NOTICE OF CITY COUNCIL MEETING

The City Council of the City of King City will hold a **Special Session at 5:30 PM**, Wednesday, February 10th, 2021, by teleconference at City Hall 15300 SW 116th Ave, King City, Oregon 97224 – Please see instructions below.

Posted Date: Wednesday, February 3rd, 2020, at 3:00 PM. **Updated on Tuesday 2/9/2021 at 9:00 AM**

Location: (teleconference – Email comments to rsmith@ci.king-city.or.us)

The King City Council will hold a meeting on Wednesday, February 10th, at 5:30 PM.

Councilors will be calling into the meeting via conference call. Members of the public will be able to listen to the meeting on the teleconference line or watch the meeting via video link. Minimal staff will be in the City Hall Conference Room, 15300 SW 116th Ave, King City, Oregon 97224. To avoid the potential spread of the COVID-19 virus, members of the public will not be allowed in the room. The packet can be found online at: http://www.ci.king-city.or.us/government/mayor_and_council/agendas_and_minutes.php#

The City has taken steps to utilize current technology to make meetings available to the public without increasing the risk of exposure. The public can participate by emailing public comments to City Recorder at rsmith@ci.king-city.or.us or leaving a voicemail that can be played during the meeting. The audio/Video recording of the meeting will be posted to the City website within two to three days of the meeting.

Join Zoom Meeting
https://us02web.zoom.us/j/86335547229?pwd=OXhJY0h5V1h5ZWI3SU45bmhtcFRjUT09

Meeting ID: 863 3554 7229
Passcode: 923757

One tap mobile
+12532158782,,86335547229# US (Tacoma)
+13462487799,,86335547229# US (Houston)

Dial by your location
+1 253 215 8782 US (Tacoma)
+1 346 248 7799 US (Houston)

Meeting ID: 863 3554 7229

Find your local number: https://us02web.zoom.us/u/kbcRKuSykd

Live broadcast coverage of the King City Council Meetings can now be seen on TVCTV cable channel 30 and live-streaming on MACC TVCTV's YouTube page.

{Next Page for Agenda}

AGENDA	Action Item
SPECAIL SESSION	
Moment of Silence 5:30 PM 1. **CALL TO ORDER** 2. **ROLL CALL** 3. **APPROVAL OF MINUTES:** 3.1	Time: M S A
5:40 PM 4 **SPECIAL PRESENTATION:** NONE	
5:40 PM 5 **OPEN FORUM:** We welcome public comment. At this time, the Council will be happy to receive your comment pertaining to items on the agenda (including questions, suggestions, complaints, and items for the future). Each person's time will be limited to three minutes.	
5:50 PM 6. **UNFINISHED BUSINESS:** NONE	
5:50 PM 7. **NEW BUSINESS:** 7.1 Discuss and Consider Planning Commission Applicants a) Gretchen Buehner b) Heather Wakem c) Jim Gates d) Joe Casanova e) Michael Meyer f) Smith Siromaskul	
6:30 PM 8. **POLICE CHIEF'S REPORT** 6:35 PM 9. **CITY MANAGER'S REPORT** 6:40 PM 10. **MAYOR'S AND COUNCILOR'S REPORTS** 7:30 PM 11. **ADJOURN**	M S A Time:
NEXT MEETING **FEBRUARY 17, 2021, REGULAR MEETING** The meeting location is accessible to persons with disabilities. A request for an interpreter for the hearing impaired, or for other accommodations for persons with disabilities, should be made at least 48 hours in advance of the meeting to Ronnie Smith, City Recorder, 503-639-4082. M=Motion S=Second A=Action	

7.1 Discuss and Consider Planning Commission Applicants
a) Gretchen Buehner

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION

Name: Buehner (Last) Gretchen (First) E. (Middle) Date: 2/7/2021

Home Address: _____

City/State/Zip: _____

Is this address within the City? _____ I've lived in King City since: _____

Telephone No.: _____ (Home) _____ (Work) _____ (Cell/Mobile)

E-Mail Address: _____

Are you a registered Voter in the State of Oregon? _____

Present Occupation: _____

Which Committee(s) would you like to be appointed to?

Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.

- ☐ City Council*
- ☐ Budget Committee
- ☒ Planning Commission
- ☐ Other

SEE ATTACHED

Employment, professional, and volunteer background:

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

Signature [redacted] Date: 2/1/2021

Meeting dates (all meeting dates are subject to change or additions)

- City Council* - meets the First and Third Wednesday of the month
- Budget Committee – meets in April-May to consider City budget for new fiscal year
- Planning Commission – Fourth Wednesday of the month

*Please be advised members of the City Council, the Planning Commission are required to file an annual **Statement Of Economic Interest** with the State of Oregon. A sample reporting form is available from the City Recorders Office at 15300 SW 116th Ave, King City, OR 97224 indicating the type of information you will be required to disclose if you are appointed.*

For office use only:	**Please return this form to:**
Date Received:	**City Recorder** **15300 SW 116th Ave** **King City, OR 97224** **503-639-4082** **503-639-3771(FAX)** **rsmith@ci.king-city.or.us**
Date Considered:	
Action by Council:	
Term Expires:	

*The Council members are elected at large by City voters and serve four-year terms. The process to select a candidate for the vacancy will be initiated at the time a vacancy exists in accordance with the King City Charter, Chapter IV,Section 17(1) and (2).

Application for Appointment to Planning Commission

Name: BUEHNER,GRETCHEN ELAINE

Date: 2/7/2021

Address: [redacted] SW Royalty Pkwy.

Resident of King City since 2015

Phone; 503 684-1031

Email: gbuehnerlaw@yahoo.com

Registered Voter - YES

Present occupation: Attorney P/T

Employment , Professional and Volunteer Positions

Attorney since 1981 - focus on real estate and land use, estate planning
I have served on and chaired numerous local, state and ABA bar committees relating to legal issues and non law issues: health insurance, public service and bar/press relations

Non-Law Volunteer background:

CCI rep. From CPO 4K, Communication & planning code subcommittees 2020-
King City Council - 2017 - 2020
LOC Policy committees
Finance and Taxation - 2010-14/ ex-officio 2018 and 2020
Transportation 2012-2014/ 2018-2020
METRO Policy Advisory Comm. Washington Co. Alternate (other cities representative) - 2012-14. 2017- 2020
King City Planning Commission - 2015-2016
Tigard City Council - 2007-2014 - Council Pres. 2010-13
City Advisory Coordinating Committee - 2005-07
Tigard Planning Commission - 2001-2007
Tigard Transportation Financing Task Force - 2003-2008, Chair 2005 - on Council 2007
Elected Member Tigard Water Board - 1997-2001
CPO 4K - Founder, President 1998-2000
Member - Wash. Co. Long Term Transportation Planning Committee - 1999-2001
METRO Budget Committee - 1988-90
Chair Citywide Bureau Advisory Committee,- Portland - 1985-1987
City of Portland Variance Comm. - 1983-1989

Chair SWNI Board , Portland - 1984-1985
Chair Wilson Neighborhood Association 1983-1985

1. I have served on both the Tigard and King City Planning Commissions. Previously, I served on the City of Portland Variance Committee.

2. I would like to share my experience in planning a newly annexed UGB area in Tigard, and my experience in working on the King City Concept Plan . I have worked on planning issues as an attorney and as a pro tem hearing officer.

3. The effective completion of the master plan for the area annexed into the UGB is essential. The Planning Commission must maintain its focus on the project as a whole, and not get fixated on one issue. Opposition is focused on one piece of the project. I further want to ensure that all members of the community have a realistic option to participate in the process.

4.As is indicated in this document, I have been involved in community service since the late 1970's. I started by working on campaigns, volunteering for various projects and involvement in my neighborhood association. After law school. I started taking on leadership roles. My involvement has continued to today. I would like to rejoin the Planning Commission at this critical time.

7.1 Discuss and Consider Planning Commission Applicants

b) Heather Wakem

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION
Name: Heather L. Wakem
Date: January 27th, 2021
Home Address: [redacted]133rd Terrace, King City, Oregon, 97224
Is this address within the City? Yes
I've lived in King City since: 2019
Telephone No.: 503-887-3932
E-Mail Address: WakemH@gmail.com
Are you a registered Voter in the State of Oregon? Yes
Present Occupation: Police Officer
Which Committee(s) would you like to be appointed to?
[ ] City Council* Budget Committee
[**X**] **Planning Commission**
[ ] Other: City Council

Employment, professional, and volunteer background:

My professional life and volunteer background has consistently focused on service. By supporting indigent populations, youth involvement, and environmental stewardship, I have been a consistent advocate for community and social issues. From my early teenage years to now, I have continued to perform with that spirit of service in my personal life and into my career.

After years of dedication through personal volunteering and professional courses, I was able to fulfill my dream of becoming a Police Officer. Since July of 2012, I have been honored to serve the City of Tigard as a patrol officer. During that time I have focused on supporting our indigent communities, youth safety, and traffic safety. I have been recognized for my work with our
homeless community and received service awards, including a life-saving award.

Working with the City of Tigard has allowed me to work with volunteer organizations within the City, including Just Compassion, St. Anthony Catholic Church Severe Weather Shelter, and the Tigard Senior Center. While working as a patrol officer, I was able to connect individuals to resources, act as an advocate for volunteer organizations, and become an ally for residents in the "South Cities" area (Tigard, King City, Sherwood, and Tualatin).

I worked with these organizations while not "on-duty" by donating my time and knowledge to help serve during my personal time. I was able to cook, serve, and deliver meals for the Tigard Senior Center - a service that gave me the opportunity to serve King City residents as well. While volunteering for the St. Anthony Severe Weather Shelter for three seasons, I served food, prepared meals for the twenty to forty people who would stay for the night, and helped allocate resources.

In college, I was a co-President of the Southern Oregon University Community Garden and an English Instructor for the Northwest Seasonal Workers' Association. As the co-President of the Community Garden, I was able to develop a five-year plan to grow the garden, develop records
and infrastructure to track the services the garden was providing, and write several grant applications that increased the garden's funding in order to better serve students and families.

Previous City appointments, offices or activities:
I am currently employed as a police officer for the City of Tigard and a volunteer as the Landscape Liaison for my Homeowners Association (HOA.)

As additional background for the Mayor and City Council, please answer the following questions. Feel free to add additional pages.

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.

As a King City community member, I will bring my college education, my governmental experience, and my passion for advocacy. These three components have helped me serve non-profit organizations, social committees, and local governments with their goals. I am called to contribute my time and energies to my community and personal advocacy projects.

I volunteered as a police cadet and police reserve in order to become a police officer, but I have also been able to volunteer teaching English to seasonal farm workers, create funding opportunities to improve community spaces, and care for our homebound seniors. I have served as a volunteer, lead established volunteer organizations, and worked with mental health organizations such as Youthline and suicide prevention.

My experience, passion, and consistent dedication to service are all strengths I would be honored to contribute to the King City Planning Commission.

2. What specific contribution do you hope to make?

One of the reasons my husband and I chose to move to King City was the walkability of the neighborhoods, the natural areas, and the King City Park. Because of this, there are three areas I would focus on as a member of the King City Planning Commission: cheerleading the approved expansion of King City, enhancement of our natural areas, and working with the King City Civic Association (KCCA) to enhance accessibility.

I hope to build on the incredible amount of work done by King City in order to gain approval for the city's expansion. Not only does this expansion create the opportunity for more King City residents and businesses, it also creates the opportunity for improved livability, enhanced public spaces, and larger integration of our natural resources.

The location of King City to be within walking distance to our park and the Tualatin Riveris an incredible benefit and feature of living in King City. With the current expansion, there is a wide array of options and opportunities to incorporate our natural areas and benefit our neighbors. I would help to develop "Powerline Park" and work to create a proper dock for canoeing and kayaking along the Tualatin River.

Before COVID, I was a daily bicycle commuter to my job in Tigard as well as an avid dog walker in our city – which includes walks with my elderly mother. I would like to work with inviting and integrating the KCCA into the area west of SW 131st to create a more cohesive city. Walking with my mother and bicycling with my dog, I've noticed lack of ramps off of sidewalks, thin sidewalks, and other accessibility issues that would make daily travel difficult for some of our senior and disabled residents. I would work to find grant and government funding opportunities to work with the KCCA as well as the government of King City to make infrastructure and accessibility improvements.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

My husband and I are very happy in King City and have found our time as homeowners here very comfortable with the resources the city has provided. While our time here has been very happy, I have identified two concerns that I believe should be given serious attention: perceived separation between the KCCA and other King City residents and enhancement of our natural areas.

I believe that one of the greatest strengths King City has is the variety of experience and knowledge of our residents. There has been great work done by King City and the King City Community Foundation to foster cohesiveness in the city and I would enjoy using my past experiences to contribute to the work of continuing to join two communities into one.

I also love our natural areas and would love to see improvements to enhance the areas that are so well loved by our neighbors. One of the first things I would like to look into is taking the first steps into creating a dock and stairway to the Tualatin River. While this might not be a final dock for a final vision of King City's access to the Tualatin River, I believe having reliable and safe access to the river would be an immediate benefit to our neighbors for their enjoyment and safety.

I hope to join the King City Planning Commission in order to help King City expand within the city's comprehensive goals.. With all the hard work our council and city has put into the expansion, street improvements, andcommunity-building, I would hope to contribute to the goal of creating a city that is a community for everyone. We have such an amazing amount of resources and opportunities that makes our community whole. I would hope to bring my education, experience, and passion to help serve in our goals.

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

I have been a consistent advocate for social and community groups starting in high school where I was a board member of our Key Club (a Kiwanis youth group,) founder of our Multicultural Club, and members of both the Gay/Straight Alliance (GSA) and Brothers and Sisters in Christ (BASIC.) I was also able to take the summer between my senior year of high school and freshman year of college to work full-time at the Portland Rescue Mission as the assistant Cook for the daily lunch kitchen, which could serve over 100 men a day.

At Southern Oregon University, I worked as the student manager in the housing department managing a dozen full-year student workers and over five dozen seasonal student

workers. I was also the Co-President of the Ecological Center of the Siskiyous (ECOS) Community Garden where I was able to increase the viability, scope, and number of people served at the Community Garden by writing grants, bylaws, and proposals to the student government. I have also worked with our Latinx Community by volunteering as an English Educator for the Northwest Seasonal Workers Association.

Currently, I am an active member in several local non-profits and membership groups. I am proud to support the St. Anthony Severe Weather Shelter and the Tigard Senior Center. I have also worked with Just Compassion of Washington County. I am also a member of the Backyard Habitat Certification Program as well as Engaging Local Government Leaders (ELGL,) a nationwide network connecting people who are involved and passionate about improving local government and services.

My spirit of service is consistent and is fueled by my passion to help others and the knowledge that each person has dignity and the right to be cared for. I hope that you all will consider me for this position of the King City Planning Commission and see me as an ally in improving our city for our neighbors.

Signature: [redacted] Date: _January 25th, 2021__

Meeting dates (all meeting dates are subject to change or additions)

• City Council* - meets the First and Third Wednesday of the month

• Budget Committee – meets in April-May to consider City budget for new fiscal year • Planning Commission – Fourth Wednesday of the month

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Statement Of Economic Interest with the State of Oregon. A sample reporting form is available from the

City Recorders Office at 15300 SW 116th Ave, King City, OR 97224 indicating the type of information you will be required to disclose if you are appointed.

For office use only: Date Received: Date Considered: Action by Council: Term Expires: Please return this form to: City Recorder

15300 SW 116th Ave

King City, OR 97224

503-639-4082 503-639-3771(FAX) rsmith@ci.king-city.or.us

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HEATHER L. WAKEM

CONTACT

503-887-3932

[redacted]
King City, Oregon, 97224

WakemH@gmail.com

https://www.linkedin.com/in/heatherwakem/

EXPERTISE

- Public Safety
- Volunteer Coordination
- Grant Writing
- Social and Environmental Advocacy
- Conflict Resolution
- Project Coordination

EDUCATION

ENGLISH EDUCATION with TEACHING ENGLISH AS A SECOND LANGUAGE
Southern Oregon University, Ashland, OR
(Graduation expected in 2021)

ENDORSEMENTS

- **JASON SNIDER**– *City of Tigard Mayor*
- **BRANDON PETERSEN** – *Tigard Breakfast Rotary President*
- **CAROL HERRON** – *St. Anthony Severe Weather Shelter*

PROFESSIONAL PROFILE

While serving the City of Tigard and her non-profit organizations, I have showed myself to be a proven and consistent resource for my community in both leadership and support roles. As a police officer, I have trained co-workers, connected government entities with corresponding advocacy groups, and managed time-sensitive projects. Consistently volunteering for several non-profit organizations as well as my local government keeps me connected to my community. I am equally confident assuming the lead and taking direction providing support in community projects and campaigns. I am eager to excel and create opportunities and successes for King City.

WORK EXPERIENCE

POLICE OFFICER

City of Tigard Police Department, Tigard, Oregon / 2012-Present

- Respond to calls for service ranging from assisting residents to emergency response
- Assist in training co-workers in case law and CPR/First Aid
- Encourage safety in youth sports
- Advocacy for our homeless and homebound seniors
- Represent the Police Department with exceptional attitude, leadership, integrity, and service
- Work with officers, administrators, TVF&R, and MetroWest to ensure the safety of residents

COMMUNITY SERVICE

- **19A PROJECT** / *Tigard, Oregon / 2020- Present*
  Coordinating with local governments, businesses, and non-profits to celebrate the 100th-year Anniversary of the 19th Amendment

- **ST. ANTHONY SEVER WEATHER SHELTER** / *Tigard, Oregon / 2017 – Present*
  Preparing and serving meals for homeless residents, connecting homeless residents to resources, advocating for the shelter to civic and government agencies

- **TIGARD SENIOR CENTER** / *Tigard, Oregon / 2017 – Present*
  Preparing and serving meals for seniors, connecting seniors and homebound individuals to center resources, delivering meals in Tigard and King City

- **ENGAGING LOCAL GOVERNMENT LEADERS (ELGL)** / *Tigard, Oregon / 2019 – Present*
  Engage with government officials on best practices, communicate with like-minded local government advocates, network with other passionate local government members

7.1 Discuss and Consider Planning Commission Applicants

c) Jim Gates

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION

Name: Gates (Last) James (Jim) (First) (Middle) Date: 1/7/21

Home Address: [redacted] 131st Ave.

City/State/Zip: King City

Is this address within the City? Yes I've lived in King City since: 1990

Telephone No.: Use Cell (Home) Use Cell (Work) 503-707-1880 (Cell/Mobile)

E-Mail Address: gates.james@comcast.net

Are you a registered Voter in the State of Oregon? Yes

Present Occupation: Retired

Which Committee(s) would you like to be appointed to?

Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.

- ☐ City Council*
- ☐ Budget Committee
- ☑ Planning Commission
- ☐ Other

Employment, professional, and volunteer background:
See Resume

Previous City appointments, offices or activities:

Planning Comission Member for 2 years
City Council for 6 years

As additional background for the Mayor and City Council, please answer the following questions. Feel free to add additional pages.

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.

Currently doing my Ponderosa Pines Development which was approved back last summer

Planning Comission Member for 2 years
City Council member for 6 years

2. What specific contribution do you hope to make?

Use my 35 years of corporate experience along with my experience on Ponderosa Pines to jointly develop Planning solutions that can best satisfy the needs of our comunity.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

I love planning.
I ran high tech projects that went from conception, to planning, then to high volume production.
Planning was my favorite phase for it is the most critical to ensure success.
I have spent hundreds of hours reviewing and studying the King City Municipal Codes.
I know how the Municipal Codes along with the Comprehensive Plan are decades old.
I know a major revamp of both is underway.
I know this revamp will include the approved UBG expansion to Roy Rogers.
I want to use my skills in any way I can to plan, execute and deploy our new Comprehensive Plan and codes.
I want King City to be recognized by all surrounding city ' s to be a leader in the city planning process.

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

Covered above

Signature: [redacted] Date: 1/7/21

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JAMES A. GATES

King City, OR 97224 ▪ gates.james@comcast.net ▪ (503) 707-1880 (Mobile)

ENGINEERING PROJECT MANAGEMENT LEADER

PRODUCT DEVELOPMENT | NEW PRODUCT INTRODUCTION | CHANGE/TRANSITION MANAGEMENT/HIGH VOLUME MANUFACTURING

Accomplished, dedicated, versatile, and customer focused product development leader with extensive experience owning and managing complex, high tech product development projects and changes from conception to high volume production. Skilled in developing collaborative software and hardware partnerships to deliver on customer, quality, and efficiency objectives. Impeccable follow-through on commitments as evidenced by a track record for meeting customer commitments 100% of the time. Expertise:

- Board/System Design & Requirements
- Production Planning (SAP) and Execution
- Process Improvement/Lean Mfg
- Budget Ownership and Management
- Change Control/ECO Management
- Product Life Cycle Management
- SCRUM Master/Agile
- Contract Creation and Execution
- Schedule Ownership/Management
- Engineering Management
- Automation – High Volume Production
- Supply Chain Management/Coordination
- Client Relations (OEM, ISV, Disti, IHV, SAP)
- Risk/Quality Root Cause Analysis
- BOM Management and Cost Reduction

PROFESSIONAL OVERVIEW

My broad background has spanned management of design engineering, product development, high-volume manufacturing build planning, and new product introduction functions for complex, high-tech innovations. My strengths encompass minimizing the cost and impacts caused by changes to ensure fulfillment of quality, margin, and launch date objectives. I also hold a B.S. in computer engineering and M.A. in organizational management.

Previously, during my tenure at Intel, I received eight promotions for consistently exceeding performance expectations. I repeatedly delivered high-quality products and systems on time and within budget while maintaining positive OEM/customer relationships. Select highlights include the following:

- **Guided** initial planning through HVM for 20 direct and 50 indirect server products, including one of the company's most complicated 4-socket Romley-based servers. Delivered all associated product SKUs on time and within budget.
- **Owned and facilitated** project team meetings including documenting minutes, driving deliverables, managing risks, change and schedules. Over 4,000 hours logged chairing and documenting meetings.
- **Architected** a "Lights Out" fully automated factory line (while at iLED) with a four-second beat rate yielding 400,000 units/month. This manufacturing process development used six=sigma methodology.
- **Synchronized** and executed complex factory builds of complex system products (30 board SKUs and 4 System SKUs).
- **Consolidated** architectural and design phases, accelerating schedule by eight weeks. Converted to a new power supply, producing $500K+ in cost savings without negatively impacting distribution and channel partners.
- **Earned** a Divisional Team Award for achieving board test readiness of the first Jaketown EN silicon and meeting goal of six layers.
- **Directed** a program to develop a complete home set top box reference design comprising seven boards and two systems; met budget targets ($5M) and delivered a working whole home demo at the 2003 IDF.
- **Managed** high-profile accounts, including Toshiba as well as HP custom SKUs (Sagebrush/Pike 1.0 and 2.0 Appliance Server programs). Excelled as McAfee engineering and product interface on their custom Rubicon II product.
- **Led** the Muir mobile module project (laptop CPU module), which generated $3B+ in revenue on eight million units; managed more than 70 BOMs and made all commitments on time. Saved $2M by introducing a lower cost inductor.
- **Wrote** a software program that merged BOM and board CAD data and automatically generated visual aids for factory pull lines, which saved thousands of hours across the organization.
- **Documented** at least 30 Best Known Methods (BKMs) and chaired a product management forum.
- **Managed Change Control** of existing products, new SW tools, factory processes and resources. Chaired CCB (Change Control Board). Managed ECOs (Engineering Change Orders).
- **Invented** the first "wireless" test fixture to test newly design transposers designed to interface Intel CPUs to In Circuit Emulators. These fixtures replaced the conventional "Bed of Nails" fixtures and could be built in one quarter of the time and at one half the cost. Debug time was greatly reduced because no wiring was requiring hence no human errors.

ACADEMIC CREDENTIALS

Master of Arts, Organizational Management — **University of Phoenix**
Bachelor of Science, Computer Engineering — **Oregon Institute of Technology**
Microsoft Suite Expert (Word, Excel, Visio, Project, Outlook)

CERTIFICATIONS

DISTINGUISHED TOASTMASTER — **Toastmaster's international**
Scrum Master Certificate — **VMEdu (Certification ID: 693846)**

WORK HISTORY AND RESPONSIBILITY DETAIL

SUMMARY OF WORK HISTORY AFTER LEAVING INTEL IN 2015 (ADDITIONAL DETAILS FARTHER BELOW)

COMPANY NAME	JOB TITLE	SUMMARY	JOB START
Tami's Little Friends	Business Manager	Managed and automated business of daycare facility	January, 2019 – Present
Pin Oaks Development	Principle Owner	Sub divide land at residence	June, 2017 – November, 2018
Edwards Vacuum	Project Engineer	Supported Intel Fabs with Edwards Fab equipment	January, 2017 – March, 2017
iLED Technologies LLC	Prod. Dev. Manager	Consumer LED "Made in USA" Light bulb development	October, 2015 – August, 2016

INTEL CORPORATION — June, 1997 – July, 2015

Product Development Manager - Intel Server Platforms, Boards and Software Development, NPI *(2004-2015)*

Provided product development leadership initial planning stages through HVM for 20 direct and 50 indirect server products.

- Developed Statement of Works (SOWs) and worked with design partners (ODMs) to develop custom products in Asia
- Drove the development of one of Intel's most complicated 4-socket Romley based servers from conception to production
- Oversaw Contract Management, Cost & Budget Ownership, Build Planning, and Change Management with McAfee
- Developed and managed factory build plans from prototype phase to high volume manufacturing.

Program Manager - Systems, Boards and Software Development Consumer Electronics Group (CEG), NPI *(2001-2004)*

- Directed a program to develop a complete home set top box reference design, developed seven boards and two systems Met budget parameters ($5M) and delivered a working whole home demo at the 2003 IDF. Account manager for Toshiba

Program Manager - New Module Product Introduction Mobile Module Operations – NPI Laptop support *(1997-2001)*

- Led the Muir mobile module project which generated over $3B in revenue on 8M units. Delivered modules within a week of CPU availability. Managed over 25 SKUs and 70 BOMs. Made all sample commitments on time.

iLED TECHNOLOGIES LLC – START UP — October, 2015 – August 2016

Product Development Manager – Consumer LED "Made in USA" Light bulb development

Owned all aspects of product development including:

- Planning, schedule, budget and supervision and payroll of an Electrical Engineer and a Mechanical Engineer
- Supplier selection including quoting, contract development and final negotiations
- Managing circuit board and BOM development from schematic to CAD as well as final assembly development
- BOM Management and driving costs down using automation and soft/hard tooling

EDWARDS VACUUM - — January, 2017 – March, 2017

Project Engineer – Supported Intel Fabs with Edwards abatement and pumps in the sub fab

Chaired an Edwards/Intel joint task force that managed improvements to 7 new Wet Electrostatic Precipitator (WESP) products:

- Chaired problem-solving meetings with Intel twice a week. Completed all training to have access into the Fab and Sub-Fab
- Maintained a log file that tracked WESP pressure and voltage readings daily. Graphed each WESP showing negative trends
- Managed multiple ECOs to improve efficiency and reduce preventative maintenance cycles
- Transition management of development processes from the UK facility to the Oregon facility

PIN OAKS DEVELOPMENT COMPANY INC. - — June, 2017 – July, 2020

Principle Owner – Sub divide land at residence into nine single-family lots and build and sell homes.

Established company which owns the planning, lot creation and home building/selling of the subdivision (Pondarosa Pines):

- Created a business plan including financial analysis in Excel which allowed variables to be entered showing potential profits
- Used business plan results to best design the overall layout of lots and homes that will fit
- Developed and sent RFPs from a list of multiple engineering firms. Awarded best proposal and negotiated an agreement
- Wrote contract and negotiated acceptance from the neighbor to the East to grant a half road extension on his property
- Engaged with the City's planning and engineering departments to review concept and identify timeline and best next steps.

CIVIC SERVICE

Elected City Council Member (2001-2009) — **City of King City, OR**

RELEVANT TRAINING

PMP Exam Preparation Course (Boot Camp – 40 hours) — **Project Management Academy**

LINKEDIN PROFILE

https://www.linkedin.com/in/james-gates-project-manager/

7.1 Discuss and Consider Planning Commission Applicants

d) Joe Casanova

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION

Name: Casanova (Last) Joe (First) (Middle) Date: 1.18.2021

Home Address [redacted] SW Shakespeare Street

City/State/Zip: King City

Is this address within the City? Yes I've lived in King City since: July 2019

Telephone No.: ____ (Home) ____ (Work) 978-270 4790 (Cell/Mobile)

E-Mail Address: casanjb@gmail.com

Are you a registered Voter in the State of Oregon? Yes

Present Occupation: Retired in Sept 2020 - Recent past Senior Consulting Director

Which Committee(s) would you like to be appointed to?

Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.

- [ ] City Council*
- [ ] Budget Committee
- [x] Planning Commission
- [ ] Other

Employment, professional, and volunteer background:

Employment and professional,background - see BIO

Volunteer background: Currently serve as the President of the Edgewater on the Tualatin HOA and on the Architectural Review Committee.

In the past served as Board member of APICS - Triangle Chapter in Raleigh, NC over 6 years in various Board positions,of which most recent position was EVP.

Previous City appointments, offices or activities:

No previous City appointments.

As additional background for the Mayor and City Council, please answer the following questions. Feel free to add additional pages.

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.

Work related experience in multi $M long-term planning for Critical infrastructure protection (CIP) upgrades in Transmission, Distribution and Sub- Stations projects as well as operations improvements in Property Services (Maintenance Services and Supply Chain)

Capital Project experience in construction projects in the Power Delivery, Real Estate & Facilities, Renewable (Solar and Natural Gas) and Pumping & Filtration Systems.

Mechanical Engineering background and certified Project Management Professional (PMP) and a Lean Six Sigma Master Black Belt (LSS MBB)

2. What specific contribution do you hope to make?

Wish to bring value to the position with past career experiences that encompasses a broad range of work disciplines in the Energy and Industrial Sectors and interfacing with legal and regulatory compliances.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

Developments that impact the community - lack of transparency and impact analysis studies - lack of involvement of all stakeholders.

Wish to become a member because I care for the community in solving community concerns and being an advocate for the community, - adherence with State and Federal compliances and ensure integrity of projects.

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

Attended many Town Hall Meetings during the pre-construction of the Trans-Allegheny Interstate (TrAIL) 500-kV 165 mile Transmission Lines and for the establishment of19 Lay-Down Yards across Pennsylvania, Virginia and West Virginia and the green field 502 Junction Substation located in Greene County, Pa

Signature [redacted] Date: 1.18.2021

Meeting dates (all meeting dates are subject to change or additions)

- City Council* - meets the First and Third Wednesday of the month
- Budget Committee – meets in April-May to consider City budget for new fiscal year
- Planning Commission – Fourth Wednesday of the month

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Date Considered:	
Action by Council:	
Term Expires:	

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Bio - Joe Casanova

Joe Casanova is married and moved to the Edgewater community in late July 2019, having moved from Pittsburgh, PA.

He retired in Sept 2020 having served as a Senior Director Leading high level cross functional teams of BU stakeholders in business integration and operations optimization projects in the Power Generation, Nuclear, Transmission & Distribution and Renewables

He bring over 3 decades experience in the Energy and Industrial sector: with a solid foundation in Operations Supply Chain Management, Capital Project Management, Strategic Sourcing and Lean Six Sigma Quality Deployment expertise.

He received his Mech. Eng. from University of Johannesburg and a Business degree B. Comm from UNISA majoring in Operations Business Management. He is a certified Project Management Professional (PMP), Lean Six Sigma Black Belt (LSSBB) and a Supply Chain Professional (CSCP)

Joe's Relevant Experience Includes:

- Chief Procurement Officer (CPO) for a $2B Mid Atlantic Utility, directing all of Supply Chain related function including the Property Services and Warehouse Optimization program executing on Strategic Sourcing, Category Management, Logistics and Inventory Optimization.

- Directed the Exelon Real Estate & Facilities Supply Chain transformation ($410M) – conducted strategic sourcing and contracting strategies, preparation of bids, evaluations and contract negotiations in maintenance service contracts in HVAC, construction, environmental and MRO (maintenance, repairs and operations).

- Utility integration lead, representing Progress Energy during the Duke Energy merger on Services including Vegetation Management ($4.5M), Plant Maintenance and Environmental Services.

- Directed the transformation of a decentralized supply chain organization to a centralized strategic sourcing group, in support of a T&D service territory of 1M customers, 48,000 miles of Distribution, 268 miles of Transmission (69 kV, 138kV and 345kV) and over 430 sub-stations, including the implementation of IT systems.

- Program Manager at Gibson Power Generation Center of Excellence and the deployment of the Duke Energy Production System (Toyota Manufacturing) at 5 Power Generation plants in the Mid-West.

- Directed cross functional teams with RFI/RFQ, total cost evaluation analysis, created negotiation playbooks and implemented strategic sourcing strategies on essential labor service contract and specialized equipment.

Joe's earlier career background was in the Project management of complex engineered pumping and filtration systems, from design thru final commissioning - including project planning, scheduling, budgeting, sourcing of all equipment and services, managing sub-contractors, site supervision and plant commissioning.

Joe has previously served on the board of APICS, Triangle Chapter in various capacities over 6 years most recent being as EVP and as board member of COLIBRE - Community of Leaders in Business Excellence in Pittsburgh, PA. He is current the President of the Edgewater on the Tualatin HOA
https://www.linkedin.com/in/joecasanova/

JOE B. CASANOVA, LSS MBB, PMP, CSCP

King City, OR 97224

Cell (978) 270 4790 ♦ Email: casanjb@gmail.com

SUMMARY

Joe Casanova has over 27 years of domestic and international experience in business management experience in the Energy Utilities and Industrial industries, with solid competence in leadership, strategic, tactical operations and program/project management execution. Joe has a mechanical engineering background, certified Project Manager (PMP) and a Lean Six Sigma certified Black Belt.

- Over 18 years' experience implementing business improvement programs, supporting the strategic goals of the enterprise in saving O&M costs, identifying opportunities, facilitating and executing improvements projects in electric and gas services operations, supply chain, facilities maintenance, corporate services and capital projects.
- Led consulting teams as on site project director on client engagements and partnered with clients senior management teams in making major decisions and implementing improvements that increased performance in areas such as corporate strategy, business operations, customer relations, information technology, supply chain operations and compliance.
- Provided leadership across corporate level functional areas, managed cross functional teams, coached and mentored selected staff in Lean and Six Sigma methodology to complete assigned improvement projects ranging from operational optimization to complex transactional business interfaces in customer service, regulatory compliance, and information technology systems integration.

VERISK ANALYTICS - POWERADVOCATE, PORTLAND, OR June 2017 – Sept 2020

Shared Services Operations Optimization.

Senior Consulting Director - Operations Management Optimization

Directing teams in Fortune 250 Electric and Oil &Gas organizations, implementing improvement projects in support of corporate strategies in business improvement initiatives in Shared Services, Supply Chain, Real Estate Facilities and Gas Capital Projects. Provide onsite training and skills development to client staff.

- Led the Real Estate & Facilities Cost Optimization of $410M spend – supply chain organization transformation from a decentralized to a centralized business model and developed improvement strategies to secure O&M savings.
- Business Portfolio Director in the "Bend the Cost Curve" initiative for Energy Delivery and Generation Portfolios of $865M spend for an Energy company-evaluating current state of operations, proposing and leading transformational execution.
- Developed implementation strategies for a Pacific NW Utility in identifying operational savings opportunities and roadmap to business transformation with the execution of category management implementation.

DUQUESNE LIGHT Sept 2014 – May 2017

Privately owned Electric Company in Western Pennsylvania region.

Chief Procurement Officer (CPO)

Established the overall vision and strategy for the Supply Chain group and Business Improvement Program ensuring alignment with corporate strategic direction and Business Unit requirements.

- Directed the change management process of transforming Supply Chain from a transactional procurement decentralized organization to a high performing strategic sourcing group, in support of a T&D service territory of 1M customers, 48,000 miles of Distribution, 268 miles of Transmission (69 kV, 138kV and 345kV) and over 430 sub-stations, including the implementation of IT systems
- Developed the deployment strategy for the Business Improvement Program using DMAIC and Kepner Tregoe problem solving tools. Ensuring C-Level alignment, development of internal resources, identifying projects and facilitated events, leading cross functional teams in customer service, finance, information technology and service operations improvement projects.
- Initiated and directed the Warehouse and Logistics Inventory Optimization Program to reduce inventory by 20% in 24 months across the primary distribution center and 7 other operations centers, implemented KPI's, demand management, disaster risk management and asset recovery.

DUKE ENERGY, Raleigh-Durham, NC Jan 2011 - Sept 2014

Ranked 115 in Fortune 500.Largest electric power company in the USA generating 57,770 MW

Center of Excellence Manager PMO – Merger & integration.

Leading high level cross functional teams of BU stakeholders in selected integration improvement projects in Nuclear, Transmission & Distribution and Power Generation using DMAIC methodology.

- Merger integration lead, representing Progress Energy during the merger, managing high level cross functional teams, leveraging O&M $4,5B spend, identifying, evaluating and achieving merger savings goals of 2% - 6 % in selected sourcing categories.
- Deployed Duke Production System (Lean SS Program) in the Power Generation MW region at Gibson Power Plant CoE (largest Power Plant in Americas) in support of a flat O&M budget strategy($12M savings in 2014) , including identifying, prioritizing and facilitating improvement projects, mentoring and coaching senior management and lean leaders, across 4 power plants.

POWERADVOCATE INC, Boston, MA June 2007 - Jan 2011

Supply Chain and Sourcing Consultants to the Energy and Utility Industry.

Consulting Director - Operations Management Optimization and Strategic Sourcing

Led consulting teams on client engagements in Fortune 250 Electric Utility organizations, partnering with clients senior management in making major decisions and implementing performance improvements in areas such as corporate strategy, M&A and supply chain and logistics operations.

- Facilitated the supply chain operations value stream process mapping of a $3B Power Generation Utility, identified 14 improvement initiatives for HPO Teams execution resulting in an overall 32% Procure 2 Pay cycle time reduction, recognized for a silver award at global conference.
- Provided PMO support and developed “best practices” with materials control and disposition from distribution centers to multiple construction site location supporting a $1, 4 B transmission project.
- Project managed the implementation of web technology systems integration of e-Sourcing, Marketing, Cost and Spend Intelligence software to over 32 users. Analyzed user proficiency and developed a skills gap training program that increased user adoption by over 100% in 9 months.

LYDALL, INDUSTRIAL THERMAL SOLUTIONS INC, Ossipee, NH 2006 - 2007

Manufactures of custom designed thermal control chiller solutions for the pharmaceutical, semi-conductor, defense and industrial markets. Lydall is a $380 million NYSE listed company

Director of Operations

Planned, organized, directed, controlled and coordinated all operational and supply chain activities in the manufacturing, assembly and quality testing of custom industrial chillers and heat exchangers.

- Initiated and directed the Lean deployment in manufacturing and supply chain – coached and trained in the implementation of 5S, Kaizen initiatives, Kanban replenishment and dashboard Visual metrics improving on time delivery of product from 52% to over 93% in 10 months.
- Re-structured the entire Supply Chain group, applied (KPI) to supplier base and internal sourcing group that collectively resulted in delivery improvements by 34 % and a reduction of inventory levels by 23% in less than 6 months.
- Defined all manufacturing, scheduling and supply chain processes during the Implementation of Oracle 11i, in Operations and Services Centers (domestic and international).

MUNTERS CORPORATION, Amesbury, MA, 2000 - 2006

World leader in Moisture Control and manufactures of custom designed Air Handling Systems. International organization represented in over 30 countries with revenue exceeding $ 1 B.

Engineering Operations Manager Dehumidification Industrial & Zeol Divisions, Amesbury, MA.

Directed all aspects of engineering design, manufacturing and assembly operations of custom Air Handling Systems. Commissioning of HVAC systems in plants in Canada, Puerto Rico and local USA.

- Implemented DMAIC methodology in manufacturing and assembly lines, improving flow to value chain that resulted in: - product gross margin improvement by 5-8%; on-time shipment improvement to 97 % on time.
- Directed and introduced Kaizen (rapid improvement events)– implementing over 118 improvement Kaizen in assembly lines, resulting in cycle time, inventory and waste reductions and effectively optimizing labor resources to completely eliminate outside service contractors.

ADDITIONAL EXPERIENCE prior to 2000

Project Manager - Contracts

Project management of complex engineered systems, from design through final commissioning - including project planning, budgets, scheduling, procurement of equipment and services, site logistics, sub-contractor and construction management, quality control and plant commissioning.

Pumps - *Pumping installations and associated pipelines, valves, control monitoring equipment and instrumentation, electric drives and controls in the Oil and Gas industries.*

Materials Handling – *Transportation conveyors systems including assembly, packaging and palletizing with drives and automated controls (electronic and pneumatic), using electronic monitoring and measuring equipment in the automotive and industrial processing plants.*

EDUCATION

B.Com Business degree, University of South Africa. (UNISA)
Majors: Integrated Logistics & Business Management (Operations, Strategic & Marketing Management).

Mechanical Engineering National Diploma – University of Johannesburg (4-year degree equivalent)
Majors: Fluid Mechanics, Applied Thermodynamics & Strength of Materials.

Project Management Certificate – Katz Business School, University of Pittsburgh – Pittsburgh, PA

PROFESSIONAL DEVELOPMENT

- Master Black Belt – NC State University, Raleigh, NC
- Certified Lean Six Sigma Black Belt – NC State University, Raleigh, NC
- Certified Supply Chain Professional (CSCP)
- Project Management Professional (PMP)

PROFESSIONAL MEMBERSHIPS AND AFFILIATIONS

- COLIBE - Community of Leaders in Business Excellence – past board member since 2016
- APICS - Executive board member since 2011- most recent as EVP, Triangle Chapter, NC
- Member - American Society of Quality (ASQ)
- Member - Project Management Institute (PMI)

SOFTWARE SKILLS

- Windows Suite – (Word, Excel, PowerPoint).
- MS Project.
- MS Visio.
- Oracle 11i and Oracle WAM.
- Minitab and XL Sigma.
- MS Outlook, Lotus Notes, Novell GroupWise.
- Glovia MRP, MRP II, ERP, CRM.
- Maximo Spent Analytics.
- Energy Intelligence Platform (EIP) – Sourcing, Spend, Cost, Supplier and Contract Intelligence.

7.1 Discuss and Consider Planning Commission Applicants

e) Michael Meyer

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION

Name: Meyer (Last) Michael (First) James (Middle) Date: 1/29/2021

Home Address: 1[redacted] Meyer Lane

City/State/Zip: Tigard, Oregon 97224

Is this address within the City? No I've lived in King City since: _____

Telephone No.: 503-590-0226 (Home) _____ (Work) 503-330-3182 (Cell/Mobile)

E-Mail Address: mjmyaire@aol.com

Are you a registered Voter in the State of Oregon? yes

Present Occupation: Pilot, United Airlines

Which Committee(s) would you like to be appointed to?

Dates of meetings are listed at the end of this application.
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- ☐ City Council*
- ☐ Budget Committee
- ☑ Planning Commission
- ☐ Other

Employment, professional, and volunteer background:

1982 -1986, PCC, PSU, UofP - BS Degree Geography
1984 - 1987, USAF
1987 - 1989 Flight Instructor
1989 - 1998, Pilot Horizon Air
1998 - Present, Pilot United Airlines
CPO4K steering Committee
PDX Land Use Advisory Committee

Previous City appointments, offices or activities:

None with King City

As additional background for the Mayor and City Council, please answer the following questions. Feel free to add additional pages.

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.

As an airline pilot for the past 32 years I like to think that I'm grounded but an aerial view can sometimes be good too. I have a BS degree from Portland State, graduated in 1986, with a major in Geography. The geography curriculum offered a pretty wide range of study from urban planning, political, demographic and environmental impacts. I've built six homes and have worked with county and city planning departments, dealing with land use issues, installed utilities and have been involved in all aspects of construction. I owned and operated a home inspection business for several years while the airline industry suffered in the years after 9/11. In summary, nothing specific to this position but maybe a broad knowledge that will be beneficial.

2. What specific contribution do you hope to make?

As King City grows and plans development to the West, I hope to offer a perspective from another angle that results in a well thought out plan for the future. I understand that the position involves much more than just the growth issue and am willing to put just as much effort into other duties that are required. I would like to collaborate with the others on the commission in a thoughtful, unbiased and common sense manner that results in an outcome that everyone believes to be fair and one that the council can have confidence in.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

My great great grandfather purchased 40 acres off of Beef Bend Road in 1880. I live on a portion of that original property today. My daughter and her husband now live on another piece of the original property and in April we will welcome the seventh generation to live here. My paternal great grandparents and maternal great grandmother lived within blocks of one another on King George Drive. They were original homeowners around 1967 and I routinely visited them from the age of toddler to teen. My roots run deep, my memories and pride are strong and as a result change is difficult. King City will be going through monumental growth and I have a vested interest in making sure it's done in a responsible and thoughtful manner. There's a good chance I'll be gone before it's complete but I have a vested interest to leave behind a well planned and livable community for my daughter, grandchild and possibly more generations to follow.

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

I've been an active participant and served several years as a steering committee member for Washington County CPO 4K since it's inception. The CPO has been successful at advocating for and making some lasting impacts on this community. In 2005 I was appointed to a two year term as the Washington County Representative for the Portland International Airport Land Use Advisory Committee.

Signature: [redacted] Date: 1/29/2021

Meeting dates (all meeting dates are subject to change or additions)

- City Council* - meets the First and Third Wednesday of the month
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- Planning Commission – Fourth Wednesday of the month

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7.1 Discuss and Consider Planning Commission Applicants
f) Smith Siromaskul

APPLICATION FOR APPOINTMENT TO BOARD or COMMISSION

Name: Siromaskul (Last) Smith (First) (Middle) Date: 1/8/2021

Home Address: [redacted] Shakespeare St.

City/State/Zip: King City, OR 97224

Is this address within the City? Yes I've lived in King City since: 2005

Telephone No.: 224-766-0526 (Home) 503-449-1524 (Work) (Cell/Mobile)

E-Mail Address: fuzzysmith@outlook.com

Are you a registered Voter in the State of Oregon? Yes

Present Occupation: Senior Transportation Engineer

Which Committee(s) would you like to be appointed to?

Dates of meetings are listed at the end of this application.
Please make sure those dates work with your schedule before you apply.

- [ ] City Council*
- [ ] Budget Committee
- [x] Planning Commission
- [ ] Other

Employment, professional, and volunteer background:

21 years - Civil Engineer. Traffic analysis, roadway design, traffic impact studies. Interchange and intersection improvements, transportation master plans. 20 years with HDR, 1 with BLN in Chicago.

13 years - volunteer diver at Oregon Coast Aquarium

Past volunteer diver with Yamhill County K9 Search and Rescue

Previous City appointments, offices or activities:

none

As additional background for the Mayor and City Council, please answer the following questions. Feel free to add additional pages.

1. What experience/training/qualifications do you have for this particular board or commission? You may attach a resume.

Resume attached separately.
Extensive engineering/planning experience with facilities and developments large and small. I currently lead the Traffic Engineering group for HDR, a large global consulting company, in Oregon. I am also HDR's practice group lead for innovative intersection and interchange desgin and analysis. Past projects have included a myriad of traffic impact studies for developments of all sizes along with projects that included the development of capital improvement project prioritization for major metropolitan areas along with corridor studies that include multimodal improvement plans.

2. What specific contribution do you hope to make?

I want to bring my expeience to bear to make things better where I live for the people I live with. I have expertise that can be used to vet the techincal analysis of master plans, traffic impact studies, as well as more complex projects that involve neighboring county and city jurisdictions. I also have had extensive experience working with ODOT staff as well as good working relationships with those at ODOT Region 1 management.

3. What community topics concern you that relate to this board or commission? Why do you want to become a member?

Growth is unavoidable, but it needs to be smart and well guided by a thoughful plan. I believe that solutions should accommodate growth while maintaining the character and context warranted by the predominantly residential uses of the area. This will require a balance of vehicular traffic and active transportation with the understanding that access to transit is critical while transit service within the city is not likely to be viable.

4. Describe your involvement in relevant community groups and activities. (Lack of previous involvement will not disqualify you from consideration.)

Not much. Just the volunteering shown in an earlier section.

Signature: [redacted] Date: 1/8/21

Meeting dates (all meeting dates are subject to change or additions)

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Smith Siromaskul

Senior Traffic Engineer

Smith Siromaskul serves as a national resource within HDR for innovative intersection and interchange design and is a nationally recognised expert on the evaluation and design of diverging diamond interchanges. He is experienced in traffic engineering and highway planning and design. His project experience includes the rehabilitation and upgrading of major urban and rural highway and freeway facilities and the mplementation of managed lanes. His duties have included traffic microsimulation, geometric design, traffic/accident analysis, intersection design studies, the development of traffic signal plans, site development, and preparation of construction contract documents. He has also participated in a number of value engineering studies as the roadway design or traffic engineer on the project team.

EDUCATION
Bachelor of Science, Civil Engineering, University of Illinois at Urbana-Champaign, 1999

REGISTRATIONS
Professional Engineer, California, No. 73589 Issued: 07/01/2008, Expires: 12/31/2021

Professional Engineer, Oregon, No. 77453PE Issued: 06/30/2006, Expires: 06/30/2021

Professional Engineer, Florida, No. 78369 Issued: 12/1/2014, Expires: 02/28/2021

Professional Engineer, British Columbia, No. 160563 Issued: 5/1/2011, Expires: 2021

PROFESSIONAL MEMBERSHIPS
Institute of Transportation Engineers (ITE), Member, 2002-2016

INDUSTRY TENURE
21 years

RELEVANT EXPERIENCE

I-75 Managed Lanes PD&E, Florida Department of Transportation, Lee and Collier Counties, FL Traffic/Concept Development Lead. This project includes the implementation of a managed lanes system along the entire length of I-75 within the two counties. Data collection, traffic forecasting, microsimulation, and concept development for the project includes every interchange within the 45-mile corridor spanning the cities of Fort Myers and Naples.

I-75 Managed Lanes PD&E, Florida Department of Transportation, Sarasota and Manatee Counties, FL Traffic/Concept Development Lead. This project includes the implementation of a managed lanes system along the entire length of I-75 within the two counties. Data collection, traffic forecasting, microsimulation, and concept development for the project includes every interchange within the 40-mile corridor spanning the cities of Sarasota, Bradenton, and Venice.

Innovative Treatments for Multimodal Corridors: SR 436, Florida Department of Transportation, Orange and Osceola Counties, FL Traffic/Roadway Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SR 29 at SR 80, Florida Department of Transportation, Labelle, FL Traffic/Roadway Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

I-65 at Buckner Road, Tennessee Department of Transportation, Spring Hill, OH Diverging Diamond Interchange Subject Matter Expert, The Tennessee Department of Transportation (TDOT) retained HDR to serve as an “Owner’s Representative” to represent the interests of TDOT for the procurement phase of a Design-Build Project to construct a new interchange at the Extension of Buckner Lane and I-65 in Williamson County. Work elements for this project include: a review of procurement related documents, providing scheduling assistance, and to assist TDOT in the procurement of a Design-Builder.

Smith’s involvement included: review of Design-Builder Procurement Documents, review of Roadway/Interchange geometry and design, review of Traffic Analysis and modeling results, and review of proposed Traffic Signal operations.

TRU 42/TRU 86 Interchange, Ohio Department of Transportation, Niles, OH Traffic/Roadway Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SR 836 Palmetto Expressway Express Lanes, Florida Department of Transportation, Hialeah and Miami, FL Traffic/Roadway Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

I-10 from east of the Alabama State Line to west of US 29 PD&E Study, Florida Department of Transportation, Escambia County, FL Traffic Engineer/Concept Development. This study evaluated the need for mainline and interchange improvements on I-10 between the Alabama State Line and U.S. 29 (approximately 10 miles). This project was intended to address existing and future congestion and delay on I-10 with the goal of making the corridor operate safer and more efficient. Mainline capacity improvements considered widening from four to six lanes. Interchange improvements were evaluated at Nine Mile Road (US 90A) and Pine Forest Road (SR 297). Coordination was required with Escambia County for a future interchange at Beulah Road (CR 99), and for the Navy Federal Credit Union campus and future land use growth at Nine Mile Road. Studies included a Project Traffic Analysis Report (PTAR), Interchange Modification Report (IMR) / Interchange Operational Analysis Report (IOAR), Type II Categorical Exclusion, and Preliminary Engineering Report (PER).

Low Country Bus Rapid Transit, South Carolina Department of Transportation, Charleston, SC Traffic/Roadway Engineer. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

SC 41 Corridor Improvements, South Carolina Department of Transportation, Mount Pleasant, SC Traffic Engineer/Concept Development. XXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXXX

I-84, FY24 Kimberly IC (SH-50), Idaho Department of Transportation, Jerome County, ID Traffic Engineer/Concept Development. The Interstate 84 (I-84) Kimberly Interchange (IC) serves as an access to and from the interstate system and a truck route for Twin Falls and surrounding areas. The interchange is located along I-84 at the intersection with Idaho 50 (SH-50 runs north and south) which is an important

agricultural and industrial route for accessing the Magic Valley on the south side of the Snake River Canyon. The purpose of this project is to replace the 5-span bridge structure over the interstate while improving the overall safety and mobility of the transportation system with a new interchange layout. This project includes a two-phased design approach. The first phase includes a Value Engineering/Needs Assessment for the interchange to determine the type of interchange necessary to accommodate future growth. The second phase will include the design of the bridge and roadway portions and production of construction ready plans and documents. The construction of the interchange is anticipated in fiscal year 2024.

TH 65 Corridor Widening PEL Study, Minnesota Department of Transportation, Anoka County, MN Traffic Engineer/Concept Development. HDR was selected by MnDOT to assist in Minnesota's first Planning and Environmental Linkages (PEL) study. TH 65 is a four-lane divided principal arterial in the northern metropolitan region of the Twin Cities with approximately 40,000-60,000 vehicles per day and has been identified as having safety and operational deficiencies. The project is intended to address significant capacity and safety concerns and promote better multimodal operations. Smith was the concept development and traffic lead for the project. The project included data collection, microsimulation, and concept development along the 11-mile corridor and prioritization of incremental improvements.

TH 169 VE Study, Minnesota Department of Transportation, Elk River, MN Traffic Engineer/Concept Development. Smith was a subject matter expert for Traffic and Roadway Engineering on this multi-million project to convert Highway 169 to a freeway, removing all five stop lights from the Mississippi River north through Elk River. The signalized intersections along this stretch of Highway 169 are over capacity, resulting in significant delays on Highway 169 and all adjacent streets on a daily basis. This congestion created safety concerns regarding accident severity and the inability of emergency responders to move through the corridor during peak commute times. The study recommended a grade separated superstreet that allowed for a smaller cross-section and improved local access throughout the corridor in lieu of a more disruptive freeway system.

I-295 SR 202 to St. Johns River Express Lanes, Florida Department of Transportation, Jacksonville, FL Traffic Engineer/Concept Development. This project consists of a widening of I-295 along with the implementation of express lanes and reconstruction of seven interchanges within the study area. Each interchange was reassessed to ensure adequate capacity and detailed alternatives analyses were performed for three interchanges and one arterial intersection to develop new alternatives. Vissim analysis was performed to assess improvement in performance over previously developed alternatives.

I-70 St. Charles County Widening, Missouri Department of Transportation, St. Charles County, MO. Traffic Engineer/Concept Development. HDR is the prime consultant for the widening of I-70 in St. Charles County. Additional general purpose lanes along the mainline of I-70 require the modification of six existing interchanges in a highly constrained urban corridor. The project includes one major system interchange and the creation of multiple alternatives with one-way and two-way frontage road systems.

Whitfield Road Improvements, Tennessee Department of Transportation, **Clarksville, TN.** The proposed corridor along Whitfield Road that the City of Clarksville intends to have redesigned stretches from Tracy Lane to Glen Ellen Way. Whitfield

Road is a two-lane rural roadway with no shoulders that services Glen Ellen Elementary School, Walmart, and numerous residential neighborhoods in the area, which has experienced tremendous growth. The purpose of the project was to widen the existing two-lane open cross section to a three-lane urban roadway with curb and gutters and sidewalks. Additionally, the improvements focused on better connectivity to and operation with surrounding roadways, in particular Needmore Road and the ingress and egress areas of Glenellen Elementary School. HDR will provided Synchro, Vissim modeling and traffic analysis for a recommended concept.

Gaffney/Airport/Richardson/Steese Interchange, Alaska Department of Transportation, Fairbanks, AK. Traffic Engineer/Concept Development. The purpose of the Highway Safety Improvement Program (HSIP) project was to determine intersection improvements to address the high crash incidence and severity at the Gaffney Road/Airport Way/Richardson Highway/Steese Expressway (GARS) intersection located in Fairbanks, Alaska. Analysis supports the recommendation of grade-separating the GARS intersection. Two grade-separated alternatives were recommended for further consideration and include a tight urban diamond interchange (TUDI) and a diverging diamond interchange (DDI). HDR provided safety analysis and Vissim modeling to provide a recommended concept.

4th Bridge Crossing of the Panama Canal, Ministerio de Obras Públicas de Panamá, Panama City, Panama. Traffic/Roadway Engineer. HDR served as an independent reviewer of the design-build proposals submitted to the ministry. HDR was brought in specifically to review the roadway design and the traffic microsimulation work performed by the RFP Preparer and the Proposing teams. The project area includes large system and service interchanges on either side of the Panama Canal. Traffic analysis was performed in Aimsun and Vissim.

SHRP2 LO4 Incorporating Travel Time Reliability in Traffic Simulation Models, Florida Department of Transportation, Tallahassee, FL. Lead Traffic Engineer. FDOT has identified reliability as a key performance measure that should be tracked at the system level and used to compare alternative improvements in project planning analyses. This study will develop an ongoing procedure for FDOT to use in routine analysis of alternative improvements. Microsimulation is widely used by FDOT especially in support of PD&E projects, interchange access justification analyses, and the managed lane program. Integration of the federally developed SHRP2 LO4 products into simulation models will provide FDOT an ability to consistently predict reliability measures and objectively evaluate alternatives at the project level. This would provide the missing link to the current FDOT process in the application of reliability measures in comparative alternative analysis.

US 192 Bus Rapid Transit Corridor Capacity Improvement Study, Florida Department of Transportation, Osceola County, FL. Traffic Engineer/Roadway Concept Development. The FDOT has requested that HDR perform a detailed operational analysis to improve traffic operations along US 192 that are compatible with Bus Rapid Transit (BRT) implementation. This study developed corridor-wide improvements to the typical section to enhance multimodal opportunities and utilize innovative intersection treatments to improve all of the signalized intersections on the corridor with only minor impacts. The US 192 corridor study portion is approximately 23 miles in length with 15 major intersections and 44 total signals. The study portion extends from US 27 in the west to Florida's Turnpike (Shady Lane Park & Ride) in the east. The resulting improvement concept incorporated median-running BRT and

improved all of the signals within the corridor to the point that it would perform better in the future than they do today while requiring only minor right-of-way acquisition.

Okeechobee Road at NW 87th Avenue, Florida Department of Transportation, Medley, FL. Traffic Engineer/Concept Development – Maintenance of Traffic. This project improved an at-grade intersection into a three-level interchange. HDR was responsible for development of the construction staging strategy and Smith led the development of the staging concepts and their analysis using Vissim software.

Okeechobee Road at NW 116th Street, Florida Department of Transportation, Hialeah Gardens, FL. Traffic Engineer/Roadway Concept Development. This project improved the overcapacity intersection of Okeechobee Road (SR 25) and NW 116th Street/Hialeah Gardens Blvd. from the existing at-grade intersection to a grade separated echelon intersection. The intersection area is complicated by high truck volumes, two adjacent frontage roads and a canal system. Smith was responsible for the development of an alternative improvement concept, traffic microsimulation of the concept in Vissim, oversight of the roadway design, and development of the construction staging concepts. The complex staging required a first of its kind intersection blending elements of a rotary, median u turn, and a restricted crossing u turn intersection. Vissim was also performed on the various construction stages due to their complexity and reliance on multiple interconnected signals.

Okeechobee Road at Krome Avenue, Florida Department of Transportation, Miami-Dade County, FL. Traffic Engineer/Roadway Concept Development. This is a capacity improvement project along Okeechobee Road (SR 25) which is a vital transportation link, SIS Corridor, and freight route connecting to SR 997/Krome Avenue, SR 821/HEFT, and SR 826/Palmetto Expressway. The purpose of this project is enhance safety and mobility by implementing modifications to geometry, access management, and intersection operations along Okeechobee Road, the Frontage Road, and major side streets. Intersection improvements include widening the turning radius to accommodate the design vehicle WB-62 FL, reconstruction with rigid pavement at critical intersections, and constructing adequate acceleration and deceleration lanes at each intersection. The major signalized intersection with Krome Avenue posed a design challenge with a high-volume of left-turns, a skewed intersection alignment, and a high-speed rural context.

District-Wide (DW) Traffic Operational Studies for Innovative Intersection and Interchange Treatments, FDOT District 7, 7 Counties, FL. Traffic Engineer/Roadway Concept Development. Analysis and conceptual design support of roundabouts, interchanges, and intersections. Assignments have included over a dozen roundabout screenings using the FDOT three-step screening process, median u-turn and displaced left-turn intersection analyses and designs, and interchange reconfiguration analyses and designs.

Low-Cost Innovative Intersection Analysis, TxDOT Austin District, Austin, TX. Traffic Engineer. HDR was retained by TxDOT to develop innovative, low-cost improvements to relieve congestion along five major corridors in Central Texas (RM 1431, US 79, US 183, RM 2222, and RM 620). Smith assisted in the development of comprehensive simulation models using Vissim and analyzed a diverging diamond intersection at RM 1431/IH 35.

As part of the RM 1431 Corridor Study for TxDOT, HDR identified IH 35/RM 1431 interchange as a bottleneck that is becoming a roadblock for the City in attracting major developments (e.g. HEB, Bass Pro Shop etc.). The interchange provides access to IH

35 for IKEA, a major outlet mall, and numerous universities. Moreover, the recently upgraded 6-lane bridge structure is already at capacity and is the main source of the congestion. HDR analyzed this location for a potential diverging diamond interchange (DDI) since the interchange characteristics (traffic patterns, access configurations, existing collector-distributor (C-D) road etc.) proved to be ideal. Through our unique modeling and schematic design, we developed a unique DDI footprint that utilizes the existing bridge structures. We proposed a single lane C-D road for the southbound direction and utilized the existing northbound lane to maintain continuous frontage road operations. The proposed DDI concept will provide 70% reduction in delay. HDR utilized our advanced 3-D animation and visualization tools to build support from TxDOT, City, stakeholders, developers, and elected officials.

I-95 at Broward Blvd. PD&E, Florida Department of Transportation, Fort Lauderdale, FL. Traffic Engineer/Roadway Concept Development. HDR is developing the PD&E for an interchange improvement at I-95 and Broward Blvd. The interchange area is extremely congested and includes an existing park and ride lot, commuter rail, and express bus service. The future interchange must maintain access from the managed lanes on I-95 directly to and from the park and ride lot and directly to and from Broward Blvd. The study improvements must also be compatible with the I-95 Express Lanes improvements underway as part of a separate project.

I-95 at Commercial Blvd. and at Cypress Creek Road PD&E, Florida Department of Transportation, Oakland Park, FL. Traffic Engineer/Roadway Concept Development. HDR is providing transportation planning and traffic engineering services to support the PD&E for interchange improvements for I-95 between Commercial Blvd and Cypress Creek Rd in Fort Lauderdale, FL. HDR is leading all traffic analysis activities in the project development process and alternative evaluation. HDR developed innovative interchange solutions that were analyzed with microsimulation and is leading the Systems Interchange Modification Report for the interchange improvements. HDR is performing an inventory of existing ITS equipment in the project limits and evaluating impacts/modifications to the ITS components resulting from the project improvements. HDR is also evaluating multi-modal accommodations and impacts (railroad, transit, FXE airport) to be considered with the proposed improvements.

I-240 Interstate Access Reports, Tennessee Department of Transportation, Memphis, Shelby County, TN. Traffic Engineer. This project consists of the development of three separate IAR's pertaining to the modification of six interchanges along the I-240 corridor from the I-55 interchange to the I-40 interchange. Recommendations for improvement along the I-240 corridor included the addition of one through lane to both directions of travel on I-240 and the modification of selected interchanges along the study corridor to mitigate existing congestion and safety issues.

Florida's Turnpike at US 301 Interchange Improvement, Florida Department of Transportation, Wildwood, FL. Traffic Engineer. This is an ongoing study whose purpose is to review the potential widening or realignment along an 8-mile segment of US 301. The study also considers interchange improvements at Florida's Turnpike. Options considered at the interchange include a roundabout diamond interchange, a diverging diamond interchange, and a tight diamond interchange.

Lee Road at Gunnery Road, Lee County, Orlando, FL. Traffic Engineer/Roadway Concept Development. HDR is developing alternatives and designing improvements at the intersection of Lee Boulevard and Gunnery Road to relieve traffic congestion in a

manner compatible with the proposed Mixed Use Activity Center that is currently under development. The project includes conducting public involvement/information meetings, traffic analysis and simulation, developing conceptual design plans for alternative intersection improvements, establishing right-of-way impacts, utility coordination, cost estimates and produce design plans for the preferred alternative. The concepts developed consider and address safety for all road users including pedestrians, cyclists, motorists and public transit.

Downtown Tampa Interchange, Florida Department of Transportation, Tampa, FL. Traffic Engineer/Roadway Concept Development. HDR was responsible for existing and future volume development on arterials, I-275/Downtown interchange concept development, Vissim microsimulation traffic analysis, and AIMSUN mesoscopic simulation analysis. Managed Lanes are being added in the median of I-275 and I-4 in addition to the I-275/Downtown interchange reconfiguration.

Osceola Parkway Extension / SR 417 / Boggy Creek Road Interchange Concepts, Orlando International Airport, Orlando, FL. Traffic Engineer/Roadway Concept Development. HDR is providing planning services to reconfigure roadway access for the south side of the airport. This effort is related to the proposed Osceola Parkway Extension and potential modifications of current concepts to include a direct connection from that facility to the airport at the SR 417 / Boggy Creek Road interchange. HDR developed planning-level alignments and configurations for roadways and interchanges associated with the Osceola Parkway Extension, performed a fatal flaw evaluation, and facilitated close coordination and meetings with community partners and stakeholders such as Orange County, City of Orlando, Osceola Expressway Authority (OCX), Central Florida Expressway Authority (CFX), and Tavistock.

Milepost A-38 to A-44, Quakertown Interchange, Pennsylvania Turnpike Commission, Quakertown, PA. Traffic Engineer/DDI Design Lead. HDR is a sub consultant to Pennoni Associates for the six-mile reconstruction and widening of the Pennsylvania Turnpike Commission's Northeast Extension from Milepost A-38 to A-44. Originally scoped to provide only design services for four overhead structures crossing the mainline, HDR was asked to perform an independent analysis on the feasibility of reconstructing the Quakertown Interchange as a Diverging Diamond Interchange due to the reputation of our internal expertise. Previous analysis by the prime consultant resulted in a larger interchange type causing property and noise disputes with the local municipality. HDR's team was able to quickly mobilize and prove to the client that a DDI is feasible for this location by providing detailed explanation of three potential alternatives.
HDR was then further retained in a design management capacity to provide oversight and design support for the resulting amendment to the interchange study.

U5710: Eastwood and Military Cutoff Road Intersection Improvement, North Carolina Department of Transportation, Wilmington, NC. Traffic Engineer/Roadway Concept Development. This planning project involves the improvement and reconstruction of a critical over-capacity arterial intersection along a major evacuation route from the Atlantic coast. The existing intersection has high volumes on all approaches with evenly balanced turns and a significant skew angle. HDR was asked to develop concepts to increase capacity at the intersection through grade separations and a possible conversion to an interchange.
The project involved the development of a shortlist of improvement concepts that were brought forward into more detailed analysis and design. Conceptual roadway layouts and Vissim models were created for the 5 shortlisted alternatives to allow for a

qualitative comparison of operations, cost, and constructability.

I-10 at US 29 Interchange Improvement, Florida Department of Transportation, Pensacola, FL. Traffic Engineer/Interchange Concept Development. HDR was selected to provide design services for the reconstruction of the Interstate 10 interchange at Highway 29 to increase capacity and correct operational and safety issues such as left-hand entrance ramps, acceleration/deceleration lane lengths, weaving distances, sight distances, and bridge clearances. This interchange is on the Strategic Intermodal System (SIS) and is part of a Hurricane Evacuation Route. The project involved significant impacts to a mainline railroad bridge and the mitigation of significant weaving problems with a nearby system interchange.

ABQ Ride Central Avenue ART Final Design, ABQ Ride, Albuquerque, NM. Traffic/Roadway Engineer. HDR completed the Feasibility Study and Alternative Analysis and are currently preparing preliminary engineering drawings and NEPA documentation for this 10-mile arterial BRT project on Central Avenue. The project will construct dedicated center running BRT lanes and 20 center stations that will link several of the region's major activity centers including Downtown Albuquerque, the Medical Center district, and the University of New Mexico. The project will include BRT in both an exclusive and semi-exclusive running way; transit signal priority treatment at major intersections; stations featuring level boarding, distinctive shelters, off board fare collection; next bus arrival technology; an enhanced pedestrian realm including widening and landscaped sidewalks, and public art. HDR is providing public involvement, program management, project management, design, environmental documentation, and FTA support and compliance.

I-264 at US 42 VE Study, Kentucky Transportation Cabinet, Louisville, KY. Traffic/Roadway Engineer. The project interchange includes a complex arterial intersection immediately adjacent to the I-264 interchange. The VE study developed and evaluated alterative interchange concepts and resulted in 5 recommendations narrowed down from 37 ideas.

SR 710 at Northlake Blvd. Intersection Improvement, Florida Department of Transportation, Palm Beach Gardens, FL. Traffic/Roadway Engineer. The project involved reconstruction of a large at-grade intersection adjacent to a heavy rail crossing. The public had rejected the previous preferred alternative requiring the development of a new concept. The new intersection concept includes elements of a diverging diamond interchange, a quadrant road, and a displaced left turn. Proof of concept analysis was performed in Vissim. The project includes the final design of the intersection and two miles of arterial to the south of the intersection.

I-95 at SR 200 DDI Peer Review, Florida Department of Transportation, Hero, FL. Traffic/Roadway Engineer. The project involved a peer review of the final design plans for a DDI. Smith's role was the review of the signing and pavement making, roadway design, and signal design plans.

US 98 at Tyndall Air Force Base, Florida Department of Transportation, Panama City, FL. Traffic Engineer/Interchange Concept Development. This PD&E Study involved a one-mile segment of SR 30 (US 98) on Tyndall AFB in Bay County, Florida. It included engineering and environmental evaluation which resulted in an EA for approval by both FDOT and the Air Force. It was the first EA approved by FDOT D3 under NEPA Assignment, allowing the project to advance to Design-Build. The project considered dual needs to reduce east/west travel delays on US 98, and to provide

north/south access improvement for vehicles traveling between the north (flightline) and the south (supply) side of the base. Alternatives evaluated included a flyover to separate Tyndall AFB traffic from through traffic, alternative interchange configurations at Tyndall Drive, vehicular queuing lanes for Tyndall AFB traffic, and consolidation of the gates. FHWA was the Lead Agency, and the Tyndall AFB was a Cooperating Agency.

Glenn Highway at Muldoon Road DDI VE Study, Alaska Department of Transportation, Anchorage, AK. Traffic and Roadway Engineer. Smith represented both the roadway design and traffic engineering disciplines during the study. The project involved the first diverging diamond interchange in the State. The VE team was tasked with validating the concept and providing detailed review of the DDI design elements.

I-4 Ultimate, Florida Department of Transportation, Orlando, FL. Traffic Engineer/Interchange Concept Development. The project involves a complete reconstruction of a large segment of I-4 to include two new managed lanes in each direction for the length of the corridor. The project area incorporates 31 miles of I-4 through the heart of the City of Orlando. 17 service interchanges and 2 system interchanges fall within the project area. Managed lanes access points included slip ramps to and from the general use lanes as well as direct connect access from system interchanges and direct arterial interchanges. Multiple alternative technical concepts were created for each interchange and a project-wide Vissim analysis was performed to justify changes to the baseline alternative. Changes in the project improvements required the reevaluation of the SAMR.

Airport Way at 82nd Avenue, Port of Portland, Portland, OR. Traffic Engineer/Interchange Concept Development. This planning project developed a preferred alternative for the conversion of an intersection immediately adjacent to the terminal facilities at the Portland International Airport. Multiple interchange and intersection improvements were brainstormed at a design charrette and later reduced to a shortlist of alternatives forwarded to more detailed design. The resulting analysis produced a preferred ultimate alternative as well as staged improvements that could be implemented over time to reach the full build with minimal throwaway work. The preferred alternative was a hybrid diverging diamond interchange that could be staged as a partially unsignalized DDI with three ramp terminals.

I-4 Beyond the Ultimate, SIMR Update, Florida Department of Transportation, Orlando, FL. Traffic Engineer/Interchange Concept Development. This planning project includes the implementation of managed lanes throughout the corridor as well as the conceptual development of a preferred alternative for each interchange along 50 miles of I-4 north and south of the City of Orlando. 5 system interchanges and dozens of service interchanges fall within the corridor which also includes braided ramps and collector distributor systems. Managed lanes ingress and egress points included slip ramps, direct connect ramps from other system roadways, and direct connect interchanges. Conceptual layouts as well as Vissim analyses were performed for each of the interchanges. The result of the project was the development of conceptual plans that served as the basis for subsequent design-build projects.

Groat Road Interchanges, Edmonton, City of Edmonton, AB. Traffic Engineer/ Interchange Concept Lead. The project involved the development of a shortlist of interchange concepts at two locations to be brought forward into more detailed analysis and design. The project area included the interchanges on both sides of the North

Saskatchewan River near downtown Edmonton. Significant topographical issues along with multiple approaches, the river crossing, multimodal paths, and event traffic were among the challenges encountered during the project. The preferred alternative at the north interchange involved a clockwise circulating roundabout. The short turnaround for the project included a joint site visit and design charrette involving City staff, Synchro and Vissim analysis, as well as a conceptual design for each of the shortlisted alternatives.

I-80 at 1st Avenue, Iowa Department of Transportation, Coralville, IA. Traffic Engineer/Interchange Concept Lead. The interchange study area for this project included a nearby shopping mall as well as proposed industrial, office, and commercial development adjacent to the interchange area. Multiple concepts were developed for the interchange and the approaching corridor to ensure a balance of access and operations.

US 36 Phase 2 Design-Build, Colorado Department of Transportation, Denver, CO. Traffic Engineer/DDI Design Lead. The project includes the construction of managed lanes along the US 36 corridor as well as the implementation of a diverging diamond interchange with transit facilities. Corridor signal timing through the interchange and interfacing with adjacent timing plans under two different jurisdictions was performed in Vissim.

I-75 at SR 56 Interchange, Florida Department of Transportation, Tampa, FL. Traffic Engineer/DDI Design Lead. The project includes the construction of collector-distributor roads leading into the nearby I-75/I-275 interchange and the construction of a diverging diamond interchange at SR 56. The travel patterns at the project site required the implementation of signal timing unlike any other DDI. The interchange also included the implementation of a multi-use path through the interchange to extend the local trail system across I-75. This project included the fast-tracking of the approval of an IOAR.

I-95 Express Phase 3 Corridor Design Consultant, Florida Department of Transportation, SE Florida. Traffic Engineer/Interchange Concept Lead. This 61-mile extension of managed lanes along I-95 from Fort Lauderdale northward included a corridor-length travel demand and Vissim model. The analysis served to optimize ingress and egress points as well as to identify system bottlenecks and establish a preferred lane configuration to be designed and then issued as design-build RFPs.

I-75 at Bee Ridge Road Interchange, Florida Department of Transportation, Sarasota, FL. Traffic Engineer/Interchange Concept Lead. The project area included a high volume at-grade signalized intersection immediately adjacent to a major interchange. The scope of the project includes reconstruction and widening of I-75. Among the significant improvements, the existing partial cloverleaf interchange will be replaced by a hybrid interchange combining diverging diamond interchange and continuous flow intersection components while also replacing the nearby intersection with a continuous flow intersection with displaced left turns on every approach. Smith led the design effort of the interchange and intersection improvements as well as the Vissim analysis on the corridor and assisted on the reevaluation of the IMR as the concept was changed from the PD&E.

I-39 and Harrison Avenue Diverging Diamond Interchange Project, Illinois Department of Transportation, Rockford, IL. Traffic Engineer/DDI Design Lead.

Smith oversaw the peer review and design guidance at the conceptual design level for a DDI project at I-39 and Harrison Avenue.
The project involved detailed design review for operational and geometric layout of the DDI. The review included a detailed design memorandum highlighting necessary changes to improve operations, avoid fatal flaws, and improve safety through geometric design. In addition to the geometric peer review, the project also analyzed crash data and developed a safety component of the review.

US 10 / Wis 441 Diverging Diamond Interchange Peer Review, Wisconsin Department of Transportation, Winnebago County, WI. Traffic Engineer/DDI Design Lead. Smith was the project manager on the project providing peer review and design guidance at the 30% design level for the Oneida Street DDI along the Wis 441 corridor.
The project involved detailed design review for operational and geometric layout of the DDI as well as a Vissim reanalysis of the arterial corridor to confirm lane configurations and signal timing for progression in both directions. The geometric review included a detailed design report and workshop that expanded on the project itself by including design lessons learned from around the county on DDI projects. The workshop acting as a review meeting, but also doubled as lessons learned training.
The project will include a similar review and design workshop at 90% design.

US 51 Diverging Diamond Interchange Peer Review at Beltline Hwy and at WI 50, Wisconsin Department of Transportation, Dane County, WI. Traffic Engineer/DDI Design Lead. Smith was the project manager on the project providing peer review of traffic simulation and roadway design guidance at the 30% design level for 2 DDI projects along the US 51 corridor.
The project involved detailed design review for operational and geometric layout of the DDI as well as a Vissim model of the interchange and the adjacent signals on the arterial corridor. The review included a detailed design memorandum highlighting necessary changes to improve operations, avoid fatal flaws, and improve safety through geometric design.

I-43/Brown Deer Road Diverging Diamond Interchange Peer Review, Wisconsin Department of Transportation, Milwaukee County, WI. Traffic Engineer/DDI Design Lead. Smith was the project manager on the project providing Vissim analysis and geometric peer review and design guidance at the 15% design level for a DDI project at I/43 and Brown Deer Road.
The project involved detailed design review for operational and geometric layout of the DDI as well as development of corridor signal timing along the arterial. The review included a detailed design memorandum highlighting necessary changes to improve operations, avoid fatal flaws, and improve safety through geometric design.

I-70 at US 77, Kansas Department of Transportation, Junction City, KS. Traffic Engineer/DDI Design Lead. Smith was the project manager on the project providing peer review and design guidance at each submittal of the PS&E plans for a new DDI interchange. This project is implementing a DDI to increase interchange capacity while remaining under the existing bridge structure. HDR provided review services throughout the project to improve the design, leading to increased safety and improved operations at the interchange.
As part of this review contract, HDR conducted a 2-day DDI training and workshop that involved teaching KDOT staff the ins and outs of DDI design, from an operations and geometry perspective. This training involved presentations as well as hands on design work in the computer lab.

Alice Road / I-80 Interchange Project, Iowa Department of Transportation, West Des Moines, IA. Traffic Engineer/DDI Design Lead. Smith performed the Vissim analysis on the project area supporting the alternatives analysis on the project. The project evaluated and developed preliminary design of a Diverging Diamond Interchange and a partial Cloverleaf. Designed were evaluated for capacity, safety, and cost with the goal of selecting a preferred alternative for the interchange.

I-95 at Broward Boulevard Interchange, Florida Department of Transportation, Fort Lauderdale, FL. Traffic Engineer/Interchange Concept Development Lead. This project is an offshoot of the I-95 Express Lanes CDC Project that is adding dedicated managed lanes (HOV 3+/HOT) along 71 miles of I-95. The interchange project area includes approximately 2 miles of a high volume arterial corridor that serves as the main entrance to downtown Fort Lauderdale. The main interchange at I-95 serves arterial to freeway traffic as well as managed lanes to park and ride ramps. The park and ride serves 5 bus lines, heavy rail, light rail, and streetcar lines that travel down both the arterial and freeway corridors. The interchange concept developed as part of this project must serve the many competing interests at this location while minimizing right-of-way impacts to this highly constrained urban project site. Smith is leading concept development effort as well as the Vissim analysis for the study area.

I-75 at University Parkway Interchange, Florida Department of Transportation, Sarasota, FL. Traffic Engineer/DDI Design Lead. The project area included approximately 3 miles of a high-volume arterial corridor in Sarasota. The improvements are necessary to sustain acceptable traffic flow within the corridor through the year 2035. The scope of the project is to reconstruct the existing diamond interchange, which accommodates six 12-foot travel lanes on I-75, to a DDI that accommodates the I-75 ultimate 10-lane configuration with two express lanes and three general purpose lanes.

This DDI, which is 12 lanes, is the largest DDI in the world. The project also examined improvements at the two major intersections east and west of the DDI and provided forward compatible concepts that plan for future needs. Smith led the design effort of the diverging diamond interchange option as well as the Vissim analysis on the University Parkway corridor.

I-25 at College Avenue Diverging Diamond Interchange, Wyoming Department of Transportation, Cheyenne, WY. Roadway Engineer. Smith led the effort to develop the roadway alignment at the College Avenue interchange, the traffic analysis for the interchange, and oversaw the development of the 30% plans for the State's first DDI. This project includes peer review of the remainder of the project up to construction.

I-90 at Roselle Road DDI Preliminary Analysis, Illinois Department of Transportation, Schaumburg, IL. Traffic Engineer/DDI Design Lead. Smith led the effort to develop the Vissim model of the Roselle Road corridor approaching the Northwest Tollway. The analysis included a high volume suburban arterial corridor.

New Circle Road Improvements, Kentucky Transportation Cabinet, Lexington, KY. Traffic Engineer/DDI Design Lead. Smith led the Vissim analysis that included New Circle Road (a freeway encircling the city of Lexington) and the interchanges of Old Frankfort Road and Leestown Road. The models included signalized intersections within a mile of the interchange. Smith also oversaw the roadway design of the diverging diamond interchanges.

Peer Review: South Colony Drive DDI Design, North Texas Turnpike Authority, The Colony, TX. Lead Engineer. Smith led the peer review of a consultant-designed diverging diamond interchange. The peer review covered all design aspects of the project including signing and striping, and construction staging. This interchange is the first DDI in the State of Texas. This project included modifications and new freeway interchanges at 3 locations. One of which was a DDI interchange. The project is planning to implement the DDI in phases and will initially open to traffic as a 3-legged DDI. Future phases of the project will complete the 4th leg making this a full DDI. HDR was contracted to provide design support and guidance through preliminary design of the project and peer reviews of the design at each submittal. Through this peer review HDR helped the agency avoid critical geometric mistakes that would have impacted the operations of the DDI.

I-70/79 at Murtland Avenue DDI Analysis and Design Peer Review, Pennsylvania Department of Transportation, Washington, PA. Lead Engineer. Smith led the peer review of a consultant-designed diverging diamond interchange. Vissim analysis was performed for the interchange area including the adjacent signalized intersections within a mile on either side of I-70/79. The peer review covered all design aspects of the project including signing and striping, and construction staging. This interchange is the first DDI in the State of Pennsylvania.

41st Street Corridor Study, South Dakota Department of Transportation, Sioux Falls, SD. Traffic Engineer/DDI Design Lead. Smith led the effort to perform a Vissim analysis of the 41st Street corridor and the I-29/41st Street interchange, South Dakota's first DDI. Improvements along the three-mile long corridor were also modeled which included access control changes and signal coordination.

Cayuga and Maryland Avenue Bridge Replacement, Minnesota Department of Transportation, St. Paul, MN. The Cayuga Project is located on I-35E between University Avenue and Maryland Avenue in Saint Paul, MN. The scope of the project includes reconstruction and realignment of I-35E. Among the significant improvements, the existing Pennsylvania Avenue/I-35E interchange will be replaced by a new interchange at Cayuga Street, correcting the current safety and operational issues at Pennsylvania and improving access for Saint Paul's recently constructed Phalen Boulevard corridor. The Maryland Avenue interchange will also be improved with a diverging diamond interchange as one of the leading options that progressed into design. Smith led the design effort of the diverging diamond interchange option as well as the Vissim analysis on the Maryland Avenue corridor and the Interchange Control Evaluation Report and Interchange Access Request for the Maryland Avenue interchange. He was also involved in the CORSIM analysis of the larger Cayuga study area.

I-85 Cabarrus Design-Build, North Carolina Department of Transportation, Raleigh, NC. Traffic Engineer/DDI Design Lead. Smith led the effort to assess the feasibility of modifying the preferred alternative at two of the interchanges in the project for conversion into diverging diamond interchanges. Smith also led the design effort for the roadway elements related to the diverging diamond interchanges, which were the first two constructed in North Carolina. The improvements also included implementation of signalized median u-turns and restricted crossing intersections adjacent to the DDIs.

Peer Review: I-88 at IL 59 DDI Design, Illinois Department of Transportation, Naperville, IL. Lead Engineer. Smith led the peer review of a consultant-designed

diverging diamond interchange. The review covered all aspects of the project from traffic modeling and simulation through roadway design, signing and striping, and construction staging. This interchange is the first DDI in the State of Illinois.

DDI Analysis and Design, I-25 at College Drive, Wyoming Department of Transportation, Cheyenne, WY. Traffic Engineer. HDR approached the Wyoming DOT about the implementation of a DDI at this location. HDR showed how a DDI could increase the operational capacity without modifying the existing structure. The DOT sole sourced HDR a contract to complete analysis and a traffic study and went on to sole source HDR the preliminary design work and public involvement work.
Smith led the effort to perform a fatal flaw analysis to assess the feasibility of retrofitting existing interchanges with diverging diamond interchanges. The analysis was performed using a Vissim model built for each of two interchanges, both located on I-15 in Cheyenne, one at Central Avenue and one at College Avenue. The College Avenue interchange involved nearby truck stops and heavy truck volumes while the Central Avenue location was more commuter and passenger car oriented.
Smith oversaw the design of the interchange through 30% design and the review of the DOT design of the PS&E through 100% and advertisement.

DDI Analysis and Design, I-25 at Fillmore Blvd., Colorado Department of Transportation, Colorado Springs, CO. Traffic Engineer. Smith led the development of a Vissim model to assess the feasibility of a diverging diamond interchange in a high-volume location just south of downtown Colorado Springs. A nearby high volume intersection created queues that impacted the interchange ramp terminals. The alternative developed included a diverging diamond interchange as well as a displaced left turn (continuous flow intersection) at the nearby intersection to allow the system to operate.

TH 694/TH 10/TH 51 Value Engineering Study, Minnesota Department of Transportation. Traffic and Roadway Engineer. Smith represented both the roadway design and traffic engineering disciplines during the study. The project involved a complicated interchange with three freeway approaches, one expressway approach, and four surface street approaches. Freeway and arterial operations as well as ramp terminal operations were critical concerns that were addressed by the recommended alternative.

Highway to Highway, Alaska Department of Transportation, Anchorage, AK. Traffic Engineer. Assisted in microsimulation efforts on a large project that involves traffic analysis over a wide range of scenarios for a large geographic area. A nearly city-wide Vissim microsimulation model has been developed using a combination of Synchro, TransCAD and VISUM platforms. A Synchro model was built for over 100 intersections and 7 interchanges for the base condition. This model was transferred to VISUM, which with TransCAD OD volumes, created a Vissim network with balanced Origin-Destination volumes that matched existing counts. This base Vissim network will be used to compare alternatives under future condition volumes based on the regional TransCAD model. The future conditions models will focus on the impacts to the local system as well as the new connecting freeway operations.

Diverging Diamond Interchange Design Guidelines Development, Utah Department of Transportation. Traffic and Roadway Engineer. Smith played a crucial role as part of the project team that developed the design guidelines for diverging diamond interchanges within the State of Utah. The project team included agency and consultant staff. The final guidelines include all facets of DDI design as well as

guidance on traffic analysis methodologies that will be required for use for UDOT projects. Some of the design-related items include horizontal and vertical geometry, sight distance, roadway cross sections, intersection angles, and pedestrian and bicycle treatments.

Hood River Interchange, Oregon Department of Transportation, Hood River, OR. Lead Traffic Engineer. Smith led the development of a traffic simulation model of closely spaced interchanges on I-84 to develop staging plans to minimize impacts to traffic flow during construction. The simulation model also includes the modeling of a toll plaza for a nearby toll bridge. The staging developed for the project includes a temporary implementation of a split diamond interchange utilizing an adaptive signal system. Calibration of existing conditions and evaluation of various alternatives were completed using Vissim.

Beck Road Interchange, Four Square, Post Falls, ID. Traffic Engineer. HDR is developing access alternatives for a big box development near I-90 in Post Falls, Idaho. Among the alternatives modeled were several DDI's. Vissim microsimulation of alternatives was performed to accurately assess the performance of the DDI alternatives for the project.

Oregon Bridge Delivery Partners JV, Oregon Bridge Delivery Partners Work Order #1. Mobility Engineer. OBDP is the program manager for the delivery of 350 bridges on the state highway system over the course of 8 years. Responsibilities included traffic simulation in CORSIM, Vissim, and SimTraffic to determine construction-related traffic delays, development of a program monitoring and evaluation plan, four corridor-level transportation management plans, and project-level transportation management plan guidance documents. Work also includes coordination with structural and roadway engineers to develop traffic control plans for each project while maintaining statewide freight mobility. During the course of the Program, developed the Work Zone Traffic Analysis tool for ODOT and co-authored the ODOT Work Zone Traffic Analysis Manual. Played a critical role in ODOT's acceptance of Diverging Diamond Interchanges.

Airport Way Interchange, Oregon Department of Transportation, Region 1
Traffic Engineer. Project involved the development of alternatives for the reconstruction of a major interchange in the Portland metropolitan area that is the primary access to Portland International Airport. Responsibilities included Vissim microsimulation of alternatives including the microsimulation of adaptive signals on multiple corridors within the project area.

Muir Woods Transportation Data Update, National Park Service
Traffic Engineer. Project involved an assessment of existing and future conditions in the Muir Woods National Monument vicinity including the interchange of US 101 and CA 1 in Mill Valley, CA. Microsimulation was performed in Synchro/SimTraffic to assess the performance of several signalized intersections in close proximity in a highly congested corridor.

I-10, Congress to 29th Street, Arizona DOT-Tucson, Tucson, AZ. Traffic Engineer. Project involves complete reconstruction of the length of I-10 through the Tucson metro area. Responsibilities included traffic simulation of a roadway network encompassing the entire Tucson metro area under four different scenarios to determine overall impacts of construction staging on the roadway network.

Bensenville Intermodal Pavement Plans, Canadian Pacific Railway. Civil Engineer. Performed site topographic survey, site design, construction survey staking, bid package production, issue, and collection along with construction management for an asphalt and storm drainage project for intermodal service.

Caledonia to Menomonee, Canadian Pacific Railway. Civil Engineer. Completed site survey, crossover design, and construction services.

Detroit River Tunnel Project, DRTP, Detroit, MI. Transportation Engineer. HDR was selected to complete the Phase I engineering study involving the construction of a new rail tunnel under the Detroit River and the conversion of the existing rail tunnel to a truck tunnel. The project involved ongoing coordination with MDOT, FHWA, U.S. Department of State, U.S. Army Corps of Engineers, City of Detroit, and various utilities. Specific duties included CORSIM modeling of the project area and development of conceptual designs for a U.S. Customs facility.

CFLHD Hoover Dam Bypass, Federal Hwy. Administration CFLHD, Denver, Colorado. Transportation Engineer. HDR was selected to complete the Phase I/Phase II Design of new roadway bypassing the Hoover Dam through the creation of a four-lane access controlled freeway segment with interchanges at each end. Responsibilities included the design of two new interchanges, selection of bridge crossing location, realignment of existing roads, and development of new alignment alternatives through an environmentally sensitive canyon corridor.

US 183A Turnpike (CTRMA), HNTB Corp., TX. Transportation Engineer. As the program manager for the CTRMA, the HNTB/HDR team has been authorized to plan for the development of the US 183A from SH 45 to the San Gabriel River project in Williamson County. The team has refined and updated the schematic, is purchasing ROW for the project, and is developing the selection process for a Comprehensive Development Agreement (CDA) to potentially allow the CDA to design/build/maintain/operate the proposed toll facility. responsible for the review of Phase I geometrics for cost saving options for approximately 12 miles of six-lane toll way/freeway in central Texas. Responsible for preliminary design modifications including interchange design, intersection design, right-of-way modifications, frontage road design, and engineering quantity/cost estimates.

FA 309 (US Route 30) Corridor Study, Illinois Department of Transportation, IL. Transportation Engineer. HDR was selected to complete a corridor study for the U.S. Route 30. The study includes the evaluation of the feasibility of several corridors based on social, economic, environmental and engineering issues. Responsibilities included traffic analysis including traffic projections for the corridor alternatives, signal warrant analysis, and roundabout analysis and geometric design.

FAP 332, Illinois 394 Improvements, Phase I, from I-80 South to Will / Kankakee County Line, Illinois Department of Transportation, IL. Project Engineer. HDR was selected to complete the Environmental Class of Action Determination (Phase I) Study for 14.5 miles of IL Route 394 through five municipalities in Cook and Will County. Responsibilities included the redesign of two interchanges, design of three new interchanges (including two single-point urban interchanges), and three new grade separations, intersection design studies, geometric design, and capacity analysis.

FAP Route 340 EIS - I-355 Southern Extension, from I-55 to I-80, Illinois Department of Transportation, Cook, DuPage and Will Counties, Illinois, IL.

Transportation Engineer. HDR was selected to prepare a Draft Environmental Impact Statement (EIS) and Section 4(f) Evaluation, a Supplement to the Draft EIS, a Final EIS, and a Supplement to the Final EIS; preparation of a Draft Combined Location/Design Report; organization of an extensive public involvement program including a formal Public Hearing; development of a Record of Decision document; project task scheduling; budget monitoring; and preliminary interchange designs with appropriate traffic capacity analysis.

Illinois Route 6, Interchange Justification Study, Illinois Department of Transportation, District 4, Northwest Peoria, IL. Project Engineer. Work performed included trip generation, trip distribution, traffic capacity analysis, the Traffic Impact Study, preparation of the study report, and interchange conceptual design.

Interstate Route 294 and Interstate Route 57 Interchange Study/Environmental Assessment (EA), Phase I, Illinois State Toll Hwy. Authority, Chicago, IL. Transportation Engineer. Project included the Phase I Study of an interchange at Interstate Route 57 and Interstate Route 294. Responsibilities included geometric design using Microstation and GEOPAK.

South Tri-State Corridor Enhancement Project, Illinois State Toll Hwy. Authority, IL. Transportation Engineer. HDR was selected to provide a Context Sensitive Solution (CSS) approach to the development of beautifying the I-294 Widening Project from Illinois Route 394 to Interstate Route 80. The project involved the development of aesthetic treatments to adjacent noise wall and landscape areas. Specific tasks included conducting stakeholder workshops and public involvement meetings, coordinating with adjacent municipalities, and developing conceptual design of opportunity areas.

Route 367 Improvements PMC, Missouri DOT Headquarters, MO. Transportation Engineer. HDR is functioning in the role of Project Management Consultant (PMC) for Missouri Department of Transportation (MoDOT) on the Route 367 Improvement Project in North St. Louis County. Used STAMINA/OTPIMA 2.0 to evaluate noise impacts over a 6-mile existing at-grade roadway corridor to be redesigned to a grade separated facility.

St. Francis Hospital Traffic Study, MSBI. Lead Engineer. HDR was selected to complete a traffic impact study for the expansion of St. Francis Hospital whose proposed plan included the reduction in the number of traveled lanes of an adjacent street as well as the removal of on-street parking. Analysis was conducted to determine the impacts of such an improvement. Responsibilities included data collection and analysis at two unsignalized intersections and one signalized intersection, projection of traffic generated by the addition to the existing hospital facility, projection of traffic to the design year 2020, and preparation of a report of the findings of the analyses and the potential impact upon the surrounding roadway network of a reduction of travel lanes.

Roseland Community Hospital Planned Development Amendment & Parking Lot Design, Roseland Community Hospital, Chicago, IL. Project Engineer. Project included the redesign of 3 individual parking lots located on the Roseland Community Hospital Campus. Initial phases of the project included parking studies and traffic studies to identify traffic flows and patterns. Parking lots were then designed in conjunction with a landscape architect to meet the City's zoning code and landscape ordinance. New parking lot design meets updated detention requirements for the City

of Chicago Department of Water Management for onsite detention. Mr. Siromaskul's specific responsibilities included data collection and analysis to determine the effects of closing a side street near the hospital.

SH-36 Schematic, Sylva Engineering Corp., Houston, TX. Transportation Engineer. Improvements project to SH-36, which is a designated hurricane evacuation route. The purpose of this project is to improve mobility on SH-36 from Freeport, Texas to Sugar Land, Texas (approx. 16 miles) by upgrading from an existing two lane to a four lane divided facility. Specific responsibilities included development of utility plans and proposed signing and pavement marking plans.

TxDOT San Antonio District Evergreen Contract, TxDOT- Austin District, San Antonio, TX. Transportation Engineer. HDR was retained by TxDOT for a three-year, multiple delivery order contract. 21 Work Orders have been issued under this contract. Specific responsibilities included roadway design and traffic analysis of freeway weaving segments.

Publications

Articles

Jonathan Henderson, Smith Siromaskul, “Road Construction: Outer Space”, Roads and Bridges, 9/6/2012

Smith Siromaskul, William D. Baldwin, "Developing and Implementing Delay Thresholds in Oregon", Transportation Management and Engineering, Volume 12, Number 2, 4/2008

Smith Siromaskul, "Diverging Diamond Interchanges", ASCE Illinois Journal, Volume 48, Number 6, 7/2007

Presentations and Papers

Smith Siromaskul, “The Art of Innovative Concept Development: What is the Next Big Thing in Intersections and Interchanges?”, 2018 COMTO Conference, Baltimore, MD, 7/30/2018

Smith Siromaskul, Jeremy Dilmore, “A Different Take on BRT – A Case Study of Improving Operations for All Users”, 5th Urban Streets Symposium, Raleigh, NC 5/21/2017

Smith Siromaskul, Jeremy Dilmore, “US 192: A Case Study in Bus Rapid Transit Integration with Innovative Intersection Treatments”, Transportation Association of Canada Annual Conference, Saskatoon, SK 9/30/2018

Smith Siromaskul, Karen Giese, “Making a Case for Microsimulation as a Concept Development Tool: Case Studies of Innovative Design Concepts”, 2016 Transportation Association of Canada Annual Conference, Fredericktown, NS 9/16/2016; 7th International Symposium on Enhancing Highway Performance, Berlin, Germany 6/12/2016

Smith Siromaskul, “The Art of Alternative Design: When and How to Use Them”, 2015 Transportation Association of Canada Annual Meeting, Charlottetown, PEI 9/24/2015

Smith Siromaskul, Laycee Kolkman, Jose Rodriguez, “DDI – The Crossroads to the Future”, 2014 Western Association of State Highway and Transportation Officials Conference, Albuquerque, NM 7/13/2014

Smith Siromaskul, “DDI Workshop”, Symposium on Alternative Intersection and Interchange Design, Salt Lake City, UT 7/20/2014

Smith Siromaskul, “Diverging Diamond Interchange Variants”, 2013 Alberta Transport, Alberta Roadbuilders and Heavy Construction Association, Consulting Engineers of Alberta (AT-ARHCA-CEA) "Tri-Party" Transportation Conference, Red Deer, AB 3/11/2013

Smith Siromaskul, “Diverging Diamond Interchanges: State of the Practice”, Roads and Bridges Live 2011, Las Vegas, NV 11/8/2011

Smith Siromaskul, “Diverging Diamond Interchanges Lessons Learned”, 2012 Western Association of State Highway and Transportation Officials Conference, Colorado Springs, CO 7/9/2012

Smith Siromaskul, “Diverging Diamond Interchange Design 101”, 2009 Canadian ITE Conference, Montreal, QC 6/3/2009, 2009 ITE District 6 Conference, Denver, CO 7/13/2009 (Winner – 2009 ITE District 6 Best Paper by a Young Professional Award)

Smith Siromaskul, Reggie Chandra, “Finding a Rhythm: Adapting Vissim for Adaptive Signals”, 2009 Canadian ITE Conference, Montreal, QC 6/1/2009

Smith Siromaskul, “Oregon’s Traffic Web Tool – Traffic Data Access and Work Zone Traffic Analysis”, 2009 Canadian ITE Conference, Montreal, QC 6/2/2009

Smith Siromaskul, Steven B. Speth, "A Comparative Analysis of Diverging Diamond Interchange Operations", Institute of Transportation Engineers, Anaheim, CA, 8/17/2008 (Winner – 2008 ITE District 6 Best Paper by a Young Professional Award)

Smith Siromaskul, William D. Baldwin, Toews, V. Irene, "Oregon's Work Zone Traffic Analysis Program: Data Collection to Delay Analysis", North American Traffic Monitoring Exposition and Conference 2008, Washington, D.C., 8/6/2008

Smith Siromaskul, "Diverging Diamond Interchanges - Answers to Frequently Asked Questions", 2008 CITE District and Quad Regional Conference, Victoria, BC, 4/26/2008

Smith Siromaskul, Jeremy L. Jackson, Toews, V. Irene, "The Next Step in Oregon's Statewide Work Zone Traffic Analysis Program:", 2008 CITE District and Quad Regional Conference, Victoria, BC, 4/25/2008

Smith Siromaskul, Steven B. Speth, "Different Drivers, Different Driving: A look at varying driver characteristics and their impact on operations", Institute of Transportation Engineers, Miami, FL, 3/30/2008

Smith Siromaskul, "Innovating Oregon's Work Zone Traffic Analysis Program", 2007 ITE Annual Meeting and Exhibit, Pittsburgh, Pennsylvania, 8/5/2007