QUALIFICATIONS FOR

Statewide On-Call Preliminary Engineering Prequalified List of Consultants for Locally Administered Public Agency (LPA) Qualifications-Based Selection Contracts

New Hampshire Department of Transportation

December 20, 2024

McCLURE™

Your vision. Engineered here.

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SECTION 1
INTRODUCTION LETTER

December 20, 2024

Mr. Tobey Reynolds, PE
Assistant Director of Project Development
Chairperson, Consultant Selection Committee
Tobey.L.Reynolds@dot.nh.gov

RE: Statewide On-Call Preliminary Engineering Prequalified List of Consultants for Locally Administered Local Public Agency (LPA) Qualifications-Based Selection Contracts

Dear Mr. Reynolds:

McClure Engineering Co. (McClure) is excited to partner with New Hampshire communities to fulfill the DOT's mission to provide "transportation excellence enhancing the quality of life in New Hampshire." As transportation engineers who hold safety in its highest regard, designing infrastructure in NH is unique since the context can vary greatly within NH communities and each region. Some locations are driven by tourism where transportation priorities may be focused on the efficiency of moving motor vehicles. Many locations, however, serve as a home to NH residents. The needs in these communities are different. Priorities in these locations may include safety of all road users, traffic calming, multi-modal accommodations, connectivity, aesthetics, community identity, and/or an overarching desire to create a vibrant environment where residents and local business can thrive. We also understand that bridges and culvert provide critical connections within the municipalities and to surrounding communities. These structures impact people lives and we work with the communities to determine the best solutions with the least impact to abutters and the traveling public. McClure understands these differences in priorities and recognizes that the transportation needs will be unique to each and every client. The fact that all solutions are unique is what gets us excited. We are problem solvers. We acknowledge challenges but focus on opportunity and solutions. We hope to have the chance to assist NH communities achieve their transportation goals through this Local Public Agency (LPA) prequalification.

McClure is pleased to present this letter of interest to become prequalified to provide Highway and/or Bridge Design Engineering Services for locally administered LPA qualifications-based selection contracts. With a proven track record of excellence and a commitment to delivering high-quality engineering solutions, we are excited about the opportunity to partner with NH communities to address their engineering needs efficiently and effectively.

In this letter of interest, we outline our project understanding and approach, the project team, references, and applicable resumes and work experience. Although new to the region, McClure has a dedicated and committed local team that has decades of experience providing responsive and expert engineering services in New England. Locally, we have an office in Portsmouth and we are teaming with Dewberry Engineers (Dewberry) to supplement local Bridge design services and James Vera Associates (JVA) for statewide survey services with two locations in New Hampshire.

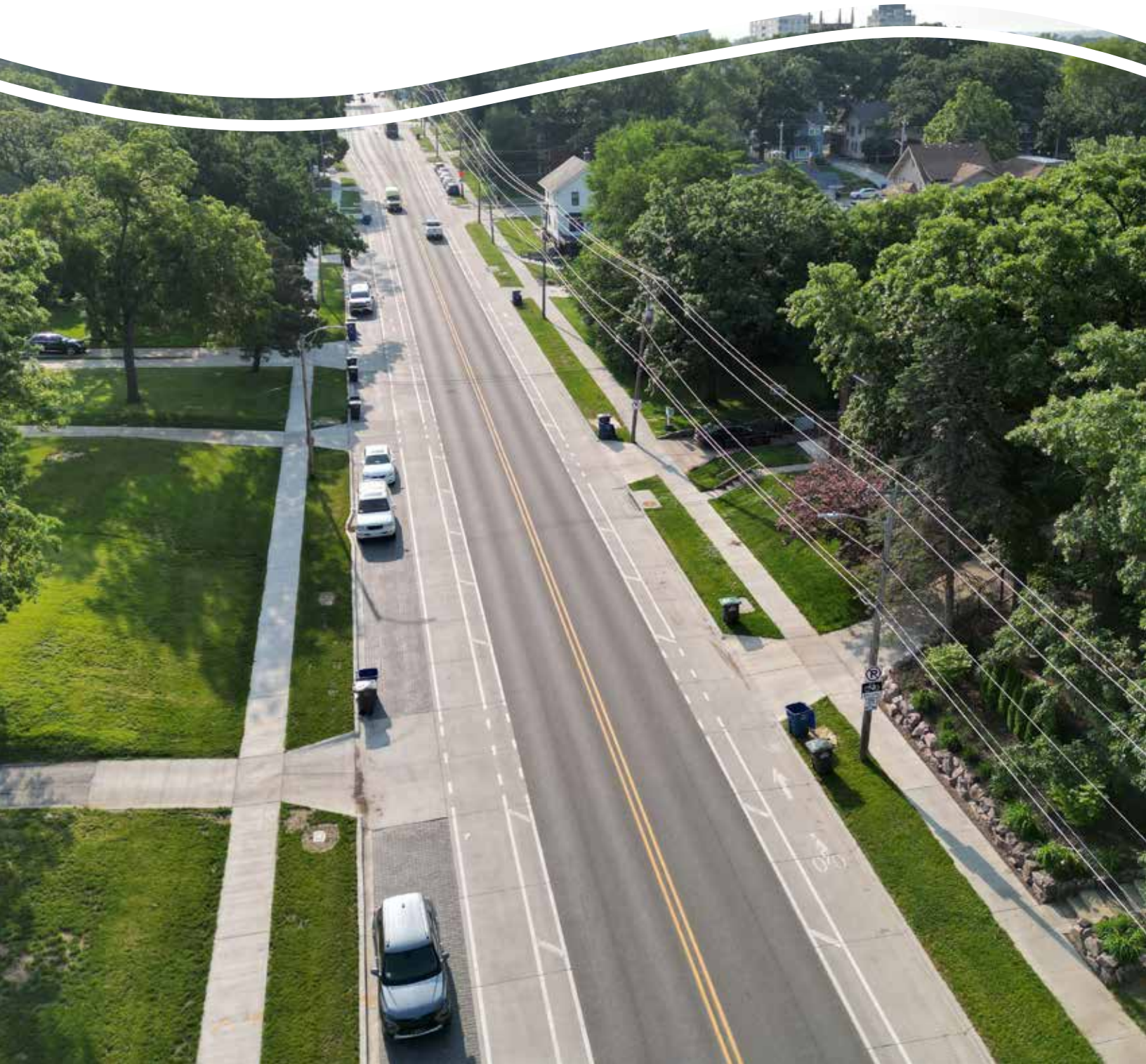
We understand how infrastructure can positively shape communities and we are enthusiastic about the opportunity to bring these LPA projects to fruition.

Sincerely,
McClure

Joseph Johnson, PE, PTOE
Director of Transportation – East Region
jjohnson@mcclurevision.com

Kim Armstrong, PE
Senior Bridge Engineer
karmstrong@mcclurevision.com

SECTION 2
PROJECT UNDERSTANDING AND APPROACH



PROJECT UNDERSTANDING AND APPROACH

McClure has been in business serving communities since 1956. Our strength is in building lasting relationships and working with multi-governmental jurisdictions at the local, state, and federal levels. We understand how important it is to collaborate with the community during planning, design, and construction to successfully deliver municipal infrastructure projects. With a vision of making lives better and a mission to build lifelong relationships for our clients' success, McClure provides engineering, design, planning, funding, public relations, and financial analysis for projects across the country. Our areas of technical expertise span several disciplines, including municipal engineering, transportation, water, wastewater, stormwater management, land development, structural, landscape architecture, and environmental services.

McClure has over 250 professionals in fourteen offices consisting of Professional Engineers, Professional Land Surveyors, Licensed Landscape Architects, Professional Traffic Operations Engineers, Certified Envision Sustainability Professionals, and AICP Certified Planners. Locally, we have an office in Portsmouth and we are teaming with Dewberry Engineers (Dewberry) to provide additional local Bridge design services and James Vera Associates (JVA) for statewide survey services.

In 2023, McClure strategically expanded its operations into the New England region, marking a significant milestone for the firm. This expansion included strategic hires of local professionals, bringing on board 16 dedicated staff members and growing. These professionals are all committed to delivering top-quality services to our clients. McClure's recent focus on New England and the team presented for LPA projects reflects a dedication to meeting the unique needs of this market while continuing to provide exceptional service throughout its established Midwest locations.

Our team members embrace our core values — integrity, kindness, drive, commitment, and fun. We are committed to providing outstanding project delivery services, personal communication, and innovative and cost-effective design. If you've got a vision, we've got the team to bring it to life. When you choose McClure, you're choosing a partner with an unmatched depth of experience, a commitment to exceed your expectations, and a passion for building safe, vibrant, connected communities.

We regularly team with subconsultants for additional services and to supplement our team. We have a strong working relationship with Dewberry and JVA and have assembled staff with local experience working in NH. Depending on the specific needs of a project, additional sub-consultants may be utilized for geotechnical services and/or environmental permitting.

Transportation Engineering

Transportation infrastructure is the backbone of our communities. Its importance often goes unnoticed from day to day but yet it is what connects residents and provides a tangible sense of community. McClure has years of experience taking transportation projects from inception to completion. This is what separates us. We enjoy each step in the process and are motivated to advance projects to the end. A project that unintentionally stalls has many negative consequences. It may jeopardize programmed funding, may increase design costs, require the extension of permits, and/or lose the momentum, confidence and support of a public engagement process. The McClure staff assigned to the LPA projects will work with Clients to ensure projects keep moving.

We consider public engagement an essential element of our standard of service on every project which is consistent with the LPA process. This means we actively listen to comments from our clients, the community, and other stakeholders, so we can understand their questions or concerns. This also provides stakeholders with a sense of ownership in the project since their input will often drive decision-making. McClure specializes in the design of highway and roadway projects for state transportation agencies, municipalities, and private developers. Our projects encompass a wide range of sizes, from large-scale multi-lane highways and interchanges to the reconstruction of arterial roads, sidewalks, and local streets. Our comprehensive services cover the entire LPA design process, including the engineering study, preliminary design and final design to contract documents. We have worked on segments of interstate highways, urban arterials, and various downtown street reconstruction projects, incorporating complete streets and streetscape design. Additionally, McClure has extensive experience in bicycle and pedestrian bridges, including rail-to-trail projects.

Joe Johnson, PE, PTOE, the Manager for NH LPA projects, has had the opportunity to complete a variety of projects (at his former employer) that would be representative of solicitations through the LPA program. An example is the Maplewood Neighborhood Improvement Project in Portsmouth, which was a gold winner of the 2022 Engineering Excellence Award issued by the American Council of Engineering Companies of New Hampshire (ACEC-NH). Maplewood Neighborhood Improvement Project was an $8 million project that consisted of utility and streetscape improvements along a 2-mile section of residential streets. It included intersection realignment, new sidewalk, improved drainage, sewer separation, new drainage outfalls, stormwater best management practices, buffered bike lanes, raised intersections, and the installation of Rectangular Rapid Flashing Beacons (RRFBs). This project included the first implementation

of raised intersections along a public roadway, which have since been requested and installed on several other City streets. This has been a testament to the project's success.

McClure's safety, traffic, and mobility design experts assist municipalities in analyzing roads and intersections to improve the experience of motorists, pedestrians, and cyclists in the community. We are versed in traffic and safety studies, traffic signal systems design, signal timing and coordination, planning level corridor studies, traffic modeling and optimization, and roundabout analysis and design. With increased emphasis on providing safe facilities, McClure has the expertise to analyze various safety conditions. We have years of experience with Road Safety Audits (RSA) as well as with Intersection Control Evaluations (ICE).

Bridge Engineering

McClure staff have extensive experience in delivery of all stages of design. We understand that just because a bridge is old does not mean it needs to be removed from service. Our engineers have extensive experience with maintenance strategies, preservation, repair, rehabilitation, and design. We understand that cost is a concern and can aid each locality in determining the best solution for each structure. Our engineers have performed hundreds of ratings and worked with the NHDOT's Bridge Rating Form 4. We have worked on many complex structures, in addition to the more typical steel and concrete structure types. We have extensive experience on masonry structures, including arches, and trusses, include assessment of the truss members and gusset plates (where applicable).

Locally McClure staff have experience with NHDOT and NH municipalities in addition to experience in the neighboring states. We have worked on all phases of projects from concept development to final design, PS&E contract documents and construction administration and oversight. We understand that while no two projects are the same, our experience allows us to consider a wide variety of solutions to pick the one that best fits the context, structural and geometric requirements and the available budget of the municipality. Evaluation of the existing structure and the site constraints is always the first step. We work closely with the municipalities throughout design and construction. We also understand the importance of community and abutter coordination to the success of the project and have extensive experience assisting in this process.

We understand that bridge projects always require highway and traffic coordination. From designing staging or a detour, traffic is an integral part of any project. Our Project Manager, Joe Johnson has over 25 years of experience in traffic management design as well as intersection and traffic signal experience. He is supported by other experts in the field. John Osorio brings over 25 years of highway design experience and, like Joe, has worked with the McClure team members on many projects over the last 15 years. Roadway alignments, profiles, approaches, utility conflicts, and drainage are all important highway considerations that will affect the overall project. At McClure, we understand a bridge project does not occur without consideration of these other elements and our track record speaks of the importance we place on these elements.

As storm event are becoming more frequent and intense, scour and undermining of bridges is becoming more of a threat to the transportation network. Armoring of the channel is not always the preferred solution as it often leads to additional erosion in other areas. McClure has engineers on staff who not only understand the hydraulic modeling, but also the remediation strategies that are most effective for each scenario. That said, the substructure needs to be protected from scour and undermining and we have the experience to determine the most effective and cost efficient solution for each bridge site.

The McClure bridge team is supplemented by Dewberry. Dewberry is uniquely suited to assist on a wide variety of preliminary and final design bridge assignments. Services provided include each phase of design for both highways and bridges for projects ranging from low volume roads and single span bridges to multilane highways and multi-span structures. These designs also included structural evaluations, bridge type studies, bridge sketch plans and/or final designs and preparation of roadway plans from conceptual through PS&E. Dewberry also prepares supporting information including project special provisions, quantity estimates, environmental permit applications, historic coordination documentation, preliminary and final right-of-way plans, and Orders of Taking, as applicable.

Additional Services

McClure has years of experience helping communities navigate their projects from inception through ribbon cutting. Project management is a huge part of this. Joe Johnson will serve as Project Manager and recognizes that constant communication is absolutely critical. He will be the point of contact for communities and will coordinate all aspects of the LPA projects.

McClure also has significant experience with environmental engineering including permitting and hydrology / hydraulics. We understand the unique challenges associated with hydraulics for bridges, and waterways along roads. We have significant experience with design and maintenance of stormwater management systems. We understand the impact modifications to these systems can have to abutters and residents downstream of the modification and we have significant experience coordinating with abutters, the community, LPA and NHDOT. We also have experience with ROW including research, layout and acquisition. We understand how our designs can affect abutters and we work to minimize impacts and assist municipalities in pro actively coordinating with abutters.

SECTION 3
ORGANIZATIONAL CHART

ORGANIZATIONAL CHART

PEOPLE DRIVEN APPROACHES + INNOVATIVE SOLUTIONS + TRUSTED ADVISORS

An experienced consultant has both an understanding of the challenges facing growing communities and the in-house capabilities to address each challenge. McClure's project management system is structured to make working with us as easy and convenient as possible. You can appreciate the ease of being able to call upon one primary point-of-contact and be confident that the appropriate team coordination and follow through will occur. Our multi-discipline capabilities allow us to respond to your specific needs using a consistent team. This team will act as an extension of your staff.

New Hampshire DOT
Department of Transportation

Christer Ericsson, PE
Principal-in-Charge

Joe Johnson, PE, PTOE
Project Manager

Christopher Clement Sr.
NHDOT Project Liaison

Landscape Architecture
Joy Rhea, PLA

Traffic and Safety Engineering
Eric Riese, PE, PTOE, ENV SP

Highway and Roadway Design
John Osorio, PE
Kyle Rafferty, PE

Transportation Planning
Bethany Wilcoxon, AICP

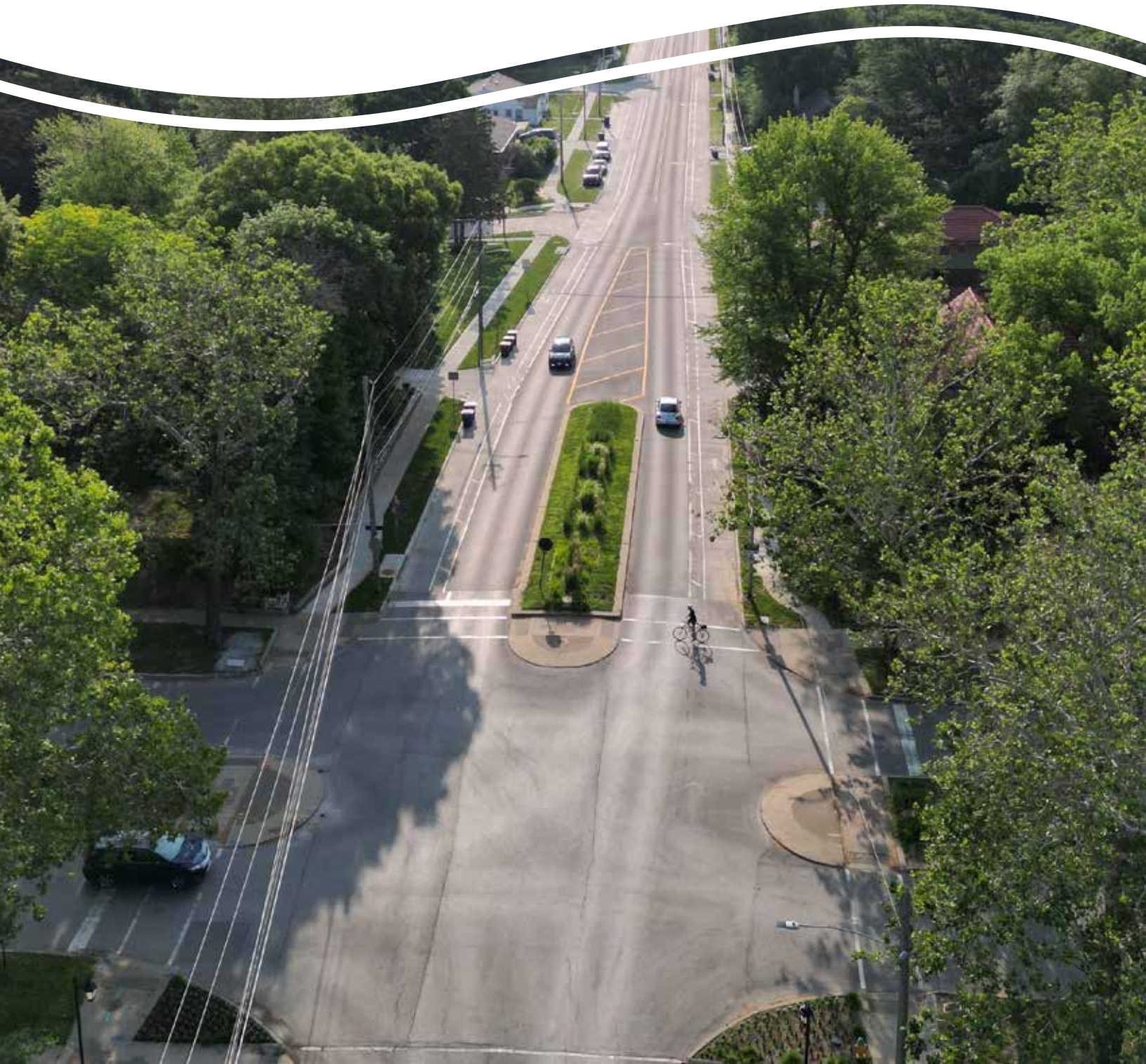
Surveying and ROW
Ryan Fowler, LLS, PLS ●

Bridge Design
Kim Armstrong, PE
Josh Patten, PE
Kevin Harp, PE ●
Daniel Johnson, PE ●

Environmental
Lindsey DiTonno, PE

● Dewberry ● JVA

SECTION 4
PROJECT TEAM



PROJECT TEAM

At McClure, we're driven to make lives better. We think like owners, contractors, developers, managers, stakeholders, and leaders. Engineering your vision to reality. We help you navigate opportunities like funding and building public support for a project. We're always adding value and imagining what's possible. Our engineering and planning expertise includes transportation, aviation, structural, water, wastewater, stormwater management, environmental, land development, landscape architecture, construction observation, construction administration, surveying, and community development.

Since 1956, McClure has grown to a firm of over 260 professionals including of civil engineers, structural engineers, land surveyors, landscape architects, LEED Accredited Professionals, Certified Envision Sustainability Professionals, Professional Traffic Operations Engineers, and AICP Certified Planners.

Our team lives by our core values of integrity, kindness, drive, commitment, and fun. We deliver exceptional project services with personal communication and innovative, cost-effective designs. With McClure, you gain a partner dedicated to exceeding expectations and creating safe, vibrant, and connected communities.

Dewberry is a leading, market-facing firm with a proven history of providing professional services to a wide variety of public- and private-sector clients. Recognized for combining unsurpassed commitment to client service with deep subject matter expertise, Dewberry is dedicated to solving clients' most complex challenges and transforming their communities. Established in 1956, with more than 60 locations and 2,500+ professionals nationwide.

James Verra & Associates, Inc. (JVA) has been providing professional surveying services including a diverse range of clients throughout the seacoast area since its establishment in 1990. JVA's services cater to residential, commercial, industrial, and municipal clients, as well as utility companies and other professionals.

PROJECT LEADERSHIP

Christer Ericsson, PE | *Principal-in-Charge*
Christer currently serves as McClure's East Region President. He brings over 35 years of design and management experience for transportation projects, including roadway, traffic signal, traffic signing, and active transportation projects throughout New England for public agencies.

Christopher Clement Sr. | *NHDOT Liaison*
Chris currently serves as McClure's Chief Growth Officer. Chris brings more than two decades of experience in the private sector as well 15 years of service in the public sector. Chris served as the Chief Executive Officer and Commissioner of the NHDOT from 2011-2014.

Joe Johnson, PE, PTOE | *Project Manager*
With 26 years of experience, Joe serves as the East Region Director of Transportation at McClure. Joe's experience is diverse and consists of traffic analyses, traffic signal design, intersection design, roadway reconstruction, traffic calming, multi-modal accommodations, roundabout design, road safety audits, public engagement, and the preparation of plans, specifications, and estimates.

HIGHWAY AND ROADWAY DESIGN

John Osorio, PE | *Highway and Roadway Lead*
John serves as McClure's Massachusetts Operations Director. John has an extensive background in transportation improvement projects and draws on over 28 years of experience overseeing efforts that span highway, traffic, and complete streets design and construction related services.

Kyle Raffety, PE | *Highway Design*
Kyle is a civil engineer with seven years of experience in highway and transportation design. Skilled in AutoCAD Civil 3D, he delivers precise, high-quality infrastructure solutions, focusing on innovation, efficiency, and public safety.

BRIDGE DESIGN

Kim Armstrong, PE | *Senior Bridge Engineer*
Kim, a Senior Bridge Engineer on McClure's East Region Transportation team, has over 24 years of expertise in bridge design, rehabilitation, preservation, ratings, and inspections. An industry leader in stone arch bridge engineering in New England, she also specializes in steel and concrete bridges, trusses, and culverts. Her work includes vehicle and pedestrian bridges, retaining walls, and dams for various New England clients. Kim's experience includes key NHDOT projects, such as preserving I-293 over the Merrimack River and Route 16 over Ellis Brook, and replacing the Valley Cross Road bridge.

Josh Patten, PE | *Bridge Engineer*
Josh, a Project Manager on McClure's East Region Transportation team, has nearly 10 years of expertise in bridge design and transportation project management. He specializes in bridge design, analysis, and modeling, excelling in plan preparation, cost estimating, client coordination, and construction administration while delivering high-quality results on time and within budget.

Kevin Harp, PE | *Structural Engineer* ●
Kevin has 11 years of engineering experience including the design, inspection, construction, and administration of engineering projects. His bridge design experience involves complex bridge replacements, widenings, rehabilitation, and load ratings. Kevin is LPA Certified.

Daniel Johnson, PE | *Structural Engineer* ●
Daniel brings 31 years of experience including bridge design and rehabilitation, bridge ratings, and bridges inspections. His bridge design and load rating work consists of a wide range of structures including curved steel girder, steel truss, cast-in-place post tensioned box beam, and prestressed concrete beams of varying types.

TRAFFIC AND SAFETY ENGINEERING

Eric Riese, PE, PTOE, ENV SP | *Traffic Engineer*
Eric serves as McClure's East Region Transportation Team Leader and brings 11 years of experience. He has gained valuable experience in designing multimodal facilities, and performing safety analysis keeping him at the forefront of providing designs tailored towards all users.

TRANSPORTATION PLANNING

Bethany Wilcoxon, AICP | *Planner*
Bethany leads the community development team, driving cross-discipline planning to enhance community well-being. Her work spans topics like walkability, housing, water quality, and mental health, impacting neighborhoods and nearly one million people.

ENVIRONMENTAL

Lindsey DiTonno, PE | *Civil Engineer*
Lindsey currently serves as McClure's East Region Team Leader and brings 14 years of experience. Lindsey understands stormwater management regulations and standards and has experience in the integration of best management practices in design of drainage systems. She also has experience in the preparation of local, state, and federal environmental permit applications, coordination with municipal planning departments and staff, and public outreach.

SURVEYING/ROW (JVA)

Ryan Fowler, LLS, PLS | *Land Surveyor* ●
Mr. Fowler is a New Hampshire Licensed Land Surveyor with almost a decade of experience in all aspects of land surveying. Ryan has worked on projects throughout all of New England, from small residential surveys, to large commercial and municipal surveys and ALTA surveys. Mr. Fowler is well rounded in surveying experiences than can offer crucial information to his clients.

PRELIMINARY ENGINEERING SERVICES IN SUPPORT OF LPA PROJECTS		Years Of Experience	Years With Firm	Project Management	Highway Design	Bridge Design	Structural Engineering	Environmental	Traffic Control Design	Hydraulics/Hydrology	Traffic Analysis	Landscape Architecture	Topographic Survey and Right-of-Way	Public Involvement	Alternative Procurement Methods	LPA and NHDOT Coordination	LPA Certified
KEY PERSONNEL																	
Christer Ericsson, PE	Project Director	35	1	•	•	•	•		•		•			•	•	•	
Joe Johnson, PE, PTOE	Project Manager	26	<1	•	•				•		•			•	•	•	•
Christopher Clement Sr.	NHDOT Project Liaison	35	1	•	•									•	•		
John Osorio, PE	Highway Lead	28	<1	•	•			•		•				•	•		
Kyle Rafferty, PE	Highway Engineer	5	<1	•	•												
Kim Armstrong, PE	Senior Bridge Engineer	24	<1	•		•	•			•				•			
Josh Patten, PE	Bridge Engineer	10	<1	•		•	•								•		
Eric Riese, PE, PTOE, ENV SP	Traffic and Safety Lead	11	<1	•	•				•		•				•		
Lindsey DiTonno, PE	Environmental Lead	14	<1	•	•			•		•				•	•		
Joy Rhea, PLA	Landscape Architect	20	2	•				•				•		•			
Bethany Wilcoxon, AICP	Transportation Planning	15	7	•										•			
Kevin Harp, PE *(Dewberry)*	Structural Engineer	11	9	•		•	•										•
Daniel Johnson, PE *(Dewberry)*	Structural Engineer	31	11	•		•	•										
Ryan Fowler, LLS, PLS *(JVA)*	Land Surveyor	10	3	•									•				

SECTION 5
REFERENCES

REFERENCES

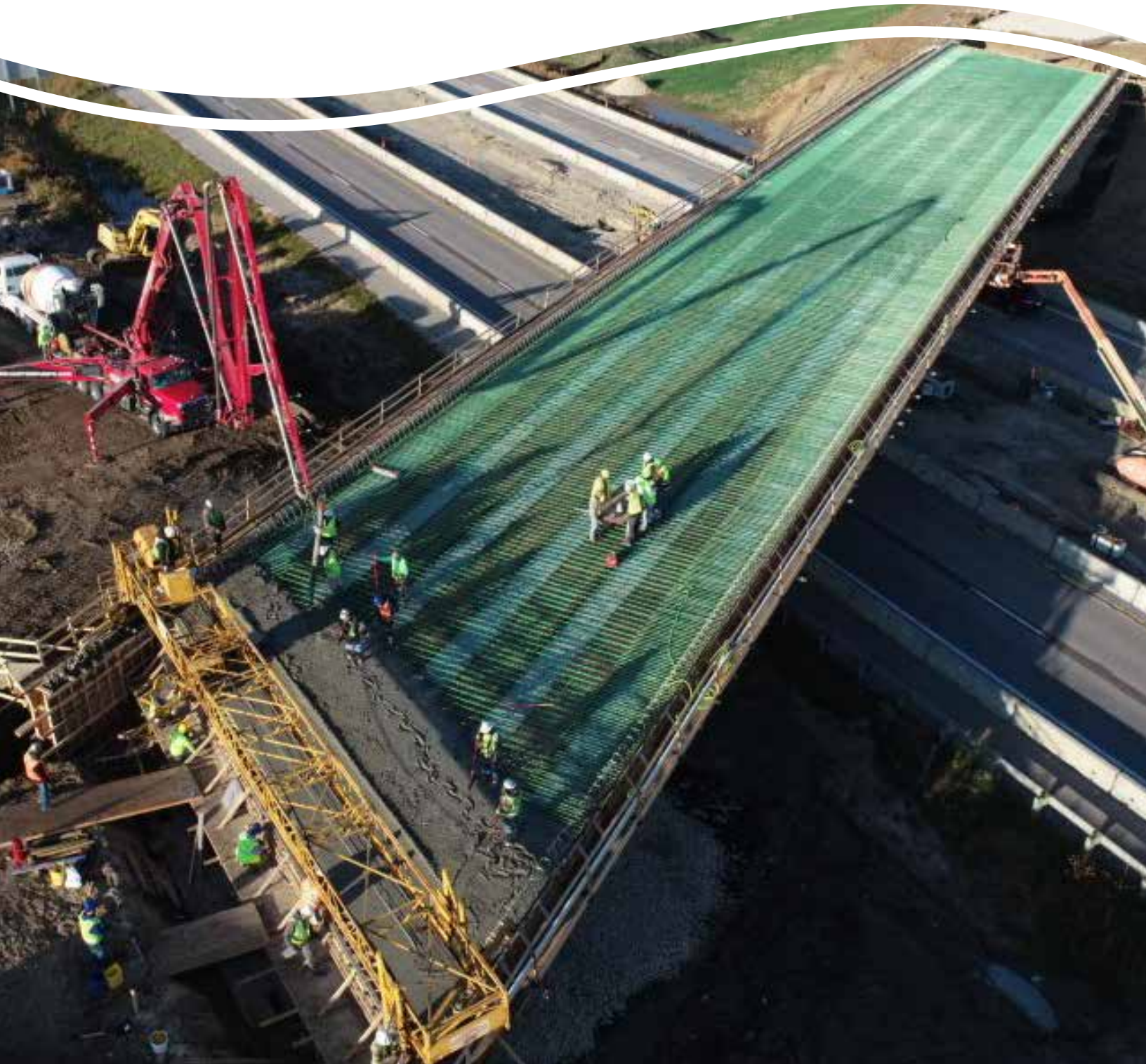
McClure recently hired seasoned, top talent in New England as part of its strategic growth initiative to expand services and market territory. At prior employers, this talent has completed sizable projects that have been well received by city leaders, stakeholders, businesses and citizens of each community. The client references, as requested, are provided below for each key team member. We encourage you to contact them as a testament to the recently hired McClure staff and their commitment to quality and professional service.

Eric B. Eby, PE
City Engineer – Parking, Transportation, and Planning
Department of Public Works
City of Portsmouth
680 Peverly Hill Road
Portsmouth, NH 03801
(603) 766-1415
ebeby@cityofportsmouth.com

Steve Dookran, PE
Town Engineer
Town of Concord
133 Keyes Road
2nd floor
Concord, MA 01742
978-318-3210
sdookran@concordma.gov

John H. Pettis III, PE
City Engineer
City of Haverhill
Engineering Division
City Hall - Room 300
4 Summer Street
Haverhill, MA 01830-5885
978-374-2335
jpettis@cityofhaverhill.com

SECTION 6
APPENDIX



JOSEPH JOHNSON, PE, PTOE
PROJECT MANAGER

McCLURE

Joe serves as the Director of Transportation – East Region at McClure. He greatly values how transportation solutions have evolved over the years and is an advocate that the safety needs of a project be identified and prioritized at the project inception. The transportation network is the backbone of society and needs to be thoughtfully designed to ensure it fosters, reflects, and enriches the values of the community. Joe's experience is diverse and consists of traffic analyses, traffic signal design, intersection design, roadway reconstruction, traffic calming, multi-modal accommodations, roundabout design, road safety audits, public engagement, and the preparation of plans, specifications, and estimates. He has been involved in all stages of a project from inception through construction. Joe is most fulfilled by satisfying the needs of clients and building lasting relationships grounded in trust.

REGISTRATION(S)

Professional Engineer:
New Hampshire #11554
Massachusetts #59223
Missouri #2024027611
Iowa #P28982

Professional Traffic Operations Engineer (PTOE) #2726

2015/NHDOT Local Public Agency Certification Training #1951

EDUCATION

BS, Civil Engineering
Clarkson University

COURSEWORK

IMSA Traffic Signal Technician Level I

IMSA Work Zone Safety Specialist IMSA Traffic

Signal Electrician Level II

PROFESSIONAL AFFILIATIONS:

Institute of Transportation Engineers (ITE)

**Project completed prior to joining McClure*

PROJECT EXPERIENCE:

- I-293 over the Merrimack River, Bedford/Manchester, NH*
- Route 16 over Ellis Brook, Jackson, NH*
- Route 302 over I-93, Littleton, NH*
- Reconstruction of Maplewood Avenue and Adjacent Areas, Portsmouth, NH*
- Intersection Improvements at Andrew Jarvis Drive and US Route 1, Portsmouth, NH*
- Lafayette Road/Middle Street On-Street Bicycle Facilities, Portsmouth, NH*
- Town Center District Improvement Plan, Stratham, NH*
- NH Route 125 Traffic Signal Improvement/Coordination, Plaistow, NH*
- Neighborhood Safety Program, Boston, MA*
- Great Road Complete Street Corridor Plan, Acton, MA*
- St. James Ave at Tapley Street Safety Improvements, Springfield, MA*
- Ruggles Street Reconstruction, Boston, MA*
- State Street Reconstruction, Boston, MA*
- Elm Street Reconstruction, Amesbury, MA*
- Intersection Improvements to Newton Road and Kenoza Avenue/Amesbury Road, Haverhill, MA*
- Intersection Improvements at Route 20 at Landham Road, Sudbury, MA*
- Intervale Road Bridge Replacement, Rutland, MA*
- Broadway (Route 97) Reconstruction, Haverhill, MA*
- Faunce Corner Road Reconstruction, Dartmouth, MA*
- Emerald Necklace Bicycle and Pedestrian Crossing Planning and Design Services, Brookline, MA*
- Bruce Freeman Rail Trail - Phase 2A, Acton/Westford/Carlisle/Concord, MA*
- Town Center Traffic Improvements, Northborough, MA*
- Massachusetts Avenue Reconstruction, Boston, MA*
- Milford Upper Charles Trail, Phase 1 and 2, Milford, MA*
- Samoset Street Reconstruction, Plymouth, MA*
- Concord Signal Inventory, Concord, MA*
- Concord Avenue/Blanchard Road Roundabout, Cambridge, MA*
- West Street Reconstruction, Reading, MA*
- Route 150 Rehabilitation, Amesbury, MA*
- Blossom Street Reconstruction, Boston, MA*
- Improvements to Route 12, Leominster, MA*
- Route 53 at Winter Street, Duxbury, MA*
- Route 85 (Washington Street) at Broad Street, Hudson, MA*
- Route 114 Improvements, North Andover MA*

KIM ARMSTRONG, PE
SENIOR BRIDGE ENGINEER

Kim currently serves as a Senior Bridge Engineer on McClure's East Region Transportation team. Kim has over 23 years of experience in bridge design, ratings, and inspections. Her background is primarily in bridge design and rehabilitation, ratings, and overload truck moves. Kim has experience in numerous bridge rehabilitation projects ranging from steel and concrete bridges to trusses and stone arches. She is an industry expert in stone arch bridge engineering in New England. Kim has worked on numerous design projects including vehicle and pedestrian bridges, retaining walls, dams, and culverts for multiple clients throughout New England.

REGISTRATION(S)
Professional Engineer:
Massachusetts #50510
New Hampshire #16161
Maine #16154

EDUCATION
BS, Civil Engineering
Wentworth Institute

Associates Degree
Architectural
Engineering Technology
Wentworth Institute

**Project completed prior to joining McClure*

PROJECT EXPERIENCE:
- I-293 over the Merrimack River, Bedford/Manchester, NH*
- Route 16 over Ellis Brook, Jackson, NH*
- Valley Cross Road Bridge Replacement, Jackson, NH*
- Pleasant Street Arch Rehabilitation, Natick, MA*
- Route 27 Over Route 9 Interchange Improvements, Natick, MA*
- Ames Avenue Bridge and Massasoit Bridge Assessment, Nantucket, MA
- I-495 over Route 105 and MBTA/MACRR, Middleborough, MA*
- Preservation of Various Bridges; District 3, MA*
- Assabet River Pedestrian Trail and Bridge, Concord, MA*
- Route 114 Improvements, North Andover MA*
- McGrath Boulevard Construction, Somerville, MA*
- Bike Path Bridge Over Route 140, Gardner, MA*
- Multi-Use Trail Bridge, Newton/Weston, MA*
- St. James Avenue at Tapley Street, Springfield, MA*

CHRISTOPHER CLEMENT SR.
NHDOT LIAISON

Chris brings more than two decades of experience in the private sector as well 15 years of service in the public sector with the state of New Hampshire, most recently as Chief Operating Officer / Chief Financial Officer for the University of New Hampshire. Chief Executive Officer and Commissioner of the NHDOT from 2011-2014.

Chris was sworn in as Commissioner of Transportation on September 14, 2011. He has an extensive leadership background in both the private and public sectors. He previously served as Deputy Commissioner and Chief Operating Officer of the NHDOT from July 2008 to February 2010. Prior to becoming NHDOT Commissioner, Chris Clement was the Director of the Governor's Office of Economic Stimulus. As Commissioner and Chief Executive Officer of the New Hampshire Department of Transportation, Chris Clement oversees a $700 million transportation agency of over 1,600 employees with the daily mission of transportation excellence that enhances the quality of life in New Hampshire.

EDUCATION
BS, Mechanical Engineering
University of New Hampshire

CHRISTER ERICSSON, PE
PRINCIPAL-IN-CHARGE

REGISTRATION(S)
Professional Engineer:
Massachusetts #36429
New Hampshire #11177
New York #100382-01
Maine #12758
Vermont #018.0101417

EDUCATION
BS, Civil Engineering
University of Vermont

**Project completed prior to joining McClure*

Christer currently serves as the President - East Region, where he is responsible for growing McClure's business practice. Over his 35-year career, he has developed technical experience in designing and managing transportation projects, including roadway, traffic signal, traffic signing, and active transportation projects throughout New England for both public agencies and private developers. In addition, Christer has managed projects ranging from bridge design to corrosion protection to asset management, in either traditional or alternative delivery methods. Beyond transportation, he is also responsible for growing the other services of McClure including aviation, structural, land development, survey and water, and wastewater. He has a professional license in all northern New England states plus New York. Prior to joining McClure in December of 2023, he was the President/CEO of an ENR Top 100 design consultant. He currently serves on the McClure Board of Directors in an advisory role.

PROJECT EXPERIENCE:
- NH Route 125 (Plaistow Road) Traffic Signal Improvement/Coordination, Plaistow, NH, NHDOT*
- Town Center District Improvement Plan, Stratham, NH*
- Reconstruction of Maplewood Avenue, Portsmouth, NH*
- Lafayette Road/Middle Street On-Street Bicycle Facilities, Portsmouth, NH*
- Mohawk Bicycle/Pedestrian Trail Design, Williamstown, MA*
- Statewide Bridge Painting Inspection On-Call, MassDOT*
- Statewide Traffic Engineering On-Call, MassDOT*
- Statewide Highway Design On-Call, MassDOT*

JOHN OSORIO, PE
HIGHWAY LEAD

REGISTRATION(S)
Professional Engineer:
Massachusetts #56060

EDUCATION
BS, Civil Engineering
Northeastern University

**Project completed prior to joining McClure*

John serves as McClure's Massachusetts Operations Director. John has an extensive background in transportation improvement projects and draws on over 29 years of experience overseeing efforts that span highway, traffic, and complete streets design and construction related services. He has established himself as a leader who continually seeks creative solutions that are both cost efficient and effective. John's experience is in both the public and private sectors and includes project management, roadway and bike path design, intersection and interchange design including roundabouts, storm drain design, traffic signing and pavement marking design, traffic signal design, and traffic management during construction. John has worked with many municipalities within New England to help identify the best options to accomplish their infrastructure needs including identifying and securing alternative funding options.

PROJECT EXPERIENCE:
- On-Call Engineering Services, Needham, MA*
- On-Call General Services, Raynham, MA*
- On-Call Design and Construction Management Services, Seekonk, MA*
- Powder Mill Road, Acton, MA*
- McGrath Highway Reconstruction, Somerville, MA*

KYLE RAFFERTY, PE
HIGHWAY ENGINEER

Kyle is a civil engineer with five years of experience specializing in highway and transportation design. Proficient in AutoCAD Civil 3D, Kyle has successfully executed a range of projects, from intricate roadway systems to large-scale transportation networks. His expertise in utilizing advanced design software ensures precision and efficiency, contributing to the successful delivery of high-quality infrastructure solutions. Kyle's commitment to innovation and excellence drives his passion for improving transportation systems and enhancing public safety.

JOSH PATTEN, PE
BRIDGE ENGINEER

Josh is a Project Manager on McClure's East Region Transportation team with nearly 10 years of experience in bridge and transportation project design and management. He specializes in bridge design, analysis, and modeling, bringing a focused and organized approach to delivering projects on time and on budget. Josh excels in preparing construction plans and specifications, cost estimating, construction administration, client coordination, and peer reviews, while maintaining high standards of quality and risk management to exceed client expectations.

ERIC RIESE, PE, PTOE, ENV SP
TRAFFIC AND SAFETY LEAD

Eric leads McClure's East Region Transportation Team, bringing a passion for practical solutions that safely and efficiently move people. With transportation engineering evolving to prioritize all users, Eric has adapted by gaining extensive experience in multimodal facility design and safety analysis. His expertise includes Intersection Control Evaluations (ICE), traffic signal design, roundabouts, traffic calming, and roadway reconstruction, along with operational and benefit/cost analyses to determine optimal designs. From conceptual planning to final design and construction, Eric also excels in public engagement, preparing plans, specifications, and estimates, and ensuring designs meet the highest standards for functionality and safety.

LINDSEY DITONNO, PE
ENVIRONMENTAL LEAD

Lindsey, McClure's East Region Team Leader, has extensive experience in engineering design and management for roadways, site developments, parks, and trails. She specializes in site/civil design, stormwater management, grading, and low-impact development, with expertise in environmental permitting and public outreach. Her work includes master planning, feasibility studies, cost estimating, and construction administration for both public and private clients.

BETHANY WILCOXON, AICP
PLANNER

Bethany leads the community development team, driving cross-discipline planning efforts to enhance community well-being. Her work spans topics like walkability, housing, and mental health, impacting communities from neighborhoods to nearly one million people. She excels in collaborating with technical experts, elected officials, and the business community to define solutions, shape policy, and secure support for projects.

JOY RHEA, PLA
LANDSCAPE ARCHITECT

Joy, a Landscape Architect with 20 years of experience, specializes in guiding projects through planning, design review, and approval. She excels in problem-solving all design aspects, from site layout to grading, drainage, utilities, and plant selection. Joy has worked on diverse projects, including retail, restaurants, retirement centers, subdivisions, parks, medical facilities, and industrial sites.

KEVIN HARP, PE
STRUCTURAL ENGINEER

Kevin, a Project Manager with Dewberry, specializes in structural design and management, including complex bridge design, analysis, and construction support. Experienced in prestressed concrete and steel structures, he is LPA-certified and skilled in multi-disciplinary coordination and alternative delivery methods. Kevin serves on the Executive Committee for SEI of the BSCES and is active with Engineers Without Borders.

DANIEL JOHNSON, PE
STRUCTURAL ENGINEER

Daniel, a Structural Engineer with 31 years of experience, specializes in managing multi-discipline projects and coordinating stakeholder needs. He is skilled in structural design, analysis, and on-site construction practices. His expertise includes bridge design, rehabilitation, ratings, and inspections for structures such as steel girders, trusses, post-tensioned box beams, and prestressed concrete beams.

RYAN FOWLER, PLS
LAND SURVEYOR

Ryan is a New Hampshire Licensed Land Surveyor (1054) and Maine Professional Land Surveyor (2634) with almost a decade of experience in all aspects of land surveying. Ryan has worked on projects throughout all of New England, from small residential surveys, to large commercial and municipal surveys and ALTA surveys. He is well rounded in surveying experiences than can offer crucial information to his clients. Ryan is currently Past-President of the NHLSA.

INGERSOLL AVENUE RECONSTRUCTION (POLK BOULEVARD TO 42ND STREET)

DES MOINES, IOWA

McClure was selected to perform a Corridor Evaluation Traffic Study from Polk Boulevard to 42nd Street along Ingersoll Avenue in the City of Des Moines to comply with the City of Des Moines' Complete Streets Policy and meeting current traffic and parking needs. As part of the study, McClure performed traffic data collection, traffic forecasting, reviewed multi-modal transportation needs, parking analysis, developed corridor improvement alternatives, evaluated each alternative, and provided a recommendation for improvements. The study found that the existing two-way left-turn lane was unnecessary and that peak parking along the corridor could be accommodated with parking on only the north side of Ingersoll Avenue. In addition, the new roadway section will reduce the crossing distance to improve pedestrian safety. The existing bike lanes were not buffered and did not meet the Complete Streets Policy.

Upon completion of the study, McClure implemented the improvement recommendations into a design and plans for bidding. The design included pavement reconstruction with buffered bike lanes, on-side street parking with permeable pavers, ADA compliant sidewalks, driveways, cement treated subgrade, storm sewer, subdrain, water main, retaining walls, stairs, traffic signal upgrades, and erosion control. Additionally, multiple temporary easement acquisitions and plats were developed.

Project coordination with multiple key stakeholders was critical to the project success. This included continuous project coordination between Des Moines Rapid Area Transit (DART) as this is a bus route, Des Moines Water Works (DMWW), City of Des Moines staff, and local residents.

PROJECT HIGHLIGHTS:

- The Traffic Impact Study determined proposed and future improvements, including necessary updates to traffic signalization that optimized traffic efficiency within the corridor, inclusion of buffered bike lanes along the project limits, and strategic determination of necessary parking.
- Development of detailed plans for the reconstruction of Ingersoll Avenue from Polk Boulevard to 42nd Street, including new roadway and buffered bike lane pavement, permeable pavers in parallel parking stalls, storm sewer, retaining walls, ADA compliant sidewalks, signal timing improvements, and maintaining corridor access throughout construction.

HOOVER NATURE TRAIL
JOHNSON COUNTY, IOWA

The Hoover Nature Trail consists of 6 miles of hard surface trail extending from the City of Solon to Seven Sisters Road in Johnson County, Iowa. This trail segment has been referred to as the "Missing Link." With the trail complete, users will have access to over 200 miles of trail networks. This project connects the Cedar River Trail, Cedar Valley Nature Trail, and the Hoover Trail, forming an essential portion of the American Discovery Trail in Eastern Iowa.

The Hoover Trail project includes three bridges, a box culvert, numerous drainage culverts, and a trail underpass of Ely Road. Working with the U.S. Army Corps of Engineers, the Iowa DNR, City of Solon, and Johnson County Conservation Board, McClure developed a final alignment that highlights historically and naturally significant features. Through diligent and continued multi-agency coordination, NEPA clearance was obtained in November of 2015 for the full corridor. The overall project was designed and constructed in three segments: Southern Segment from Solon to Polk Avenue; Middle Segment from Polk Avenue to Ely Road; and Northern Segment from Ely Road to Seven Sisters Road.

SCOTCH RIDGE ROAD ROUNDABOUT AND ROADWAY IMPROVEMENTS

CARLISLE, IOWA

With increased traffic volumes and speeds along Scotch Ridge Road in front of the Carlisle Middle School, the City of Carlisle was looking for options to slow the speed of traffic as well as provide an efficiently corridor at this location. McClure was hired to aid the City in the development of the project, including performing a traffic study and guiding a panel of citizens through a series of meetings to provide feedback to the City.

Through the traffic study, the McClure team was able to identify operational issues along the corridor and provided recommendations to mitigate these problems. Additionally, pedestrian accommodations were of particular concern because of the existing Carlisle Middle School on Scotch Ridge Road and the location of a high number of projected residential housing developments on the opposite side of Scotch Ridge Road. The queuing of parent drop-off and pick-up from the school onto Scotch Ridge Road was an important consideration during the study process as different alternatives were evaluated.

Through the panel discussions and traffic study recommendations, the City of Carlisle settled on the single lane roundabout at the entrance / exit of the school, which includes a slip-lane for right-turn entrance into the school property. Additionally, the project identified the need for new traffic signals at the intersection of Scotch Ridge Road and Iowa Highway 5, advanced warning flashing beacon on Iowa Highway 5 to alert advancing motorists of pending red-light activation at upcoming signal, new sidewalks and trails along Scotch Ridge Road and crossing of Iowa Highway 5, school sign relocation, right-of-way acquisitions, signing, and detailed staging.

McClure worked with the Des Moines MPO to receive additional funding for the project and was responsible for the design of the project.

PROJECT HIGHLIGHTS

- Traffic Impact Study in conjunction with panel discussions to develop the preferred roadway and pedestrian alternatives.
- Roundabout to accommodate increased pedestrian and vehicle traffic while simultaneously performing speed calming measures.
- Trail and sidewalk improvements include connecting the Carlisle Middle School to the east side of Iowa Highway 5 in a safe and efficient manner.
- New traffic signal at the intersection of Scotch Ridge Road and Iowa Highway 5 with advanced warning flashing beacons along Iowa Highway 5.
- Storm sewer, retaining wall, pavement, right-of-way, and detailed staging design.

STORY DRIVE OVER ENGLISH CREEK
MARION COUNTY, IOWA

McClure provided roadway, drainage, bridge, bridge hydraulics, and geotechnical design for the replacement of an existing 136' x 19' steel truss bridge with approach spans on Story Drive over English Creek in Marion County, Iowa. The approach roadway to the west of the bridge is in a low-lying area and has been subjected to flood overtopping in recent years. In addition to providing a larger hydraulic opening for the replacement bridge, approximately 900 feet of the approach roadway was raised to a minimum of one foot above the 25-year flood to reduce the frequency of closures and potential for flood damage to the roadway. Hydraulic analysis and scour calculations were completed using HEC-RAS.

A 150' x 24'-6 Continuous Concrete Slab (CCS) county standard bridge was utilized as the replacement structure, providing the County significant savings in both design time and construction cost. McClure's geotechnical engineers were able to identify at an early stage the potential for down-drag forces at the abutments due to soft soils and increased fill heights, ensuring there were no impacts to the design schedule.

PROJECT HIGHLIGHTS

- Approach roadway profile raised to mitigate overtopping up to the 25-year flood
- County Standard CCS Bridge provided significant savings to the County
- Abutments designed for down-drag forces due to soft soils and increased fill height

BRIDGE REPLACEMENT OF EVERGREEN ROAD OVER MASON BROOK

MASSDOT | HUBBARDSTON, MASSACHUSETTS

Dewberry

Hubbardston, MA like other municipalities in the Commonwealth, faces aging infrastructure and population growth challenges. This includes maintaining safe, reliable, and sustainable infrastructure. Hubbardston has a total area of approximately 42 square miles, 2.19% of which is water, which provides for plenty of outdoor recreational activities. Evergreen Road over Mason Brook is a single span structure constructed in 1920 and reconstructed in 1938. Based on the routine and special member bridge inspection report it was deemed structurally deficient with areas of up to 100% section loss and functionally obsolete. This bridge was a 32-foot-long, precast concrete arch supported on pile-supported reinforced concrete spread footings. Coffer dams were constructed for excavation, dewatering, and installing the piles and spread footings. The bridge and approach roadway were widened to accommodate two 11-foot lanes of traffic with shoulders and guardrails. The approach roadway widening includes constructing embankments in-the-wet. To minimize the impact to wetlands and outstanding water resource areas along the edge of the existing causeway, wetland replication areas were constructed.

Dewberry as lead designer, prepared plans, special provisions, and estimates for the bridge replacement. The design met the particular constraints and demands of this project including construction schedule, construction costs, environmental considerations, aesthetics, hydraulics, historical context, and traffic management. The use of accelerated construction techniques were also used to minimize construction duration and impacts to traffic. Dewberry also prepared the Project Traffic Management and Work Safety Zone Protection Plan (TMP). The plan was coordinated with the MassDOT Traffic Division in the District 3 office in Worcester, and the Town of Hubbardston.

The engineering and environmental approach and methodology on the Evergreen Road over Mason Brook project will be useful on future off-system bridge replacement projects, especially those in communities where the built and natural environment collide. Communities that invest in social, economic, and sustainable development goals can turn to this bridge project as a model of how agency, community, and private stakeholders can work together to get projects completed with minimal travel disruption and reduced impact to the surrounding natural environment. Reconstructing a roadway causes disruption to travelers. Replacing a bridge that connects two bodies of water can cause even more impact. Our unique approach in developing a method of constructing the approach road/causeway resulted in minimum environmental impacts to the Mason Brook.

The project required us to modify the road to meet current standards and maintain a consistent width of travelway which resulted in areas of minor widening. To reduce the impacts to bordering resource areas from the widening, we looked at ways to construct embankment slopes steeper than the traditional inclination. We determined that placing modified rockfill on the face of the slope would allow for a combination of a steeper slope which reduced the embankment footprint while also providing erosion protection along the causeway. By carefully placing the rockfill “in the wet” we saved time and cost that would typically be required for driving steel sheeting, dewatering, and removing the sheeting in the work area.

The project required temporary minor disturbance, excavation, and filling of material along the banks of Mason Brook for the demolition of the existing abutments, the construction of new abutments and foundations, and widening of the causeway. Environmental permits and regulations were followed and secured by Dewberry.