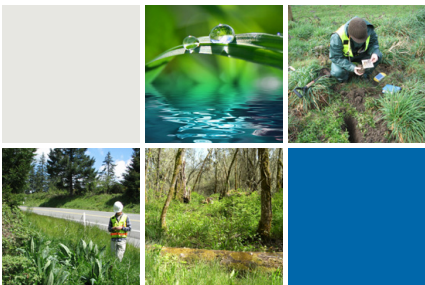


Kim J. Van Houten | **Work Samples**



NEWSLETTERS



ENVIRONMENT & PLANNING PERSPECTIVES

AN UPDATE FROM ENVIRONMENT & PLANNING DIVISION OPERATIONS | VOLUME 1 ISSUE 1 | SPRING 2011

Greeting from the E&P Division Operations Team!

The first quarter of 2011 is behind us and we are well positioned to meet the targets outlined in our 2011 business plans. As you know, 2011 has been slated as a year of growth for ICF, and our plan included 10% growth in revenues (what we bill our clients) by the end of the year. This goal, along with our solid position in the marketplace, has afforded us the opportunity to add several new staff already this year. Well over one hundred new positions were posted within the Division in Q1 which has resulted in hiring 53 staff (39 on-calls/14 PT/FT). Eighty-five positions remain open at the end of Q1. **That is 85 more opportunities to snag that referral bonus from HR!** Many of our new hires in the first quarter were on-call staff that correlated to the Tehachapi Renewable Transmission Project (TRTP) project in Southern California, various other seasonal projects, and archaeological projects in the Northwest.

On the financial side, gross and service revenues exceeded plan, a direct result of being busier than anticipated and the added benefit of our larger projects gearing up quickly. We are also exceeding our 2011 plan on Local Margin, or profit, by nearly \$150,000.

Staff were busy on a number of fronts this quarter – Building business through our Client Sector Teams for Transportation, Energy, and Water; and project work across all geographies including TRTP with Southern California Edison, Willits Bypass with Caltrans, multi-disciplinary support for the California High Speed Rail Authority, Washington State Department of Transportation (WSDOT) SR 520 Bridge Replacement Project, several Resource Management Plan EISs for the Bureau of Land Management (BLM) in the Mountain West, Alameda County Altamont Pass in Northern California, Regional Transmission Expansion Planning for the Western Electricity Coordinating Council, and U.S. Bureau of Reclamation (USBR) stream restoration projects in Idaho and elsewhere.

Business development was a strong focus in Q1 in order to keep our backlog healthy in the months to come. Our total Q1 sales were \$21,305,655, which is 20% of our 2011 sales goal. Some of our larger wins include projects for the following clients: NextEra Resources (\$1,385,073), California Department of General Services RESD (\$1,387,195), WSDOT (\$1,059,680), PG&E (\$1,337,060), Caltrans (\$1,761,210), and LA Metro (\$2,254,466).

Overall, a pretty good start to the year!

OPERATIONAL EXCELLENCE

What is **Operational Excellence**? Operational Excellence is a philosophy involving leadership and teamwork that results, in not only a successful project, but also empowers employees and improves the organization as a whole.

Several projects across the Division have demonstrated Operational Excellence, one of which is highlighted below:

Willits Bypass Mitigation and Permitting Project, Mendocino County, CA (Christy Corzine – Caltrans Program Manager; Karen Leone – Project Director).

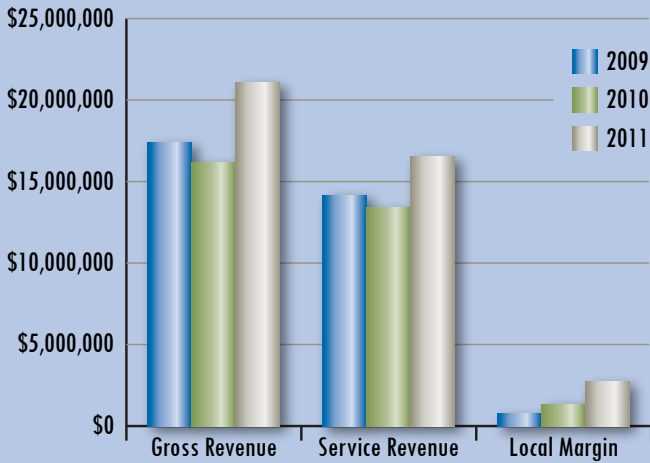
Caltrans has hired ICF to assist with mitigation development and environmental permitting associated with relocating a section of US HWY 101 to bypass the congested downtown corridor of Willits, California. Mitigation planning required creative solutions due to several factors including existing jurisdictional wetlands and the presence of one of the most significant populations of North Coast semaphore grass, listed as “threatened” by the State of California. The Willits Project has developed a multi-layered “watershed-based” mitigation approach that includes the use of wetland creation and enhancement and adaptive management in order to make the mitigation plan comply with all resource agencies requirements.

The client has been so happy with the work completed to date, that the project was awarded the Caltrans **Superior Accomplishment Award**, which Karen accepted on behalf of the Willits Project Team. This award is part of an internal recognition program that is only awarded to Caltrans staff. ICF is the first and only consultant ever to receive this award. The list of staff responsible for the overall success of this project extends well beyond the parameters of this feature; however, Christy and Karen wish to thank all staff involved for their consistently providing high quality work and for their dedication to the project.

Stay tuned for more project excellence; a new email series featuring a Project of the Month will be coming to your inbox soon. Have a potential Project of the Month? Please send any submissions to Erin VanDehey at evandehey@icfi.com.

FINANCIALS-AT-A-GLANCE

Q1 Results for 2009 - 2011



Q1 Results for 2011

| | Gross Revenue | Service Revenue | Local Margin | Util \$ |
|--------------|---------------|-----------------|--------------|---------|
| 2011 Plan | \$19,472,899 | \$14,901,958 | \$3,271,790 | 68.9% |
| 2011 Actuals | \$21,898,534 | \$16,891,738 | \$3,418,613 | 65.0% |
| Variance | \$2,425,635 | \$1,989,780 | \$146,823 | -3.9% |

2011 Q1 Sales

| Sector | Q1 Sales | 2011 Sales Goal | % of Annual Target |
|----------------|--------------|-----------------|--------------------|
| Energy | \$5,284,902 | \$23,000,000 | 23% |
| Transportation | \$7,635,534 | \$39,000,000 | 20% |
| Water | \$2,514,838 | \$17,000,000 | 15% |
| Other | \$5,870,381 | \$27,000,000 | 22% |
| Total | \$21,305,655 | \$106,000,000 | 20% |

DID YOU KNOW?

The new ICF website is up and running. Check it out at: www.icfi.com. Select the "Markets" tab and then "Environment" or "Transportation" to see our own technical experts featured along with our services.

The E&P Division has its own Sharepoint site.

Everything you'd every want to know about the Division is located on this site at: <https://workspace.icfi.com/etr/epi/default.aspx>

Looking for an organizational chart?

This is just one of the many things you can find on the Sharepoint site: <https://workspace.icfi.com/etr/epi/Shared%20Documents/Forms/AllItems.aspx>

Can't remember what our policy is on rental cars? You'll find it on the Sharepoint site: <https://workspace.icfi.com/etr/epi/tools-resources/default.aspx>

TRAINING

The Learning Institute offered several tutorials on the Compass system in preparation for year-end reviews and 2011 goal setting. Several business development courses on Salesforce and positioning were offered as well as courses on managing project financials. The first installment of the Managers Roundtable was unveiled in Q1, to be followed up by additional courses throughout 2011. [Check out the Learning Institute via the ICF Intranet for a full schedule of upcoming courses.](#)

Q2 FORECAST

With Q2 comes spring time, and spring time brings lots of survey work for both biological and cultural resources staff. Recognizing this, our business plans ramp up in Q2 to account for the additional work, and it also takes into account that historically the months of April, May, and June are generally our busiest months. The proposals and leads pipeline going into Q2 is healthy and illustrates our continued focus on positioning for new work.

REGIONAL HAPPENINGS

Office Expansions!

The Redlands, California office was bursting at the seams, so an additional suite was added to house all of the new folks working on our SoCal projects.

Coming in Q2: expanding the Seattle office, Portland office moving to a new space, looking at options in Temecula and Olympia.

Open Houses: We have several open houses planned in 2011. The Riverside open house will be on June 6th, followed by the San Jose open house on July 21st. Dates are still pending for the Los Angeles open house in September and the Portland open house in October.



"Success requires the perfect combination of vision, planning, and flexibility."

Harlan Glines, Division Leader



Progress Accomplishments & Progress

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Kudos to You!

From the Frontlines...

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Team Member Spotlight

TRTP Tips

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WestConnection recently sat down with Peter to discuss his new role, opportunities HNTB presents to its employees ... and a few things you probably didn't know:



WC: *What are you looking forward to in your new role as national public transit market leader?*

PG: Taking an active role in building HNTB's national transit practice. I look forward to build on the good work and relationships that we have developed nationally and to take that to the next step. HNTB is currently ranked 10th with *ENR* as a transit and rail firm and my objective is to move us to within the top 5 firms by 2010.

WC: *What have you enjoyed most during your three years at HNTB?*

PG: Many things – people, quality projects, range of projects, growth, and opportunities. Since I've joined the firm, I've been exposed at many levels of the company and have been part of important decision making.

WC: *What has been your most memorable experience?*

PG: I'd say the pursuit of University Link; we were the underdog and we spent six months putting a team together. We worked hard on that pursuit and in the end won the contract.

WC: *How can staff take advantage of the many career opportunities here at HNTB?*

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WC: *Any other words of advice that you would like to give to the younger professionals at HNTB?*

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WC: *What is your dream vacation?*

PG: Driving a motorcycle from Cape Town, South Africa to Alexandria, Egypt.

West Connection is produced by West Division Marketing.

We welcome your comments!

Please e-mail us at:

WestConnection@hntb.com

Contributors:

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Xena van de Walle
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BEST SHOT THROUGH A CHAIN LINK FENCE. We've all seen 'em, now it's time to show them off!

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Questions? Email WestConnection@hntb.com or call Leon Kouyoumijan at 510-587-8681.



Momentum: Tip of the Month

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| Rating | Description | Factor |
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| A+ | Used when the contract has been negotiated & fee is established | 100% |
| A | Used when HNTB has been selected, entering into negotiations | 80% |
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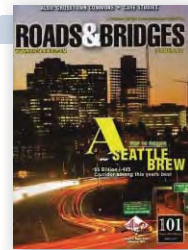
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Leavenworth Station

Style Tip #26:

4for4

The HNTB philosophy to achieve success by being "4for4" in the four goals that are most important to project success:

1. Quality work with technical excellence
2. On time
3. Within budget
4. To the client's satisfaction

Tips:

- Use the abbreviation "4for4" (with numerals, no spaces, no hyphens)
- Do not use in external communications
- Find out more information on HNTB's Leadership Resource Center: <http://leadership.hntb.org/LRC/LeadershipResourceCenter.htm#4for4.htm>



Employee Info

The Southern California District recently welcomed Bruce Schmith, PE as the new transportation practice builder for the District. Bruce brings more than 23 years of engineering experience with engineering highway, urban street and roadway improvement projects. In this new role, he will be responsible for business development and delivery of major highway and transportation projects with HNTB municipal, department of transportation and toll clients. He will also be responsible for staff growth and development.

Before joining HNTB, Bruce served in roles such as highway/transportation department manager and worked with clients such as the Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC).

"I'm proud to be part of such a successful organization such as HNTB and one with an outstanding reputation in the transportation industry," said Schmith. "I'm looking forward to growing all facets of HNTB's transportation practice in Southern California, but specifically, highway and rail mega projects with the major cities and metropolitan planning organizations (MPOs) in Orange County (OCTA), Riverside County (RCTC), San Diego County (SANDAG), San Bernardino County (SANBAG, and Los Angeles County (MTA).

New Hires

LAX

- Delia Chi, Assistant Transportation Planner

Oakland

- Tai Deip, Resident Engineer
- Mark Mitchell, Sr Project Mgr, Claims & Schedules
- Nicholas Murray, Engineer III

Orange County

- TerriJean Steadman, Sr Administrative Assistant

Salt Lake City

- Richard Mitchell, Assistant Department Manager

San Diego

- Ival Ball, Group Director
- Asitha Seneviratne, Sr Technical Advisor

Seattle

- Christobal Castro, Project Engineer/Squad Leader

CONNECTION

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PDF version

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 (Click on image to expand)

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Employee Info

The Southern California District recently welcomed Bruce Schmith, PE as the new transportation practice builder for the District. Bruce brings more than 23 years of engineering experience with engineering highway, urban street and roadway improvement projects. In this new role, he will be responsible for business development and delivery of major highway and transportation projects with HNTB municipal, department of transportation and toll clients. He will also be responsible for staff growth and development.

Before joining HNTB, Bruce served in roles such as highway/transportation department manager and worked with clients such as the Orange County Transportation Authority (OCTA) and Riverside County Transportation Commission (RCTC). "I'm proud to be part of such a successful organization such as HNTB and one with an outstanding reputation in the transportation industry," said Schmith. "I'm looking forward to growing all facets of HNTB's transportation practice in Southern California, but specifically, highway and rail mega projects with the major cities and metropolitan planning organizations (MPOs) in Orange County (OCTA), Riverside County (RCTC), San Diego County (SANDAG), San Bernardino County (SANBAG), and Los Angeles County (MTA).

New Hires

LAX:

- Debra Chi, Assistant Transportation Planner

Oakland:

- Texti Al Deip, Resident Engineer
- Mark Mitchell, Sr Project Mgr, Claims & Schedules
- Nicholas Murray, Engineer III

Orange County:

- Terrilee Sleadman, Sr Administrative Assistant

Salt Lake City:

- Richard Mitchell, Assistant Department Manager

San Diego:

- Ival Ball, Group Director
- Asiha Seneviratne, Sr Technical Advisor

Seattle:

- Christobal Castro, Project Engineer/Squad Leader

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Opening Celebrations: 2007 Tacoma Narrows Bridge

On Sunday, July 15th, 2007, more than 60,000 people gathered to celebrate the opening of the **2007 Tacoma Narrows Bridge**, a feat almost 15 years in the making. HNTB has been an integral member of the team to design and build this structural icon, a task that has taken nearly 3.5 million work hours to accomplish. The opening of the new bridge marks the third in a 67-year history of providing engineering solutions to cross the Narrows, a mile-wide waterway of the Puget Sound located in the northwestern region of Washington State.

2007 Tacoma Narrows Bridge Quick Facts

- \$849 million design-build project.
- New steel suspension bridge constructed parallel to the Current Narrows Bridge.
- New bridge deck is 5,413 feet long; 2,800 feet for the main span alone, and 78 feet wide.
- 510-foot-tall concrete towers and caissons were designed to accommodate a future second deck.
- Financed by tolls for eastbound traffic and operated as a public-private partnership.





The 2007 Tacoma Narrows Bridge was designed and constructed parallel to and south of the **Current Narrows Bridge** (circa 1950) in response to voter approval to relieve traffic congestion. The crossings are part of the State Route 16 Corridor, a primary link between the Seattle-Tacoma metropolitan area and the Olympic Peninsula. The new bridge will significantly improve traffic flow, as evident by the first Monday morning commute. "It's probably the best commute these people have ever experienced," said DOT spokeswoman Janet Matkin, as quoted in the *News Tribune*.

While temporary traffic patterns will be implemented until the entire project is completed in the summer of 2008, the newest bridge will carry eastbound traffic while the 1950 structure will carry westbound traffic.

Celebration Highlights

Included in the day's events:

- **Bridge Run** – A 5K run across the bridge included approximately 11,000 participants, which raised money for Tacoma General Hospital's neonatal intensive-care unit. Twenty-five

HNTB staff joined the historic event which marked the first and likely the only time the new span of the bridge would be open exclusively for the runners and walkers to cross.

- **First Toll Event** – State Treasurer Mike Murphy and House Speaker Frank Chopp cruised through tollbooths in a vintage Lincoln touring car to pay the first ceremonial toll.
- **Client Luncheon** – Kicking off the official dedication, a celebration luncheon was hosted by WSDOT and Tacoma Narrows Constructors (TNC). Included in the guest list were Governor Chris Gregoire, key members of the State Legislature and local cities and counties, as well as members of planning, financing and construction teams, including HNTB. Ken Stinson, Chairman of the Peter Kiewit Sons, specifically thanked the Parsons/HNTB Joint Venture for "providing excellence in design, timely delivery and excellent support throughout the construction of the new bridge."
- **Ribbon Cutting and Dedication** – Following the luncheon, the public dedication ceremony took place. The official dedication honored the bridge's surrounding

communities, approximately 90,000 daily drivers, and those responsible for making the project a success. Gov. Chris Gregoire was then joined by construction workers who helped build the bridge to cut the official ribbon. "These people are the finest work force to be found anywhere in the world," the Governor said, as quoted in the *Seattle Times*.

- **"Bride of Faith" Remembrance** – State Rep. Ruth Fisher, the late Sen. Bob Oke and others who helped make the new bridge possible, in part to improve safety, were honored.



Spanning the Narrows - Lessons in History

Bridging the “City of Destiny” (Tacoma), with the “Maritime City” (Gig Harbor), the first bridge was both completed and destroyed in 1940. Nicknamed “Galloping Gertie”, the bridge produced a rolling motion in response to fierce winds that ripped through the Narrows channel. Four short months after construction was complete, a 42-mile-per-hour wind storm snapped a main support cable and shook the bridge to its collapse. Building upon lessons learned from the original bridge’s collapse in combination with advancements in structural engineering technology, a new bridge was planned to replace “Gertie.” After a decade of design and construction, this new and safer bridge was completed in October 1950 and the **Current Narrows Bridge** reemergence soon proved to be a vital transportation link in the region, boosting a dramatic increase in population, tourism, and business opportunities that continue to rise today.

Today, the remains of “Galloping Gertie” are at the bottom of the Narrows, protected in 1992 by the National Register of Historic Places. It is now also one of the largest man-made reefs in the world with vital environmental significance and host to the thriving marine ecosystem.

As population and subsequent traffic demands continued to rise over the next five decades in the Puget Sound Region, the late 1990s proved a critical time to address congestion. Voters passed an amended Public-Private Initiatives (today known as P3) law to allow greater flex-



In 1952, the “Living War Memorial Park” was established at the east end of the bridge to honor Tacoma area military men and women.

relationships, and in a very successful long-term Joint Venture relationship. It is a job that all HNTB employees can be extremely proud of.”

HNTB's Work on a 21st Century Engineering Feat

Environmental & Preliminary Engineering

- Major Investment Studies
- Traffic Planning Studies
- Conceptual Tolling studies
- Conceptual Plans
- Environmental Impact Statement
- Funding analysis and support for P3 and design-build methods
- Wind analysis for the existing bridge along side the new bridge under differing wind and retrofit scenarios.

Critical to the successful win was the team's ability to understand client and stakeholder needs and expectations of the first suspension bridge delivered by design-build method in the nation.



- Conceptual, preliminary, and final design for the new **24th Street Bridge**, a 259-foot, two-span, pre-stressed girder structure. This bridge was designed and constructed within 12 months, so the interchange could be opened to traffic and **2007 Tacoma Narrows Bridge** construction could begin on schedule.
- Seismic and wind upgrade, deck and bridge rail retrofit of the **Current Narrows Bridge**.
- Non-linear time-history seismic analysis utilized HNTB's in-house T187 program and ADINA finite element program.
- Roadway design, traffic engineering and ITS for expansion of 2.5 miles of SR 16 to six divided lanes.
- Civil and architectural design services for the toll plaza, toll administration and maintenance buildings.
- Civil design services for walls and structures for the cross streets and stormwater facilities.
- Landscape architecture services including irrigation design and implementation; roadside restoration maintained the existing corridor continuity of both semi-urban and rural roadside classifications; and relocation of the War Memorial Park.
- Civil and Architectural design services for the toll plaza, toll administration and maintenance buildings.
- **Construction and Ongoing Work**
- Maintenance of Traffic plans for all construction stages.
- Engineering support during construction and construction quality assurance.
- Seismic retrofit of the existing bridge and existing interchanges.

HNTB's Key Players

- Dan Dixon, *PIC, Roadway Design Manager*
- Ben Whisler, *Project Manager*
- Doug Myhre, *Former Project Manager*
- Semyon Treyger, *Bridge Design Manager*
- Mike Jones, *Lead Seismic Analyst*
- Barton Drake, *Architectural Lead*
- Lee Holloway, *Sr. Structural Engineer*
- Jerry Dorn, *Lead Structural Engineer*
- Tom Schnetzer, *Existing Bridge Task Lead*
- Michael Coward, *Civil Design Manager*
- Dan Holmquist, *Roadway Engineer/Resident Engineer*
- Pete Smith, *MIS/EIS Manager; Roadway/Hydraulic Design Lead*
- Brian Elrod, *Landscape Architect Manager; Living War Memorial Park Designer*
- Barbara Simpson, *Landscape Architect*
- Guillermo Sanchez, *Resident Engineer*
- Rafaela Williams, *Project Administration*

Design

- Initial and "proof engineering" of final design of the new parallel Tacoma Narrows crossing.
- Design included concrete towers instead of steel, saving millions of dollars in materials and labor.
- Designed an innovative and economical foundation system with deep-water (150 feet) concrete cast-in caissons foundations located in environmentally-sensitive waters.
- Sophisticated seismic design of the new bridge based on survivability criteria and historical approach to withstand seismic activity in the region.
- Extensive wind analysis and evaluation of wind response were performed for both new and existing bridge.

