacity and level of service and analyze the impacts of converting the segment to a single-lane, one-way roadway. As **Traffic Engineer,** Akim led his team's traffic data collection including vehicular speed, volume, and classification data, as well as bike/ped data. He developed simulations of existing and future operations using Synchro and SimTraffic and contributed to potential mitigation measures. *Cube Root's fee: $12,160*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Timothy Smith, PE	Lead Civil Engineer/Construction Management	11	11

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Tysons, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BS, Civil Engineering, Virginia Polytechnic Institute and State University, 2010	Professional Engineer, VA, MD, DC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Tim brings experience in concept plan preparation, due diligence, permit expediting, site design, water quality and stormwater management, erosion and sediment control, site grading and utility design, and bond release support throughout DC.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design & Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Tim is a **Site/Civil Engineer** assisting with ped/bike facilities and supporting infrastructure for multiple projects. Tim has supported the design and coordination efforts for bike lanes and pedestrian facilities along Minnesota Avenue NE, Kentucky Avenue SE, Tennessee Avenue NE, Water Street NW, Half Street SW, and Matthewson Avenue NW. He also provided construction related services for the MBT Eastern Avenue Trail project and provides QA/QC services to ensure constructability and efficient implementation of project, and to avoid costly change orders. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue NW Streetscape Improvements, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a **Project Engineer** for this streetscape design project, Tim is providing oversight of the utility, grading, and stormwater design services and providing reviews to prepare plans for the complex DC review process. *VHB Fee: $1,739,140*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
NPS, World War I Memorial Renewal, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Tim supported the multidisciplinary design team by providing site/civil engineering services in support of the design of the National World War I Memorial, known as the "The Weight of Sacrifice" World War I Memorial. *VHB Fee: $87,102*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
NPS, Thomas Jefferson Memorial Targeted Accessibility Improvement Program Project, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Tim served as **Civil Engineer** for the stormwater component of this accessibility improvement project at the Thomas Jefferson Memorial. His understanding of the DOEE stormwater obligation and erosion and sediment control approval process allowed NPS to anticipate and prepare for challenges in the approval process and keep the project on schedule. *VHB Fee: $158,617*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Maggie Li, PE	Civil/Stormwater/Utility Engineering	6	1

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Data Science, Johns Hopkins University, 2021 BS, Environmental Engineering, SUNY Buffalo, 2015	Professional Engineer (Civil and Water Resources), MD, DC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Maggie is a civil engineer for site development projects for private and public sector projects. She is skilled in stormwater management design (SWM), drainage design, erosion and sediment control design (ESC), highway hydraulic and culvert analysis.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Maggie is a **Civil Engineer** responsible for drainage design along the corridor. The project includes significant improvements to the corridor transportation facilities, including separated bike lanes, dedicated bicycle signal control, and design and traffic control modifications to minimize pedestrian/bicycle/vehicle conflicts. *VHB Fee $1,739,108*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Maggie serves as a **Civil Engineer** to provide bicycle facility design throughout the District. She plans and designs for improved transit access, including the implementation of raised bus stop islands, along these separated bike lane corridors on Kentucky Avenue SE, Tennessee Avenue NE, Minnesota Avenue NE, and Ohio Drive. *VHB Fee: $2,953,318*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Long Bridge Environmental Impact Statement, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Maggie serves as **Civil Engineer** to provide utility design and stormwater facility design within the track area. This project includes replacement of Long Bridge, replacement or widening of 14 additional CSX rail bridges, a new bike/ped bridge, 13 new retaining walls, and coordination with utility owners and freight and passenger rail operators. *VHB Fee: $3,300,000*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Maryland National Capital Purple Line Project, MD	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Maggie led **Erosion and Sediment Control Design** corridor-wide on this 16-mile light rail line project. She provided plans and engineering reports for stormwater management and erosion and sediment control, coordinated with contractors to develop cost-effective design strategies, and prepared cost estimates. *Total Project Cost: $5,600,000,000*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
VDOT, Route 8 and Battlefield Parkway Interchange, Leesburg, VA	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

This project is to replace the traffic signal and construct a new grade-separated interchange at the intersection of Route 8 and Battlefield Parkway in the Town of Leesburg. Maggie served as a **Water Resources Engineer** for erosion and sediment control design for this project. *Total cost of the project: $77,300,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Brendan August, RLA, ENV SP	Graphics/Renderings Specialist	8	2

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BA, Landscape Architecture, Pennsylvania State University, 2013	Registered Landscape Architect, VA

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Brendan has extensive landscape design experience with DDOT and throughout the Washington, DC, area. His experience includes site investigation and analysis, design collaboration with stakeholders, and preparing drawings for design submissions.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Cleveland Park Streetscape & Drainage Improvements, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Brendan served as a **Landscape Designer** and conducted site investigation and analysis; researched materials and streetscape elements; collected historical data; participated in design collaboration meetings between stakeholders, business associations, historical societies, and DDOT; and prepared drawings for design submissions to support the design of pedestrian safety and drainage improvements on Connecticut Avenue in the Cleveland Park neighborhood. Brendan prepared 3D renderings of the proposed design and colored site plan and section drawings showing proposed improvements. The project included a rigorous public engagement process for which Brendan prepared boards and presentations and developed project booklets outlining the proposed design, inspiration, and concepts for the Commission of Fine Arts. *Project Cost: $14,000,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue NW Streetscape, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Brendan is serving as an **Urban Designer** for streetscape improvements along Pennsylvania Avenue NW from 17th Street to 22nd Street, reorganizing the roadway to provide protected bike lanes and expanded pedestrian areas. Because the project requires a high degree of coordination with public stakeholders, the design team built a website providing renderings, diagrams, and 360-degree views of the redesigned corridor. *VHB Fee: $1,739,138*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Reconstruction of Oregon Avenue NW, Washington, DC	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

Prior to joining VHB, Brendan served as a **Landscape Designer** on this DDOT project where he was responsible for preparing presentation boards for community outreach initiatives. He used data collected from online surveys and email feedback to develop landscape plans that respond to the desires of each resident along Oregon Avenue. A tree planting initiative encouraged the residents to select a native deciduous tree for installation adjacent to their properties. The goal of the initiative was to increase the overall canopy coverage in the District of Columbia and intensify the rustic character of Oregon Avenue and the adjacent Rock Creek Park. The information was presented to the residents during public meetings and their feedback was integrated into the landscape design as the project evolved. The project also involved the design of roadway and safety improvements along a 1.7-mile segment of an urban collector roadway adjacent to Rock Creek Park. The context-sensitive design solution blended-in with the parkland environment, and minimized right-of-way (ROW) and homeowner impacts, with 95% the project within the current roadway footprint. Public outreach was a critical aspect of this project. The public involvement process transformed resistant residents into a supportive and engaged community. *Project Cost: $22,000,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Geyao Wang	Graphics/Visualizations	5	5

15. FIRM NAME AND LOCATION *(City and State)*

KGP Design Studio, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
Master of Architecture, University of Southern California, 2018 Bachelor of Architecture, Knowlton School of Architecture, Ohio State University, 2008	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Geyao's breadth of experience developing a broad range of design solutions for both public and private sectors in the DC areas provides clients the ability to develop coherent, unified solutions for their creative and functional needs.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Dupont Crown Plaza - Feasibility Study, Washington, DC	2016	TBD

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Geyao provided **Design Development and Modeling** for Dupont Crown Plaza, a potential new public space to slated for possible construction on Connecticut Avenue NW, between Dupont Circle and R Street NW. He also produced graphics and diagrams, conducted the existing condition study, and conducted the site analysis and study in both city scale and block scale. *Cost: $25,000,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
WMATA, Potomac Yard Metro Station, 30% NEPA, Alexandria, VA	2017	2023

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Geyao served as an **Architectural Designer** on the design team for the new Potomac Yard Metro Station in Alexandria, servicing the Blue and Yellow lines. He has worked on the design development and produced design options for the station canopy and pedestrian bridge. Geyao has also conducted the geometry and structure study of the canopy and bridge, as well as provided 3D visualizations throughout the project. *Cost: $175,000,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue Streetscape (East of the Capitol), Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a subconsultant to VHB on this contract, Geyao provided **3D Visualization** for this project as part of Category L Bicycle and Pedestrian Facilities Design and Traffic Analysis for the above locations. A range of existing conditions, base conditions, and variants were developed by KGP in this process. *VHB Fee: $1,739,740*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle & Pedestrian Facilities Design and Traffic Analysis, Michigan Avenue NE, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a subconsultant to VHB on this contract, KGP provided graphic visualizations for the Category L Bicycle and Pedestrian Facilities Design and Traffic Analysis for Michigan Avenue NE. A range of existing conditions, base conditions, and variants were developed in this process. Geyao's role was **3D Visualization**. *VHB Fee: $2,953,318*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Carmen C. Bernett, PhD, ENV SP	Environmental Assessments & Compliance Specialist	22	4

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Tysons, VA

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
PhD, Environmental Sciences, George Mason University, 2015; MS, Biology/Environmental Sciences, George Mason University, 2005; BA, English, George Mason University, 2000	Envision™ Sustainability Professional

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

As a Senior Environmental Scientist, Carmen supports the NEPA process for state and federal agency transportation projects, with an emphasis on the Federal Transit Administration and the Federal Railroad Administration. She is a member of the American Society of Adaptation Professionals, Ecological Society of America, and is a member and editor for the National Association of Environmental Professionals.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Long Bridge Environmental Statement, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Carmen currently serves as a **Supporting Project Manager** to DDOT's Long Bridge Project and lead EIS Project Manager for the NEPA process. She is supporting the coordination of the NEPA process, developing NEPA documentation and an Environmental Impact Statement (EIS). The Long Bridge Project will be critical to railroad infrastructure expansion in the DC region and additional long-term railroad capacity and reliability of railroad service. *VHB Fee: $3,300,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape Design, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Carmen is the **Environmental Scientist and NEPA Lead** for this streetscape design project leading the Categorical Exclusion (CE), NEPA process documentation, and analysis. She assisted with compiling resource information and conducting desktop assessments to ensure compliance with DDOT CE-1 and 2 requirements. *VHB Fee: $1,739,138*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
WMATA, Station Joint Development Feasibility Study, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Environmental Scientist and NEPA Lead**, Carmen assessed existing environmental scans, conducted desktop verification, and responded to client needs to expand scope. Conducted high-level reviews of watershed, vegetation, terrain, and planning for several WMATA properties slated for development. *VHB Fee: $225,000*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
USRC, Union Station Expansion Project, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Environmental Scientist and Supporting Project Manager**, Carmen supports the NEPA process for the EIS for the renovation of Washington Union Station. The EIS seeks to better integrate the second busiest station on the Northeast Corridor with its surrounding neighbors and land uses and provide adequate facilities for current and anticipated operations. VHB is overseeing the transportation and rail planning in support of the Plan and leading the project through the NEPA process. Improvements include reconstructing and relocating tracks, developing new concourse facilities, maintaining multimodal services, and improving and expanding infrastructure and other facilities. *VHB Fee: $3,073,717*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Daniel Schriever, LS	Surveying & Utility Coordination	36	16

15. FIRM NAME AND LOCATION *(City and State)*

AMT, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
AS, Surveying Technology, Penn State University, 1985	Licensed Surveyor, DC

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Dan's surveying experience includes detailed field-run and aerial topographic surveys showing physical improvements and utilities; right-of-way (ROW) and boundary surveys; preparation of legal descriptions, easement plats, and ROW plats; utility surveys and mapping; control surveys establishing horizontal and vertical control; High Density Laser Scanning surveys; and construction layout including baselines, benchmarks, and as-built surveys.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Palisades Trolley Trail, Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan was the **Licensed Surveyor** for a 3.2-mile bike/ped trail study. Services included GPS control survey, aerial topographic mapping, supplemental field surveys, property and ROW surveys, laser scanning of historic bridge, utility survey, and property research at the DC Surveyor's office, NPS, WMATA, and DDOT. Obtained NPS Access Permit to survey on and across NPS Park property. Project involved surveying NPS, WMATA, and DC owned properties. *Survey Fee: $225,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Shepherd's Branch Trail, Washington, DC	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan was the **Licensed Surveyor** for a 3-mile bike/ped trail of the CSX right-of-way corridor. Services included establishment of survey control network, property and ROW survey, detailed field-run topographic mapping, ASCE CI/38-02 Quality Level C utility mapping, and storm drainage as-built survey. Survey deliverables included MicroStation electronic drawing and digital terrain model of elevations (DTM) in DDOT CAD standards. *Survey Fee: $110,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Water Street NW, South Side Cycle Track Extension, Washington, DC	2020	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan was the **Licensed Surveyor** for engineering design of the bike/pedestrian facilities along Water Street NW from 34th Street NW to the Capital Crescent Trailhead in Georgetown. Survey included a field-run topographic survey and boundary survey, as well as property research of the DC Surveyor's Office and National Park Service records. Deliverables included MicroStation electronic drawing and digital terrain model of elevations (DTM) in DDOT CAD standards. *Survey Fee: $34,000*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, North-South Cycle Track Study, Washington, DC	2018	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Dan was the **Licensed Surveyor** for a cycle track lane study for protected bike facilities in the Crosstown and Eastern Downtown corridors. Effort included establishment of horizontal and vertical control networks, topographic survey support, and field surveying street width measurements. *Survey Fee: $61,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Karyn LeBlanc	Public/Stakeholder Engagement	20	1+

15. FIRM NAME AND LOCATION *(City and State)*

KGL Communications, LLC, Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
BA, Liberal Arts (Communications Specialization), American University	

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Karyn brings more than 20 years of experience leading strategic communication, media and community outreach programs, offering a wealth of senior-level infrastructure related communications counsel and experience. She is well-versed in community engagement best practices and strategies for large-scale transportation and infrastructure projects. Karyn is the former communications director at DDOT where she led public outreach and engagement for nearly a decade.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Mega-Projects, Bridge and Road Work, Washington DC	2012	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As **Director of Communications, Public Affairs and Communications Specialist** with DDOT, Karyn developed public relations and lead community engagement campaigns for large-scale infrastructure projects such as the design-build 11th Street Bridge, lowering of the Frederick Douglas Bridge to address grade and future infrastructure plans, and rehabilitation of the New York Avenue Bridge project. Projects included extensive public outreach campaigns over numerous years, traditional and social media outreach, microsite and digital development with regular updates, e-newsletters, public meetings, collateral development and 24/7 telephone information lines. *Services Budget: $1,000,000*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Streetscape and Great Streets Projects, Washington, DC	2012	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As **Communication Team Lead**, Karyn led communication strategies for streetscape and great streets projects for the District Department of Transportation. Developed and executed public outreach strategy plans, and led community and media outreach on numerous DDOT streetscape and Great Streets projects such as The Georgetown Project, P Street, NW, (Dupont Circle), LeDroit Park, H Street, NE and Columbia Heights. Significant public outreach was done in the neighborhoods directly impacted by the work helping to allay community concerns due to noise, dust and short-term sidewalk closures to impact local businesses. *Services Budget: $500,000*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue West Streetscape Design Project, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As **Communication Team Lead,** Karyn assisted in strategy, outreach and public engagement for the Citywide Sidewalks contract for Asset Management. She provided proactive review of media and ANC/community coordination review to watch for potential neighborhood issues and help DDOT and the PM resolve, if necessary. *Services Budget: $80,000*

e.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Pennsylvania Avenue Southeast Corridor Study, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☐ Check if project performed with current firm

As **Communication Team Lead,** Karyn led outreach and public engagement through 100% design. She provided public outreach consulting, planning and engagement strategies, and final delivery. She coordinated with DDOT for media notification, agency coordination, website development, and virtual public meeting facilitation. *Services Budget: $160,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Eric Tang, PE, RSP1, RSP2B	Traffic Safety/Vision Zero Support	17	5

15. FIRM NAME AND LOCATION *(City and State)*

Vanasse Hangen Brustlin, Inc. (VHB), Washington, DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Civil Engineering, University of California at Berkeley, 2004; MCP, Regional Planning, University of California at Berkeley, 2004; BASc, Civil Engineering, University of Toronto, 2002	Professional Engineer (Traffic), CA Road Safety Professional Behavioral, Level 2 Road Safety Professional, Level 1

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Eric is a transportation policy, planning, safety, and engineering specialist with extensive experience working with a diversity of clients. He is skilled in highway safety, program management, performance measurement, and traffic operations. Eric is highly knowledgeable of highway safety analysis techniques and the use of databases at federal, state, regional, and local levels.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Highway Safety Improvement Program (HSIP), Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Eric is **Deputy Project Manager** for development of reports documenting existing conditions and countermeasure impact analysis for high-ranked crash locations to support Vision Zero efforts, including HSM procedures to determine the effect of crash frequency for motorized and non-motorized users based on proven safety countermeasures. *VHB Fee: $1,216,449*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Traffic Safety Engineering Support (TSES), Washington, DC	2019	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Traffic Safety Engineer**, Eric conducted traffic safety analyses for intersections as part of VHB's on-call engineering services contract for DDOT. He determined contributing factors for the crashes and identified potential treatments to mitigate crash severity, with a focus on low-cost and effective solutions. *VHB Fee: $816,231*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
FHWA, Local Road Safety Approach, Nationwide, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Eric is **Project Manager** for this effort involving the deployment of technical assistance at counties, regional agencies, and tribes across the United States. He is deeply involved with the development of a local road safety plans at these locations, which helps guide the development of plans elsewhere in the State. Eric facilitates stakeholder workshops and performs data analyses to support the selection of projects and programs to support these safety plans. *VHB Fee: $209,548*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Far Southeast Livability Study, Washington, DC	2017	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Transportation Engineer**, Eric was involved with this study that focused on promoting safe travel for residents and visitors to the study area and improving operational efficiency of the transportation network for all modes of travel. Eric provided safety analysis support for the development of comprehensive neighborhood strategies that address traffic calming, safety improvements, bicycles accommodations, pedestrians, transit riders, and motorist. *VHB Fee: $300,000*

E. RESUMES OF KEY PERSONNEL PROPOSED FOR THIS CONTRACT

(Complete one Section E for each key person.)

12. NAME	13. ROLE IN THIS CONTRACT	14. YEARS EXPERIENCE	
		A. TOTAL	B. WITH CURRENT FIRM
Federico Tallis, AICP	GIS/Micromobility Analysis	9	3

15. FIRM NAME AND LOCATION *(City and State)*

VHB Metro DC, LLC, Washington DC

16. EDUCATION *(Degree and Specialization)*	17. CURRENT PROFESSIONAL REGISTRATION *(State and Discipline)*
MS, Geographic Information Systems, University of Southern California, 2014; BS, City and Regional Planning, California Polytechnic State University, 2011	American Institute of Certified Planners

18. OTHER PROFESSIONAL QUALIFICATIONS *(Publications, Organizations, Training, Awards, etc.)*

Federico is a Transportation Planner with extensive experience in transportation demand management (TDM), GIS, and transit. His experience includes strategic transportation plans, TDM plans, parking studies, and route planning and transit operations, TMAs (Transportation Management Associations) and real estate developments.

19. RELEVANT PROJECTS

a.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
DDOT, Bicycle & Pedestrian Facilities Design and Traffic Analysis, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Federico is a **Data Analyst** and **Transportation Planner** providing pedestrian and bicycle facilities design and analysis services. He developed methodologies applying Origin-Destination travel patterns from Capital Bikeshare to forecast future bicycle volumes on key corridors including Connecticut Avenue and Pennsylvania Avenue. *VHB Fee: $2,953,318*

b.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
WMATA, Pedestrian and Bicycle Access Blueprint, Washington, DC	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As **Transportation Planner,** Federico developed and implemented a data-driven approach using existing travel demand model demographics, jurisdictional land use data, building layers, and the road network to predict the most critical segments for pedestrians approaching a station. His method dissected higher-level demographic data down to the built environment. He also developed a way to compare the susceptibility of neighborhoods to access Metro stations via biking. *VHB Fee: $407,336*

c.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
WMATA, Walter Reed Transit Demand and Service Planning, Washington, DC	04/2021	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

As a **Data Analyst**, Federico evaluated transit ridership patterns through WMATA's APC system for routes in the vicinity of the development. In addition, Federico helped evaluate and identify whether the WMATA system had adequate capacity to absorb additional ridership as a result of the Walter Reed Development. *VHB Fee: $175,316*

d.

(1) TITLE AND LOCATION *(City and State)*	(2) YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(if applicable)*
Cambridge Redevelopment Authority, Multimodal Transportation Audit, Cambridge, MA	Ongoing	N/A

(3) BRIEF DESCRIPTION *(Brief scope, size, cost, etc.)* AND SPECIFIC ROLE — ☑ Check if project performed with current firm

Federico served as a **Transportation Planner** who led the analysis and development of recommendations for multimodal improvements in the Kendall Square area. He reviewed a multitude of data sources including: Transit Ridership (Rail, Bus, and Shuttle), Bicycle Counts, Bikeshare Origin-Destination, Land Use and Square Footage, Parking, Traffic Counts, and Crash Data. Recommendations led to focused transportation improvements and provided data-driven advocacy when working with external stakeholders such as MBTA, the City of Cambridge, and the Commonwealth of Massachusetts. *VHB Fee: $102,570*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

1

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
Bicycle and Pedestrian Facilities Design & Traffic Analysis, Washington, DC	Ongoing	Varies by task

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Mike Goodno	202.671.0681

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

DDOT is committed to its bicycle facility program with ambitious goals to establish a robust bicycle network throughout the District. Under this task order contract since 2015, VHB has continually supported DDOT's citywide bicycle facilities program with design, analysis, and implementation services, which has helped DDOT significantly expand dedicated bicycle facilities across the District of Columbia. VHB manages a team providing the following comprehensive services to advance DDOT's program:

- Daily full-time on-site support to DDOT to produce bicycle and pedestrian facility plans including separated bike lanes, experimental advisory bike lanes, neighborhood bikeways, multi-use trails, conceptual complete street design, contra-flow bike lanes, buffered bike lanes, curb extensions, accessibility ramps, and associated signage.
- Final design and installed separated bike lane facilities on dozens of miles of District streets, including recent representative projects such as:
  - **4th Street SW:** VHB designed a separated bike lane that connects the Pennsylvania Ave NW cycle track to the Southwest neighborhood. The project required complex signal modifications including a Flashing Yellow Arrow (FYA) signal to safely accommodate a high volume of left turns at C St SW. Additionally, this project installed raised transit platforms to provide safe boarding and alighting areas with minimal impacts to cyclists and vehicular traffic. Coordination with the National Park Service (NPS) and many other stakeholders was required.

2nd Street SW Separated Bike Lanes & Raised Bus Platform

  - **1st Street SE:** The First Street SE separated bike lanes are a continuation of the pilot project started by DDOT, just south of M St SE. This project transformed a 4 lane throughfare to a two-lane complete street allowing safe space for multimodal activity such as separated bike lanes, pedestrian activation zones and "streateries."
  - **K Street NW/NE:** The K Street NW separated bike lane provides the only protected crossing of North Capitol Street, connecting the northwest and northeast quadrants of the city. This facility provides includes transit accommodations, ample pick-up/drop-off areas located near restaurants impacted by Covid-19, and safe connections to the 1st St NE cycletrack.
- Trail design, including final engineering, for the Metropolitan Branch Trail (MBT) section on Eastern Ave NW between Piney Branch Road NW and the District boundary with Maryland. VHB facilitated extensive coordination with PEPCO, DC Water, DOEE, DDOT Green Infrastructure, DDOT Urban Forestry, DDOT TESD and the construction contractors.
- Final design and installed advisory bike lanes on Kentucky Avenue SE and Tennessee Ave SE.
- Bicycle facility planning for separated bike lanes including West Virginia Ave NE, Monroe St NE, 8th St NE, New Jersey Ave SE, Piney Branch Road NW.
- Feasibility analysis and design services to install two-way cycle tracks, separated bicycle lanes, and bicycle signals on several corridors, including 17th Street NW, Park Place NW, Warder St NW, and Kenyon St NW.
- Conceptual development and analysis, final design, and compliance review for bike/ped facility safety treatments on Water Street/K Street NW and an extension of the Metropolitan Branch Trail (MBT) on Eastern Avenue NW between Piney Branch Road NW and the DC line.
- Traffic signal design to install new and modified signal poles, traffic and pedestrian signal modifications, new bicycle signals, signal phasing/timing plans, and associated signage by the VHB team for the 4th Street/ Lincoln Road NE intersection.

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

1

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT ***(INCLUDE SCOPE, SIZE, AND COST)***

- Facilitated coordination between DDOT teams (PSD, TESD, TOSD, IPMD) from project inception to implementation.
- Roadway engineering and field survey support for new or upgraded sidewalks and pedestrian crossings, including field survey conducted by the VHB team, stormwater management systems, and private property access design on Water Street NW, Western Avenue NW and Mathewson Drive NW.
- Corridor and neighborhood-level traffic analysis, including level of service, vehicle queuing, sight distance studies, turning movement evaluations, and traffic control device evaluations on corridors where on-street bicycle facilities projects are planned within the existing roadway limits on multiple roadways.

One of VHB's key roles under this contract is to provide full-time on-site support to the Active Transportation branch and Planning and Sustainability Division (PSD). We have developed excellent familiarity with the DDOT Active Transportation team's goals and provided engineering review, guidance, design, and implementation support to PSD on a range of assignments. Our team has been able to communicate effectively with DDOT staff throughout PSD, help guide the bicycle facility program, provide a thoughtful system to prioritize the entire list of potential bicycle facility projects, and optimize DDOT's investment of resources into individual projects.

We are intimately familiar with the Active Transportation branch and DDOT standards/preferences, including those contained in the DDOT Design & Engineering Manual (DEM), as well as state-of-the practice guidance from FHWA, AASHTO, NACTO, and other leading agencies (i.e. MassDOT Bike Design Guide). Our team understands national and local bicycle and pedestrian design standards to deliver bike facility projects with complicated operational constraints, design challenges, and stakeholder perspectives across DC.

Additional Information (Awards, Letters/ Quotes of Recommendation, etc.)

In 2020, People for Bikes ranked Washington, DC as the #4 City for biking in the U.S., and ranked it #1 for major metropolitan areas. Additionally, in 2018 the District of Columbia was recognized as a Gold Bicycle Friendly Community by the League of American Bicyclists. We believe these awards are in no small part a reflection of the great progress DDOT has achieved over the past several years with the assistance of its consultants.

PROJECT FEATURES	
Size:	N/A
Cost:	$2,953,318 (Planning and Design)
Performance:	2015 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB Metro DC, LLC	Washington, DC	*Prime Consultant*
b.	VHB	Tysons, VA	*Prime Consultant*
c.	VHB Engineering NC, P.C.	Raleigh, NC	*Prime Consultant*
d.	Cube Root, Inc.	Washington, DC	*Subconsultant*
e.	AMT, LLC	Washington, DC	*Subconsultant*
f.	Gorove Slade	Washington, DC	*Subconsultant*
g.	KGL Communications	Washington, DC	*Subconsultant*
h.	KGP Design Studio	Washington, DC	*Subconsultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

2

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
Pennsylvania Avenue NW Streetscape (Penn Ave West) Final Design, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Huntae Kim	202.671.4636

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

The Pennsylvania Avenue NW Streetscape Improvements (Penn Ave West) project aims to deliver a new public realm and enhanced streetscape along Pennsylvania Avenue between 17th Street NW and 22nd Street NW. The project corridor is approximately 3,000 feet long and lacks accommodation for bicyclists. Additionally, the Penn Ave West corridor lacks a consistent and ADA compliant pedestrian space. Pennsylvania Avenue NW is a monumental street in the historic L'Enfant Plan, but the corridor lacks the iconic feeling that exists east of the White House.

The primary goals of the project are to enhance safety, comfort, and mobility for pedestrians and cyclists; maintain efficient operations for cars, trucks, and buses; increase greenspace areas, including tree cover, as LID facilities; and enhance Penn West as a monumental corridor. The proposed improvements include new separated bicycle lanes (including raised separated bike lanes to improve pedestrian connectivity in localized areas), consistent and ADA-compliant sidewalk paving treatments/street furnishings, landscaped medians with additional street trees/ LID facilities, and traffic signal/ streetlight improvements to better accommodate pedestrian and bicycle activity.

Penn Ave West Streetscape Rendering

Design activities for the project included the topographic and utility surveys, property line surveys, stakeholder and agency coordination, data collection traffic studies, roadway design, separated bike lane design, pedestrian and ADA facility design, traffic signal/streetlight design, and streetscape/ landscape design. As part of the design for separated bike lanes, VHB worked extensively with IPMD and PSD to assess critical locations to raise the proposed lanes in support of the Golden Triangle BID's curbside management and pedestrian accessibility priorities in these areas. VHB was able to design these facilities to be functional and intuitive for users, while enhancing the overall pedestrian experience.

VHB actively managed the public outreach activities on the project that included coordination with a diverse group of stakeholders including the Golden Triangle BID, ANC 2A, ANC 2B, the National Park Service, the US Commission of Fine Arts, the National Capital Planning Commission, the DC SHPO, the World Bank, the International Monetary Fund, the International Finance Corporation, the Embassy of Mexico, and George Washington University, as well as many property owners and businesses.

PROJECT FEATURES	
Size:	5 blocks (17th Street to 21st Street)
Cost:	$1.7M (design); $29.2M (estimated for construction)
Performance:	2018 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB/VHB Metro DC, LLC	Washington, DC; Tysons and Virginia Beach, VA; Burlington, VT	*Prime consultant*
b.	KGL Communications	Washington, DC	*Subconsultant (public/stakeholder outreach)*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

3

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
DDOT Traffic Safety Engineering Services (TSES), Washington, DC	Ongoing	Varies by task

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Leon Anderson	202.671.4622

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

Since 2015, VHB has provided support to the DDOT Traffic Operations & Safety Division (TOSD) for traffic engineering, multimodal safety, operations, and design projects. We provide day-to-day support including multimodal data collection, traffic safety studies, crash analysis, field safety assessments, traffic operations analyses, microsimulation, traffic control device evaluations, pedestrian/bicycle facilities design, sight distance evaluations, signal warrant studies, and transportation design with potential roadway and intersection treatments intended to reduce vehicular, pedestrian, and bicycle conflicts/crashes. VHB applies DDOT Design & Engineering Manual and MUTCD standards, and advises DDOT where innovative safety treatments or design flexibility is appropriate.

VHB's TSES traffic engineering work includes:

- **Buzzard Point SW Cut-Through:** Traffic Analysis and Traffic Control Plan: multimodal data collection, cut-through traffic distribution analysis, and traffic operations analysis for proposed neighborhood access restrictions and traffic control treatments to manage Nationals and DC United game-day conditions at approximately 11 intersections
- **Ely Place SE Corridor/School Zone Safety and Traffic Calming Evaluation:** crash data analysis, sight distance analysis, pedestrian safety conditions assessments, and traffic analysis to support implementing traffic calming and pedestrian safety treatments along ½ mile Ely Place corridor fronted by Kimball ES, Sousa MS, and Nationals Youth Baseball Academy (implemented 2019).

VHB's TSES experience includes comprehensive evaluations and intersection/roadway design plans to address multimodal safety and traffic operations across the city:

- **K Street NE, between North Capitol Street and Florida Avenue NE:** multimodal data collection, crash data analysis, traffic operations analysis, ped/bike facility design, and final pavement marking & sign plans to implement road diet, enhanced pedestrian crossings, and dedicated bike facilities (implemented 2018).
- **Grant Circle/Sherman Circle NE tactical urbanism pilot and design:** before/after traffic data collection, traffic analysis, and final pavement marking/sign plans for unique separated bike facilities and pedestrian crossing enhancements and then permanent configuration in two traffic circles (implemented 2018)

VHB continues to support DDOT's TSES program as a subconsultant with responsibility for direct support to the Safety team on the TSES-Systemic Analysis task order. VHB has recently developed design templates and cost estimates for intersection curb extensions and pedestrian refuge island treatments. These treatments will allow DDOT to retrofit intersections citywide with treatments that reduce crossing distance and pedestrian exposure, enhance pedestrian conspicuity, and reduce crash potential.

PROJECT FEATURES	
Size:	Varies by task
Cost:	$816,231 (studies, analyses, and design)
Performance:	2015 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB Metro DC, LLC	Washington, DC	*Prime Consultant*
b.	VHB	Tysons, VA	*Prime Consultant*
c.	VHB Engineering NC, P.C.	Raleigh, NC	*Prime Consultant*
d.	Cube Root, Inc.	Washington, DC	*Subconsultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

4

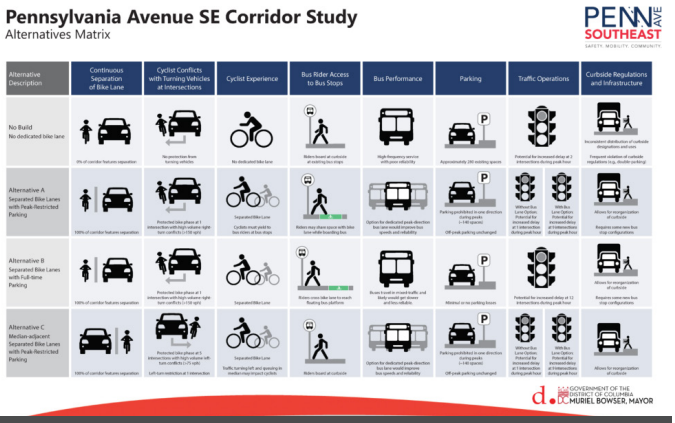
21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
DDOT, Pennsylvania Avenue SE Corridor Study, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Mike Goodno	202.671.0681

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

VHB is providing transportation planning and engineering support to DDOT as part of the Pennsylvania Avenue SE Corridor Study & Preliminary Engineering Design project. The project is assessing feasible improvements to the corridor's multimodal transportation facilities, including consideration of separated bike lanes, dedicated bus lane and bus stop enhancements, and curbside management revisions. We led the process for evaluating candidate alternatives and selecting a preferred alternative for a 1.3-mile segment of this very active mobility corridor. Our staff initially identified nine preliminary treatments for Penn Ave SE that were developed with input from the local Advisory Neighborhood Commission (ANC 6B) and assessed those treatments against key design principles for the project, including considerations of safety and operations, cost and implementation, right-of-way impacts, and curbside opportunity and equity. Preliminary options that failed to meet one or more of the key design principles were eliminated from consideration, resulting in three candidate alternatives to be advanced for more detailed analysis and preliminary design.



Pennsylvania Ave SE Alternatives Matrix

The VHB team facilitated coordination with key stakeholders, such as Councilmember Charles Allen's office and the local business community, and we prepared a website and recorded presentation for public outreach that complied with pandemic-related outreach guidelines. The VHB team's flexible public engagement approach under pandemic conditions generated productive stakeholder input and helped DDOT select a preferred alternative.

VHB is now nearing the completion of the Preliminary Engineering Design Phase of the project and is assisting with the outreach pertaining specifically to the future curbside management along the corridor. Once implemented, the project will provide significant improvements in multimodal transportation options, dedicated bicycle facilities, pedestrian safety improvements, enhanced/priority bus transit facilities, and a community and stakeholder-based approach to curbside management.

PROJECT FEATURES	
Size:	1.3 miles
Cost:	$300,000
Performance:	2019 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB/VHB Metro DC, LLC	Washington, DC	*Prime consultant*
b.	KGL Communications	Washington, DC	*Subconsultant*
c.	Gorove Slade	Washington, DC	*Subconsultant*
d.	KGP Design Studio	Washington, DC	*Subconsultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

5

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
Highway Safety Improvement Program (HSIP) Technical Support, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Victorine Gwei	202.673.6813

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

VHB is the program management consultant for DDOT's HSIP task order focused on 25+ high-crash intersections throughout the District of Columbia. A total of 37 traffic fatalities were recorded in 2020 and DC is committed a Vision Zero policy intended to greatly improve traffic safety. The goal of the HSIP program is to reduce number of fatalities and serious injuries on public roads in the District and VHB provides critical technical support to improve conditions at high-crash intersections.

VHB prepares intersection improvement studies and plans that will allow DDOT to implement data-driven improvement measures at numerous locations. VHB has implemented a systematic approach to evaluate the high-crash intersections and manages a team of transportation engineers and safety experts to perform crash data analysis, on-site field assessments, traffic operations analysis, countermeasure selection, and preliminary design of improvements. VHB prepares detailed crash diagrams and performs data analysis to identify trends in traffic, pedestrian, and bicycle crashes that are contributing to injuries and fatalities. VHB is applying the Highway Safety Manual (HSM) predictive method analysis to evaluate crash trends and countermeasure effectiveness. This approach informs a benefit-cost analysis of proposed traffic safety countermeasures to optimize local and Federal investment in a group of treatments that will be most effective. Recommendations for HSIP program implementation include short, intermediate, and long-term improvements at each site, including treatments specifically to improve pedestrian and bicycle facilities and safety.

DDOT HSIP Site

PROJECT FEATURES	
Size:	25+ Intersection Sites
Cost:	$1,266,450
Performance:	2020 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB	Washington, DC	*Prime Consultant*
b.	VHB	Tysons, VA	*Prime Consultant*
c.	VHB	Virginia Beach, VA	*Prime Consultant*
d.	VHB Engineering NC, P.C.	Raleigh, NC	*Prime Consultant*
e.	VHB Engineering NC, P.C.	Richmond, VA	*Prime Consultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

6

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
George Washington Memorial Parkway Memorial Circle Safety Improvements and Environmental Assessment, Washington, DC	2019	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
National Park Service	Linda MacIntyre	303.969.2483

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

Memorial Circle is the gateway to some of our nation's most iconic landmarks, including the Arlington Memorial Bridge, the Lincoln Memorial, and Arlington National Cemetery, and it represents one of the most complex roadway layouts in the metro DC region.

Over the years, many changes have been made to the vehicle, bicycle, and pedestrian circulation patterns in and around Memorial Circle. Growing traffic volumes conflict with what has become a very tight, complex configuration. The area is heavily used by commuters, regional travelers, and recreational park visitors. The National Park Service (NPS), in cooperation with the Federal Highway Administration (FHWA), contracted VHB to develop a range of feasible alternative strategies to improve Memorial Circle and the adjacent portions of George Washington Memorial Parkway. These improvements are intended to reduce conflicts between the user groups and increase visitor safety— all while maintaining the character of the area.

George Washington Memorial Circle Trail Activity

VHB was responsible for completing technical and environmental reviews, analysis, and documentation for the proposed project's effects on the historic George Washington Memorial Parkway. We addressed these challenges while providing transportation engineering, planning, and site design for evaluating and managing traffic and pedestrian flows; cost estimating; preparing NEPA documents for an area within a cultural landscape; preparing Section 106 National Historic Preservation Act documents; addressing local, state, and federal permitting requirements for implementing roadway improvements in the project area; and leading innovative and extensive public and agency involvement programs.

To gather input for the alternatives, we engaged public agencies, advocacy organizations, user groups, and area residents. Our initial list of stakeholders (beyond the NPS) includes: the DC and Virginia State Historic Preservation offices, National Capital Planning Commission, Commission of Fine Arts, Virginia Department of Transportation, DDOT, Arlington National Cemetery, the Pentagon, Columbia Island Marina, Washington Area Bicycle Association, Arlington County, and the Potomac Heritage Trail Association.

PROJECT FEATURES	
Size:	25 miles
Cost:	$331,000
Performance:	2014 – 2019

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB	Tysons, VA	*Prime Consultant*
b.	VHB	Williamsburg, VA	*Prime Consultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

7

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
DDOT Long Bridge Environmental Impact Statement and Engineering, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
District Department of Transportation (DDOT)	Anna Chamberlin, AICP	202.671.2218

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

The Long Bridge corridor is a critical link in the passenger and freight rail network for the entire East Coast, connecting Amtrak, VRE, and CSXT to the southeastern United States and the Northeast Corridor. The Long Bridge Project will double rail capacity from two to four tracks along the 1.8-mile corridor, as current and future rail demand during peak periods exceeds current capacity of Long Bridge. The Long Bridge Project includes nine new rail bridges and two new pedestrian-bicycle bridges. The project limits extend from Rosslyn (RO) Interlocking in Arlington, Virginia, to L'Enfant (LE) Interlocking near 10th Street SW in the District.

DDOT led this phase of the project, which includes preparation of an EIS pursuant to NEPA and conceptual design, in partnership with DRPT and FRA. VHB was the prime consultant responsible for project management, environmental screening and documentation, quality control and quality assurance, rail and structures engineering, roadway and maintenance of traffic plans, constructability reviews, construction access, staging, sequencing, and scheduling, public involvement, pedestrian/bike design, and cost estimating. To enhance multimodal connection and respond to public interests, VHB led the conceptual design of connected or adjacent bicycle and pedestrian facilities, connecting the Mount Vernon Trail in Virginia to the Ohio Drive in the District. The final design includes a pedestrian/bicycle bridge spanning over the Potomac River and trail connections on both ends.

The Long Bridge Project is a major railroad pinch point for the East Coast Corridor—widening to four tracks improves mobility and increases resiliency.

The Final EIS and Record of Decision (ROD) were issued in August 2020. Since the ROD, VHB was selected by the Virginia Department of Rail & Public Transportation (DRPT) to complete preliminary engineering for the rail and ped/bike bridges, and VHB has already started agency coordination and design tasks. A critical component for advancing the EIS was continuous and effective involvement of stakeholders throughout the process. VHB coordinated among key agencies and organizations, such as FRA, DRPT, DDOT, VRE, Amtrak, CSXT, NPS, NCPC, CFA, Arlington County, and WMATA and facilitated a dynamic and transparent outreach strategy that engaged the public and the dozens of other stakeholders that are involved in the project. VHB led public involvement efforts throughout the duration of the NEPA process including project website creation and management; electronic mailing list maintenance and distribution; project information email monitoring; planning and execution of four public information meetings; and management of the NEPA-required public comment periods, which required detailed public comment consolidation and response writing.

PROJECT FEATURES	
Size:	2-mile corridor
Cost:	$4.1M (VHB fee)
Performance:	2017 – Ongoing

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB Metro DC, LLC	Washington, DC	*Prime*
b.	VHB Metro DC, LLC	Tysons, VA	*Prime*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

8

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
Venture Richmond, Virginia Capital Trail, Riverfront Section, Richmond, VA	2018	2018

23. PROJECT OWNER'S INFORMATION

A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
Venture Richmond	Lucy Meade	804.788.6459

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

The City of Richmond selected VHB, in partnership with Venture Richmond, to design a 12-foot shared-use path adjacent to the James River and Kanawha Canal and Dock Street in the historic Shockoe Bottom district of Richmond. The path needed to fit under two elevated railroad trestles operated by CSX for daily freight trains and AMTRAK service. The path also crossed an at-grade rail crossing operated by Norfolk Southern. The half-mile path also has trailheads at the James River/Kanawha Canal riverfront park and at Great Shiplock Park. The trail design needed to accommodate a passage through the river flood wall for both bicycles and pedestrians. Since this project was the last section of the Virginia Capital Trail between Richmond and Williamsburg, VHB also coordinated with Historic Richmond Riverfront Foundation to design plazas for the installation of interpretive signage along the path.

VA Capital Trail

Other design challenges included adopting shared-use path standards and practices for a shared-use path located adjacent to a busy urban arterial roadway and mid-block crossings to facilitate connections to the Shockoe Bottom neighborhood. In areas where the path was located under the active RR trestles, shields were constructed to protect trail users from debris falling from the overhead rail traffic. We located path to minimize impacts to sensitive environmental and historic/archaeological resources while providing residents with a new access to the James River and Kanawha Canal. Context sensitive styled lighting was installed to provide a secure facility during low-light periods for riverfront activities including walking, jogging, and fishing. Finally, a critical component to the success of this project included VHB's coordination efforts to meet the demands and priorities of multiple public and private entities: CSX and Norfolk Southern Railroads, private investors, and government agencies at the city, state, and federal level.

Relevance to Project: VHB has experience designing pedestrian paths and coordinating between federal, state, and private agencies.

PROJECT FEATURES	
Size:	52 miles (total trail)
Cost:	$42,060
Performance:	2010 – 2018

25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	VHB Metro DC, LLC	Richmond, VA	*Prime Consultant*
b.	VHB Metro DC, LLC	Williamsburg, VA	*Prime Consultant*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

9

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
M Street SE-SW Mobility Project, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

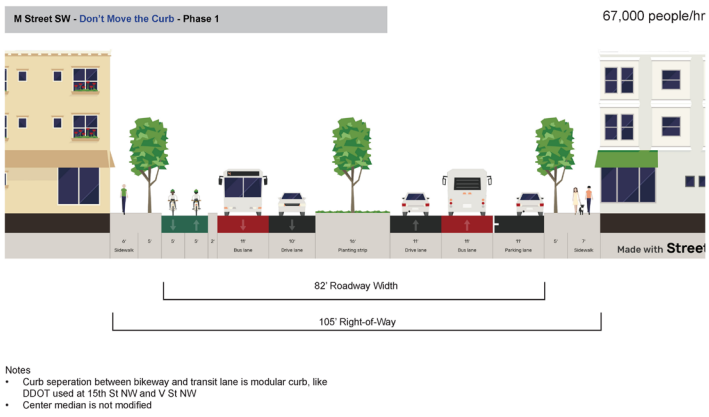
A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
Capitol Riverfront Business Improvement District (CRBID)	Ted Jutras	202.569.8436

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

Kimley-Horn of DC is assisting the Capitol Riverfront Business Improvement District (CRBID) on this project that will set the stage for a transformed M Street corridor and provide safe and convenient street design and infrastructure for pedestrians, cyclists and micromobility users, transit riders, and drivers.

The Kimley-Horn team is leading the development of a streetscape and urban design vision for the combined M Street SE and SW corridor, a concept design for protected micromobility lanes along M Street SE, and recommendations for new microtransit and/or fixed-route transit service connecting the rapidly-growing Navy Yard/Buzzard Point neighborhood to Capitol Hill and Union Station. The team is also supporting CRBID with public and stakeholder engagement as well as communication and coordination with DDOT and other partners. This project focuses on a highly-visible corridor in the District, just steps from the Wharf, the headquarters of the USDOT and DDOT, Nationals Park, and millions of square feet of new, in-progress, or planned mixed-use development. The project also aligns with ongoing efforts on moveDC, the District's long-range transportation plan, which identifies M Street SE and SW as a priority corridor for transit, bicycles, and freight.

PROJECT FEATURES	
Size:	Varies
Cost:	$205,000
Performance:	2021 – Ongoing



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	**Kimley-Horn of DC, LLC**	Washington, DC	*Streetscape design, stakeholder engagement*

F. EXAMPLE PROJECTS WHICH BEST ILLUSTRATE PROPOSED TEAM'S QUALIFICATIONS FOR THIS CONTRACT

(Present as many projects as requested by the agency, or 10 projects, if not specified. Complete one Section F for each project.)

20. EXAMPLE PROJECT KEY NUMBER

10

21. TITLE AND LOCATION *(CITY AND STATE)*	22. YEAR COMPLETED	
	PROFESSIONAL SERVICES	CONSTRUCTION *(IF APPLICABLE)*
K Street Transitway Design, Washington, DC	Ongoing	N/A

23. PROJECT OWNER'S INFORMATION

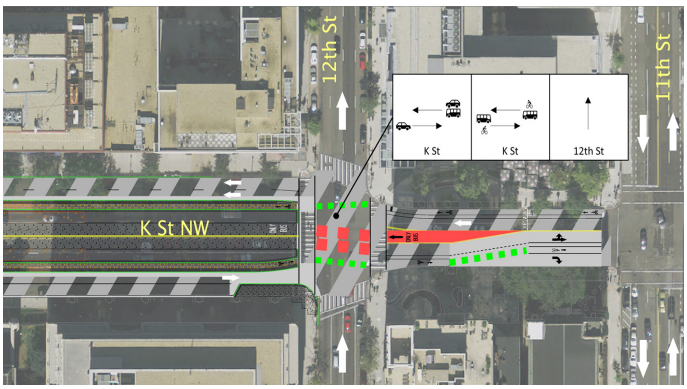
A. PROJECT OWNER	B. POINT OF CONTACT NAME	C. POINT OF CONTACT TELEPHONE NUMBER
Johnson, Mirmiran & Thompson	Jay Smith, PE	410.316.2274

24. BRIEF DESCRIPTION OF PROJECT AND RELEVANCE TO THIS CONTRACT *(INCLUDE SCOPE, SIZE, AND COST)*

Kimley-Horn of DC, LLC is part of a team developing plans for final design of the K Street Transitway, which will feature a two-way dedicated transitway running in the center of K Street NW from 12th Street NW to 21st Street NW. The new design eliminates service lanes along K Street NW and places medians in the center of the roadway to protect the busway. The new medians will feature bus stops, lighting, landscaping, trees, and pedestrian amenities. Center-running, protected bicycle lanes will run adjacent to each median. These efforts build on our firm's previous work to evaluate the corridor for transit alternatives to improve east-west mobility across downtown Washington, DC. Kimley-Horn of DC, LLC's responsibilities include maintenance of traffic (MOT), transit, lighting, and bicycle facility design; traffic engineering; signing and striping; and curbside management.

As part of the initial tasks of the design, Kimley-Horn has partnered with DDOT to evaluate operational impacts to the various modes traveling along the corridor, including bicyclists. Kimley-Horn is also developing design options for bicycle transitions from the center-running protected bicycle lanes at the five bicycle facilities that cross K Street NW, including a mix of protected bicycle lanes and two-way cycle tracks. Kimley-Horn will support JMT with the design of traffic signal modifications at each intersection along the transitway by defining the signal components to be included in the S-drawings for transit and bicycle operations as well as the sequence of signal operations to be reflected in the TS-drawings and dial sheets.

PROJECT FEATURES	
Size:	1 Mile
Cost:	$1.5M
Performance:	2021 – Ongoing



25. FIRMS FROM SECTION C INVOLVED WITH THIS PROJECT

	(1) FIRM NAME	(2) FIRM LOCATION *(CITY AND STATE)*	(3) ROLE
a.	**Kimley-Horn of DC, LLC**	Washington, DC	MOT, transit, lighting, bicycle facility design, traffic engineering, signing and striping, curbside management

G. KEY PERSONNEL PARTICIPATION IN EXAMPLE PROJECTS

26. NAMES OF KEY PERSONNEL *(From Section E, Block 12)*	27. ROLE IN THIS CONTRACT *(From Section E, Block 13)*	28. EXAMPLE PROJECTS LISTED IN SECTION F *(Fill in "Example Projects Key" section below before completing table. Place "X" under project key number for participation in same or similar role.)*									
		1	2	3	4	5	6	7	8	9	10
Mark Colgan, PE, DBIA	Principal-in-Charge	X	X					X			
Daniel Lovas, PE	Project Manager	X	X	X	X	X	X	X			
Bethany L. Turner, PE, PTOE	Deputy Project Manager	X	X	X	X	X					
William J. DeSantis, PE	Senior Advisor & QA/QC	X	X		X						
James R. Long, PE	QA/QC & Utility Coordination	X	X				X	X	X		
Chris DeWitt, AICP	Senior Advisor & QA/QC			X			X	X	X		
Drew Gingras, PE	Bicycle/Pedestrian Design Lead	X	X	X	X	X		X			
Alvaro Calle, PE	On-Site Bike/Ped Facility Design	X	X	X	X	X	X				
Derik Doughty, PE	Bike/Ped Facility Engineer									X	X
Phil Goff	Lead Multimodal Planner										
Lucas Muller, PE	Bicycle/Pedestrian Planning									X	X
Kevin Keeley, AICP	Multimodal Planning/Design, Public/Stakeholder Engagement	X		X	X		X				
Katie L. Wagner, PE, PTOE	Lead Traffic Engineer	X			X						
Ahmed Amer, PhD, PE, PTOE	Traffic Analysis	X	X	X		X					
Daniel Markham, PE, PTOE	Traffic Analysis									X	X
Sam Tignor, PE	Traffic Signal Design	X			X		X				
Akim Mahadiow	Traffic Data Collection	X									X
Timothy Smith, PE	Lead Civil/Construction Mgmt	X	X	X			X				
Maggie Li, PE	Stormwater/Utility Engineering	X	X					X			
Brendan August, RLA, ENV SP	Graphics/Visualization	X	X					X			
Carmen C. Bernett, PhD, ENV SP	Env Assessments & Compliance		X					X			
Daniel Schriever, LS	Surveying & Utility Coordination	X									
Karyn LeBlanc	Public/Stakeholder Engagement	X	X		X						
Eric Tang, PE, RSP1, RSP2B	Traffic Safety/Vision Zero			X		X					
Federico Tallis, AICP	GIS/Micromobility Analysis	X			X			X			
Geyao Wang	Graphics/Visualization				X						

29. EXAMPLE PROJECTS KEY

NO.	TITLE OF EXAMPLE PROJECT *(From Section F)*	NO.	TITLE OF EXAMPLE PROJECT *(From Section F)*
1	DDOT, Bicycle & Pedestrian Facilities Design and Traffic Analysis	6	NPS, Memorial Circle Safety & EA
2	DDOT, Pennsylvania Avenue NW Streetscape Final Design	7	DDOT, Long Bridge EIS & Engineering
3	DDOT, Traffic Safety Engineering Services (TSES)	8	Venture Richmond, Virginia Capital Trail
4	DDOT, Pennsylvania Avenue SE Corridor Study	9	CRBID, M Street SE-SW Mobility Project
5	DDOT, Highway Safety Improvement Program (HSIP)	10	DDOT, K Street Transitway Design

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

H.1 Understanding of Design Complexities

VHB has proudly served as the Planning and Sustainability Division's (PSD) lead consultant for mobility projects over the last six years and is a leader in pedestrian and bicycle facility planning and design. We bring decades of involvement with the development of pedestrian and bicycle policies and design criteria at the national level and direct experience in coordinating, managing, and implementing pedestrian and bicycle projects for city and state transportation agencies. Our team understands the District's transportation systems and DDOT's goals because we have been engaged in developing and designing some of DDOT's most important and creative pedestrian/bicycle projects since 2015.

District of Columbia Bicycle/Pedestrian History and Initiatives

The District continues to receive well-earned accolades as a leading city for walking, bicycling, and people-powered mobility in the US. In June 2020, the District was ranked as the 4th best city for bicycling in the US – ranking 1st among major cities – by People for Bikes. In March 2018, the District was awarded Bicycle Friendly Gold status by the League of American Bicyclists. The District is one of only 30 cities across the US to have earned this award, and the only one on the east coast to have done so. Additionally, the District is constantly considered one of the best cities for walking, receiving a "Walk Score" of 76, ranking it 7th in the US. While these awards and accolades offer a reflection of great progress the District has toward its mobility goals, VHB is well-attuned to the fact that PSD knows there's much more work to be done to achieve a more equitable transportation system in the District.

Washington, DC, continues to receive well-earned accolades as a leading city for walking, bicycling, and people-powered mobility in the US.

The DDOT bicycle facilities design program is rooted in the broader goals of the District to provide better connections, safer city streets, and a wider array of mobility options for the entire city. The city's goals are outlined in the 2014 moveDC Plan (currently in the process of being updated), which provides an action plan to establish a world-class transportation system that will make the District more livable, sustainable, prosperous, and attractive. Specifically, the moveDC Plan includes Pedestrian and Bicycle Elements that established and prioritized citywide strategies and projects to significantly improve non-motorized transportation conditions in the District. In support of the city's goals to improve mobility and transportation safety, the District of Columbia began developing its Vision Zero Initiative in 2015.

In 2020, PSD and the Active Transportation branch embarked on the "20 by 2022" initiative to plan for, design, and implement over 20 miles of new protected bike lanes in the District by the year 2022. For years, there's been a clear and growing demand for lower stress bicycle facilities across the city. As a result, DDOT has set out this ambitious plan to make bicycling safer, more accessible, and more approachable.

The DDOT Active Transportation branch is responsible for designing pedestrian and bicycle facility projects aligned with the moveDC, Vision Zero, "20 by 2022", and "All Ages and Abilities" goals for improving citywide mobility and safety. While the foundational initiatives identify potential challenges and offer a range of strategies to support a multimodal transportation system, each project is unique and requires thoughtful planning, outreach, coordination, and engineering consideration to manage physical constraints, operational requirements, and minimize potential impacts. DDOT has established department-wide goals for bicycle and pedestrian improvements. VHB's role in translating those into implementable projects that not only satisfy competing priorities within DDOT, but improve the communities DDOT serves, has demonstrated that **VHB is a trusted advisor** to the Active Transportation team.

Delivering on a Challenging and Evolving Program

VHB has provided on-site support for PSD for the past six years, providing us with first-hand familiarity with DDOT's evolving priorities and what it takes to make the District's mobility goals a reality. We have worked alongside the PSD team to advance the overall approach to projects as they become more involved. Such projects include the implementation of separated bike lanes in on busy urban corridors like K Street NW, G Street NW, and 4th Street SW.

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Through our growing relationship with DDOT, VHB is looked to, not just as planners and engineers, but as thought leaders and project/program managers for these multimodal efforts.

For hundreds of projects, DDOT relied on VHB to provide seamless coordination across divisions. We understand that these projects require a breadth of transportation expertise and are no longer small scale retrofit efforts. Upon starting work with PSD in 2015, we observed that the seemingly primary goal for the bicycle facilities program was to bolster mileage of on-street bicycle facilities. VHB recognized a need to better align the goals of the program with the initiatives set forth in the citywide planning efforts. We worked with the team to develop a project prioritization matrix that continues to evolve and provides a roadmap to implement great projects.

Asking the right questions at the onset of a project is critical to the project's success and ensuring it's the right project for the corridor, neighborhood, and city at-large. People-powered transportation projects require coordination across all divisions. VHB has worked with DDOT to see that all projects, from striping and signing exercises, to cross-department planning and design efforts, are completed with a high level of technical competency and strong communication.

Recent separated bike lane projects have required bus priority lane planning and design, innovative traffic engineering solutions, transit stop upgrades and safety enhancements. **With these innovative multimodal initiatives, VHB's consistent development and application of national and local multimodal design practices ideally positions us to advise DDOT on how to assess outdated engineering standards against new mobility design principles.** VHB routinely meets aggressive implementation schedules for separated bike lanes projects based on DDOT's repaving and striping season schedules. Our on-site and office engineering staff continually support challenging projects like Pennsylvania Avenue SE and 4th Street SW, attending project meetings alongside PSD with other divisions at DDOT the Traffic Engineering and Signals Division (TESD, including the recently reorganized Safety & Operations team), the Transit Delivery Division (TDD), the Parking and Ground Transportation Division (PGTD), and the Asset Management Branch.

4th Street SW

In addition to internal coordination, VHB knows how critical thoughtful and deliberate community engagement and public outreach is to the success of all DDOT efforts. Effective public involvement ensures that the right project is being delivered to the community. Positively engaged residents and stakeholders become strong advocates for projects and their overall goals.

The pillars of urban transportation systems planning and design are being reconsidered. Safety, equity, comfort, network connectivity, modal options, and accessibility are how these systems are best evaluated on the local and national levels. VHB is attuned to PSD's desire to implement interesting and innovative projects that are simultaneously safe and compliant with national standards, all the while maintaining highly efficient project delivery to stay in line with the District's ambitious implementation goals.

VHB Commitment

This work is personal to VHB. Our project team is not only comprised of local Washington, DC metro area residents, but we're bicycle riders and commuters as well. We not only have a stake in these projects as a trusted advisor to DDOT, but also as residents as these projects directly impact our livelihood and the safety of our team and their families.

We believe that VHB, comprised of professionals with specialized and extensive local expertise, provides the best experience to address the types of challenges involved in pedestrian and bicycle facility planning and design projects in the District. VHB offers strong project management, collective knowledge, and technical excellence to deliver value and quality. We are excited to support DDOT with its noteworthy commitment to improve pedestrian and bicycle mobility and safety in the District. We will continue to help DDOT to deliver on its commitments to create a world-class transportation system and continue to improve overall mobility, safety, and comfort for all users.

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

H.2 Critical Project Issues

Issue #1: Effectively Managing an Ambitious Citywide Bicycle and Pedestrian Facilities Initiative

VHB has consistently managed and delivered multimodal improvement projects in the District for DDOT since 2015. This work has helped DDOT significantly expand the District's network of dedicated bicycle facilities. Currently, VHB assists DDOT with the ongoing prioritization of projects and execution of the overall program to plan, design and implement over 20 miles of new protected bike lanes by 2022. This ambitious initiative will help DDOT achieve the organizational goals of creating a network of protected bike lanes that provides a low-stress bicycle network for cyclists of all ages and abilities.

Hot of the presses, DDOT has further amplified its initiatives for safe and accessible multi-modal networks. In June of 2021, Mayor Bowser announced the goal of 30 miles of new protected bike lanes, and 17.4 miles of new multi-use trails over the next 3 years (doubling current planned investments). **To see these ambitious initiatives through, an effective management plan is critical and VHB provides the experience necessary to develop and execute that plan.**

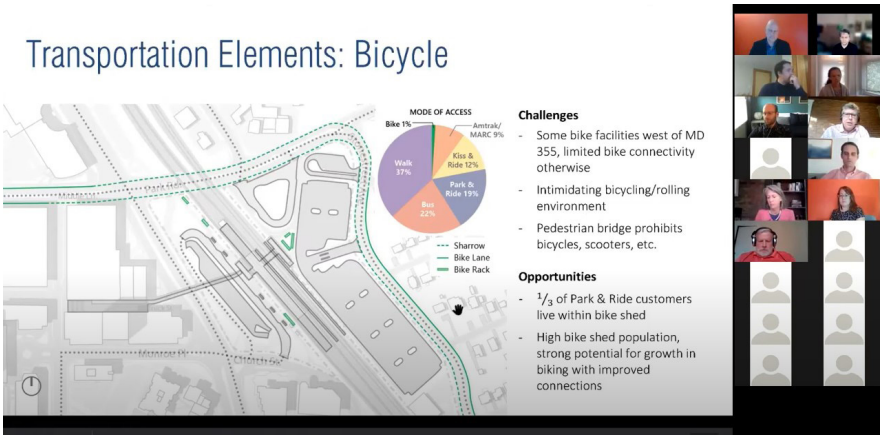
The VHB team is committed to DDOT's success by providing the following comprehensive assets to advance your program:

- Experienced firms, project managers, and multimodal engineers who are adept at delivering bicycle and pedestrian design projects
- Design review by nationally recognized multimodal design professionals to identify and manage risks associated with design consistency across multiple construction projects
- Perform the role of "trusted advisor" in supporting new Planning and Sustainability Division (PSD) project managers through the project development process
- Facilitate internal coordination between DDOT teams (PSD, PGTD, TESD, TOSD, IPMD) from project identification to implementation
- Flexibility to shift priorities and schedule based on agency needs
- Experience-based approaches from VHB and our subconsultants to support PSD with standard operating procedures and structure for the delivery of multimodal facility projects

Over the past several years, VHB led the way for many of the most important accomplishments in DDOT's bicycle and pedestrian facilities program, designing and implementing over 20 miles of separated bike lanes, with several more projects fully designed and awaiting installation. **Most importantly, VHB is at the forefront of understanding and leading the unique combination of multimodal design practices/standards, bicycle and pedestrian safety imperatives, and traffic operations fundamentals necessary to implement of a world-class bicycle and pedestrian network in the District.** Our entire team shares this philosophy and our subconsultants have contributed heavily to DDOT's program, such as Gorove/Slade's comprehensive analysis and design support on Pennsylvania Avenue SE and staff from Kimley-Horn of DC, who produced DDOT's Bicycle Design Guide for unified standards and bicycle prioritization practices for all DDOT projects.

Under VHB's current Bicycle/Pedestrian Facilities contract, we adapted to the changing environment and proactively provided tools and resources to support DDOT's transformative program and minimize disruptions during 2020. Moving forward in the post-pandemic era, VHB will

G Street NW Cycletrack



VHB leads virtual public meetings (City of Rockville example)

look to apply many of the practices that contributed to that success, such as virtual design review meetings at 30%, 65% and 100% benchmarks. These design review meetings included critical DDOT staff from each division (PSD, PGTD, TESD, TOSD, IPMD) and offered an opportunity for VHB to inform multiple DDOT divisions about project benefits and issues. The exchange of ideas at each benchmark meeting provided invaluable input where all participants played a role and many new project managers/DDOT staff learned critical design methodology. Armed with the additional design and engineering information, DDOT staff confidently shared project details in virtual community, ANC, and public meetings. VHB will continue to support coordination with all of the key stakeholders internally and externally to the agency while recognizing that the process may evolve, and VHB is prepared to evolve with it.

Issue #2: Establishing Innovative and Forward-Thinking Practices to Advance Active Transportation/PSD Priorities and Vision

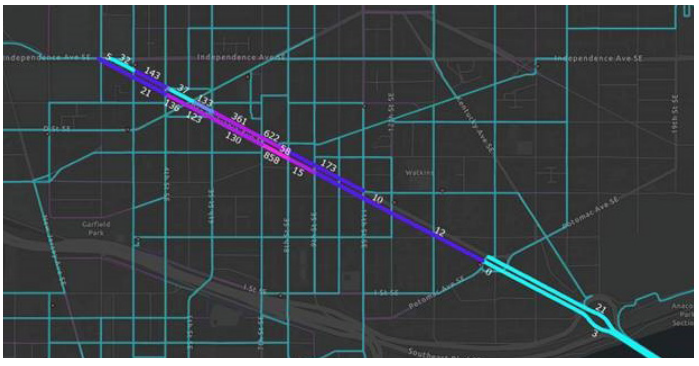
The state of the practice of transportation systems planning, design, and engineering in the District continues to evolve rapidly, but the overarching goals remain the same. The most critical of these goals is stated in the Vision Zero Initiative – "By the year 2024, Washington, DC will reach zero fatalities and serious injuries to travelers of our transportation system". VHB has been a consistent and integral partner to DDOT in revisiting standard practices and rethinking how the District can achieve these goals. Often, the first question asked about multimodal facility projects is "How will they impact traffic operations?" But traffic operations is only one component of the overall efficiency of the transportation system and should not be given greater weight than other important aspects of bicycle and pedestrian facility projects. **VHB works with DDOT on evolving practices and will continue thinking forward by asking the right questions at the start of the project:**

- Does the project increase overall mobility, and create safer and more accessible conditions for all users?
- What level of outreach is required for the neighborhood or community that will be most greatly impacted by the proposed project?
- Does the project promote equity, i.e. is the project benefitting all users of the road regardless of age, race/ethnicity, geographic location, income level, ability, and modal choice?

VHB is a leader in the evolving standards and practice of bicycle and pedestrian facility design and asking questions that challenge status quo practices. Our staff are involved in forums for national-level discussions to advance the state-of-the-practice, but we are also avid bike riders in the District, and we are observant of how people use the facilities we design. Bill Desantis, VHB's Director of Bicycle Transportation Planning & Design, serves as the Chair of the National Committee of Uniform Traffic Control Devices (NCUTCD) Bicycle Technical Committee (BTC), and Drew Gingras, PE, and Bethany Turner, PE, PTOE are both Technical Members of the Committee. Bill, Drew, and Beth provide critical insight into the ideas and innovations being developed on the national level for future inclusion in design standards for bicycle facilities, such as the revisions to the MUTCD currently under review, and we use this knowledge of new or emerging standards to inform DDOT's project direction.

Beyond the design standards, we also offer innovative guidance in facility planning when helping DDOT to deliver the safest and most appropriate bicycle facility projects. The Active Transportation branch seeks to create a truly multimodal and interconnected transportation network, and DDOT needs consultants who understand emerging methodologies and use appropriate tools to assess corridor and network mobility. Our team has long prioritized person-throughput for bicycle corridor planning over focusing on vehicle capacity. Accounting for bicyclists, pedestrians, and transit ridership and considering these elements in the planning phases of project development fully aligns with the District's goals.

To support the Pennsylvania Avenue SE Corridor Study & Preliminary Engineering project, VHB used a combination of Capital Bikeshare origin-destination data and GIS-based algorithms to create the unique Cyclestreets Bicycle Forecasting tool for DDOT to forecast future bicycle volumes along the corridor. This data was used to evaluate the overall attractiveness of separated bike lanes on the corridor and potential conflicts between motor vehicles, transit, pedestrians, and bicyclists at key locations, like the Eastern Market Metro area. DDOT also requested VHB apply this tool to the Connecticut Avenue NW Separated Bike Lane alternatives analysis.



Pennsylvania Avenue SE CycleStreet Bike Volume Forecasts

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

A new member of our team is VHB's Senior Active Transportation Planner **Phil Goff**, who will serve as our Lead Bicycle/Pedestrian Planner. Phil led Alta Planning + Design's Cambridge, MA office for 11 years, and has been part of many innovative planning and design efforts throughout the Northeast. Phil's unique experience includes both a specialty in city- and regional-scale bicycle and pedestrian/bicycle network plans, along with innovative bicycle facility designs for roadways, intersections, and trail corridors. Steeped in familiarity with national design guidelines from NACTO, AASHTO and FHWA, he offers this knowledge to DDOT when complex planning and design conditions present themselves.

While preparing plans throughout the Northeast and Mid-Atlantic regions, Phil oversaw evaluation models that resulted in a prioritized list of project recommendations and facility treatments. For DDOT, VHB can incorporate these quantitative, GIS-based model inputs that address each recommendation's impact on ped/bike safety, connectivity, demand/level of use, public support, and ability to reduce level of traffic stress. Also critical are the analytical techniques that promote an equitable distribution of pedestrian and/or bicycle facilities in a diverse range of neighborhoods. Using GIS-based tools, we can analyze American Community Survey (ACS) data to understand block groups with populations of lower-income residents, seniors, English-as-second-language speakers, and minority (i.e., BIPOC) communities throughout the District of Columbia. We are also keenly aware of the increasing importance of monitoring and responding via social media about transportation issues and multimodal facility improvements.

Issue #3: Capably Assisting DDOT in the Bicycle and Pedestrian Project Implementation Process, Including Project Construction Challenges

The VHB Team possesses a unique combination of innovative design expertise, prior experience on DDOT projects, vast experience with the District's complex approval processes, and a depth of local resources to work closely with DDOT staff in the successful execution of task order projects. Most projects in DC are constrained by available right-of-way, existing above- and below-grade utilities, topographic considerations, and adjacent development conditions. The VHB team's approach is straightforward in that we work diligently to identify and document constraints early in the process that could affect the overall project goals, construction budget, and delivery schedule.

Social media post about K Street NW project

VHB holds regular progress meetings with the DDOT Active Transportation team leadership to review task progress, identify project issues, and establish a clear plan to coordinate with DDOT staff or contractors and resolve issues early. We have become intimately familiar with DDOT's delivery mechanism for many bicycle and pedestrian facility projects, and we actively coordinate early in project delivery with Wasim Raja's TESD staff responsible for final design and construction through their Citywide Traffic Engineering contract.

VHB **directly oversees project implementation** as well. We worked meticulously to redesign the Metropolitan Branch Trail (MBT) section on Eastern Ave NW between Piney Branch Road NW and the District boundary with Maryland that allowed DDOT to deliver the project. This project required extensive coordination with PEPCO, DC Water, DOEE, DDOT Green Infrastructure, DDOT Urban Forestry, DDOT TESD and the construction contractors. VHB took the 65% design and reviewed the plans to confirm whether all aspects of the project were implementable. For example, we identified a trail conflict with an existing PEPCO transmission line utility pole that could not be relocated. To address the issue, we produced an alternative design to divide the trail with the utility pole in the center, while still providing an ADA-accessible crosswalk and proper drainage in the same location. Upon receiving all design approvals, the VHB team worked with the contractors every step of the way, providing construction support to avoid any issues during implementation. Our team responded to a field issue and was

VHB-designed segment of MBT on Eastern Avenue NW

able to redesign the trail surface material quickly to ensure all adjacent trees were protected while still providing a world class trail section with low impact design (LID) techniques.

Additionally, the VHB team is designing a sidewalk on a segment of Mathewson Drive NW with challenging topography and a need to consider resident concerns. This project required extensive pre-planning and coordination with PSD's sidewalk contractor to select the appropriate location and minimize impacts to residents. The VHB team identified critical slope conflicts and proposed unique solutions at driveways, like localized retaining walls to reinforce any changes in grading ramps to work with existing drainage patterns. VHB is coordinating directly with DDOT's sidewalk contractor in advance of construction, which allows us to combine our understanding of critical design requirements with practical and flexible solutions the contractor can build and easily address issues during construction.

H.3 Qualifications in Bicycle and Pedestrian Design and Analysis

Design of Bicycle and Pedestrian Facilities

Continually for the past six years, VHB has worked more closely with the DDOT Active Transportation Branch than any other consultant to design, analyze, and implement dozens of bicycle facility projects throughout the District. Since 2015, VHB has managed DDOT's Bicycle and Pedestrian Facility Design & Traffic Analysis task order contract. VHB's experience with designing separated bicycle facilities for DDOT is extensive, covering numerous corridors. VHB's experience in bicycle facilities design for DDOT over the past six years includes over 100 separate projects (some of which are mapped on the next page), including several high-profile corridors, such as Pennsylvania Avenue NW and SE, 4th Street SW through the National Mall, and major transformations to K Street NW/NE. The map on the following page displays the number of key bicycle and pedestrian facility projects that VHB has designed for the District through the years.

Data-Driven Planning and Design

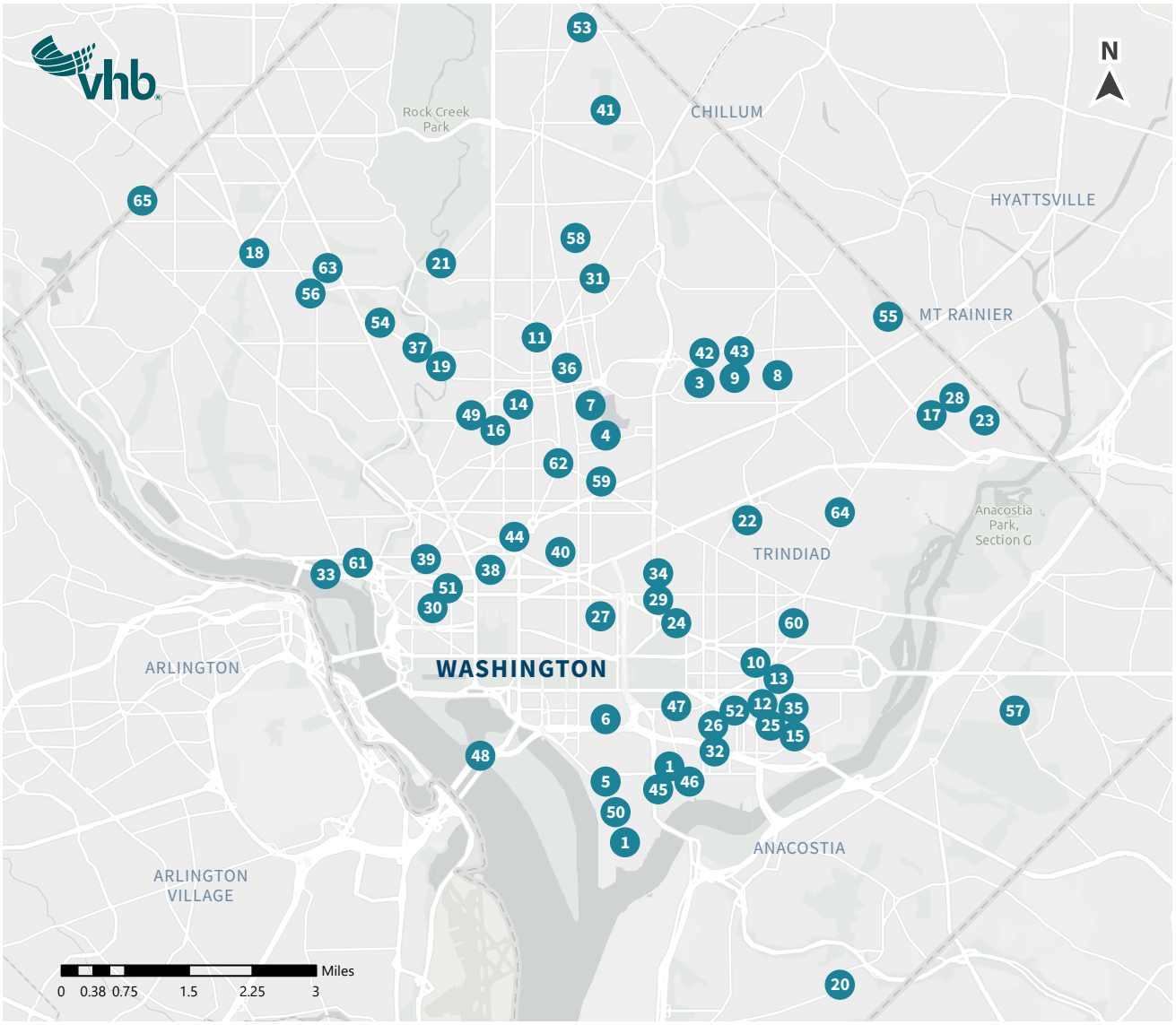
VHB's long history in pedestrian and bicycle planning includes innovative approaches to understanding non-vehicular travel patterns and opportunities. VHB is leading the WMATA Pedestrian and Bicycle Access Blueprint project to improve walking/biking accessibility to current WMATA Metro stations. For this project, VHB is using demographic and land use data to model the walking paths for each individual building within a station walkshed and forecast where pedestrian commuters will approach Metro Station entrances. We are also piloting the use of Origin-Destination (O-D) travel patterns from Capital Bikeshare data to model bicyclist route choice decisions. VHB has extrapolated from bikeshare O-D data and existing bicycle count data provided by DDOT to forecast future bicycle trips and latent demand after DDOT implements planned dedicated bicycle facilities on the corridor, including application of this methodology on DDOT's Connecticut Avenue NW and Pennsylvania Avenue SE facility plans. These data-driven approaches are critical to helping DDOT make well informed pedestrian and bike facility feasibility, alignment, and design decisions.

VHB's ability to use data to inform decisions and lead a planning process resulting in implementable bicycle facility projects was clearly demonstrated on the **Pennsylvania Avenue SE Corridor Study**. VHB initially identified nine preliminary treatments for Penn Ave SE that were developed with input from the local Advisory Neighborhood Commission (ANC 6B) and assessed those treatments against key design principles for the project, including considerations of safety and operations, cost and implementation, right-of-way impacts, and curbside opportunity and equity. Three

Pennsylvania Avenue SE raised bike lane/bus stop rendering

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.



KEY VHB BICYCLE/PEDESTRIAN PROJECTS IN THE DISTRICT

1 1st Street/Potomac Avenue SE
2 2nd Street SW
3 4th Street NE
4 4th Street NW
5 4th Street SW
6 4th Street SW
7 5th Street NW
8 6th Street NW
9 8th Street NE
10 11th Street NE
11 11th Street NW
12 12th Street SE (ABL)
13 13th Street NE
14 14th Street NW
15 14th Street SE
16 15th Street NW
17 31st Place NE
18 39th Street NW
19 Adams Mill Road NW
20 Alabama Avenue SE
21 Blagden Avenue NW
22 Brentwood Parkway NE
23 CJ Barney Drive NE
24 Columbus Circle NE
25 E Street SE (ABL)
26 E Street SE/South Carolina Avenue SE
27 F Street NW
28 Fort Lincoln Drive NE
29 G Place NE
30 G Street NW
31 Grant Circle NW
32 I (Eye) Street SW/SE
33 K Street/Water Street NW
34 K Street NW
35 Kentucky Avenue SE (ABL)
36 Kenyon Street NW
37 Klingle Road NW
38 L Street NW
39 M Street & New Hampshire Avenue NW
40 M Street NW
41 MBT Manor Park
42 Michigan Avenue NE
43 Monroe Street NE
44 N Street NW
45 N Street SE
46 New Jersey Avenue SE
47 North Carolina Avenue SE (ABL)
48 Ohio Drive SW
49 Ontario Road NW
50 P Street SW
51 Pennsylvania Avenue NW
52 Pennsylvania Avenue SE
53 Piney Branch Road NW
54 Porter Street NW
55 Randolph Street NE
56 Reno Rd NW
57 Ridge Road SE
58 Sherman Circle NW
59 T Street NW
60 Tennessee Avenue SE (ABL)
61 Thomas Jefferson Street NW
62 V Street NW
63 Van Ness Street NW
64 West Virginia Avenue NE
65 Western Avenue NW

candidate alternatives were advanced for more detailed analysis and preliminary design. As part of VHB's Team, KGP produced multiple photo-realistic graphic visualizations of the alternatives showing how planned separated bicycle lanes and transit stop designs would interface. VHB's presentation of the benefits of each alternative, including thoughtful consideration of input from DDOT staff and community stakeholders, helped DDOT to identify a selected alternative, which VHB has advanced through preliminary engineering.

Urban Bicycle and Pedestrian Facility Design

DDOT Standards and Engineering Practices

Providing thoughtful and practical design guidance is rooted in a fundamental understanding of the project context and relevant design resources. The VHB team will follow DDOT's signage and pavement marking standards for all pedestrian/bicycle facility projects. Other primary resources we will rely on include the following:

- 2009 Manual on Uniform Control Devices (MUTCD)
- DDOT Bicycle Facility Design Guide
- NACTO Urban Bikeway Design Guide
- DDOT Design & Engineering Manual
- DDOT Standard Drawings
- DDOT Standard Specifications for Highways and Structures
- AASHTO Guide for the Development of Bicycle Facilities
- DDOT Public Realm Design Manual

All bicycle and pedestrian facility designs follow the standard practices of the DDOT Design and Engineering Manual (DEM), including preliminary and final engineering requirements, up to and Including a Plans, Specifications, & Estimate (PS&E) submission. In the final design package preparation, we understand that accurate quantity takeoffs and construction cost estimates are another very important part of any DDOT project. All construction components for a project must be accurately quantified and assigned to the correct DDOT Item Code number to assure they are properly accounted for in the construction estimate. Special construction items must also be identified and accounted for with respect to both their Item Code number and inclusion in the Special Provisions booklet for the project. Proposed unit costs will be reviewed for consistency with costs that DDOT is experiencing on other recent projects of similar size and scale. Lump-sum items will be identified and discussed with DDOT on a case by case basis. All construction cost estimates will be prepared using the AASHTOWare Project Estimator software.

Specialized Experience

Our experience with urban bicycle facility design projects has demonstrated that accepted design standards are often inadequate to address certain context-sensitive issues. Examples include automobile turning conflicts with cyclists on confined segments and creating appropriate cyclist merging or positioning in high-activity locations. We possess the knowledge and experience to advise DDOT regarding the state-of-the practice nationally and we help DDOT define the most appropriate design strategies for these kinds of high-conflict and challenging locations. For instance, VHB designed the **Brentwood Parkway NE two-way separated bike lanes**, which included the first Zicla bus stop to be installed in the District.

Brentwood Parkway Zicla Stop

VHB has advanced preliminary and final engineering for DDOT on the **Penn Ave West Streetscape Design** on one of the most iconic corridors and complicated bicycle facility design projects in the District. Running between 17th Street NW and 22nd Street NW, the primary goals of the project are to enhance safety, comfort, and mobility for pedestrians and cyclists; maintain efficient operations for cars, trucks, and buses; increase greenspace areas including tree cover as LID facilities; and enhance Penn Ave West as a monumental corridor. The proposed improvements include new separated bicycle lanes, bike and micromobility parking, uniform sidewalk paving treatments, street furnishings, public gathering and art areas, landscaped medians, fully integrated stormwater management features, and traffic signal/streetlight improvements to better accommodate pedestrian and bicycle activity. Design activities for the project included the topographic and utility surveys, property line surveys, stakeholder and agency coordination, data collection traffic studies, roadway design, separated bike lane design, pedestrian and ADA facility design, traffic signal/streetlight design, and streetscape/landscape design. As part of the design for separated bike lanes, VHB worked extensively

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with IPMD and PSD to assess critical locations to raise the proposed bike lanes to sidewalk-level in support of the Golden Triangle BID's curbside management and pedestrian accessibility priorities in these areas.

DDOT Bicycle Design Guide

Daniel Markham of Kimley-Horn of DC is part of the VHB Team and has experience managing a contract that provided on-site analysis and design support for DDOT's Traffic Engineering and Signals Division (TESD). **Daniel's team also partnered with DDOT to develop an update to the Bicycle Design Guide.** The update was initiated because the implementation of bicycle facilities varies widely between jurisdictions, and DDOT's first version of the guide did not capture an industry and policy shift in mentality from "bicycle accommodation" to "bicycle prioritization." The update required the review and understanding of recently implemented tactical urbanism elements to create a DDOT-standard installation within the right-of-way. This includes elements such as channelizing devices, median applications, bicycle-bus lanes, and shared bicycle/transit stops. Additionally, the update to the guide reinforced the engineered facility components within the context of bicycle and pedestrian safety, emphasizing pavement markings, lane width, and fixed delineation as key components of improving bicyclist safety.

Trail Design

The VHB Team possesses deep knowledge of national, state, and local standards and policies related to the planning and design of trails and shared use paths. We have experience working closely with the National Park Service (NPS) National Capitol Region throughout the region. Our experience on pathway and trail projects, with NPS in particular, has informed our approach to apply criteria such as design speed in a flexible way and engage stakeholders, as well as the public, on issues such as grading, clearing, and stormwater management to design facilities that complement their natural and historic settings while meeting the needs of trail users.

Most recently, VHB supported DDOT with detailed design for a segment of the **Metropolitan Branch Trail (MBT)** near Piney Branch Avenue NE after the original design consultant's contract expired. VHB provided engineering for trail plans providing a trail design with adequate separation from existing utility poles remaining in place and to address subsurface utility conflicts that weren't addressed during the original project's constructability reviews.

VHB Metro DC staff worked extensively with PSD on the **Long Bridge Environmental Impact Study and Preliminary Engineering**. We managed a detailed environmental approval process involving Federal-agency review, helped evolve the study to include a bicycle and pedestrian bridge between trail connections on both sides of the Potomac River, and provided justification to PSD that the bridge was a necessary mitigation element. This process involved evaluating the existing facilities on the 14th Street Bridge and conceptually designing a connection to the Mount Vernon Trail. The Record of Decision confirmed that design will include the trail connection and bridge, and Drew Gingras is a lead engineer for the preliminary engineering of the bridge and connections to NPS and DDOT trail/pathway facilities.

Having worked in major urban locations and at primary tourist destinations, VHB also has extensive experience designing multimodal facilities in areas with high volumes of bicyclists and pedestrians, such as the Richmond Riverfront section of the **Virginia Capital Trail**. Located in downtown Richmond and adjacent to a historic canal, the trail has become a primary route for local bicycle commuters; an active transportation link to riverfront parks; and a primary attraction for tourists, joggers, and walkers. VHB will apply our understanding of high-volume trails to the 15th Street Bicycle Safety Improvements project in a way that addresses potential user conflict and provides an integral component of the District's multimodal system.

Richmond Riverfront section of the Virginia Capital Trail

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Traffic Signal Operations and Design

VHB is committed to supporting DDOT's vision for expanding the multimodal facility network, but we recognize the importance of maintaining a functional roadway network and traffic signal system. Innovative operational and design solutions are required to address high-conflict intersections, unusual geometric conditions, and critical transition areas between different types of bicycle facilities. The VHB team, including our traffic signal design subconsultants Gorove/Slade Associates, Inc. (G/S) and Kimley-Horn/DC, have demonstrated proficiency in applying DDOT signal design standards while incorporating innovative operational concepts.

The VHB team has demonstrated our ability to address challenging conditions in our bicycle facility engineering projects. For the **Pennsylvania Avenue SE Preliminary Engineering**, G/S has recently produced traffic signal design plans for five traffic signals on Pennsylvania Avenue SE addressing multiple conflicting modes. Our signal design plans include traffic signal phasing and bicycle signal equipment to provide dedicated phases minimizing or eliminating conflicts between pedestrians, bicyclists, transit vehicles in peak-direction bus lanes, and high-volume vehicular right turn movements. We also have experience with unusual bicycle signal designs, such as the **4th Street/ Lincoln Road NE** intersection, where a cycle track on one side transitions to separated bike lanes on either side of 4th Street NE, and we designed a signal modification with a dedicated bicycle phase to allow northbound cyclists to make the diagonal transition across the intersection. The successful design was implemented in 2018 and balances cyclist safety with acceptable traffic progression.

Advanced Traffic Operations Analysis

The VHB team is adept at both analyzing the impact of pedestrian/bicycle facility projects on traffic operations and applying design solutions to balance traffic demands with non-motorized facility improvements. The basis for comprehensive traffic analysis is collecting user volume and crash data to accurately model and assess existing conditions, selecting and applying tools that fully describe these conditions, understanding potential impacts from changes and using the analytical tools to help refine designs. Of particular concern are intersections where vehicular turning movements present significant conflicts with bicyclists and traffic congestion affects mobility for all user modes. VHB and our key traffic engineering subconsultants, Gorove/Slade and Kimley-Horn of DC, possess deep experience in applying traffic analysis techniques and modeling software, including Synchro, SimTraffic, and VISSIM, to complex projects in the District.

VHB team member **Cube Root Corporation** has extensive experience in collecting traffic data for roadway corridors and intersections, including traffic volume counts, pedestrian and bicycle volume data, origin-destination data, and travel time data. Turning movement traffic data, pedestrian, and bicycle data should typically be collected for a DDOT-preferred 13-hour period to maintain consistency with other traffic count resources and because vehicle, pedestrian, and bicycle peaks may be spread across different hours. The VHB team is also highly experienced in using the LOS procedures defined in the latest Highway Capacity Manual (HCM), including the Synchro 9/10 software platforms integrating these procedures, to conduct traffic and multimodal operations analyses. These procedures will form the basis of the traffic analysis and with concurrence from DDOT, we may propose employing other methods to more completely evaluate bicycle LOS characteristics such as the HCM Multimodal Urban Streets LOS methodologies, Bicycle Environmental Quality Index, or other emerging models.

We've performed traffic analyses to address traffic operations for scores of DDOT bicycle project locations over the course of multiple DDOT contracts. VHB will continue to manage all traffic analysis tasks, but Gorove/Slade (G/S) performs many of the traffic analysis tasks for our current DDOT Bike/Ped Facilities contract, and Katie Wagner, PE, PTOE from G/S is our lead traffic engineer for the new contract. Katie led the VHB Team's traffic analysis for the 1.3-mile long **Pennsylvania Avenue SE** corridor, including analysis of multiple bicycle lane and dedicated transit lane alternatives at 17 signalized intersections. G/S has led numerous other DDOT Bike/Ped Facility traffic analysis tasks, including for diversion analysis

4th Street SW Separated Bike Lanes Crossing the National Mall

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Pennsylvania Avenue NW Streetscape Bike Lane Rendering

Pennsylvania Avenue NW Streetscape Concept

for converting **Park Road NW** to a one-way street, lane repurposing for SBL and cycle track designs on **Monroe Street NE**, and SBL designs on constrained **Kansas Avenue NE**.

VHB has long supported DDOT with traffic analysis for bicycle facility projects, and over the course of several years, VHB preformed traffic operations analysis on over 2.5 miles of **K Street NW/NE** for bicycle facilities, including separated bike lanes spanning from Mt. Vernon Triangle through the NoMa area to Florida Avenue NE. **These studies included complex intersection reconfigurations to maintain safe turning movements for bicyclists and pedestrians, while still preserving an acceptable level of service for vehicles.** Our staff worked directly with DDOT's Transportation Engineering and Signals Division (TESD) to resolve critical safety issues at the North Capitol Street NW/NE and First Street NE intersections to accommodate all users and accounted for significant WMATA bus activity by analyzing several strategies to maintain acceptable traffic operations for transit performance.

VHB has continuously supported DDOT in Traffic Safety Engineering Services for many years, including extensive traffic analysis and safety studies for unique and high-conflict locations. For instance, VHB supported DDOT with bicycle facility design, traffic analysis, and the tactical urbanism pilot for implementing separated bicycle lanes at both **Grant Circle NW and Sherman Circle NW**. VHB prepared the bicycle facility plans and evaluated the MUTCD requirement for compatibility of bicycle facilities at traffic circles, as opposed to roundabouts which the MUTCD prohibits. The VHB team performed traffic analysis considering the traffic circle attributes using both Synchro and SimTraffic platforms. VHB helped develop plans for implementing temporary tactical urbanism measures and collected field data for the pilot that closely confirmed the findings and recommendations from the traffic analysis, which provided DDOT with a strong basis for making permanent implementation decisions.

Stakeholder and Public Engagement

The VHB team has supported DDOT and other local and federal agencies on planning efforts and stakeholder engagement strategies in the District. VHB's stakeholder engagement experience includes efforts at early planning stages to efforts making their way through final design. Our stakeholder engagement team is led by Karyn LeBlanc (KGL Communications). Karyn spent nearly five years with the DowntownDC BID, and eight years with DDOT where she oversaw complex public and media outreach programs for transformative transportation projects. KGL and VHB have worked closely together to advance stakeholder and public engagement on previous DDOT projects, including our current DDOT Bike/Ped Facilities Design contract. Our team has managed public outreach and engagement for the **Pennsylvania Avenue SE Corridor Study** planning process and preliminary engineering stages, including coordination with key stakeholders, such as Councilmember Charles Allen's office, ANC 6B, and the local business community. For public meetings, we created and maintained a project website and scripted presentations for DDOT to record and present during public outreach that complied with DDOT's pandemic-related outreach guidelines. This alternative approach allowed DDOT to identify a selected alternative, which VHB has advanced through preliminary engineering.

VHB and KGL are also currently supporting DDOT on the **Penn Ave West Streetscape project**. Our team has facilitated communication with a large a complicated group of project stakeholders, including managing the project website, meetings with the Golden Triangle BID and property owners, work sessions to review priorities and design with staff from CFA/NCPC/NPS/SHPO, and public meetings. Prior to the pandemic, the team held a successful in-person public meeting to solicit input on priorities for preliminary engineering. More recently, the project team presented live at virtual public meetings and a scripted recording of the

presentation was subsequently posted to the website for review and public comment. VHB Metro DC staff prepared visualizations showing perspective renderings of treatments such as separated bike lanes, floating bus stops, and pedestrian amenities. For the Penn Ave West project website, our staff also developed interactive 360-degree street views of the proposed design for each block of the corridor.

VHB's stakeholder and public engagement includes early planning-stage coordination of multimodal projects. For DDOT's **NoMA Bike Network Study** and **Far Southeast III Livability Study**, our team managed a series of stakeholder workshops and public outreach activities including public meetings, Citizen Engagement Group meetings, pop-up activities, mailing of questionnaires to ANC Commissioners, and project website updates. On both projects, VHB also created Wikimaps on the websites for the community to offer specific comments by location in the study areas.

Our stakeholder engagement efforts for DDOT's **Long Bridge Environmental Impact Statement** centered around agency coordination through regular one on one's with agencies like NPS as well as routine work sessions with cooperating agencies. We also maintained a project website and prepared for and facilitated public open houses, which included formal notification through online and print sources in English and Spanish and formal documentation required by DDOT.

Our communications team has extensive customer relations experience in the District, and has deep-rooted relationships and connections through the local government, business, and residential communities. The VHB Team's community outreach plans address four main goals: **Educate** and convey key concepts of facility plans; **Invite** and encourage participation through engagement tools; **Respond** to genuine concerns of the community; and **Record** and document public outreach in compliance with Title VI requirements. Additionally, the communications team will work with various stakeholders, utility owners, and federal and DC agencies to target any diverse audiences in the project scope and continue to engage with them through identified preferred methods. It is important to be aware of the diversity of our audiences. Some audiences are unable or do not respond to traditional outreach and engagement methods. Developing specific techniques or diversifying communications for those audiences will help different audiences interact and understand how to participate in the community engagement process.

Leading communications efforts is not limited only to the local community stakeholders, but also demands conversation and coordination through meetings and planning with FHWA, DC agencies, WMATA, WABA and the BAC, CHAMPs, MDOT SHA (for potential coordination along the District's boundaries), and others in additional to the multiple utility providers including Verizon, Washington Gas, DC Water, and Pepco. Our efforts focus on bringing about a positive interaction between the project's stakeholders, opponents and proponents alike. We communicate rationale-driven messages that support DDOT's moveDC plan and promoting multimodal, interconnected transportation systems throughout the city, while addressing critical concerns from local stakeholders.

Quality Assurance/Quality Control

The VHB team understands the importance of quality on every project and has created a plan to measure our performance and product quality to ensure your satisfaction. As Project Manager, **Daniel Lovas, PE**, will lead the VHB team QA/QC efforts. Prior to even the Project Kick-Off Meeting, the VHB Team develops a project specific Quality Plan. The VHB team uses the axiom "six pillars of quality" to help our clients understand how important quality is to our company, our staff, and ultimately our clients. These six pillars are basic, common-sense guides that our project and task managers employ:

- ☑ **The Right Person for the Job**
- ☑ **Make the Plan, Work the Plan**
- ☑ **Know the Budget and Know the Schedule**
- ☑ **Communicate, Communicate, Communicate**
- ☑ **Make Your "Quality Team"**
- ☑ **Recovery Plan to Get Back on Track**

VHB QA/QC Process

Producing high quality products, whether reports, construction plans, or construction documentation, is at the core of VHB's corporate culture. Our project teams understand that each staff member is responsible for assessing accuracy, completeness, and consistency with client and contract requirements through every stage of a project. VHB and our team members are committed to providing quality service to DDOT and have dedicated multidisciplinary teams that are thoroughly familiar with DDOT design standards, policies,

and procedures. Each member of our team possesses a deep understanding of DDOT's expectations based on years of successful project execution.

At VHB, quality is planned for from project inception. VHB's philosophy is that quality is a process planned from the top of the organization to the bottom and is performed at key points in a project using established metrics, such as work performance information and quality control measurements. These procedures are confirmed by our project management team during monthly scheduled project review meetings.

Quality Control Reviews

Checking of project deliverables is the process by which information contained in the design deliverables is verified to be complete and correct. Checking is the responsibility of each Task Manager or is delegated to a member of the project-specific QC Team. The QC check will be made by staff other than the person who prepared the work and includes:

- **Design Accuracy Check**—A detailed technical check will be performed by the design team responsible for the design package by reviewing and completing the checklists and marking of check prints.
- **Calculation Check**—Calculation Checks will be performed by the design or analysis team responsible for the development of the calculation. The calculations will be checked by senior level staff, other than the calculation originator, and are approved by the responsible Task Manager. The marked copies of the calculations will be maintained as quality records.
- **Coordination Check**—Checking of coordination between disciplines will be performed by the Project Manager and the design team. Independent quality checks will also provide a review of systems designs and technical presentation for completeness of information.

Evolving Quality Practices

The COVID-19 pandemic and shift to work-from-home has required adaptive solutions to otherwise standard practices. As employees begin to return to offices, it's important to evaluate what changes in practice make sense to maintain. VHB's approach to quality has evolved over the past several months to improve the practice and meet client needs. The implementation of online shared review as standard practice for quality checks has not only been effective under work-from-home conditions, but will continue to be a critical piece of delivering the highest quality deliverables that DDOT has become accustomed to from VHB.

Online shared review ensures easy access for the Quality Team and is easily translatable for client use and review. VHB's IT and project staff are familiar with Adobe and Bluebeam review platforms and have the ability to setup these shared reviews in advance of what has become a staple of design projects under our current design contract with DDOT – cross-divisional project reviews. Under Critical Project Issue #1, we discussed how these meetings have become a staple of project development at DDOT and should remain so. Further improving upon this practice with the implementation of online shared review for projects between VHB and DDOT will further improve the ever-evolving project delivery process.

Identify, Manage, and Mitigate Project Risks

VHB is client focused, and our project management philosophy relies on understanding DDOT's goals and challenges for each task and working closely as a partner with DDOT. We will work with the DDOT's Project Manager(s) to meet each task's goals and schedule requirements by providing technical analysis and exceptional service in an innovative and cost-effective manner. We believe that maintaining a regular meeting schedule and the daily/weekly coordination between the VHB on-site representative and the DDOT Project Manager will provide the necessary conduit to address project risks as they arise.

Part of VHB's approach to effectively identifying, managing, and mitigating project risks is assembling a highly qualified team with extensive experience in delivering transportation projects in the District of Columbia. **We have assembled six partner firms to round out our team with skills in transportation planning and engineering, data collection, traffic analysis, public involvement, surveying, utility coordination, and graphical visualization:**

- AMT, LLC
- Cube Root, Inc.
- Gorove Slade
- KGL Communications
- KGP Design Studio, Inc.
- Kimley-Horn of DC

Having a sizable team with a deep bench of talent helps foster a collaborative approach to managing technical challenges and communicating with the public. We are also willing and able to add new firms to our team should DDOT request services not originally contemplated in the RFQ, as we did for geotechnical services under the previous Bicycle Facilities Design contract.

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H.4 Responses to the Evaluation Criteria

H.4.1 Professional Qualifications

VHB's passionate professionals include engineers, scientists, planners, and designers who partner with our clients to improve mobility, enhance communities and economic vitality, and balance development and infrastructure needs with environmental stewardship. The resumes provided in Section E clearly identify the strength of VHB's key staff and our whole team's ability to fulfill the Professional Qualifications criteria.

Subconsultants/CBE Support

Building on our existing DDOT Bicycle Facilities Design and Traffic Analysis contract experience, the VHB team is rounded out by a group of subconsultants with whom we have developed longstanding relationships and have worked with in the District, which will provide great depth of expertise and assist in meeting the SBE/CBE goals for this project.

To continue to support CBE participation in our Bicycle Facilities Design contract, we have identified specific tasks to be led or heavily supported by our subconsultants. For example, the significant bicycle/pedestrian planning and design requirements provide an opportunity for us to engage Kimley-Horn of DC for a substantial project component and AMT will lead all survey tasks identified in the RFQ. We have also identified multiple CBE subconsultants to support traffic analysis and data collection tasks, which improves our team's ability to complete multiple simultaneous tasks.

AMT LLC

The survey team at AMT, LLC (AMT) has been providing surveying services in the District for over 60 years and to DDOT for over 15 years. Services include detailed topographic surveys showing all roadway improvements and natural features; horizontal and vertical survey control networks utilizing GPS and conventional survey methods; property, boundary, and right-of-way (ROW) surveys including research at DC Surveyor's Office, DDOT, NPS, and WMATA; ROW plans and easement legal descriptions; utility mapping including ASCE 38-02 Quality Level B utility designating and ASCE 38-02 Quality Level A utility test holes; and providing all surveys in DDOT MicroStation format and CAD standards.

AMT has expertise and experience coordinating with District, Federal and local agencies, providing these support services on roadway and rail projects involving DDOT, National Park Service (NPS), Washington Metropolitan Area Transit Authority (WMATA), General Services Administration (GSA), Amtrak, CSX and the Virginia Rail Express (VRE). Some of the firm's most notable DDOT roadway and bridge projects include Minnesota Avenue improvements, 11th Street Bridge, K Street Transitway, H Street Bridge Facilitates, DC Streetcar projects, and South Capitol Street Bridge.

CUBE ROOT CORPORATION

CUBE ROOT Corporation (Cube Root) specializes in transportation, infrastructure improvement, civil engineering, and infrastructure asset management. Their team is comprised of highly skilled engineers, inspectors, and management consultants whose core capabilities are construction management, construction inspection, program

COMPANY NAME	LOCATION	SERVICES	CERTIFICATIONS	ANTICIPATED % PARTICIPATION
AMT, LLC	10 G Street NE Suite 430 Washington, DC 20002	Survey And Utilities	**CBE, LBE, DZE**	10%
Cube Root Inc	1100 H Street NW, Suite 805 Washington, DC 20005	Traffic Analysis & Data Collection	**SBE, DBE, MBE, CBE**	5%
Gorove Slade	1140 Connecticut Ave NW, Suite 600 Washington, DC 20036	Traffic Analysis/Data Collection/Signal Design	**SBE, LBE**	15%
KGL Communications	4485 Danube Drive King George, VA 22485	Public Outreach	**SBE, LBE, DBE**	5%
KGP Design Studio, LLC	1777 Church Street NW Washington, DC 20036	Graphics/ Visualizations	**SBE, LRB, LBE, DZE**	5%
Kimley-Horn DC	1100 New Jersey Avenue SE Washington, DC 20003	Facility Design/Signal Design	**CBE**	10–15%
			Total Anticipated SBE/CBE Participation	50–55%

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management, project controls, asset management, operations and maintenance, data collection and analysis. They also offer transportation planning, traffic engineering, and facilities management services. Cube Root is committed to providing the highest quality services while maintaining strict quality assurance to complete assignments in accordance with client satisfaction. Cube Root was incorporated in 2010 and is currently headquartered in Washington, DC. Their clients include DDOT, Department of General Services (DGS), Pepco, and DC Water.

GOROVE SLADE Transportation Planners and Engineers

Gorove Slade provides clients with a complete suite of transportation planning and traffic engineering services. The firm's work includes significant real estate and transportation infrastructure projects in the region, including the following service offerings:

- Multimodal Transportation Studies
- Campus and Neighborhood Mobility Planning
- Multimodal Streetscape Planning and Design
- Transportation Modeling
- Traffic Signal Design/Maintenance of Traffic (MOT) Plans
- Pavement Marking and Signage Plans
- Traffic, Parking, and Pedestrian Counts and Surveys
- Parking Studies

Gorove Slade's clients include landowners and real estate developers, public agencies, and universities. The team of engineers and planners takes a multimodal approach to projects and the need to move people and services into, out of, and through the built environment.

KGL communications

KGL Communications (KGL) is a leading communications and marketing firm with strong roots working in DC. Karyn LeBlanc, CEO, has over 20 years leading communication strategies for transportation and infrastructure projects in all eight wards of DC. Karyn is a former director of communications for DDOT and knows how to safeguard DDOT's brand and integrity by implementing effective communication strategies. KGL provides public relations, community outreach and engagement, marketing, media relations, and government relations services with a focus on data-driven communications. The firm brings regional knowledge and experience working side-by-side with residents and businesses as well as local, state and federal governments, local and regional media, local and national developers, District agencies such as DDOT, DOEE, OP, DMPED, DPW, DGS, and District Partners including Events DC, BIDs, Metro and DC Water. KGL will employ best practices to fully support DDOT and the consulting team.

KGP design studio

Since 2000, KGP Design Studio (KGP) has collaborated with clients to transform their specific needs into design solutions that positively affect individuals, communities, and cities. KGP provides architecture, urban design, and planning and transportation design. Their role as facility designers includes the design of stations, elevated structures, bridges, maintenance facilities, station area planning and urban corridor design, as well as specialized pedestrian and bicycle facilities and structures. As a critical component of many of KGP's transportation projects, active mobility infrastructure is a major focus of the firm. Locally, KGP has provided design services for active mobility for both WMATA and DDOT.

KGP worked with DDOT to complete the Union Station Bicycle Transit Center, the first of its type on the East Coast. Additionally, KGP has provided design services for several local bicycle facilities including Pennsylvania Avenue Streetscape. Additional teaming experiences with VHB include 3D imaging support for Protected Cycle Lanes on Louisiana Avenue NW, Catholic University, Michigan Avenue NE, and Park Place NE.

Kimley»Horn | DC

Kimley-Horn of DC, LLC (KH/DC) is a full-service consulting firm specializing in planning and design that supports the community. The KH/DC team brings decades of collective experience, a track record of outstanding results, and strong relationships within the District to solve complex design and planning issues. Their engineers, planners, and designers are passionate about working on complex urban projects and knows firsthand the challenges that come with permitting and building in our nation's capital.

They bring a thorough understanding of the District's unique transportation network, including its associated challenges and opportunities, as well as DDOT's staff, processes, and preferences. This knowledge comes from the firm's staff experience working on DDOT projects such as 16th Street NW Bus Lanes, K Street NW Traffic Analysis, Benning Road Streetcar and Reconstruction, Southeast Boulevard and Barney Circle Environmental Assessment, Traffic Safety Engineering and Support Services (TSES), Traffic Signal On-Site Support Services, moveDC: District of Columbia Long-Range Multimodal Transportation Plan, and Crosstown Multimodal Transportation Study.

H.4.2 Specialized Experience and Technical Competence

The detailed responses to the critical project issues included in Section H.2, the description of VHB's qualifications in Bicycle and Pedestrian Design and Analysis included in Section H.3, the resumes in Section E, and the experience in Section F all demonstrate the unique and superior nature of the VHB team's specialized experience and technical competence in the types of work required. Our team is experienced, adaptable, and creative—and able to leverage lessons learned from experience to better deliver for DDOT on the Bicycle and Pedestrian Facility Design and Traffic Analysis contract. Below, we've expanded on the experience of key staff who will lead tasks for this project:

Key Personnel

The VHB team is a local team, with staff principally based in metro DC area offices. **The core VHB's leadership team proposed for this project, including Project Manager Daniel Lovas, PE; Principal-in-Charge Mark Colgan, PE, DBIA; and Deputy Project Manager/On-Site Engineer Bethany Turner, PE, PTOE are based in our DC office.**

Daniel Lovas, PE | Project Manager

Dan is VHB's DC Transportation Engineering service leader and has 22 years of experience in transportation engineering and multimodal transportation planning and design. **Dan served as the Project Manager for the last two DDOT Bicycle Facilities Design and Traffic Analysis contracts, where he collaborated with and managed a similar team to serve DDOT.** Dan also manages VHB's Traffic Safety Engineering Services contract for DDOT and has worked on numerous DDOT transportation planning and engineering projects. Dan has a long track record of delivering strong management and excellent performance on a wide range of projects for local governments, state transportation agencies, Federal agencies, education and healthcare institutions, and private developers.

Mark Colgan, PE, DBIA | Principal-in- Charge

As the Mid-Atlantic Transportation Market Leader and the Metro DC Managing Director, Mark will provide guidance to the project team, oversee project quality, and serve as a senior technical resource to both DDOT and the VHB team. He has nearly 30 years of project management, transportation, and construction-related experience and has been involved in the planning, design, and construction of a wide variety of project types along the East Coast. His emphasis has been in the design and construction of roadways, bike/ped facilities, structures, transit, rail, and bridges while managing large multidisciplinary projects.

Bethany Turner, PE, PTOE | Deputy Project Manager/On-site Engineer

Beth is a Transportation Engineer with extensive experience in bicycle facilities design support and traffic analysis in DC, including as an on-site engineer for DDOT. **She has worked closely alongside PSD to plan and design scores of bike/ped facilities for improved transit access**, including the implementation of raised bus stop islands, along numerous separated bike lane corridors throughout the District.

Alvaro Calle, PE | On-site Engineer

Alvaro is a Transportation Engineer in VHB's Tysons office with extensive DDOT on-call contract experience. His work includes design, analysis, and implementation of bicycle facilities across the District. He is proficient in Synchro TrafficWare software, INTEGRATION traffic simulation, and ESRI ArcGIS. He has experience with PTV VISSIM, PTV Vistro, SIDRA Intersection, Autodesk AutoCAD Civil 3D, and Microstation v8i.

Drew Gingras, PE | Lead Engineer for Bicycle/Pedestrian Design

Drew is a Project Engineer with extensive experience in planning for and designing bicycle facilities in urban environments. He also has experience with traffic operations analysis, traffic calming design, trail design and complete street design. Drew previously served as the on-site Project Engineer for VHB's DDOT contract to provide bicycle facility design and analysis services throughout the District, delivering bicycle and cycle track designs for several high-profile corridors. He brings a unique understanding of DDOT's goals for active transportation on major corridors like K Street NW.

Katie Wagner, PE, PTOE (G/S) | Lead Traffic Engineer

Katie is the Director of Planning and Engineering at Gorove Slade and brings a wealth of project experience in Washington, DC. Her areas of expertise include transportation analysis, project management, comprehensive documentation, master planning, and extensive community outreach. She is an active member of the Institute of Transportation Engineers (ITE), Women's Transportation Seminar (WTS), and Commercial Real Estate Women Network (CREW).

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Tim Smith, PE | Lead Civil Engineer

Tim is a site/civil engineer with civil design experience and a primary focus on retail programs across the Mid-Atlantic region. He has experience and strong relationships across various jurisdictions throughout Washington, DC, Maryland, and Virginia. He has an excellent record of client service with experience in concept plan preparation, due diligence, permit expediting, site design, water quality and stormwater management, erosion and sediment control, site grading and utility design, and bond release support.

Brendan August | Graphics/Renderings Specialist

Brendan has extensive landscape design experience with DDOT and throughout the Washington, DC, area. His experience includes site investigation and analysis, design collaboration with stakeholders, and preparing drawings for design submissions.

Daniel Schriever, LS (AMT) | Lead Surveyor

Daniel's surveying experience for public transportation, public works, and public facilities includes detailed field-run topographic surveys and aerial topographic surveys; right-of-way (ROW) and boundary surveys, including property, deed, and ROW plat research in DC Surveyors Office, DDOT, NPS, and FHWA records; determination of ROW and boundary lines, and preparation of legal descriptions, easement plats, and ROW plats; ASCE 38-02 Quality Level A, B, C, and D utility surveys and mapping; control surveys establishing MD State Plane horizontal control and NGVD 1988 vertical control; High Density Laser Scanning surveys; and construction layout including baselines, benchmarks and as-built surveys.

Carmen Bernett | Environmental Assessment/Compliance Specialist

Carmen has extensive experience in environmental science and policy working with multiple stakeholders to handle new and varied challenges. She supports the NEPA process for state and federal agencies by preparing EISs and assessments, planning and zoning studies, permits, and visual impact analyses; reviewing and preparing NEPA documentation; conducting environmental planning analyses; performing research and preparing written technical reports; coordinating with internal and external team members; and management and mentoring of staff.

Phil Goff | Lead Bike/Pedestrian Planner

Phil brings over 20 years of multimodal network planning, pedestrian/bicycle facility design, and urban design experience to VHB. He merges his passion for active transportation planning and streetscape design with his keen ability to effectively manage a diverse set of complex projects. Phil uses his design, planning, and bicycle-advocacy background to manage network-planning, trail-feasibility and roadway-corridor projects for regions, cities, towns, and campuses throughout the Northeast. His sincere passion for making communities more lively, accessible, and sustainable places represents a common theme in his work.

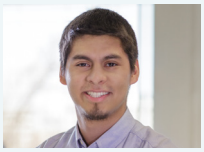
On-Site Staffing Plan

We recognize the importance of the on-site support role for advancing Active Transportation projects, responding to critical issues, and supporting a variety of needs for the Planning and Sustainability Division. VHB proposes to continue to provide full-time, on-site support through a combination of highly qualified transportation engineers. Based on our experience with on-site support to DDOT over the past six years, we have established a role that is filled by experienced engineers with the ability to help DDOT manage a wide range of projects, provide direct design assistance, guide project decision processes, and coordinate with contractors.

Bethany Turner, PE, PTOE, has been VHB's on-site engineer under our current DDOT Bike/Ped Facilities Design contract and will continue to serve as VHB's primary on-site engineer. Beth provides continuity to DDOT, actively manages multiple bike/ped design tasks at all times, and helps keep DDOT informed and organized about the status of the ongoing DDOT bike/ped facility projects. Beth will also become the Deputy Project Manager for this project, to continue to help DDOT prioritize projects, oversee progress, and perform quality reviews on all VHB design tasks. She will assist in training and overseeing other VHB staff performing design tasks and providing on-site support, which will help minimize the demands on DDOT's Contract Administrator (CA). By training other staff in DDOT's bike/ped facility design standards and practices, she will be able to shift more of her time to managing the technical activities of other on-site engineers and subconsultant design support. Beth will remain the primary liaison to DDOT's CA to oversee day-to-day project delivery of technical products under the contract.

VHB will train other engineering staff members to support DDOT. We will introduce **Alvaro Calle, PE**, as a new on-site engineer under Beth's direct supervision. Alvaro has been an integral part of VHB's team for DDOT projects for

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.



ON-SITE STAFF SUPPORT

Beth Turner and Alvaro Calle

Having fulfilled previous contracts requiring full-time on-site support at DDOT, VHB will continue providing this level of support. Beth Turner, PE, PTOE will use her years of DDOT experience to continue providing on-site support and facilitate the introduction and training of new on-site support staff, including Alvaro Calle, PE, provide direct program management, and oversee task execution.

several years, including design tasks for VHB's Bicycle and Pedestrian Design, Traffic Safety Engineering Services (TSES), and Highway Safety Improvement Plan (HSIP) contracts. Alvaro produced signing and marking plans for the Chevy Chase Circle NW reconfiguration and the preliminary and final engineering plans for the Pennsylvania Avenue West Streetscape. Alvaro's experience also includes traffic engineering, analysis, and safety studies for DDOT's Safety team and multiple bike/ped facility projects, including separated bike lanes (SBLs) on K Street NW, tactical urbanism pilot SBLs at Grant and Sherman Circles NW, Louisiana Avenue NW cycle track, and a Safe Routes to School evaluation along Wheeler Road SE.

VHB has previously used a combination of engineering staff for on-site support. Drew Gingras transitioned the on-site engineer role to Beth Turner in 2018, which provides a model for us to integrate new staff into this important role. Having multiple well-trained on-site engineers deepens our team's capabilities to serve DDOT, increases flexibility for project staffing, and provides redundancy to maintain consistent on-site support. We have demonstrated the ability to work seamlessly with DDOT to deal with on-site support logistics. We anticipate that Beth and Alvaro will each be available approximately 2-3 days per week, combining for full-time on-site support.

H.4.3 Capacity to Accomplish Work

Our team is composed of specific professionals and technical specialists to address the range of assignments/task orders that may be forthcoming through this contract. With our depth of professional talent, the VHB team has the necessary resources to service this on-call contract. The key members of our team have availability to prioritize this DDOT contract and to successfully lead tasks.

In addition to our key team, we have immediate access to other technical staff for each of the service areas cited in the RFQ. Our past performance with on-call assignments illustrates our ability to assign the right mix of people depending on the type of project, client needs, budget, and schedule. Our experienced project and task managers communicate effectively and efficiently with DDOT staff.

VHB's approach of assigning a project manager with both senior and junior personnel supporting each task allows for development of high-quality product and review while maintaining cost effectiveness. As with our current DDOT contract, VHB will continue to work closely with DDOT staff to develop the scope of work for each assignment.

When designing projects, VHB will provide project-specific plans and actions consistent with the needs of each project. Given our depth and breadth of in-house resources and the qualifications of our teaming partners, VHB and our subconsultants can provide all required engineering, planning, design, environmental, surveying, and public engagement services to take any project from conception to completion.

KEY PERSONNEL	ROLE	AVAILABILITY
Daniel Lovas, PE	Project Manager	50%
Mark Colgan, PE, DBIA	Principal-in-Charge	10%
Bethany Turner, PE, PTOE	Deputy Project Manager/ On-site Engineer	100%
Alvaro Calle, PE	On-site Engineer	80%
Drew Gingras, PE	Lead Engineer for Bike/ Ped Design	60%
Katie Wagner, PE, PTOE (G/S)	Lead Traffic Engineer	40%
Tim Smith, PE	Lead Civil Engineer	40%
Phil Goff	Lead Bike/Pedestrian Planner	30%
Brendan August	Graphics/Renderings Specialist	25%
Daniel Schriever (AMT)	Lead Surveyor	40%

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

H.4.4 Past Performance

VHB has proudly provided multidisciplinary planning, design, engineering, and consulting for some of the nation's most complex infrastructure and development initiatives for 40 years. Our transportation, planning and design, civil engineering, and environmental specialists create successful and workable results, changing the face of the built environment. VHB's method for solving client problems focuses on integration of service offerings coupled with deep understanding of the full context of projects, which has proven invaluable on previous projects for the District. Our team has an results-oriented approach to projects and the willingness to listen and truly understand our clients' needs. This collaborative approach to strategic project design, along with proactive management and nationally recognized expertise, helps our clients and our communities solve critical problems.

> "Your team's commitment and enthusiasm to help the project meet the goals outlined by DDOT...was affirmed by the unanimous approval of your project design..."
>
> **WAYNE WILSON** | *Civil Engineer, DDOT*

In addition to the project descriptions provided in Section F, we have included several letters of recommendation for the VHB team at the end of this section relating to the following projects:

DDOT Bicycle & Pedestrian Facilities Design and Traffic Analysis

VHB has served as DDOT's primary consultant for Active Transportation projects since 2015, providing direct support with planning, design, and analysis for hundreds of pedestrian and bicycle facility projects. The tasks included designs intended to better balance traffic capacity with multimodal mobility and bike/ped safety. VHB's successful performance is evident in the scores of bike/ped facility design projects our staff has completed for DDOT, ranging from the preliminary engineering of bicycle, transit, and signal improvements for the Pennsylvania Avenue SE project, to designs for separated bike lanes recently implemented on G Street NW and K Street NW, to the design for one of the most active cycle tracks in the city on Water Street NW, to trail and sidewalk engineering for the MBT and Half Street SE. VHB adhered to the proposed budget and worked with DDOT to deliver design projects on time and provide schedule flexibility to DDOT to minimize disruptions in the consistent on-site/design support to the Active Transportation branch.

Proposed Budget: $2,953,318

Actual Project Cost: $2,453,175 (to date)

Project Schedule: September 2015 - Ongoing

DDOT Pennsylvania Avenue West Streetscape

Led by DDOT, the Pennsylvania Avenue West streetscape project (Penn Ave West) seeks to improve travel for pedestrian, bicycle and vehicular traffic and amplifies its important role as a connector and iconic destination in the District. VHB managed the concept feasibility and transportation evaluation, as well as an extensive public outreach process. Through organized coordination with a diverse group of stakeholders, including Golden Triangle Business Improvement District (BID), Commission of Fine Arts (CFA), National Park Service (NPS), and the public, VHB enabled DDOT to verify the feasibility of a preferred alternative for the corridor with extremely positive public feedback. IPMD selected VHB to complete the optional final engineering stage after we completed preliminary engineering.

Proposed Budget: $2,079,075

Actual Project Cost: $1,897,248 (to date)

Estimated Construction Cost: $34,212,629

Project Schedule: September 2018 - Ongoing

I. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

31. SIGNATURE

32. DATE

June 25, 2021

33. NAME AND TITLE

Nancy Barker, PWS, Mid-Atlantic Regional Manager

H. ADDITIONAL INFORMATION

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Government of the District of Columbia

Department of Transportation

September 11, 2019

Mr. Daniel Lovas, PE
Senior Transportation Engineer
VHB Metro DC, LLC
1001 G Street NW, Suite 450
Washington, DC 20001

RE: Letter of Appreciation and Recommendation

Dear Mr. Lovas:

On behalf of the DDOT Active Transportation Team, I would like to express our appreciation to you and the VHB Team on the transportation engineering services that VHB has rendered to the District of Columbia on the DDOT Bicycle Facilities Design & Traffic Analysis contract. Under this contract that completed in 2018, VHB has provided services in pedestrian and bicycle facilities concept development, design, multimodal transportation planning, traffic operations analysis, and pedestrian/bicycle safety evaluations.

VHB's assistance with these types of services, bringing their varied experience to the District of Columbia, has made a strong impact on advancing our projects and the overall bicycle/pedestrian program. Several tasks complete by VHB have been successfully implemented by DDOT, including the K Street/Water Street Cycle Track, 14th Street NW bike lanes, and Grant Circle/Sherman Circle separated bike lanes. VHB's efforts have contributed to the City recently receiving recognition as a **Gold Bicycle Friendly Community** by the League of American Bicyclists. A highlight of VHB's performance for me on this contract was their ability to handle multiple tasks concurrently and their willingness to take on and deliver challenging assignments. VHB's commitment and enthusiasm was demonstrated in the analysis and design process by offering solutions to implement innovative bicycle facilities while preserving the character of the District's streets. Also, VHB's ability to manage multiple sub-consultants and provide strong bicycle and traffic engineering expertise, including on-site support to DDOT, was instrumental in providing the full range of services within the project's proposed budget and schedule.

VHB's successful performance led to your recent re-selection for the 2019 DDOT Bicycle/Pedestrian Facilities Design & Traffic Analysis contract. I am looking forward to continuing to work with you and your project team on this important program. Please feel free to use DDOT and me as a reference in your pursuit of future transportation planning, safety, and engineering projects and studies.

Sincerely,

Mike Goodno
Bicycle Program Specialist

District Department of Transportation | 55 M Street, SE, Suite 400 | Washington, DC 20003 | 202.671.6813 | www.ddot.dc.gov

30. PROVIDE ANY ADDITIONAL INFORMATION REQUESTED BY THE AGENCY. ATTACH ADDITIONAL SHEETS AS NEEDED.

Government of the District of Columbia

Department of Transportation

June 16, 2021

To: Mr. James R. Long, PE
Principal
VHB Metro DC
1001 G Street, NW, Suite 1125
Washington, DC 20001

From: Wayne Wilson
Project Manager

Reference: Streetscape of Pennsylvania Ave from 17th St to Washington Cir NW

Dear Mr. Long:

I am writing to express our appreciation to you and the rest of your project team for the outstanding performance on the planning, streetscape/landscape design, and engineering design services that VHB has rendered to the District Department of Transportation (DDOT) on the subject project. Your teams' commitment and enthusiasm to help the project meet the goals outlined by DDOT in the 2017 Downtown West Transportation Planning Study was affirmed by the unanimous approval of your project design by ANC-2A, ANC-2B, and the US Commission of Fine Arts.

A highlight of VHB's performance for me on this project was your teams' ability to avoid and minimize the impact of the proposed streetscape design on the myriad of existing utility lines that exist within the project limits. Also, VHB's ability to navigate and coordinate complex utility betterments proposed very late in the design process by Washington Gas, DC Water, Lumen/Level 3, and Crown Castle was exemplary.

In addition, VHB's vast knowledge of bicycle facility design was invaluable to the project team in navigating the design of one of the most visible and involved protected bike lane in the District. VHB's innovative thinking in designing seamless bicycle facilities in sensitive areas along the project corridor was critical in addressing key stakeholder concerns, while simultaneously fulfilling request for safe and comfortable pedestrian curbside access that promoted activated public spaces for pedestrians. This proved to be a critical element in the success of the Department gaining support during its public engagement process with stakeholders. Through this project, your team was able to advance the District's goals for both expanding and establishing intuitive connections to the District's ever evolving network of protected bike lanes in conjunction with the establishment of activated public spaces without detriment to the capacity of vehicular operations. Thanks to you and your team for all the hard work, and I look forward to working with you in the future.

Professionally submitted,

Wayne Wilson

Wayne Wilson
Civil Engineer
Infrastructure Project Management Division
Team 1 / Ward 1 and 2
District Department of Transportation

District Department of Transportation | 250 M Street, SE, Washington, DC 20003 | 202.673.6813 |

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*
OCPTO210029

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME			3. YEAR ESTABLISHED	4. UNIQUE IDENTITY IDENTIFIER
VHB Metro DC, LLC			2017	08-094-9355
2b. STREET			5. OWNERSHIP	
1001 G Street NW, Suite 1175			a. TYPE	
2c. CITY	2d. STATE	2e. ZIP CODE	Corporation	
Washington	DC	20001	b. SMALL BUSINESS STATUS	
6a. POINT OF CONTACT NAME AND TITLE			CBE (LBE): L56640062022	
Mark Colgan, PE, DBIA, Managing Director – Metro DC			7. NAME OF FIRM (*If block 2a is a branch office*)	
6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS			
202.739.9522	mcolgan@vhb.com			

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE IDENTITY IDENTIRIER
VHB DC, LLC 2017		

9. EMPLOYEES BY DISCIPLINE

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH	a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
12	Civil Engineer	5	1	E09	Environmental Impact Studies, Assessments, or Statements	1
39	Landscape Architect	2	2	H07	Highways; Streets; Airfield Paving; Parking Lots	1
47	Planner: Urban/Regional	7	7	P05	Planning (Community, Regional Areawide and State)	1
48	Project Manager	7	6	S13	Storm Water Handling & Facilities	1
60	Transportation Engineer	8	7	T03	Traffic & Transportation Engineering	1
63	Environmental Planner	3	3			
	Other	2	1		Other	2
	Total	34	27			

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS
(Insert revenue index number shown at right)

a. Federal Work	**0**
b. Non-Federal Work	**3**
c. Total Work	**3**

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE
The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
Stephen Thomas	January 29, 2021

c. NAME AND TITLE

Stephen Thomas, AICP, Chief Executive Officer – VHB Metro DC, LLC

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: **OCPTO210029**

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME: Vanasse Hangen Brustlin, Inc. (VHB) / Williamsburg		3. YEAR ESTABLISHED: 1990	4. UNIQUE IDENTITY IDENTIFIER: 95-731-7936
2b. STREET: 351 McLaws Circle, Suite 3		5. OWNERSHIP	
2c. CITY: Williamsburg	2d. STATE: VA / 2e. ZIP CODE: 23185-5797	a. TYPE: Corporation	
6a. POINT OF CONTACT NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager		b. SMALL BUSINESS STATUS: N/A	
6b. TELEPHONE NUMBER: (757) 220-0500	6c. E-MAIL ADDRESS: nbarker@vhb.com	7. NAME OF FIRM (*If block 2a is a branch office*): Vanasse Hangen Brustlin, Inc. (VHB)	
8a. FORMER FIRM NAME(S) *(If any)*: Vanasse/Hangen Design, Inc., 1978; Vanasse/Hangen Associates, Inc. 1979; Vanasse/Hangen Engineering, Inc. 1986; Vanasse/Hangen, Inc. 1986; Vanasse Hangen Brustlin, Inc. 1989		8b. YEAR ESTABLISHED: 1979	8c. UNIQUE IDENTITY IDENTIRIER: 09-587-4384

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	159	3
8	CADD Technician	20	1
12	Civil Engineer	208	6
24	Environmental Scientist	90	16
29	Geographic Information System Specialist	31	1
38	Land Surveyor	56	3
39	Landscape Architect	18	3
47	Planner: Urban/Regional	51	1
48	Project Manager	78	1
74	Environmental Planner	46	4
	Other	515	2
	Total	1272	41

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
E09	Environmental Impact Studies, Assessments or Statements	8
E11	Environmental Planning	5
G04	Geographic Information System Services: Development, Analysis, and Data Collection	6
H07	Highways; Streets; Airfield Paving; Parking Lots	9
L02	Land Surveying	6
L03	Landscape Architecture	6
P05	Planning (Community, Regional Areawide and State)	6
P06	Planning (Site, Installation, and Project)	6
S10	Surveying; Platting; Mapping; Flood Plain Studies	6
T03	Traffic & Transportation Engineering	9
	Other	1

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE: June 08, 2020

c. NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: **OCPTO210029**

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME: Vanasse Hangen Brustlin, Inc. (VHB) / South Burlington			3. YEAR ESTABLISHED: 2008
			4. UNIQUE IDENTITY IDENTIFIER: 80-312-8540
2b. STREET: 40 IDX Drive, Building 100, Suite 200			5. OWNERSHIP
2c. CITY: South Burlington	2d. STATE: VT	2e. ZIP CODE: 05403-7771	a. TYPE: Corporation
			b. SMALL BUSINESS STATUS: N/A
6a. POINT OF CONTACT NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager			7. NAME OF FIRM (*If block 2a is a branch office*): Vanasse Hangen Brustlin, Inc. (VHB)
6b. TELEPHONE NUMBER: (802) 497-6100	6c. E-MAIL ADDRESS: nbarker@vhb.com		

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE IDENTITY IDENTIRIER
Vanasse/Hangen Design, Inc., 1978 Vanasse/Hangen Associates, Inc. 1979 Vanasse/Hangen Engineering, Inc. 1986 Vanasse/Hangen, Inc. 1986 Vanasse Hangen Brustlin, Inc. 1989	1979	09-587-4384

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	159	3
8	CADD Technician	20	1
12	Civil Engineer	208	8
23	Environmental Engineer	20	4
24	Environmental Scientist	90	12
29	Geographic Information System Specialist	31	3
38	Land Surveyor	56	3
47	Planner: Urban/Regional	51	1
48	Project Manager	78	3
60	Transportation Engineer	216	7
62	Water Resources Engineer	33	1
67	Water Resources Scientist	11	1
74	Environmental Planner	46	3
	Other	253	12
	Total	1272	62

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
E09	Environmental Impact Studies, Assessments or Statements	8
E11	Environmental Planning	5
G04	Geographic Information System Services: Development, Analysis, and Data Collection	6
H07	Highways; Streets; Airfield Paving; Parking Lots	9
L02	Land Surveying	6
L03	Landscape Architecture	6
P05	Planning (Community, Regional Areawide and State)	6
P06	Planning (Site, Installation, and Project)	6
S10	Surveying; Platting; Mapping; Flood Plain Studies	6
T03	Traffic & Transportation Engineering	9
	Other	1

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	June 08, 2020

c. NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: **OCPTO210029**

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME: Vanasse Hangen Brustlin, Inc. (VHB) / Watertown			3. YEAR ESTABLISHED: 1979
			4. UNIQUE IDENTITY IDENTIFIER: 09-587-4384
2b. STREET: 101 Walnut Street, PO Box 9151			5. OWNERSHIP
			a. TYPE: Corporation
2c. CITY: Watertown	2d. STATE: MA	2e. ZIP CODE: 02472-4026	b. SMALL BUSINESS STATUS: N/A
6a. POINT OF CONTACT NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager			7. NAME OF FIRM (*If block 2a is a branch office*): Vanasse Hangen Brustlin, Inc. (VHB)
6b. TELEPHONE NUMBER: (617) 924-1770	6c. E-MAIL ADDRESS: nbarker@vhb.com		

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE IDENTITY IDENTIRIER
Vanasse/Hangen Design, Inc., 1978 Vanasse/Hangen Associates, Inc. 1979 Vanasse/Hangen Engineering, Inc. 1986 Vanasse/Hangen, Inc. 1986 Vanasse Hangen Brustlin, Inc. 1989	1979	09-587-4384

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	159	63
12	Civil Engineer	208	40
23	Environmental Engineer	20	3
24	Environmental Scientist	90	14
29	Geographic Information System Specialist	31	3
38	Land Surveyor	56	19
47	Planner: Urban/Regional	51	6
48	Project Manager	78	19
60	Transportation Engineer	216	33
63	Project Engineer	12	1
64	CADD Graphics	10	1
67	Water Resources Scientist	11	4
74	Environmental Planner	46	8
	Other	284	75
	Total	1272	289

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
A01	Environmental Impact Studies, Assessments or Statements	8
C10	Environmental Planning	5
C16	Geographic Information System Services: Development, Analysis, and Data Collection	6
D04	Highways; Streets; Airfield Paving; Parking Lots	9
E01	Land Surveying	6
E07	Planning (Community, Regional Areawide and State)	6
E09	Planning (Site, Installation, and Project)	6
S10	Surveying; Platting; Mapping; Flood Plain Studies	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE

b. DATE: June 08, 2020

c. NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: OCPTO210029

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME	3. YEAR ESTABLISHED	4. UNIQUE IDENTITY IDENTIFIER
Vanasse Hangen Brustlin, Inc. (VHB) / Providence	1984	60-919-3487

2b. STREET	5. OWNERSHIP
1 Cedar Street, Suite 400	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE
Providence	RI	02903-1023

b. SMALL BUSINESS STATUS: N/A

6a. POINT OF CONTACT NAME AND TITLE

7. NAME OF FIRM (*If block 2a is a branch office*): Vanasse Hangen Brustlin, Inc. (VHB)

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
(401) 272-8100	

8a. FORMER FIRM NAME(S) *(If any)*	8b. YEAR ESTABLISHED	8c. UNIQUE IDENTITY IDENTIRIER
Vanasse/Hangen Design, Inc., 1978 Vanasse/Hangen Associates, Inc. 1979 Vanasse/Hangen Engineering, Inc. 1986 Vanasse/Hangen, Inc. 1986 Vanasse Hangen Brustlin, Inc. 1989	1979	09-587-4384

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	159	7
12	Civil Engineer	208	9
24	Environmental Scientist	90	6
38	Land Surveyor	56	3
47	Planner: Urban/Regional	51	1
48	Project Manager	78	7
57	Structural Engineer	51	7
60	Transportation Engineer	216	14
63	Project Engineer	12	2
74	Environmental Planner	46	1
	Other	305	6
	Total	1272	63

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
B02	Bridges	7
C15	Construction Management	6
E09	Environmental Impact Studies, Assessments or Statements	8
E11	Environmental Planning	5
G01	Garages; Vehicle Maintenance Facilities; Parking Decks	6
G04	GIS Services: Development, Analysis, and Data Collection	6
L03	Landscape Architecture	6
P05	Planning (Community, Regional Areawide and State)	6
P06	Planning (Site, Installation, and Project)	6
R03	Railroad; Rapid Transit	9
T03	Traffic & Transportation Engineering	9
U02	Urban Renewals; Community Development	6

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	June 08, 2020

c. NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager

ARCHITECT – ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER *(If any)*: **OCPTO210029**

PART II – GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (or Branch Office) NAME: Vanasse Hangen Brustlin, Inc. (VHB) / Tysons			3. YEAR ESTABLISHED: 2005
2b. STREET: 1775 Greensboro Station Place, Suite 200			4. UNIQUE IDENTITY IDENTIFIER: 19-251-8335
2c. CITY: Tysons	2d. STATE: VA	2e. ZIP CODE: 22102	5. OWNERSHIP a. TYPE: Corporation
6a. POINT OF CONTACT NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager			b. SMALL BUSINESS STATUS: N/A
6b. TELEPHONE NUMBER: (703) 847-3071	6c. E-MAIL ADDRESS: nbarker@vhb.com		7. NAME OF FIRM (*If block 2a is a branch office*): Vanasse Hangen Brustlin, Inc. (VHB)
8a. FORMER FIRM NAME(S) *(If any)*: Vanasse/Hangen Design, Inc., 1978; Vanasse/Hangen Associates, Inc. 1979; Vanasse/Hangen Engineering, Inc. 1986; Vanasse/Hangen, Inc. 1986; Vanasse Hangen Brustlin, Inc. 1989			8b. YEAR ESTABLISHED: 1979 / 8c. UNIQUE IDENTITY IDENTIRIER: 09-587-4384

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. No. of Employees (1) FIRM	c. No. of Employees (2) BRANCH
2	Administrative	159	3
60	Transportation Engineer	216	9
67	Water Resources Scientist	11	1
	Other	886	0
	Total	1272	13

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
E09	Environmental Impact Studies, Assessments or Statements	8
E11	Environmental Planning	5
G04	Geographic Information System Services: Development, Analysis, and Data Collection	6
H07	Highways; Streets; Airfield Paving; Parking Lots	9
L02	Land Surveying	6
L03	Landscape Architecture	6
P05	Planning (Community, Regional Areawide and State)	6
P06	Planning (Site, Installation, and Project)	6
S10	Surveying; Platting; Mapping; Flood Plain Studies	6
T03	Traffic & Transportation Engineering	9

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUE OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	7
b. Non-Federal Work	10
c. Total Work	10

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE: 

b. DATE: June 08, 2020

c. NAME AND TITLE: Nancy Barker, Mid-Atlantic Regional Manager

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (*if any*): OCTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
AMT, LLC	2005	18-958-5487

2b. STREET	5. OWNERSHIP
10 G Street NE, Suite 430	a. TYPE: Limited Liability Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Washington	DC	20002	

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(if Block 2a is a Branch Office)*
Daniel Schriever, LS - Principal	

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
202-289-4545	dschriever@amtengineering.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative	4	
08	CADD Technical/Draftsmen	2	
12	Civil Engineers	15	
15	Construction Engineers/Insp.	1	
38	Land Surveyors	11	
60	Transp/Traffic Engineers	3	
	Other Employees		
	Total	36	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YERAS
(Insert revenue index number shown at right)

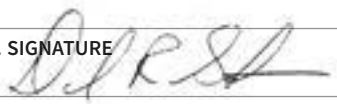
a. Federal Work	4
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 

b. DATE: June 16, 2021

c. NAME AND TITLE: Daniel Schriever, LS - Principal

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (*if any*): OCPTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
CUBE ROOT CORPORATION	2010	054985327

2b. STREET	5. OWNERSHIP
1100 H Street NW, Suite 805	a. TYPE: Corporation

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
WASHINGTON	DC	20005	DBE / CBE / SBE / 8(a)

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(if Block 2a is a Branch Office)*
Omar Stephenson, President	N/A

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
(202)559 5345	omar@cuberootinc.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative	5	5
12	Civil Engineer	2	2
15	Construction Inspector	9	9
16	Construction Manager	2	2
18	Cost Engineer/Estimator	1	1
42	Mechanical Engineer	2	2
48	Project Manager	10	10
53	Scheduler	4	4
57	Structural Engineer	2	2
58	Technician/Analyst	5	5
60	Transportation Engineer	1	1
	Other Employees	3	3
	Total	46	46

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
C15	Construction Management	6
C18	Cost Estimating, Cost Engineering and Analysis, Parametric Costing, Forecasting, Scheduling	4
T02	Construction Inspection	5
T03	Traffic and Transportation Engineering	3

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YERAS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	6
c. Total Work	6

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	1/25/2021

c. NAME AND TITLE: Omar Stephenson, President & CEO

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (*if any*): OCPTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
GOROVE/SLADE ASSOCIATES, INC.	1979	09-534-7712

2b. STREET	5. OWNERSHIP
1140 Connecticut Avenue NW Suite 600	a. TYPE: Corporation (C)

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Washington	DC	20036	Small Business

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(if Block 2a is a Branch Office)*
Erwin Andres, PE Vice President & Principal	N/A

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
202-296-8625	erwin.andres@goroveslade.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER
N/A	N/A	N/A

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative	4	1
08	CADD/Field Technician	1	0
60	Transportation Engineer	32	8
	Other Employees		
	Total	37	9

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
T03	Traffic & Transportation Engineer	7

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YERAS
(Insert revenue index number shown at right)

a. Federal Work	3
b. Non-Federal Work	7
c. Total Work	7

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
Erwin A. Andres	6/17/2021

c. NAME AND TITLE: Erwin Andres, PE Vice President & Principal

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (*if any*): OCPTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME			3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
KGL COMMUNICATIONS LLC			2019	117072211
2b. STREET			**5. OWNERSHIP**	
4200 Wisconsin Avenue NW, Suite 500			**a. TYPE**	
2c. CITY	**2d. STATE**	**2e. ZIP CODE**	Limited Liability Corporation	
WASHINGTON	DC	20016	**b. SMALL BUSINESS STATUS**	
6a. POINT OF CONTACT NAME AND TITLE			CBE, LBD, SBE, DBE	
Karyn Le Blanc, CEO			**7. NAME OF FIRM** *(if Block 2a is a Branch Office)* N/A	
6b. TELEPHONE NUMBER	**6c. E-MAIL ADDRESS**			
202-497-4572	Karyn.leblanc@kglcommunications.com			
8a. FORMER FIRM NAME(S) *(if any)*			**8b. YEAR ESTABLISHED**	**8c. UNIQUE ENTITY IDENTIFIER**

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administrative		
18	Cost Engineer/Estimator		
21	Electrical Engineer		
24	Environmental Scientist		
38	Land Surveyor		
39	Landscape Architect		
42	Mechanical Engineer		
--	O&M Technician		
47	Planner: Urban/Regional		
48	Project Manager	1	
Total		1	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
P05	Planning (Community, Regional)	N/A
P06	Planning (Site, Installation and Project)	N/A
R03	Railroad; Rapid Transit	N/A
S02	Security Systems	N/A
S07	Solid Waste /Inciner	N/A
S09	Structural, Bridge Design, Special Designs	N/A
S13	Storm water Management	N/A
T03	Traffic and Transportation Engineering	N/A

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YERAS
(Insert revenue index number shown at right)

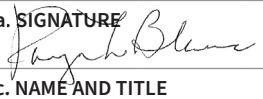
a. Federal Work	0
b. Non-Federal Work	2
c. Total Work	2

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE 

b. DATE: June 15, 2021

c. NAME AND TITLE: Karyn Good Le Blanc, CEO

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (*if any*): OCPTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
KGP DESIGN STUDIO	2000	52-2273143

2b. STREET	5. OWNERSHIP
1777 Church St	a. TYPE: Limited Liability Company

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
WASHINGTON	DC	20036	DBE (WMATA/DDOT), CBE (DC)

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(if Block 2a is a Branch Office)*
Donald Paine, Principal	

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
202 822 2102 x201	dpaine@kgpds.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
02	Administarator	1	
05	Architect	10	
47	Planner/Urban/Regional	1	
	Other Employees		
	Total	12	

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number *(see below)*
E09	Environmental Impact Study	1
H11	Residential	2
I05	Interior Design, Space Planning	1
O01	Office Buildings	1
P05	Planning	3
P13	Public Safety Facilities	1
R03	Railroad. Rapid Transit	8
U02	Urban Renewal, Community Development	2

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YERAS

(Insert revenue index number shown at right)

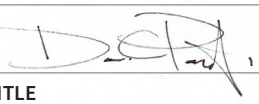
a. Federal Work	0
b. Non-Federal Work	6
c. Total Work	6

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
	06-17-2021

c. NAME AND TITLE
DONALD PAINE, PRINCIPAL

ARCHITECT-ENGINEER QUALIFICATIONS

1. SOLICITATION NUMBER (if any): OCPTO210029

PART II - GENERAL QUALIFICATIONS

(If a firm has branch offices, complete for each specific branch office seeking work.)

2a. FIRM (OR BRANCH OFFICE) NAME	3. YEAR ESTABLISHED	4. UNIQUE ENTITY IDENTIFIER
KIMLEY-HORN OF DC, LLC	2019	116753615

2b. STREET	5. OWNERSHIP
1100 New Jersey Avenue SE, Suite 420	a. TYPE: LLC

2c. CITY	2d. STATE	2e. ZIP CODE	b. SMALL BUSINESS STATUS
Washington	DC	20003	No

6a. POINT OF CONTACT NAME AND TITLE	7. NAME OF FIRM *(if Block 2a is a Branch Office)*
Daniel C. Markham, P.E., PTOE, Associate	

6b. TELEPHONE NUMBER	6c. E-MAIL ADDRESS
202.971.8233	Daniel.Markham@kimley-horndc.com

8a. FORMER FIRM NAME(S) *(if any)*	8b. YEAR ESTABLISHED	8c. UNIQUE ENTITY IDENTIFIER

9. EMPLOYEES BY DISCIPLINE

a. Function Code	b. Discipline	c. Number of Employees (1) FIRM	c. Number of Employees (2) BRANCH
48	Project Managers	1	1
12	Civil Engineers	7	7
39	Landscape Architects	1	1
47	Planners: Urban/Regional	2	2
65	Technical Support	1	1
60	Transportation Engineers	9	9
	Other Employees	0	0
	Total	21	21

10. PROFILE OF FIRM'S EXPERIENCE AND ANNUAL AVERAGE REVENUE FOR LAST 5 YEARS

a. Profile Code	b. Experience	c. Revenue Index Number (see below)
C10	Commercial Building; (low rise); Shopping Centers	4
E02	Educational Facilities; Classrooms	1
T03	Traffic & Transportation Engineering	2
H09	Hospitals & Medical Facilities	1
H10	Hotels; Motels	1
L03	Landscape Architecture	1
O01	Office Building; Industrial Parks	1
S10	Surveing; Platting; Mapping; Flood Plain	1
S01	Safety Engineering; Accident Studies; OSHA	1

11. ANNUAL AVERAGE PROFESSIONAL SERVICES REVENUES OF FIRM FOR LAST 3 YEARS

(Insert revenue index number shown at right)

a. Federal Work	1
b. Non-Federal Work	5
c. Total Work	5

PROFESSIONAL SERVICES REVENUE INDEX NUMBER

1. Less than $100,000
2. $100,000 to less than $250,000
3. $250,000 to less than $500,000
4. $500,000 to less than $1 million
5. $1 million to less than $2 million
6. $2 million to less than $5 million
7. $5 million to less than $10 million
8. $10 million to less than $25 million
9. $25 million to less than $50 million
10. $50 million or greater

12. AUTHORIZED REPRESENTATIVE

The foregoing is a statement of facts.

a. SIGNATURE	b. DATE
Adrienne C. Ameel.	June 15, 2021

c. NAME AND TITLE: Adrienne C. Ameel, P.E., President

Memorandum

To: Mohammad Siddiqi
DDOT OCP Contract Specialist

Jeralyn Johnson
DDOT OCP Contract Specialist

Date: October 1, 2021

Project #: 84009.21

From: Daniel Lovas, PE
Senior Project Manager

Re: DCKA-2017-T-0122, Cat L Bicycle & Pedestrian Studies, Planning & Design- RFQ for Bicycle and Pedestrian Facilities Design and Traffic Analysis Request for Task Order Proposal

---

Cost Proposal Submission

VHB is pleased to submit a cost proposal for the District of Columbia Department of Transportation's (DDOT) Request for Task Order Proposal for Bicycle and Pedestrian Facilities Design and Traffic Analysis. The following materials are included in this submission:

- Cost Proposal spreadsheets summarizing labor rates and level of effort, by task
- Copy of DC business license
- Tax Certification Affidavit
- Bidder Offeror Certification form
- Certificate of Insurance
- Current Certified payroll roster

Attached to this document is a summary of cost proposal assumptions used by the VHB Team to develop this cost proposal. We welcome any questions or request for clarification about our cost proposal, and we look forward to the opportunity to serve as DDOT prime consultant for this task order contract.

1001 G Street, NW
Suite 1125
Washington, DC 20001
P 202.739.9555

Summary of Cost Proposal Assumptions

VHB Metro DC, LLC (VHB) will perform the Scope of Services specified in the District of Columbia Department of Transportation's (DDOT) Request for Task Order Proposal (RFTOP) for Bicycle and Pedestrian Facilities Design and Traffic Analysis, dated September 3, 2021, subject to the following assumptions and refinements to the scope. These assumptions and scope refinements are intended to clarify the scope of services for the purposes of developing a cost proposal for review by DDOT staff.

Project Tasks

Task 6.1.1: Project Management

- VHB assumes one contract kickoff meeting with DDOT
- VHB assumes monthly progress meetings with DDOT Active Transportation staff

Task 6.2.1: Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans

- Bicycle and pedestrian facility design scope includes both the on-site engineering staff support and other primary staff resources throughout our team to produce pedestrian and bicycle design plans. Supplemental Bike/Ped/Civil/Trail/Traffic Signal Design Support refers to services provided by other VHB staff resources to occasionally augment the primary pedestrian/bicycle design tasks and accomplish tasks requiring integrated service capabilities. VHB proposes to maximize our team's availability for these types of service divided across both Year 1 (Base) and Year 2 (Option).
- The VHB team assumes traffic signal modification plans for up to 12 intersections will be necessary to support bicycle lane and pedestrian facilities plans. VHB proposes to provide these services divided across both Year 1 (Base) and Year 2 (Option).
- The scope and budget for all field survey required to support bicycle and pedestrian facility projects in this task will be derived from Task 6.2.3.
- Design submissions or other products under this task will be subject to an internal DDOT review process, primarily in coordination with the VHB on-site engineering staff. VHB assumes numerous design review meetings involving multiple team members will not be necessary for most submissions.
- The VHB Team, as stated in the "DDOT Bike Facility Design Cost Proposal Scope Questions" document, assumes the Trail/Sidewalk Design tasks to consist of seven (7) projects to be completed over Year 1 (Base) and Year 2 (Option). The following list represents the assumed length of each project, and a brief description of level of effort:
    - 200 feet (trail connection design, PS&E level of design)
    - 350 feet (sidewalk widening, assume Design/Build level of design)
    - 500 feet (project not yet known, assume PS&E level of design)
    - 500 feet (project not yet known, assume Design/Build level of design)
    - 600 feet (project not yet known, assume Design/Build level of design)
    - 1,600 feet (new sidewalk design and widening, assume Design/Build level of design))
    - 900 feet (trail resurfacing, assume Design/Build level of design)
- VHB assumes that some trail design services will be completed under the Pedestrian and Bicycle Design task, including by on-site support staff.

- The level of support required for public outreach is not clearly specified in the RFTOP for the above-mentioned trail projects, but the cost proposal includes time for general stakeholder/public engagement support to be determined in later detailed project scoping with DDOT, but generally including the following services:
    - Develop and implement structures to support outreach and community relations activities for various communities of interest, recognizing issues management messaging accounting for an adverse audience for bike/trail projects.
    - Develop and implement strategies and tactics to support customer-focused outreach structure, which may include:
        - Community engagement activities, meetings and events.
        - In-person and digital opportunities to solicit input and feedback via a project website or similar tools.
- As stated in the "DDOT Bike Facility Design Cost Proposal Scope Questions" document, DDOT expects one trail project will require a NEPA Level 3 Categorical Exclusion (CE) environment evaluation to be completed by the consultant team.
    - Without specific project details, VHB cannot account for all potential scenarios or contingencies associated with the environmental review process for this project. The CE 3 environmental review process is referred to as a documented CE (or small-scale Environmental Assessment) and typically requires significant evaluation of various environmental impacts (e.g., land-use, social, relocation, economic, traffic & transportation, ped-bike, air, noise, water and wetlands, threatened and endangered species, historic and archaeological, hazardous waste, visual, construction, etc.).
    - VHB will conduct detailed task scoping discussions with DDOT staff for this project. Upon project initiation, VHB will perform an initial screening of the trail project to confirm the appropriate CE application (including potential for downscaling to a CE 2 application process) and advise DDOT of necessary environmental assessments, other process recommendations, or level of effort implications for the overall task order.
    - For cost proposal purposes, VHB assumes the NEPA environmental review process for the proposed trail project will be completed in Year 1

Task 6.2.2: Data Collection and Traffic Analysis

- Traffic/pedestrian/bicycle data collection will be performed at up to 30 intersections over 2 years. VHB proposes to provide these services equally divided across both Year 1 (Base) and Year 2 (Option).
- Traffic analysis will be performed at up to 30 intersections over 2 years. VHB proposes to provide these services equally divided across both Year 1 (Base) and Year 2 (Option).
    - The VHB team is capable of performing VISSIM modeling, if needed; however it is unlikely that such analysis will be required over the life of the contract, and appropriating the traffic analysis task budget for VISSIM modeling may reduce capacity for other traffic analysis assignments or require reallocating budget from other tasks.
- All traffic data collection shall be performed on a typical weekday (i.e., Tuesday, Wednesday, Thursday) or unless otherwise specified.
- Traffic data collection shall not be performed during adverse weather conditions such as, snow, ice or torrential rain.

- Traffic data collection shall not be performed immediately preceding or following a Federal or DC Government holiday.
- All traffic data collection shall be performed while DC Public Schools are in session (i.e., between the September start and June end date of the academic calendar), unless otherwise directed by DDOT. Also, counts shall not be performed on days when DCPS have scheduled half-days for students.
- Data Collection shall not be conducted during days of major events in the District of Columbia that may alter traffic patterns broadly throughout the city.

Task 6.2.3: Surveying

- AMT will provide topographic surveying and utility designating services as outlined in RFTOP Task 6.2.3. AMT understands that DDOT anticipates approximately three-quarters of a mile of survey for each of the two years for a total of one and one-half miles of survey. VHB proposes to provide these services equally divided across both Year 1 (Base) and Year 2 (Option).
- AMT proposes to provide the following services for this task:
    - Topographic Surveys (one-quarter mile of survey per year)
        - The topographic survey limits will extend to the street right of way or face of building abutting the street right of way, as directed by the design team. The survey will include buildings, walks, driveways, fences, landscape trees, spot elevations, first floor elevations of buildings, 1-foot contours, and other major visible site improvements. Work will be directed, checked, signed and certified by a surveyor licensed in the District of Columbia.
        - Quality Level C Utility Mapping (one-half mile of utility mapping per year): Perform utility research of utilities within the limit of survey. Utility mapping will be performed and will comply with ASCE 38-02 Quality Level C guidelines. Effort will include utility record research, survey of visible utility features, and drafting the utilities in the topographic survey drawing.
        - CAD Standards: Survey drawing will be prepared in Microstation, at a scale to be determined, following DDOT CAD standards, and in English Units (U.S. survey foot).
    - Utility Designating – ASCE 38-02 Quality Level B (one-quarter mile of utility designating per year)
        - Utilities will be identified and marked utilizing geophysical prospecting techniques. Utility markings and features will be surveyed and shown on the topographic survey drawing. Non-conductive utilities will be shown based on available utility records.

Direct Expenses

- VHB assumes 500 miles of auto travel at $0.56 per mile for meetings/site visits per year
- VHB assumes $200 in Metro fare for meetings/site visits per year
- VHB assumes $1,500 in airfare, hotel, and other travel costs for meetings attended by VHB experts outside of Metro DC per year
- VHB assumes the following printing costs
    - 500 B&W sheets at $0.08 per sheet per year
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  - 100 full size sheets in B&W for Task 6.2.1 at $0.29 per sheet per year
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DDOT OCP Contract Specialist

Jeralyn Johnson
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Cost Proposal Summary - Base Year 1										
DDOT Bike & Ped Facilities Design and Traffic Analysis										
	VHB	Cube Root	Gorove/ Slade	AMT	KGP Design Studio, LLC	KGL Comm	Kimley-Horn	Total	% of proj	
Task 6.1.1 -Project Management	$ 24,690	$ -	$ -	$ -	$ -	$ -	$ 741	$ 25,431	3%	
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facil	$ 445,917	$ -	$ 46,446	$ -	$ 51,476	$ 23,925	$ 112,550	$ 680,314	69%	
Task 6.2.2-Data Collection and Traffic Analysis	$ 19,116	$ 35,165	$ 62,403	$ -	$ 7,044	$ -	$ 44,572	$ 168,300	17%	
Task 6.2.3-Surveying	$ 1,651	$ -	$ -	$ 112,362	$ -	$ -	$ -	$ 114,012	12%	
SUM LABOR	$ 491,374	$ 35,165	$ 108,849	$ 112,362	$ 58,520	$ 23,925	$ 157,864	$ 988,058		
Expenses	$ 2,735	$ 500	$ 1,000	$ 500	$ 500	$ 750	$ 1,500	$ 7,485		
TOTAL	$ 494,109	$ 35,665	$ 109,849	$ 112,862	$ 59,020	$ 24,675	$ 159,364	**$ 995,543**		
CBE		$ 35,665	$ 109,849	$ 112,862	$ 59,020	$ 24,675	$ 159,364	$ 501,434	50.4%	CBE

DDOT Bike & Ped Facilities Design and Traffic Analysis	Profit			10%																	
VHB Team Fee Proposal - 10/1/2021																					
	VHB																				
		Principal in Charge	Sr Tech Spec.	E5	P/S 2	E1	P/S2	E2	P/S 3	P/S 4	P/S 2	P/S 1	P/S 2	P/S 1	GD	P/S 1	P/S2	E3	E2	Admin	Contract Admin
	Bill Desantis	Mark Colgan	Jim Long	Dan Lovas	Drew Gingras	Beth Turner	Kevin Keeley	Ahmed Amer	Chris DeWitt	Phil Goff	Doug Davies	Taylor Bonner	Eric Tang	Alvaro Calle Laguna	Brendan August	Carmen Bernett	Federico Tallis	Tim Smith	Maggie Li	Lisa Muller	Maurie Pullicino
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 205.03	$ 265.39	$ 262.21	$ 186.93	$ 117.30	$ 120.70	$ 118.15	$ 142.27	$ 160.38	$ 151.83	$ 139.38	$ 106.28	$ 133.33	$ 102.49	$ 103.38	$ 147.96	$ 124.91	$ 137.12	$ 111.86	$ 65.99	$ 88.62
Fully Loaded Rate with Profit	$ 225.53	$ 291.93	$ 288.43	$ 205.62	$ 129.03	$ 132.77	$ 129.97	$ 156.50	$ 176.42	$ 167.01	$ 153.32	$ 116.91	$ 146.66	$ 112.74	$ 113.72	$ 162.76	$ 137.40	$ 150.83	$ 123.05	$ 72.59	$ 97.48
Task 6.1.1 -Project Management																					
Kick-Off Meeting with DDOT				4	4	4															
Project Management - VHB only				40		40															
Progress Meetings				12	12	12															
Invoices/Progress Reports				6	6	6														12	
Subtotal Hours	0	0	0	62	22	62	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
Subtotal Cost	$ -	$ -	$ -	$ 12,749	$ 2,839	$ 8,232	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 871	$ -
Task Subtotal																					$ 24,690
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans																					
Bike and Ped Facility Engineering (including On-site Support)					300	500						300		700							
Design Review & QA/QC	8	8	8	40	40	40															
Meetings and Conference Calls with DDOT				40	40	80															
Supplemental Bike/Ped/Civil/Traffic Signal Design Support											16							20	40		
Supplemental Multimodal Planning Studies				8	8	8	20			32			16				16				
Trail Design Support																					
Level of Design - Design/Build Submission				8	80	160												20	20		
Level of Design - PS&E Submission	4		4	8	100	80			12					100				60	80		
Environmental Assessment (NEPA Process)				16		16	40		8							160		20			
Supporting Graphics/Rendering Visualizations															16						
Public and Stakeholder Meetings				16	4	20	20							8							
Subtotal Hours	12	8	12	136	572	904	80	0	20	32	16	300	16	808	16	160	16	120	140	0	0
Subtotal Cost	$ 2,706	$ 2,335	$ 3,461	$ 27,965	$ 73,805	$ 120,024	$ 10,397	$ -	$ 3,528	$ 5,344	$ 2,453	$ 35,072	$ 2,347	$ 91,093	$ 1,819	$ 26,041	$ 2,198	$ 18,100	$ 17,226	$ -	$ -
Task Subtotal																					$ 445,917
Task 6.2.2-Data Collection and Traffic Analysis																					
Turning Movement/Ped/Bike Data Collection																					
Project Site Visits																					
Traffic Operations Analysis				12		24		40													
Parking Studies																					
Project Meetings				12	12	24															
Subtotal Hours	0	0	0	24	12	48	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ 4,935	$ 1,548	$ 6,373	$ -	$ 6,260	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal																					$ 19,116
Task 6.2.3-Surveying																					
Field Survey																					
Level B Field Survey (Up to 1/4 Mile of Project Length)																					
Level C Field Survey (Up to 1/2 Mile of Project Length)																					
Field Survey Review & QA/QC					4	4												4			
Subtotal Hours	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ -	$ 516	$ 531	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 603	$ -	$ -	$ -
Task Subtotal																					$ 1,651
Subtotal Labor Cost Per Consultant																					$ 491,374
Expenses																				Mileage / Parking / Travel / Other	$ 1,980
																				Printing / Copying	$ 555
																				Postage / Delivery	$ 200
																					$ 2,735
Total Fee																					$ 494,109

	Cube Root			Gorove/Slade				AMT, LLC					
	Project Manager	Traffic Engineer	Field Tech	Principal	Proj. Mgr.	Engineer		Licensed Surveyor	Project Surveyor	Survey Technician	Rod Person	Party Chief	Instrument Operator
	Noel Phipps	Philios Angelides Akim Mahadiow	Troy Roundtree	Erwin Andres	Katie Wagner	Sam Tignor		Ronnie Ruiz	Jose Torres	Marco Zara	Ricardo Rosario	Leslynette Carrucini	Hector Ramos
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 133.29	$ 126.56	$ 88.95	$ 198.84	$ 119.30	$ 108.68		$ 127.05	$ 122.26	$ 98.48	$ 49.86	$ 74.79	$ 63.57
Fully Loaded Rate with Profit	$ 146.62	$ 139.22	$ 97.85	$ 218.72	$ 131.23	$ 119.55		$ 139.76	$ 134.49	$ 108.33	$ 54.85	$ 82.27	$ 69.93
Task 6.1.1 -Project Management													
Kick-Off Meeting with DDOT													
Project Management - VHB only													
Progress Meetings													
Invoices/Progress Reports													
Subtotal Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			$ -				$ -						$ -
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans													
Bike and Ped Facility Engineering (including On-site Support)													
Design Review & QA/QC													
Meetings and Conference Calls with DDOT													
Supplemental Bike/Ped/Civil/Traffic Signal Design Support				16	80	240							
Supplemental Multimodal Planning Studies													
Trail Design Support													
Level of Design - Design/Build Submission													
Level of Design - PS&E Submission													
Environmental Assessment (NEPA Process)													
Supporting Graphics/Rendering Visualizations													
Public and Stakeholder Meetings				8	8	8							
Subtotal Hours	0	0	0	24	88	248	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ 5,249	$ 11,548	$ 29,648	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			$ -				$ 46,446						$ -
Task 6.2.2-Data Collection and Traffic Analysis													
Turning Movement/Ped/Bike Data Collection	15	40	280	4	16	24							
Project Site Visits				8	16	16							
Traffic Operations Analysis				16	80	180							
Parking Studies				8	16	32							
Project Meetings				16	24	8							
Subtotal Hours	15	40	280	52	152	260	0	0	0	0	0	0	0
Subtotal Cost	$ 2,199	$ 5,569	$ 27,397	$ 11,374	$ 19,947	$ 31,082	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			$ 35,165				$ 62,403						$ -
Task 6.2.3-Surveying													
Field Survey													
Level B Field Survey (Up to 1/4 Mile of Project Length)								28	43	82	16	186	186
Level C Field Survey (Up to 1/2 Mile of Project Length)								32	62	164	32	212	212
Field Survey Review & QA/QC													
Subtotal Hours	0	0	0	0	0	0	0	60	105	246	48	398	398
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,385	$ 14,121.03	$ 26,648.69	$2,632.61	$32,743.06	$ 27,830.95
Task Subtotal			$ -				$ -						$ 112,361.63
Subtotal Labor Cost Per Consultant			$ 35,165				$ 108,849						$ 112,362
Expenses (Mileage / Parking / Travel / Other)	$ 250			$ 750				$ 250					
Printing / Copying	$ 250			$ 250				$ 250					
Postage / Delivery													
	$ 500		$ 500	$ 1,000			$ 1,000	$ 500					$ 500
Total Fee			$ 35,665				$ 109,849						$ 112,862

	KGP Design Studio, LLC			KGL Communications		Kimley Horn of DC										
	Principal	PM	Designer	Principal/Lead	Outreach Support	Professional II	Professional I	Professional I	Professional II	Professional II	Professional I	Professional I	Analyst	Analyst	Job Title	**Total Labor Cost Per Task**
	Don Paine	Mathew Noe	Geyao Wang	Karyn Le Blanc	Raven Royal	Adrienne Ameel	Keith Aimone	Daniel Markham	Lucas Muller	Derik Doughty	Britton Hammit	Nick Addamo	Grace Daigle	Kyla D'Sa	Rachel Hensler	
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 272.65	$ 104.39	$ 86.06	$ 190.55	$ 54.22	$ 225.09	$ 203.88	$ 201.06	$ 169.90	$ 167.08	$ 130.86	$ 130.27	$ 106.48	$ 103.36	$ 98.82	
Fully Loaded Rate with Profit	$ 299.92	$ 114.83	$ 94.67	$ 209.61	$ 59.64	$ 247.60	$ 224.27	$ 221.17	$ 186.89	$ 183.79	$ 143.95	$ 143.30	$ 117.13	$ 113.70	$ 108.70	
Task 6.1.1 -Project Management																
Kick-Off Meeting with DDOT									2	2						
Project Management - VHB only																
Progress Meetings																
Invoices/Progress Reports																
Subtotal Hours	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 374	$ 368	$ -	$ -	$ -	$ -	$ -	
Task Subtotal			$ -		$ -										$ 741	$ 25,431
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans																
Bike and Ped Facility Engineering (including On-site Support)										160						
Design Review & QA/QC						12		8	4							
Meetings and Conference Calls with DDOT								8	8	16						
Supplemental Bike/Ped/Civil/Traffic Signal Design Support						8	8	40						64	64	
Supplemental Multimodal Planning Studies									32			40	56			
Trail Design Support																
Level of Design - Design/Build Submission														40	48	
Level of Design - PS&E Submission														40	40	
Environmental Assessment (NEPA Process)																
Supporting Graphics/Rendering Visualizations	40	80	320				8								8	
Public and Stakeholder Meetings				80	120			4	8	8	4	4				
Subtotal Hours	40	80	320	80	120	20	16	60	52	184	4	44	56	144	160	
Subtotal Cost	$ 11,997	$ 9,186	$ 30,293	$ 16,768	$ 7,157	$ 4,952	$ 3,588	$ 13,270	$ 9,718	$ 33,817	$ 576	$ 6,305	$ 6,559	$ 16,372	$ 17,392	
Task Subtotal			$ 51,476		$ 23,925										$ 112,550	$ 680,314
Task 6.2.2-Data Collection and Traffic Analysis																
Turning Movement/Ped/Bike Data Collection																
Project Site Visits	12	30						6		6			6		6	
Traffic Operations Analysis						8		24		24	80		40	48		
Parking Studies						4		8		8					16	
Project Meetings								4			4					
Subtotal Hours	12	30	0	0	0	12	0	42	0	38	84	0	46	48	22	
Subtotal Cost	$ 3,599	$ 3,445	$ -	$ -	$ -	$ 2,971	$ -	$ 9,289	$ -	$ 6,984	$ 12,091	$ -	$ 5,388	$ 5,457	$ 2,391	
Task Subtotal			$ 7,044		$ -										$ 44,572	$ 168,300
Task 6.2.3-Surveying																
Field Survey																
Level B Field Survey (Up to 1/4 Mile of Project Length)																
Level C Field Survey (Up to 1/2 Mile of Project Length)																
Field Survey Review & QA/QC																
Subtotal Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Task Subtotal			$ -		$ -										$ -	$ 114,012
Subtotal Labor Cost Per Consultant			$ 58,520		$ 23,925										$ 157,864	$ 988,058
Expenses (Mileage / Parking / Travel / Other)	$ 250			$ 250		$ 1,000										
Printing / Copying	$ 250			$ 500		$ 500										
Postage / Delivery																
	$ 500		$ 500	$ 750	$ 750	$ 1,500									$ 1,500	$ 7,485
Total Fee			$ 59,020		$ 24,675										$ 159,364	$ 995,543

DDOT Bike & Ped Facilities Design and Traffic Analysis	Profit			10%																	
VHB Team Fee Proposal - 10/1/2021																					
	VHB																				
		Principal in Charge	Sr Tech Spec.	E5	P/S 2	E1	P/S2	E2	P/S 3	P/S 4	P/S 2	P/S 1	P/S 2	P/S 1	GD	P/S 1	P/S2	E3	E2	Admin	Contract Admin
	Bill Desantis	Mark Colgan	Jim Long	Dan Lovas	Drew Gingras	Beth Turner	Kevin Keeley	Ahmed Amer	Chris DeWitt	Phil Goff	Doug Davies	Taylor Bonner	Eric Tang	Alvaro Calle Laguna	Brendan August	Carmen Bernett	Federico Tallis	Tim Smith	Maggie Li	Lisa Muller	Maurie Pullicino
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 211.18	$ 273.35	$ 270.08	$ 192.54	$ 120.82	$ 124.32	$ 121.69	$ 146.54	$ 165.19	$ 156.38	$ 143.56	$ 109.47	$ 137.33	$ 105.56	$ 106.49	$ 152.40	$ 128.66	$ 141.23	$ 115.21	$ 67.97	$ 91.28
Fully Loaded Rate with Profit	$ 232.30	$ 300.69	$ 297.09	$ 211.79	$ 132.90	$ 136.75	$ 133.86	$ 161.19	$ 181.71	$ 172.02	$ 157.92	$ 120.42	$ 151.06	$ 116.12	$ 117.14	$ 167.64	$ 141.53	$ 155.35	$ 126.73	$ 74.77	$ 100.41
Task 6.1.1 -Project Management																					
Kick-Off Meeting with DDOT																					
Project Management - VHB only				44		40															
Progress Meetings				12	12	12															
Invoices/Progress Reports				6	6	6														12	
Subtotal Hours	0	0	0	62	18	58	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0
Subtotal Cost	$ -	$ -	$ -	$ 13,131	$ 2,392	$ 7,932	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 897	$ -
Task Subtotal																					**$ 24,352**
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans																					
Bike and Ped Facility Engineering (including On-site Support)					300	500						400		800							
Design Review & QA/QC	8	8	8	40	40	40															
Meetings and Conference Calls with DDOT				40	40	80															
Supplemental Bike/Ped/Civil/Traffic Signal Design Support											16							20	40		
Supplemental Multimodal Planning Studies				8	8	8	20			32			16				16				
Trail Design Support																					
Level of Design - Design/Build Submission				8	80	160												20	20		
Level of Design - PS&E Submission	4		4	8	100	80			12					100				60	80		
Supporting Graphics/Rendering Visualizations															16						
Public and Stakeholder Meetings				20	4	24	20							8							
Subtotal Hours	12	8	12	124	572	892	40	0	12	32	16	400	16	908	16	0	16	100	140	0	0
Subtotal Cost	$ 2,788	$ 2,405	$ 3,565	$ 26,262	$ 76,020	$ 121,983	$ 5,354	$ -	$ 2,181	$ 5,505	$ 2,527	$ 48,167	$ 2,417	$ 105,433	$ 1,874	$ -	$ 2,264	$ 15,535	$ 17,742	$ -	$ -
Task Subtotal																					**$ 442,023**
Task 6.2.2-Data Collection and Traffic Analysis																					
Turning Movement/Ped/Bike Data Collection																					
Project Site Visits																					
Traffic Operations Analysis				12		24		40													
Parking Studies																					
Project Meetings				12	12	24															
Subtotal Hours	0	0	0	24	12	48	0	40	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ 5,083	$ 1,595	$ 6,564	$ -	$ 6,448	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal																					**$ 19,690**
Task 6.2.3-Surveying																					
Field Survey																					
Level B Field Survey (Up to 1/4 Mile of Project Length)																					
Level C Field Survey (Up to 1/2 Mile of Project Length)																					
Field Survey Review & QA/QC					4	4												4			
Subtotal Hours	0	0	0	0	4	4	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ -	$ 532	$ 547	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 621	$ -	$ -	$ -
Task Subtotal																					**$ 1,700**
Subtotal Labor Cost Per Consultant																					**$ 487,765**
Expenses																				Mileage / Parking / Travel / Other	$ 1,980
																				Printing / Copying	$ 555
																				Postage / Delivery	$ 200
																					$ 2,735
Total Fee																					**$ 490,500**

	Cube Root			**Gorove/Slade**				**AMT, LLC**					
	Project Manager	Traffic Engineer	Field Tech	Principal	Proj. Mgr.	Engineer		Licensed Surveyor	Project Surveyor	Survey Technician	Rod Person	Party Chief	Instrument Operator
	Noel Phipps	Philios Angelides Akim Mahadiow	Troy Roundtree	Erwin Andres	Katie Wagner	Sam Tignor		Ronnie Ruiz	Jose Torres	Marco Zara	Ricardo Rosario	Leslynette Carrucini	Hector Ramos
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 137.29	$ 130.36	$ 91.62	$ 204.81	$ 122.88	$ 111.95		$ 130.86	$ 125.93	$ 101.43	$ 51.36	$ 77.04	$ 65.48
Fully Loaded Rate with Profit	$ 151.02	$ 143.40	$ 100.78	$ 225.29	$ 135.17	$ 123.15		$ 143.95	$ 138.52	$ 111.57	$ 56.50	$ 84.74	$ 72.03
Task 6.1.1 -Project Management													
Subtotal Hours	0	0	0	0	0	0	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			$ -				$ -						$ -
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans													
Supplemental Bike/Ped/Civil/Traffic Signal Design Support				16	80	240							
Public and Stakeholder Meetings				8	8	8							
Subtotal Hours	0	0	0	24	88	248	0	0	0	0	0	0	0
Subtotal Cost	$ -	$ -	$ -	$ 5,407	$ 11,895	$ 30,540	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			$ -				**$ 47,842**						$ -
Task 6.2.2-Data Collection and Traffic Analysis													
Turning Movement/Ped/Bike Data Collection	15	40	280	4	16	24							
Project Site Visits				8	16	16							
Traffic Operations Analysis				16	80	160							
Parking Studies				8	16	32							
Project Meetings				16	24	8							
Subtotal Hours	15	40	280	52	152	240	0	0	0	0	0	0	0
Subtotal Cost	$ 2,265	$ 5,736	$ 28,219	$ 11,715	$ 20,546	$ 29,555	$ -	$ -	$ -	$ -	$ -	$ -	$ -
Task Subtotal			**$ 36,220**				**$ 61,815**						$ -
Task 6.2.3-Surveying													
Level B Field Survey (Up to 1/4 Mile of Project Length)								28	43	82	16	186	186
Level C Field Survey (Up to 1/2 Mile of Project Length)								32	62	164	32	212	212
Subtotal Hours	0	0	0	0	0	0	0	60	105	246	48	398	398
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ 8,637	$ 14,544.92	$ 27,446.96	$2,711.81	$33,728.11	$ 28,667.14
Task Subtotal			$ -				$ -						**$ 115,735.70**
Subtotal Labor Cost Per Consultant			**$ 36,220**				**$ 109,657**						**$ 115,736**
Mileage / Parking / Travel / Other	$ 250			$ 750				$ 250					
Printing / Copying	$ 250			$ 250				$ 250					
Postage / Delivery													
Expenses total	$ 500		**$ 500**	$ 1,000			**$ 1,000**	$ 500					**$ 500**
Total Fee			**$ 36,720**				**$ 110,657**						**$ 116,236**

	KGP Design Studio, LLC			**KGL Communications**		**Kimley Horn of DC**										
	Principal	PM	Designer	Principal/Lead	Outreach Support	Professional III	Professional II	Professional II	Professional III	Professional III	Professional II	Professional II	Analyst	Analyst	Job Title	
	Don Paine	Mathew Noe	Geyao Wang	Karyn Le Blanc	Raven Royal	Adrienne Ameel	Keith Aimone	Daniel Markham	Lucas Muller	Derik Doughty	Britton Hammit	Nick Addamo	Grace Daigle	Kyla D'Sa	Rachel Hensler	
DSE Rate (Direct Labor + Overhead) - using actual pay rate	$ 280.82	$ 107.52	$ 88.64	$ 196.27	$ 55.85	$ 231.84	$ 210.00	$ 207.09	$ 175.00	$ 172.09	$ 134.78	$ 134.18	$ 109.67	$ 106.46	$ 101.79	
Fully Loaded Rate with Profit	$ 308.90	$ 118.27	$ 97.50	$ 215.90	$ 61.44	$ 255.02	$ 231.00	$ 227.80	$ 192.50	$ 189.30	$ 148.26	$ 147.60	$ 120.64	$ 117.11	$ 111.97	**Total Labor Cost Per Task**
Task 6.1.1 -Project Management																
Subtotal Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Task Subtotal			$ -		$ -										$ -	$ 24,352
Task 6.2.1-Develop Bicycle Lane, Trail Connector and Pedestrian Facilities Plans																
Bike and Ped Facility Engineering (including On-site Support)										160						
Design Review & QA/QC						12		8	4							
Meetings and Conference Calls with DDOT								8	8	16						
Supplemental Bike/Ped/Civil/Traffic Signal Design Support						8	8	40						64	64	
Supplemental Multimodal Planning Studies									32			36	48			
Level of Design - Design/Build Submission														40	40	
Level of Design - PS&E Submission														32	40	
Supporting Graphics/Rendering Visualizations	36	76	320				8								8	
Public and Stakeholder Meetings				80	120			4	8	8	4	4				
Subtotal Hours	36	76	320	80	120	20	16	60	52	184	4	40	48	136	152	
Subtotal Cost	$ 11,120	$ 8,989	$ 31,201	$ 17,272	$ 7,372	$ 5,100	$ 3,696	$ 13,668	$ 10,010	$ 34,831	$ 593	$ 5,904	$ 5,791	$ 15,926	$ 17,019	
Task Subtotal			**$ 51,310**		**$ 24,644**										**$ 112,539**	$ 678,358
Task 6.2.2-Data Collection and Traffic Analysis																
Project Site Visits	12	30						6		6			6		6	
Traffic Operations Analysis						8		24		24	80		40	48		
Parking Studies						4		8		8					16	
Project Meetings								4			4					
Subtotal Hours	12	30	0	0	0	12	0	42	0	38	84	0	46	48	22	
Subtotal Cost	$ 3,707	$ 3,548	$ -	$ -	$ -	$ 3,060	$ -	$ 9,568	$ -	$ 7,193	$ 12,454	$ -	$ 5,549	$ 5,621	$ 2,463	
Task Subtotal			**$ 7,255**		$ -										**$ 45,909**	$ 170,889
Task 6.2.3-Surveying																
Subtotal Hours	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Subtotal Cost	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	$ -	
Task Subtotal			$ -		$ -										$ -	$ 117,436
Subtotal Labor Cost Per Consultant			**$ 58,565**		**$ 24,644**										**$ 158,447**	**$ 991,034**
Mileage / Parking / Travel / Other	$ 250			$ 250		$ 1,500										
Printing / Copying	$ 250			$ 500												
Postage / Delivery																
Expenses total	$ 500		**$ 500**	$ 750	**$ 750**	$ 1,500									**$ 1,500**	$ 7,485
Total Fee			**$ 59,065**		**$ 25,394**										**$ 159,947**	**$ 998,519**