

GARY NORRIS, P.E., P.T.O.E

Senior Engineer

Total Professional Experience: 31 years

Education:

University of Washington, M.S., Civil Engineering,
Transportation Planning, 1977

University of Washington, B.S., Civil Engineering,
Traffic Engineering, 1973

Professional Registrations and Licenses:

Professional Traffic Operations Engineer, WA, 2004

Professional Engineer, WA, 1980

Professional Engineer, OR, 1998

Professional Engineer, ID, 2003

Brief Summary of Experience:

Mr. Norris is a senior engineer with 31 years experience in transportation planning and traffic engineering, as both a consulting engineer and a traffic engineer/planner for local governments. While at GSAI, he has managed the development PS&E for major signal and illumination projects, work zone traffic control plans for large public works projects, and traffic impact analyses for proposed railway crossing closure and other development proposals. He has conducted in excess of 1,000 traffic impact analyses. As Renton's City Traffic Engineer for ten years, Mr. Norris was responsible for planning, design, construction, operation, and maintenance of the City's transportation facilities. He managed the City of Renton's \$10 million Capital Improvement Program and the \$1.2 million transportation department budget. He determined mitigation measures, established design standards, reviewed design plans, and inspected construction of roadway widening, traffic signals and street lighting projects. Mr. Norris established the first computerized master control of the City's traffic signal system and established a traffic mitigation program to help fund area-wide capital facility improvements. As Transportation Planning Engineer for the City of Bellevue for five years, Mr. Norris conducted a long-range transportation study to identify transportation facility improvements and coordinated transportation issues with Bellevue's Planning Commission. He is a past president of the Washington State Section, Institute of Transportation Engineers.

Ridgefield Grade Crossing Consolidation Study; Ridgefield, WA, Project Manager: Evaluate traffic related impacts of potential rail crossing closures within the City of Ridgefield, Washington. The study provided a traffic impact analysis of two railway crossing closure alternatives for the existing railway crossings at Mill Street and Division Street in the City of Ridgefield, Washington in order to accommodate high-speed rail service. The traffic-related impacts of various grade crossing closure alternatives in light of existing and potential future development of the Port of Ridgefield were evaluated.

Key tasks included working with all stakeholders to determine the study area/intersections to be analyzed, collection of existing and proposed traffic data, analysis of effects of each closure condition on traffic within the defined study area, development of conclusions and recommendations, and drafting of a report to the client. GSAI coordinated closely with all stakeholders throughout the development of data, the analysis and development of conclusions.

S. Holgate Street Railway Crossing Closure Traffic Impact Analysis; Seattle, WA, Project Manager: Addressed the WSDOT Rail Office's need for a traffic impact analysis to evaluate the potential closure of the Holgate Street Railway Crossing located between First and Fourth Avenues South in the City of Seattle. GSAI gathered roadway data to document conditions on the existing roadway that included roadway information, average daily traffic volumes, turning movement traffic volumes, pedestrian/bicycle traffic, accident data, 20-year growth scenario, planned and programmed improvements, travel time analysis, traffic simulation modeling, grade crossing safety analysis, truck access analysis, transit and non-motorized transport, and emergency response.

Kelso/Kalama Traffic Impact Analysis for EIS; Kelso, WA Project Manager: Prepare the traffic impact analysis portion of the project's environmental impact statement. The analysis involved an assessment of traffic volumes conditions in the existing and 20-year horizon year of the impact of consolidating or closing several railroad crossings between Kelso and Kalama, Washington. GSAI prepared an existing conditions analysis of five railroad crossings along 18 miles of the railway corridor. GSAI also evaluated the traffic impacts at the crossings under four different scenarios in the existing and 20-year horizon. The analysis considered impacts on motor traffic, pedestrian and bicycle traffic, emergency vehicle response, and train delays. The analysis also evaluated the level of service at 27 intersections that could be affected by the different scenarios.



S. 277th Street Reconstruction Project - Phase III; Signalization and Illumination, Kent, WA, Project Manager: Preparation of plans, specifications, and cost estimates for the reconstruction of three signals and 35,000 lineal feet of illumination along the S 277th street corridor between 72nd Avenue South and the West Valley Highway. The illumination system was designed per King County, WSDOT, City of Kent, and City of Auburn standards. The project also included ITS elements, such as CCTV, ramp metering and fiber optic interconnect. In addition to permanent signalization, the project included temporary signals at each of the three intersections, and temporary illumination at the interchange.

I-5, SR 161 Interchange and SR 18 Interchange Triangle Improvements (Hazardous Materials Investigation and Report); King County, Washington, Project Manager: Providing a comprehensive investigation of hazardous materials sites along the project corridor in order to prepare a report that includes surveys and descriptions of hazardous materials sites, an analysis of the extent of confirmed hazardous materials, status of enforcement actions, a summary of impacts to the overall project and recommendations for improvement. The report is being prepared in accordance with the Hazardous Materials section of the WSDOT Environmental Procedures Manual and the associated Hazardous Waste Discipline Report checklist.

Burlington Traffic Analysis; Burlington, WA: Mr. Norris was the project manager for the development of a traffic mitigation fee to fund necessary improvements in the Burlington Boulevard corridor. The study estimated potential 20 year traffic growth in the Burlington Boulevard corridor and assigned the growth to various development parcels. The list of transportation improvements scheduled for the next twenty years "per trip fee" was established using the cost estimate. This fee is to be assigned to new growth impacting the Burlington Boulevard corridor.

Holgate Street Railway Crossing Traffic Analysis; Seattle, WA: Project Manager for traffic impact analysis for WSDOT Rail Office, evaluating the potential closure of the Holgate Street Railway Crossing in Seattle. Oversaw data collection, analysis, and forecasts of vehicular/truck traffic and pedestrian/bicycle traffic level of service and travel time analysis, traffic simulation modeling, grade crossing safety analysis, truck access analysis, transit and non-motorized transport, and emergency response. Examined existing and future impacts for crossing closure and non-closure alternatives. Prepared the traffic analysis report summarizing the study process findings, conclusion and recommendations of the study.

Meridian Avenue East/SR 161 Corridor Analysis; Edgewood, WA: Project Manager for development of a context-sensitive design that met the traffic and transportation needs of the City of Edgewood and related impacted parties. The primary scope of this effort was to explore alternative methods to widening SR 161 to achieve the WSDOT goals of safety and mobility. GSAI worked with the City, WSDOT, neighboring cities, businesses, land owners, public safety providers and other community interests. GSAI developed a corridor traffic model, conducted LOS analysis at nine intersections, developed Transportation Systems Management (TSM) improvement alternatives, and prepared cost estimates

Bel-Red Road Intersection Improvements, Bellevue, WA, Project Manager: Preparation of plans, specifications, and cost estimates documents for reconstruction of the Bel-Red Road/134th Avenue NE intersection. The project included signalization, street lighting, and roadway widening to provide left turn lanes on the north and south legs of the project. Utility conflicts, sight distance, adjacent property access, large trees, and topography were all issues which had to be addressed.

Bear Mountain Ranch Road/SR 97A Intersection Design, Chelan County, WA, Project Manager: Project manager for the intersection design of Bear Mountain Road and State Route 97A. Design of the intersection included a new northbound designated left turn pocket and a new southbound designated right turn pocket per WSDOT standards

Columbia Slough Consolidation Conduit, Portland, OR, Senior Traffic Engineer: Designed traffic control plans involving road closures and detour routes, lane closures, traffic signal modifications, as well as channelization and signing modifications for five segments of the tunneling project. Extensive coordination with design engineers, City of Portland staff, and the Oregon Department of Transportation was required for each segment of the project. Prepared drawings, specifications and cost estimates for traffic control measures for all five segments.

