Missouri's Local Program for community development

COVER SHEET

(This must accompany your firm's letter of interest and does not count in the page limit)

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Work Category:

- ☐ Roadway Design
- ☐ Trails & Sidewalks
- ☐ Construction Inspection
- ☐ Traffic Engineering & TEAP
- ☐ Structures
- ☒ Environmental
- ☐ Historic Preservation
- ☐ Multimodal Planning / Systems and Facilities Design
- ☐ Transportation Planning – NEW CATEGORY

Missouri's Local Public Agencies (LPAs) on-call projects often include compressed schedules. The LPAs require access to firms that can be trusted to deliver high quality work under short schedules. Bartlett & West (B&W) has proven its ability to meet compressed schedules as discussed in the three attached project descriptions. We have Missouri offices located in Jefferson City, Rolla, Kansas City Metro, St. Louis Metro and Springfield.

B&W provides a full range of environmental services using a dedicated team of Environmental Subject Matter Experts (SMEs) with degrees in Biology, Chemistry, Environmental Science, Geography, Geology, and Plant Science. B&W's Environmental SMEs are supported in project development and delivery by B&W's many other experienced engineers and technicians.

Our environmental services include preparing environmental documentation in accordance with National Environmental Policy Act (NEPA) and Federal Highway Administration (FHWA) procedures. These documents include Categorical Exclusions, Environmental Assessments, Environmental Impact Statements, and Environmental Re-evaluations. These studies identify, predict, and assess the potential project impacts on the social and natural environment when considering approval of a project. They typically include the following components: Project Description, Need and Purpose, Alternatives Analysis, Affected Environment and Environmental Consequences, Agency Coordination, and Public Involvement. Evaluations are conducted for impacts on air quality, biological resources, community cohesion, cultural resources, farmlands, protected lands, hazardous materials facilities, traffic noise, and water resources. Our Environmental SMEs have provided these services in Texas for over 25 years and are excited to offer them to the LPAs in the State of Missouri.

B&W's SMEs have conducted numerous field surveys to catalogue vegetation, assess species habitats, perform specialized species surveys, evaluate and quantify species impacts, delineate water features, and assess stream and wetland ecological conditions. B&W's SMEs have prepared Sec. 404 Nationwide Permits, Sec. 408 Requests, Sec. 404 Individual Permits, Sec. 9 and 10 Permits, and Sec. 401 Water Quality Certifications.

B&W's traffic noise study services include traffic and ambient noise field sampling, traffic noise modeling, traffic noise mitigation, and traffic noise workshop preparation and hosting.

Field Noise Measurements: Our SMEs utilize an Extech 407780A Type 2 sound level meter to measure and record traffic noise levels for traffic noise validations or ambient background noise levels for new location roadways.

Computer Noise Modeling: Our SMEs extract coordinates from design software files to precisely model the existing and proposed roadways using the FHWA's Traffic Noise Model 2.5 (TNM 2.5) software. Approved existing and proposed traffic data is incorporated into the TNM 2.5 models.

Barrier Analysis: For impacted noise receivers, noise barriers are analyzed to determine reasonable and feasible mitigation. All efforts are documented in TNM 2.5 and supporting spreadsheet files.

B&W's traffic noise modeling experience includes added capacity projects along existing roadways, roadway realignment projects, and new location roadways. These projects have ranged from simple farm-to-market roads to complex freeways with multi-level interchanges. For example, B&W recently completed a traffic noise re-evaluation of a 7-mile long section of I-55 in Jefferson County for MoDOT.

PROJECT APPROACH

1) B&W will coordinate with LPA staff to discuss project scoping, environmental classification, and schedule. Critical path tasks, long-lead items and other potential high-risk items are identified early. This includes listed species and their habitats, Sec. 4(f) resources, and waters/wetlands so the design team can avoid or minimize impacts. This reduces potential USFWS coordination, Sec. 404 permitting

requirements, and agency concurrence delays. Establishing the ROW footprint as soon as practicable is critical to receiving an approved cultural Research Design and allowing timely cultural field work; 2) Desktop research is used to identify notable features in the project area such as community facilities; cultural resources; hazmat sites; low-income and vulnerable populations; rare and listed species habitat; Section 4(f) and 6(f) facilities; water features, and other project constraints; 3) Design coordination is performed again to avoid, minimize, and/or mitigate impacts to these features; 4) Site reconnaissance is conducted to verify existing conditions, document community and public facilities, hazmat sites, and noise receivers and developer walls. Cultural resources surveys are performed, water features are delineated, vegetation and wildlife habitat are analyzed, and other notable features in the project area are inventoried; 5) The project impacts on the human and natural environment are quantified and design coordination is performed again to avoid, minimize, and/or mitigate any potential impacts identified in the field; 6) The environmental analyses, project impacts, and mitigative measures are discussed in a final document prepared using the latest state and federal guidelines.

The public involvement on any project is critical in achieving a design solution with consensus. B&W approaches this challenge by implementing a tailored public involvement plan that identifies project issues and outreach methods for obtaining stakeholder input for project support and direction.

PROVEN NEPA EXPERIENCE

In the past five years, B&W's SMEs have prepared 9 EAs; 25 CEs, and two EA re-evaluations for various TxDOT Districts. B&W has coordinated or played a major role in more than 25 in-person and/or virtual public meetings or public hearings for roadway and other infrastructure projects.

ABILITY TO MEET DEADLINES AND BUDGET

Ensuring the successful management and delivery of MoDOT projects entails specific planning and design tools and actions including abidance by: 1) B&W's QA/QC Plan with set milestones - Team members implement the Plan daily by reviewing work products prior to delivery to each Task Lead. Quality control is conducted via peer review using environmental checklists and standard operating procedures; 2) Communication - Weekly meetings are conducted to discuss in-progress tasks, deliverables percent complete, budgets, and outstanding actions; 3) Risk and Staff Matrices - High-risk items are identified early and mitigated, both for critical path tasks and potential out-of-scope tasks; 4) Critical Path Method - Schedules are communicated and reviewed often in team huddles; 5) Over-the-Shoulder Reviews - The Environmental PM monitors the environmental team so that all deliverables and timeline issues receive immediate feedback and resolutions; 6) Timelines will also be met by our Team Resource Redundancy. B&W has multi-disciplined, SMEs and staff to assist in laborious or schedule-sensitive tasks.

PROJECT TEAM

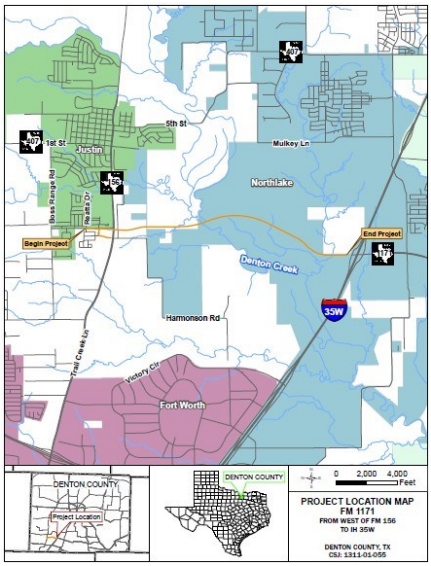
Our team includes three transportation veterans with a combined 85 years of MoDOT experience that are accustomed to delivering projects for MoDOT. **Bruce Green, PE**, **Mike Dusenberg, PE**, and **Missy Wilbers, PE**, retired as project managers from MoDOT and now serve the same role at B&W. **Todd Kemper, PE**, leads our transportation section and has also managed numerous MoDOT projects. These managers understand MoDOT expectations and have a reputation for delivering quality projects on budget and schedule. B&W's environmental SMEs include **Jonathan Stewart**, **Chris Hagar, Alma Canning**, and **Robert Pitt**, and all have more than 25 years of experience. Other SMEs include Jillian North, Amber Anderson, Austin Gibson, Chris Davis, Lauren Baker, and Isabelle Martinez.

WORKFORCE DIVERSITY

To further promote workforce diversity, Bartlett & West is actively involved in promoting STEM education in our schools. Several of our engineers have spent class periods with students teaching them about bridge design or helping with their robotic competition. This effort helps expose a more diverse cross-section of our community to the engineering fields. We have seen the dividends of our efforts pay off as the diversity in hires over the last three years is well above industry norms.

Denton County — Environmental Assessment, FM 1171, Denton County, Texas, TxDOT Dallas District

The 3.5-mile long, new location project would extend from west of FM 156 to I-35W, and would construct a 4 to 6-lane, divided, non-freeway roadway in both rural and urban areas. The project was on a compressed schedule to meet TxDOT's "Ready to Let" list. B&W's SMEs performed desktop identification of environmental constraints as part of the project's Alternative Analysis and EA Classification Letter. B&W's SMEs conducted the project fieldwork and prepared the Biological Resources, Hazmat, Community Impacts, Traffic Noise, and Waters of the U.S. Technical Reports. B&W's SMEs prepared and conducted a virtual and in-person Public Meeting on 3/20/18 and a virtual and in-person Public Hearing on 4/21/23. A Finding of No Significant Impacts (FONSI) was approved on 6/30/23.



Contact
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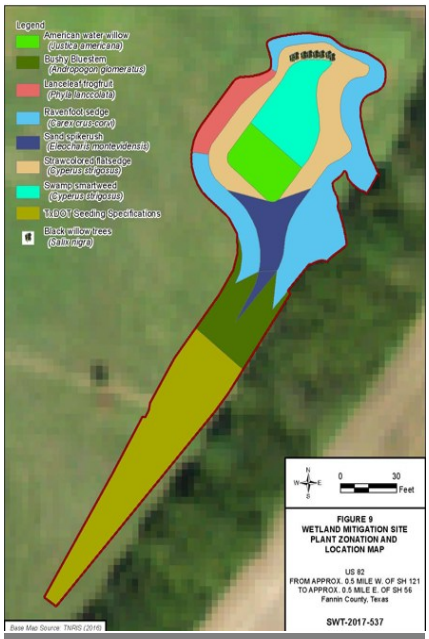
TxDOT 31-301P5002 — Categorical Exclusion, US 82, Fannin County, Texas, TxDOT Paris District

The project widened a 20-mile long section of US 82 from a 2-lane undivided roadway into a 4-lane divided roadway. B&W's SMEs prepared the Air Quality, Bio Resources, CIA, Hazmat, Traffic Noise, and Water Features Technical Reports. The SMEs conducted a habitat assessment and water feature delineation. The project impacted 39 Waters of the U.S. To accommodate an accelerated letting date, B&W SMEs prepared a NWP 14 with PCN application that was approved by the USACE within 4 months. The project required the mitigation to 0.49 acres of impacted PEM wetlands. The absence of wetland mitigation banks required the design and construction of an on-site wetland mitigation site. B&W SMEs prepared a mitigation and monitoring plan. B&W SMEs found a site with appropriate hydrology, prepared the design and grading plan, and selected suitable plant material. Due to project time constraints, B&W SMEs recommended that the proposed Public Hearing be changed to a Notice Affording the Opportunity for a Public Hearing. The NWP 14 application was approved by the USACE Tulsa District on 4/23/18. The CE received environmental clearance on 5/18/18.



Wetland Plant Zonation Map

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TxDOT#31-318P5009 — Traffic Noise Analysis, IH 635 East, Dallas County, Texas, TxDOT Dallas District

Using TNM 2.5, B&W SMEs modeled the ultimate roadway design during construction of an interim project. Traffic noise mitigation was proposed. Last-minute design changes required an expeditious traffic noise re-evaluation to accommodate an inflexible letting date. B&W SMEs remodeled the roadway and reassessed all proposed traffic noise mitigation. The revised design incorporated 16 noise barriers.

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