

Statewide On-Call Preliminary Engineering Prequalified List of Consultants for
**Locally Administered Local Public Agency
Qualifications-Based Selection Contracts**



SUBMITTED TO:
NEW HAMPSHIRE DEPARTMENT
OF TRANSPORTATION

SUBMITTED BY:
HNTB Corporation

JANUARY 18, 2024



January 18, 2024

Mr. Tobey Reynolds, PE | Assistant Director of Project Development,
Chairperson, Consultant Selection Committee
New Hampshire Department of Transportation
John O. Morton Building | 7 Hazen Drive | P.O. Box 483 | Concord, NH 03302-0483



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

Dear Mr. Reynolds:

Enclosed please find HNTB Corporation's (HNTB) Letter of Interest for Statewide On-Call Preliminary Engineering Prequalified List of Consultants for Locally Administered Local Public Agency (LPA) Qualifications-Based Selection Contracts. The HNTB Team looks forward to providing services to deliver highway and/or bridge design engineering services for various projects located throughout the state. HNTB specifically offers municipalities *the following three key advantages*:

RESOURCES TO DELIVER ANY TASK. Under the leadership of **Principal-in-Charge Paul Godfrey, PE** and **Program Manager Richard Tetreault, PE**, with a team of highly skilled project managers, HNTB brings skillsets and a longstanding track record of solid performance on highway and bridge projects. Our team of professionals sees the big picture, leveraging years of leadership in civil/highway and traffic engineering, operations and maintenance, public outreach and environmental compliance, coupled with exemplary teamwork and collaboration. *HNTB offers dedicated key personnel and the full resources of our staff for any assignment requested.*

AVAILABLE FOR YOU ANY TIME. Our industry has a daunting task investing an unprecedented amount of transportation funds into infrastructure improvements coming at a time when many of the engineering resources necessary to plan, design and construct projects are lean. Because of our close proximity to NHDOT, our project managers and technical staff are always available and ready to provide the services necessary. *The HNTB Team works collaboratively on every assignment and consistently provides our signature "4for4" performance — delivering quality work, on time, on budget and to your satisfaction.*

CONSISTENT QUALITY DELIVERY. All deliverables require a commitment to quality. *HNTB's commitment to quality starts at the highest leadership level and extends throughout the organization and to all subconsultants we partner with.* Through an established quality culture, every member of the HNTB Team is responsible for quality and continuous improvement. An HNTB project quality manager enforces our quality standards throughout the contract with a submittal-specific review before each deliverable is provided to clients. *Our ability to provide quality delivery is well-documented by our clients at project completion.*

Our team is eager and ready to provide these essential engineering services on locally administered projects. We will support LPA municipal sponsors in answering the call and we look forward to the opportunity to work with municipalities across New Hampshire.

Respectfully submitted,
HNTB Corporation

Handwritten signature of Richard Tetreault in black ink.

Richard Tetreault, PE
Program Manager
(603) 931-3349
rtetreault@hntb.com

Handwritten signature of Paul Godfrey in black ink.

Paul Godfrey, PE
Principal-in-Charge
(603) 931-3342
pgodfrey@hntb.com

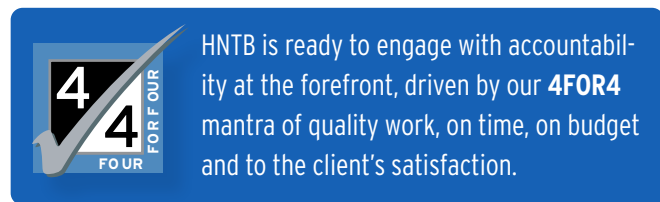
Project Understanding & Approach

PROJECT UNDERSTANDING AND APPROACH

The New Hampshire Department of Transportation (NHDOT) supports municipalities by prequalifying highway and/or bridge design engineering firms for locally administered Federal Aid LPA projects. HNTB understands firms selected from this round of the solicitation process will be posted on the NHDOT's website. Municipalities will have the option to shortlist from the site and develop an Agreement, meeting QBS requirements, which best meets the specific need. NHDOT will not be selecting the firms for the assigned work.

It is important for the engineering firm to have a solid understanding of federal aid requirements, as well as the NHDOT project delivery process and procedures for completing the work most efficiently and cost effectively. Successful delivery of transportation projects requires a consultant that can provide a broad range of services, be flexible to meet clients' needs, and manage assignments on short notice with the staff and resources to effectively execute and deliver.

It is understood that NHDOT is counting on consultants under this contract to be responsive and straightforward in their approach to delivering these necessary services.



THE PRIMARY SERVICES AREAS BEING SOLICITED ARE:

HIGHWAY DESIGN

Highway design is a dynamic discipline that captures many facets, from geometric and alignment (both horizontal and vertical) designs to utility assessment and accommodations, signing, striping, drainage, traffic control design, quantity development, cost estimating, constructability and construction sequencing. HNTB's highway design group has significant experience across Northern New England (NNE) for all of these aspects, including traffic design and analysis, required to develop safe and mobility-focused solutions.

TRAFFIC DESIGN

A right-sized traffic solution is the key to the success of any project. It can be as simple as providing times for lane closures during construction projects or as complex as providing signal timing updates during major route changes in real time – and everything

in between. HNTB will be there from start to finish, from the planning stages of the project to implement the right solutions through construction phase services, providing the best practical application. We have experience with a variety of analysis platforms, including Synchro/SimTraffic, HCM, Rodel and Sidra. Our most recent signal installations include everything from basic cabinet retrofits with fiber patch panels to advanced traffic controllers at complex corridors with field monitoring units tying back to traffic management centers monitoring signal performance metrics. When it comes to approach it is not a one size fits all – it's about looking at and understanding the big picture, including municipal goals, safety concerns, multimodal needs, construction requirements, future regional planning, and funding, in order to develop a tailored solution that fits each unique project and relays the information effectively to the community.

BRIDGE & STRUCTURAL DESIGN

Our NNE offices include a team of talented structural design professionals with considerable experience on a broad range of bridge design, rehabilitation, in-service bridge inspection and load rating assignments throughout the region. HNTB brings exceptional professionals who can provide a broad range of relevant services, including bridge design and analysis; retaining wall analysis and design; overhead sign structure, soundwall analysis and design; and foundation design. Our structural team, many with advanced certifications, is ready to meet any potential structural needs on any project.

ENVIRONMENTAL

Environmental evaluations and permitting are critical project elements. Aspects typically include the identification of wetlands and water resources; protected species; hazardous or contaminated soils and water; historic resources (above and below ground); conservation property; noise and air quality assessments; water quality; and invasive species.

The National Environmental Policy Act (NEPA) requires detailed investigations and documentation to support the ultimate classification and appropriate permitting approach. Should a project under this contract have an environmental component, HNTB has the experience to develop all types of NEPA documents, including the required technical studies and agency consultation.

PUBLIC PARTICIPATION

Meaningful public participation is a necessity for most projects where dialogue between the design team, members of the public and officials is critical to providing awareness of future transportation improvements. Meaningful dialogue offers numerous opportunities to receive feedback and insights to verify the project meets the overall needs. The HNTB Team is skilled at developing and executing outreach campaigns, as well as being adept at conflict resolution. We have a proven track record of managing small and large outreach campaigns, and fostering meaningful public dialogue (in-person and virtually), including the development of social media, project websites, educational videos and collateral materials.

OUR TEAM IS EXPERIENCED IN ACTING AS THE ROLE OF LIAISON BETWEEN THE CLIENT, MULTIDISCIPLINARY STAFF, REGULATORY AGENCIES AND PUBLIC STAKEHOLDERS.

PROJECT DELIVERY

HNTB's approach to project delivery begins with assigning each municipal project to the appropriate HNTB project manager and building the team around them. Included on each team is a project quality control manager in a critical support role to verify quality deliverables. Additionally, HNTB has an office delivery manager (ODM) and deputy ODM who work closely with project managers to make sure they have the resources to deliver 4for4. Successfully delivering the scope of services will involve communicating

and collaborating often with the municipality to efficiently identify and address the range of potential challenges. Completing the assignments and proactively addressing concerns will require forethought and planning. It would be a disservice to clients if information is not shared freely and timely. Teamwork across the board is a foundation for success and a fundamental part of HNTB's culture.

As part of the project development process, HNTB develops a tailored project plan specific to each project. The project plan will provide a summary of the project scope, goals and challenges, as well as document the overall project approach and NHDOT's standard procedures, communication plan, and the project team members and subconsultants necessary to successfully advance the project. This information is then incorporated into a resource-loaded schedule that includes meeting dates, and major design and coordination tasks, as well as highlights critical path items and milestone dates. Once the schedule is approved, it will become part of the project plan and will serve as our team's roadmap for success. The schedule will also provide the HNTB project manager with an important tool for monitoring and measuring progress. When unexpected changes are identified, the project manager will be able to respond quickly to identify and implement a solution. As a part of our culture, HNTB takes a proactive approach to management of quality. This approach is founded on our corporate Quality Management System (QMS) and verifies a consistent process to quality management and the achievement of deliverables, meeting client requirements across all disciplines.



Simard-Payne Pedestrian Bridge
Lewiston, ME

Why HNTB?

HNTB has compiled an exceptional team of experts in the required disciplines necessary to deliver highway and/or bridge projects with experience delivering these services for decades. Our comprehensive experience provides a team with a deep understanding of state and federal standards and processes. This understanding, combined with our proven track record of delivering quality projects on time and on budget, positions our team as an ideal fit to efficiently assist project sponsors and put to work the funds available.

Organizational Chart

ORGANIZATIONAL CHART



LEGEND

Resume enclosed

**HNTB has worked with sub-consultants on projects across the region and will retain their services as the project specific needs necessitate.*

Project Team

PROJECT TEAM

HNTB is comprised of known and trusted local professionals thoughtfully assembled to exceed client expectations. We are prepared to work as an extension of staff for municipalities, bringing significant value, including successful working relationships with NHDOT.

WE ARE READY TO WORK HAND-IN-HAND TO COMPLETE ASSIGNMENTS THAT WILL ASSIST IN SUCCESSFULLY DELIVERING MUNICIPAL PROJECTS.

HNTB is carefully organized to provide an array of disciplines, offering “one-stop-shopping” in support of a streamlined scope, fee and project development process.

KEY PERSONNEL



PRINCIPAL-IN-CHARGE:

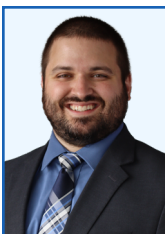
Paul Godfrey, PE, has been involved in a wide range of transportation planning and design projects involving traffic engineering analysis and system design. With 34 years of experience and natural ability to lead and manage staff, Paul will provide a staffing commitment to municipalities through his role as HNTB's NNE office leader.



PROGRAM MANAGER:

Richard Tetreault, PE, previously served as chief engineer and deputy secretary with the Vermont Agency of Transportation and more recently has worked in the private sector providing engineering services across NNE.

Richard understands thoroughly what these services provide to the municipalities and has a track record of collaboration and teamwork to get things done. **As program manager, Richard will work closely with the local project sponsor seeing the project to fruition.**



QUALITY MANAGER:

Timothy Poulin, PE, currently serves as HNTB's NNE office quality manager and has extensive experience throughout the region. As quality manager, Timothy will provide oversight for the execution of the quality plan and

routinely report on compliance to the program manager, principal-in-charge and office leadership.



HIGHWAY PROJECT MANAGER:

Phil Kendall, PE, is a senior project manager in our NNE offices. He brings experience in all aspects of roadway design, including preliminary and final design, traffic control phasing, and public participation on civil and bridge

projects. Recently, Phil led the design for the traffic control layouts for the NHDOT I-93 Southbound Manchester- Hooksett Bridge Preservation project.



BRIDGE PROJECT MANAGER:

Tim Cote, PE, serves as a program manager and senior project manager for the delivery of large, complex transportation projects. He has successfully advanced a broad range of bridge design, inspection and multimodal projects through all phases. Tim works with clients to proactively address project challenges. His determination to find the right solution for each job has earned Tim a reputation as a collaborative problem solver with a demonstrated track record of delivering innovative solutions.



TRAFFIC PROJECT MANAGER:

Ariel Greenlaw, PE, is the NNE office traffic department manager, experienced working with a variety of private, public and municipal clients. She specializes in developing design solutions for safety mitigation, capacity improvements, maintenance of traffic and comprehensive planning needs utilizing local, state and federal funding. She plays a strong role in public process – development of road safety audits, reports, presentations, cost estimation, contract breakout, and implementation of advancing technology through the systems engineering process.



ENVIRONMENTAL LEAD:

Judy Gates participates in business development initiatives, project management, technical and design applications. She reviews plans and policies grounded in governmental oversight, socio-economic implications and environmental regulations.

Our team, including key personnel, is shown in the chart on the next page.

PROJECT TEAM

HIGHWAY AND BRIDGE DESIGN ENGINEERING SERVICES IN SUPPORT OF LPA PROJECTS		YEARS OF EXPERIENCE	YEARS WITH FIRM	LPA CERTIFICATION	PROJECT MANAGEMENT	HIGHWAY DESIGN	BRIDGE DESIGN	STRUCTURAL ENGINEERING	ALTERNATIVE PROCUREMENT	CORRIDOR STUDY PLANNING	BRIDGE INSPECTION	BRIDGE LOAD RATING	HYDROLOGY	ENVIRONMENTAL	GEOTECHNICAL ENGINEERING	TRAFFIC ANALYSIS	PUBLIC INVOLVEMENT
KEY PERSONNEL	PROJECT ROLE																
PAUL GODFREY	PRINCIPAL-IN-CHARGE	35	35		✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓	✓
RICHARD TETREAU	PROGRAM MANAGER	38	1	✓	✓	✓	✓	✓	✓	✓	✓	✓					✓
TIMOTHY POULIN	QUALITY MANAGER	11	7		✓	✓	✓	✓				✓					
PHIL KENDALL	HIGHWAY PROJECT MANAGER	33	6		✓	✓			✓	✓			✓	✓		✓	✓
TIM COTE	BRIDGE PROJECT MANAGER	23	23		✓	✓	✓	✓		✓	✓						✓
ARIEL GREENLAW	TRAFFIC PROJECT MANAGER	18	6		✓	✓				✓						✓	✓
RAY HANF	HIGHWAY PROJECT LEAD	16	16		✓	✓				✓							✓
STEVE SPEAR	HIGHWAY DESIGN	12	1		✓	✓			✓				✓	✓			✓
DILAN GOBEIL	BRIDGE PROJECT LEAD	9	1				✓				✓	✓					
PAIGE BEGIN	TRAFFIC	4	2			✓				✓						✓	✓
DEREK CALWELL	TRAFFIC DESIGN	14	1			✓				✓						✓	
DAN BOUCHARD	HIGHWAY DESIGN	12	2	✓	✓	✓							✓		✓		
EVAN RAYMOND	HIGHWAY DESIGN	5	5			✓											
ANDREW SWEET	HIGHWAY DESIGN	10	7			✓											
ETHAN DAVIDSON	HIGHWAY DESIGN	7	7			✓											
JUDY GATES	ENVIRONMENTAL LEAD	25	5		✓					✓				✓			✓
BRIAN FELBER	GEOTECHNICAL DESIGN	18	16												✓		
JENNIFER ZORN	PUBLIC INVOLVEMENT	33	2		✓				✓	✓				✓			✓

References

REFERENCES

NAME/TITLE: Carole Brush / Eastern Trail Management District

PHONE: (303) 877-8337

EMAIL: carolebrush1@gmail.com

PROJECT: Eastern Trail: Kennebunk to Biddeford



NAME/TITLE: Wayne Frankhauser, PE / MaineDOT Bridge Program Manager

PHONE: (207) 557-8924

EMAIL: wayne.frankhauser.jr@maine.gov

PROJECT: MaineDOT Bridge Work



NAME/TITLE: Jeffrey Beaulé, PE / City of Lewiston City Engineer

PHONE: (207) 513-3003 ext. 3415

EMAIL: jbeaule@lewistonmaine.gov

PROJECT: City of Lewiston: Simard-Payne Pedestrian Bridge



NAME/TITLE: Brad Foley, PE / MaineDOT Highway Program Manager

PHONE: (207) 624-3539

EMAIL: brad.foley@maine.gov

PROJECT: MaineDOT Highway Work



Appendix

Resumes



RICHARD TETREAU, PE

PROGRAM MANAGER

Richard has a broad range of expertise in program and project delivery, operations, budgeting and emergency response. He has a proven track record of working with municipalities across New Hampshire, Vermont and Maine on federal aid projects. Richard has strong experience working with the New Hampshire Department of Transportation (NHDOT), enabling him to communicate and collaborate throughout the project delivery process to ultimately deliver on time and on budget, to the satisfaction of the client.

Vermont LPA Program Management, Statewide, VT

Chief Engineer, Vermont Agency of Transportation for over ten years, responsible for oversight and compliance with FHWA LPA program requirements. Over this period, municipalities across the state successfully delivered LPA highway and bridge projects.

Lebanon City, NH12A LPA Bridge, Lebanon City, NH

Principal-in-Charge on complex bridge project involving a city highway and railroad. Coordination of multiple stakeholders was a key focus area.

NHDOT Durham US4 Bunker Creek Bridge Replacement, Durham, NH

Design-build: QA/QC administrator responsible for FHWA and NHDOT compliance with design, construction and delivery of a complex federal aid bridge project.



TIMOTHY POULIN, PE

QUALITY MANAGER

Tim is a project engineer with experience in structural engineering, with a primary focus in bridge design. His project portfolio includes the design and rating of concrete and steel superstructures, sub-structures and marine facilities. He has been involved in projects for multiple agencies, including the Vermont Agency of Transportation (VTrans), Maine Department of Transportation (MaineDOT) and Maine Turnpike Authority (MTA). Tim currently serves as Office Quality Manager for the Northern New England offices, Maine and New Hampshire, of HNTB.

Maine Turnpike Authority, Cummings Road Bridge, Scarborough, ME

Tim served as a project engineer for the preliminary and final design and construction phase services for a 421-foot, three-span steel girder replacement bridge over I-95. The project involved phased construction, widening, and lengthening of the structure to accommodate future traffic volumes and a widened turnpike system. Tim was involved in the design and detailing of the superstructure, abutments and piers.

Maine Department of Transportation, International Bridge, Madawaska, ME

Tim served as a project engineer for the preliminary and final design and construction phase services for an 1850-foot, six-span steel girder replacement bridge over Saint John River. Tim was responsible for the design of the superstructure and site geometrics of the structure, including substructure locations and lengths, grading and construction access.

Vermont Agency of Transportation, Bridge 7, Hartford, VT

Project structural engineer for preliminary design and final design, and construction phase services.



PHIL KENDALL, PE

HIGHWAY PROJECT MANAGER

Phil is a senior roadway engineer and project manager with experience in preliminary and final highway design, drainage and utility design, traffic control phasing, and public participation on both conventional and design-build (DB) civil and bridge projects. He has served as design, program, quality and project manager, and has been responsible for leading groups of engineers, technicians and support staff. Phil has experience on projects ranging from simple sidewalks to larger interstate improvement projects for departments of transportation throughout the northeast.

NHDOT, I-93 NB Manchester-Hooksett Bridge Preservation, Manchester and Hooksett, NH

Project Manager and highway/maintenance of traffic (MOT) lead responsible for preliminary and final design of three independent traffic control layouts, each with two phases, to facilitate the preservation and related improvements to five bridges located along I-93 NB. Phil coordinated with local municipalities of Manchester and Hooksett, focused on extending overall life of the state's critical transportation infrastructure. He was responsible for design team oversight, client coordination, public meeting participation, presentations and project management.

NHDOT, Merrimack-Nashua-Bedford, F.E. Everett Widening, Various Locations, NH

Highway/MOT lead responsible for the design of traffic control layouts for three of the four construction projects. Traffic control layouts vary in number of phases from three to five, to provide detailed sequencing of construction and traffic activities to allow the construction of the third lane. Phil is responsible for developing and updating the construction schedule for all four construction projects and updating the original traffic management plan (TMP).

Town of Framingham On-Call Design Services, Framingham, MA (PRIOR TO HNTB)

Program manager responsible for assigning the appropriate staff to each assignment, overall quality management and client coordination. One of the projects under this contract included the evaluation and design of an intersection improvement through the incorporation of a roundabout. Another project included the design of corridor improvements, including parking enhancements, signal intersection improvements through the incorporation of turn lanes and ADA improvements.



TIM COTE, PE

BRIDGE PROJECT MANAGER

Tim is a program manager in HNTB's Northern New England office and serves as a program manager and senior project manager for delivery of large, complex transportation projects. He has successfully advanced a broad range of bridge design, inspection and multimodal projects through all phases of the project lifecycle. Tim strives to work together with clients to proactively address project challenges. His focus on finding the right solution for each job has earned Tim a reputation as a collaborative problem solver with a demonstrated track record of delivering innovative solutions.

Maine Department of Transportation, Bridge Investment Program Planning Grant Application, Statewide, ME

Bridge lead responsible for assisting with the writing and development of a Bridge Investment Program (BIP) Planning Grant Application on behalf of the Maine Department of Transportation for poor and critical condition off-system bridges throughout Maine.

Maine Department of Transportation, Ticonic Bridge Replacement, Waterville-Winslow, ME

Project manager responsible for advancing this significant project that replaces the aging Ticonic Bridge spanning the Kennebec River and Lockwood Dam Complex. Tim's effort included leading the project through preliminary and final design, including a comprehensive contractor engagement process, to develop a constructability-focused design.

Maine Department of Transportation, I-295 over Veranda Street Bridge Replacement, Portland, ME

Project manager responsible for advancing this high-profile accelerated bridge construction (ABC) project located on the I-295 corridor in Portland.



ARIEL GREENLAW, PE, IMSA II

TRAFFIC PROJECT MANAGER

Ariel is HNTB's Northern New England traffic department manager who has worked with a variety of private, public and municipal clients. She specializes in the development of design solutions for safety mitigation, capacity improvements, maintenance of traffic (MOT) and comprehensive planning needs utilizing local, state and federal funding. As part of project development and design, she has had a strong role in public process, including development of road safety audits, reports and presentations for technical and non-technical audiences; project cost estimation and contract breakout; and research/implementation of advancing technology through the systems engineering process. Ariel oversees solutions through final design and construction, including experience making real-time field adjustments and troubleshooting during construction phase services.

New Hampshire Department of Transportation, Manchester-Hooksett Bridge Rehabilitation, Manchester, NH

Responsible for freeway and intersection traffic engineering analysis and mobility solutions requiring public involvement, plan development, cost estimation, signal retiming and phasing for maintenance of traffic, municipal outreach, construction phase services, breakout of construction contracts and maintenance of traffic schemes.

Maine Department of Transportation, Cash Corner Multi-Use Path, South Portland, ME

Lead engineer for project resulting in improved ADA accommodations, additional crossing and sidewalk, signal timing and phasing for a group-controlled set of intersections and one of the busiest intersections in the state. Preemption was tied directly into the fire station.

Maine Turnpike Authority, Exit 32 Biddeford Interchange Alternatives Assessment, Biddeford, ME

Traffic engineer responsible for volume development, traffic modeling, alternatives evaluation, graphics production, client communication and cost estimation. The focus for the intersection came from the turnpike systemwide safety planning evaluation that resulted in the Route 111 corridor evaluation.



RAYMOND HANF, PE

HIGHWAY PROJECT LEAD

Ray is a project manager/senior transportation engineer involved in a variety of projects throughout the states of New Hampshire and Maine. He has been involved in highway, traffic and structural projects for the New Hampshire Department of Transportation (NHDOT), Maine Department of Transportation (MaineDOT), Eastern Trail Management District and Maine Turnpike Authority (MTA). His experience includes the design and feasibility for roadway, multi-use trail, traffic and toll facility projects.

New Hampshire Department of Transportation, Bureau of Turnpikes, Statewide Turnpike On-Call, Statewide, NH

Project manager/lead highway engineer responsible for developing conceptual or preliminary geometric layouts, engineer's estimates, construction phasing/traffic control assessments, technical memorandums, client coordination, QA/QC oversight and miscellaneous project management.

New Hampshire Department of Transportation, Toll Plaza Conversion to All Electronic Tolling (AET), Bedford and Dover/Rochester, NH

Project manager for the Bedford AET Conversion (NH # 16100) and the Dover and Rochester AET Conversion (NH# 29440). These projects involved the creation of an AET zone a distance away from the existing barrier toll plaza, demolition of the existing barrier toll plazas, and redevelopment of the Turnpike to a highway speed facility.

Maine Turnpike Authority, Bridge and Highway Design Services 2011-2015, Turnpike Corridor, ME

Project engineer for assignments that included Blackstrap Road (Falmouth), Old Lisbon Road (Lewiston) and Snow Hill Road (New Gloucester) Bridge Rehabilitations; Lewiston Interchange and Bridge Reconstruction; and Central Street (Hallowell), Hunts Hill Road (Gray) and Mousam River (Kennebunk) Bridge Repairs.



DILAN GOBEIL, PE

BRIDGE PROJECT LEAD

Senior bridge engineer experienced in design and project management. Dilan has been involved in and responsible for the successful delivery of multiple concurrent bridge design projects from concept through construction completion. He led the bridge and structures design for large-scale plans, specifications and estimates (PS&E) projects and local city bridge projects with accelerated schedules and phased construction. Dilan is experienced in coordination with utility owners, environmental impact identification, coordination with railroad stakeholders for bridge approval, and hydraulics scour review.

New Hampshire Department of Transportation, Portsmouth Soundwalls, Portsmouth, NH

Lead bridge engineer responsible for overseeing design for the rehabilitation of two rigid frame bridges on I-95, which required partial superstructure replacements to incorporate MASH compliant bridge rails and bridge-mounted soundwalls. Reviewed designs of the highway adjacent soundwalls and retaining walls, and coordinated with the bridge design team, project disciplines, subconsultants and stakeholders.

Maine Department of Transportation, Route 100 over I-95, Palmyra, ME

Deputy project manager responsible for preliminary design phase of replacing a 256-foot, four-span steel bridge that carries Route 100 over I-95, requiring evaluation of two-span bridge replacement options and providing recommendations for economical solutions.

Texas Department of Transportation, FM770 Bridge replacement, Liberty, TX (PRIOR TO HNTB)

Bridge project engineer for phased replacement of three bridges operating on accelerated schedule due to the deteriorating condition of existing bridges, requiring phased construction to keep roadway open throughout the project. Dilan led design efforts for bridges and coordination of project disciplines, subconsultants and construction team.



JUDY GATES

ENVIRONMENTAL LEAD

As planning department manager, Judy participates in business development initiatives, project management, technical and design applications. She reviews plans and policies grounded in governmental oversight, socio-economic implications and environmental regulations. Previously, Judy served as Director of the Environmental Office for the Maine Department of Transportation (MaineDOT), where she oversaw environmental review and compliance for the department's work plan, and implemented creative regulatory, permitting and mitigation strategies for efficient project delivery, including leading the department's response to climate change and sea level rise.

Maine Turnpike Authority, Gorham Connector, South Portland/Scarborough/Westbrook/Gorham, ME

Lead for environmental planning, NEPA and environmental permitting for a new corridor connecting Portland, Maine to western communities to improve safety and mobility.

Maine Turnpike Authority, I-95 Portland Area Mainline Improvements, South Portland to Falmouth, ME

Lead for filing up to eight separate state and federal environmental regulatory approvals to secure in time for the start of construction to widen the Maine Turnpike between Exits 44 and 51.

Maine Department of Transportation, Public Information Management Application (PIMA), Statewide, ME

Manager of PIMA support services for MaineDOT's transition to virtual public involvement efforts for the COVID-19 pandemic. Institutionalized virtual communication and use of PIMA internally at MaineDOT.



JENNIFER ZORN, AICP

PUBLIC INVOLVEMENT

Jennifer has performed project management, regulatory compliance, permit preparation and public outreach for the architectural, engineering and construction industry for 30 years. She has experience in the management and facilitation of public outreach programs, including the use of social media, project websites and public meetings. Her broad range of skills includes acting in the role of liaison between the client, multi-disciplinary staff, regulatory agencies and public stakeholders. Jennifer's expertise in environmental documentation, permitting and public engagement has supported clients across all size projects.

City of Portsmouth, Peaverly Hill Road Complete Streets, NH - LPA Project (PRIOR TO HNTB)

Public outreach coordinator responsible for managing the public engagement program to secure broad input and community buy-in for the preliminary design of Complete Streets, to include two multi-use paths connecting numerous recreational facilities. The work included community listening sessions and public meetings.

City of Keene, Winchester Street Reconstruction, Keene, NH - LPA Project (PRIOR TO HNTB)

Responsible for managing the public engagement program from initial concept designs through preliminary design for the reconstruction of this roadway, including bridge replacement and addition of roundabouts. The work included community listening sessions and public meetings.

City of Concord, Downtown Complete Streets, Concord, NH (PRIOR TO HNTB)

Public outreach coordinator responsible for the public engagement program during preliminary design.

City of Keene, Downtown Revitalization Study, Keene, NH (PRIOR TO HNTB)

Public outreach coordinator responsible for facilitating community vision sessions and broad outreach to capture the public's vision of a revitalized downtown area. Presented results to elected officials after extensive outreach.

Relevant Experience



CLIENT

- Eastern Trail Management District/
Maine Department of Transportation

DATES

- 2009 - 2010

EASTERN TRAIL

KENNEBUNK - BIDDEFORD, ME

HNTB provided conceptualization, preliminary and final design services for this 6.2-mile multi-purpose recreational trail co-located with Unitil along the abandoned Eastern Railroad corridor. HNTB worked with the client to conceptualize trail layouts and configurations and address areas of challenging topography and drainage within the corridor. In addition to trail design, work included planning and design of a pedestrian bridge over the Kennebunk River, approaches for a future bridge over the Maine Turnpike, three retaining wall structures, numerous roadway crossings and relocation of an existing stream. For the Kennebunk River Bridge, various structure types were considered before determining a 60-foot prefabricated steel truss supported by existing railroad bridge abutments was the most prudent solution. The HNTB Team was also responsible for completion of survey, resource identification, environmental permitting and coordination with regulatory agencies, right-of-way certification, public process, utility coordination and construction phase services for this project.



CLIENT

- City of Lewiston

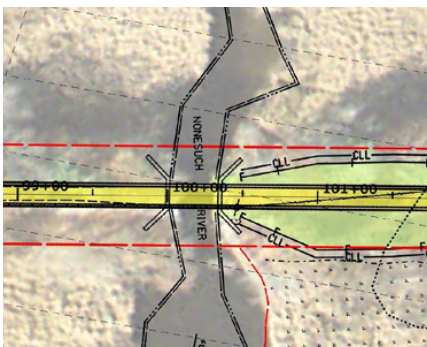
DATES

- 2014

SIMARD-PAYNE PEDESTRIAN BRIDGE

LEWISTON, ME

HNTB provided feasibility, design engineering and construction support services on this assignment. The project started with an evaluation of an abandoned through-girder railroad bridge to determine whether the existing structure could be modified to support a new pedestrian pathway. Following the favorable outcome of the study, HNTB developed final design computations, plans and contract documents for the project. The project included construction of a new deck and railing system, approach modifications, and adjustments to nearby lighting, fencing and other existing infrastructure.



CLIENT

- Town of Scarborough/
Maine Department of Transportation

DATES

- Ongoing

EASTERN TRAIL - SCARBOROUGH CONNECTOR

SCARBOROUGH, ME

Viewed as the most challenging section of Eastern Trail completed to date, the HNTB team completed a detailed alignment study for the project that culminated in an alternatives analysis for the USACE in accordance with Section 404(b)(1) of the clean water act. The final solution is a fully off-road alignment, including the construction of new bridges over the Nonesuch River and Pan Am Railways, that addressed environmental concerns, technical challenges, safety and trail user experience, amongst other criteria.



CLIENT

- Maine Department of Transportation

DATES

- Ongoing

LINCOLN STREET & CASH CORNER PATHWAY EXTENSIONS

SOUTH PORTLAND, ME

HNTB is providing conceptual alternatives evaluation and preliminary design services for these two separate multi-use path extensions. The Lincoln Street project will connect the South Portland Greenbelt Pathway to the Veterans Memorial Bridge pathway. The Cash Corner project includes the construction of a multi-use pathway from Cash Street through a city-owned park parcel to provide connectivity to the existing multi-use path along Main Street (Route 1). Both projects include developing and evaluating a range of alternatives against a set of established evaluation criteria. HNTB is responsible for alternatives evaluation and design services for these projects, both of which are currently being designed for construction.



CLIENT

- Vermont Agency of Transportation

DATES

- Ongoing

HARTFORD BRIDGE 7

HARTFORD, VT

VTrans selected HNTB to prepare the final design of this bridge replacement project through a competitive work order request process. The bridge's realignment required adjacent roads to be re-profiled and several utilities to be relocated. To reduce construction costs and durations, HNTB recommended a short-term roadway closure of Vermont Route 14 to adjust the profile, relocate utilities, and prepare for abutment construction. Leveraging experience on similar projects, HNTB moved forward with a refined modeling approach to fully capture anticipated behavior of the bridge and all of the site and geometric complexities. A 3-dimensional finite element model incorporating equivalent soil springs was the basis for the model. Heightened coordination with the geotechnical engineering team and a regional university researcher was necessary to iterate the design and validate that results were reasonable. HNTB anticipates supporting VTrans with the implementation of a monitoring system at this bridge to compare physical and analytical bridge behavior and use the information on future designs.



CLIENT

- City of Lewiston

DATES

- 2020

LEWISTON SIDEWALK/ADA/SIGNAL UPGRADES

LEWISTON, ME

HNTB is providing traffic engineering services to the City for the purpose of developing final design plans, specifications and an engineer's estimate for traffic signal upgrades and ADA improvements at multiple intersections on, and in close proximity to, the East Avenue corridor. Design is being completed in accordance with the City, MaineDOT, MUTCD and ADA Standards for Accessible Design requirements.

- City of Lewiston – Simard Payne Pedestrian Bridge-T
- Lincoln Street/Cash Corner
- Lewiston Sidewalk



CLIENT

- Maine Department of Transportation

DATES

- 2020

I-295 OVER VERANDA STREET BRIDGE REPLACEMENT

PORTLAND, ME

HNTB completed a feasibility study, followed by design, for replacement of the I-295 over Veranda Street Bridge. The study identified alternatives for reconfiguring Veranda Street and the adjacent I-295 ramps to support the goals of improved safety, simplified roadway geometrics, enhanced bicycle and pedestrian accommodations, and a shorter single-span bridge.

Working with MaineDOT and the City of Portland, HNTB evaluated each alternative against an established set of criteria to identify a preferred solution. The project created the opportunity to add a 1,500-foot multi-use path winding through a green space proposed by the City that will tie into an existing multi-use path extending over the nearby Martin's Point Bridge



CLIENT

- Maine Department of Transportation

DATES

- Ongoing

HIGHWAY PROGRAM STATEWIDE ON-CALL STATEWIDE, ME

For more than 20 years, HNTB has completed a wide range of on-call highway design services that have ranged from drafting support as staff augmentation to full reconstruction/rehabilitation projects. The following is a small sample of the types of projects HNTB has delivered to the MaineDOT Highway program:

- Pavement preservations support, including alignment development, cross slope modification tables and guardrail assessments
- Large culvert replacements improving habitat connectivity on deteriorated stream crossing
- Ancillary design support to create 3D design models for a major roadway corridor project
- Slope stabilization project that included plan development, constructability support, quantity estimation and project management support
- Intersection improvements, including signalization and ADA upgrades, geometric modifications to accommodate design vehicles and highway lighting support
- Spot improvements project, such as emergency drainage replacements and associated pavement preservation, roadside ditching and culvert replacements
- Major corridor multi-mile full reconstruction and rehabilitation projects



CLIENT

- New Hampshire Department of Transportation

DATES

- Ongoing

STATEWIDE TURNPIKE ON-CALL

STATEWIDE, NH

For nearly 20 years, HNTB has completed a wide-range of on-call projects relating to toll systems, facility management, infrastructure design and other special turnpike engineering assignments, including:

- MDSS technical proposal development and vendor evaluation
- Grant application assistance
- Capital Project Assessment
- Bedford Toll Conceptual Highway Layouts for conversion to AET
- Portsmouth Soundwall noise analysis and preliminary design
- I-93 Interim Mobility Study, Bow and Concord, NH

For each assignment, the HNTB project manager coordinated with the Bureau of Turnpikes and assigned a dedicated project manager and team to complete a quality project on time, on budget and to the NHDOT's satisfaction.



CLIENT

- New Hampshire Department of Transportation

DATES

- Ongoing

MANCHESTER-HOOKSETT I-93 SOUTHBOUND BRIDGE PRESERVATION IMPROVEMENTS

MANCHESTER AND HOOKSETT, NH

This project constructs preservation improvements to five I-93 SB bridges located in Manchester and Hooksett, New Hampshire. The project includes public involvement, bridge inspections, development of traffic control and sequencing solutions, and associated environmental and cultural services for the bridge preservation of the following existing bridges:

- Manchester 127/122 and 124/119, both carrying I-93 SB over Stevens Pond
- Manchester 119/115 carrying I-93 SB over Wellington Road
- Manchester 102/108 carrying NH 28A over I-93
- Hooksett 095/048 carrying I-93 SB over US 3/NH 28

The purpose of the project is to complete preservation related improvements, such as pavement and membrane removal and replacement, full/partial depth deck repairs, joint replacements and miscellaneous repairs, to maintain each bridge in good condition and maximize the service life of each structure. The preservation work will be performed through the use of detailed traffic control scenarios, which include phased construction, ramp closures, detours and lane and shoulder closures.