DOTD FORM: 24-102 (Revised January 1, 2023)

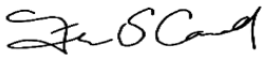
PROPOSAL TO PROVIDE CONSULTANT SERVICES

Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number.

ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE.

1. Contract Name as shown in the advertisement	FEDERAL AID PROJECT NO. TBD I-10: ATCHAFAYLA BASIN SPEED ENFORCEMENT PH 3 ROUTE: I-10 IBERVILLE AND ST. MARTIN PARISHES
2. Contract Number(s) as shown in the advertisement	CONTRACT NO. 4400026586
3. State Project Number(s), if shown in the advertisement	STATE PROJECT NO. TBD
4. Prime consultant name **(name must match as registered with the Louisiana Secretary of State where such registration is required by law**)	Traffipax, LLC
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	Certificate ID: 11714945#BRK73 Charlie Buckels Charter # 45352945Q
6. Prime consultant mailing address	16490 Innovation Drive Jupiter, Florida 33478
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	SAME AS ABOVE
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Dorian Grubaugh, Vice President – Sales Phone #: 561.427.4958 Email: dorian.grubaugh@Jenoptik-inc.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Mr. Finbarr O'Carroll President Smart Mobility Solutions Division Americas 16490 Innovation Drive Jupiter, Florida 33478 finbarr.ocarroll@jenoptik-inc.com

Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled	Finbarr O'Carroll  _____ Signature above shall be the same person listed in Section 9:

	territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.		4-11-23 Date:
11.	If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	Firm(s): N/A	Firm(s)' %: N/A

12. Past Performance Evaluation Discipline Table:

As indicated in the advertisement, insert the completed table here. The percentages for the prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percent of the contract.

The **only** past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

Past Performance Evaluation Discipline(s)	% of Overall Contract	Prime	Neel-Schaffer	Firm C	Firm D	Firm E	Each Discipline must total to 100%
Bridge	60	80	20	0	0	0	**100%**
ITS	20	80	20	0	0	0	**100%**
Traffic	20	80	20	0	0	0	**100%**
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	**100%**	80	20				

13. Firm Size:

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (please specify)" and include the classification title inside the parentheses.

The DOTD Job Classification(s) to be used can be found at the following link:

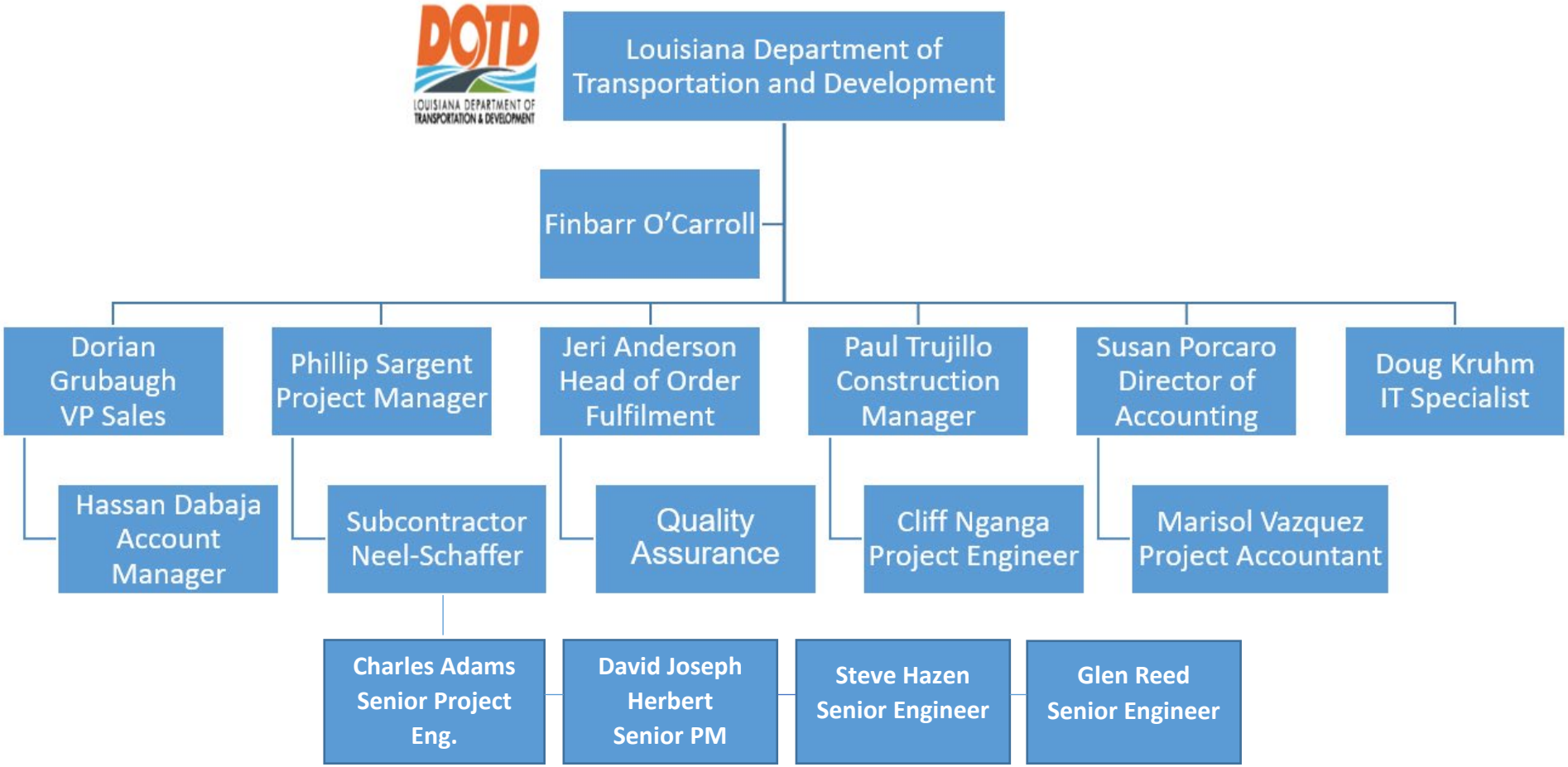
http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/Job_Qualification/Job%20Classifications%20with%20Descriptions.pdf

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Traffipax LLC	Designer	1	30
	Engineering-Aide	1	
	Inspector	1	
	ITS Technician-Lead	1	
	Labor	1	
	Planner	1	
	Professional	1	
	Project Office Manager	1	
	Principal	1	
	Senior Technician	1	
	Technician	1	
Neel-Schaffer	Engineer	3	4
	Supervisor-Eng	1	

(Add rows as needed)

14. Organizational Chart:

Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract. An individual's role does not necessarily have to match their DOTD job classification identified in Section 13. **If applicable, identify all personnel performing traffic engineering analysis and/or QC of traffic engineering analysis by placing an asterisk next to their name. Include the certificates required by the Traffic Engineering Process and Report Training Requirements article of the Advertisement in Section 20.** It is acceptable to use an 11x17 format for Section 14.



15. Minimum Personnel Requirements:

Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR. Make sure the P.E. discipline is also listed (highlighted in table) that is meeting the MPR; e.g. professional civil engineer should show the discipline of the license as civil if meeting that MPR.

MPR No. Do not insert wording from ad	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR/ certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1	Cliff Nganga	Traffipax LLC			
2	Cliff Nganga	Traffipax LLC			
3	Charles Adams	Neel-Schaffer	PE.0027440 – Civil Engineer	Louisiana	09/30/2023
4	Phillip Sargent	Traffipax LLC			
5	Paul Trujillo	Traffipax LLC			

(Add rows as needed)

16. Staff Experience:

Résumés shall be provided for all prime and sub-consultant personnel listed in Sections 14 and/or 15 of the proposal. Résumés of personnel not identified in Section 14 or Section 15 of the proposal should not be included and will not be evaluated. Résumés should be **limited to 2 pages per person**. Any certificates required by the advertisement are to be placed in Section 20.

Firm employed by **Traffipax LLC**					
Name	**Finbarr O'Carroll**			Years of relevant experience with this employer	6 years
Title	President Smart Mobility Solutions Division Americas			Years of relevant experience with other employer(s)	27
Degree(s) / Years / Specialization			BSc(Eng), MBA		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Ultimate Escalation Point of contact		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
1990 -present	Overseeing operations and ensuring goals are met through established strategies.				

Firm employed by **Traffipax LLC**					
Name	**Dorian Grubaugh**			Years of relevant experience with this employer	1 year
Title	Vice President Sales			Years of relevant experience with other employer(s)	9 years
Degree(s) / Years / Specialization			Bachelor of Science		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Account Manager Escalation point of contact.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
2012-present	Extensive experience with analytical decision-making, communication, adaptability, delegation, teamwork and creative problem solving in previous leadership roles as a Police Sergeant responsible for the Community Resource division within the department, National Sales Manager responsible for company business development in North America and now Vice President of Sales for JENOPTIK Smart Mobility Solutions.				

Firm employed by **Traffipax LLC**				
Name	**Phillip Sargent**		Years of relevant experience with this employer	1 month
Title	Project Manager		Years of relevant experience with other employer(s)	13 years
Degree(s) / Years / Specialization			Bachelors of Science in Criminal Justice	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Responsible for ongoing project management, co-ordination, liaison, reporting and delivery of the functional enforcement locations.	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
02/21-02/23	Project Manager for the implementation of speed and red light photo enforcement for 10 US agencies of various sizes. The implementation process included working with the client agency and legal personnel following the contract signing to define program details for citation design, promotional material, specific enforcement information, court processes and for the design of back end processing software.
2009-2021	Managed and started the red light and speed photo enforcement (PE) initiative in Muscatine, IA as the Assistant chief of Police. As part of this process wrote the RFP, wrote the initial ordinance, scored and recommended the company for selection of the bid, made countless presentations to city council, made administrative decisions to direct the creation of the PE program as well as managed it.
2010-2021	As Assistant Chief of Police a large part of the job was to research, present and manage many IT projects for the Muscatine Police Department. These included patrol vehicle computer systems (mobile data computing), Law Enforcement mobile video systems, Body worn video systems, information sharing system for prosecution as well as a countywide communication system.

Firm employed by **Traffipax LLC**				
Name	**Jeri Anderson**		Years of relevant experience with this employer	10
Title	Regional Manager (Head of Order Fulfilment)		Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization			Associate Degree	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Will act as a point of escalation during delivery.	

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).
2003-present	Accomplished senior Operations, Logistics, Warehouse, and Project Management professional with 20 years of experience. Currently responsible for overseeing operational transitions and ensuring those transitions are implemented according to schedule and budget. Also, manages the service center for the maintenance and repairs of **Traffipax LLC** product across North America, ensuring high quality product in the field.

Firm employed by **Traffipax LLC**				
Name	**Paul Trujillo**		Years of relevant experience with this employer	5 months
Title	Construction Manager		Years of relevant experience with other employer(s)	5 years
Degree(s) / Years / Specialization			BA, Graphic design and photo technology	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Oversee the planning, design, construction and closeout of the project to ensure a safe, efficient, and accurate completion.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
2018-present	Previously a Sergeant in the United States Army with 13 years of service. Paul has a Bachelor's of Art Degree and has several years of experience working with the Department of Transportation in various states across the U.S. At **Traffipax LLC**, he is assigned the role of Project/Construction Manager, responsible for the commencement of each project to include the coordination of permitting, engineering, and the construction of smart mobility systems as well as various aspects of each project.			

Firm employed by **Traffipax LLC**				
Name	**Susan Porcaro**		Years of relevant experience with this employer	20
Title	Director of Accounting		Years of relevant experience with other employer(s)	10
Degree(s) / Years / Specialization			B.B.A. Bachelors in Business Administration/Major Finance	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	N/A	
Contract role(s) / brief description of responsibilities			Billing Administrator escalation point of contact.	
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
1993-2003	Accounting Manager			

Firm employed by **Traffipax LLC**					
Name	**Hassan Dabaja**			Years of relevant experience with this employer	5
Title	Account Manager			Years of relevant experience with other employer(s)	20
Degree(s) / Years / Specialization			BSA Marketing & Accounting		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Any commercial aspects will be the responsibility of our Account Manager.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
1998 – Present	Discover new markets and develop key accounts in the Americas. Define and internally communicate a full understanding of the customer's needs and technical requirements. Responsible for making sure customer needs are being met and understood by each department in the company.				

Firm employed by **Traffipax LLC**					
Name	**Cliff Nganga**			Years of relevant experience with this employer	6 months
Title	Project Engineer			Years of relevant experience with other employer(s)	5 years
Degree(s) / Years / Specialization			Associates in Electronics Engineering and Bachelors of Science – IT **(CJIS Compliant)**		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Installation and commissioning of average speed enforcement systems.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
10/2022- Current	Installed repaired and maintained Speed and ALPR cameras and trailer solutions				
02/2017-09/2022	Installed, repaired and maintained Red light and Speed cameras.				

Firm employed by **Traffipax LLC**					
Name	**Doug Kruhm**			Years of relevant experience with this employer	10
Title	IT Specialist			Years of relevant experience with other employer(s)	25
Degree(s) / Years / Specialization			Bachelors of Science **(CJIS Compliant)**		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Provides engineering software consultancy		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
2014-present	Designs the Infrastructure for a structured and modern approach for supporting and facilitating innovation within the enterprise. Models the hardware elements and develops across the enterprise and the relationship between them while following the latest security guidelines.				

Firm employed by Traffipax LLC					
Name	**Marisol Vazquez**			Years of relevant experience with this employer	2 months
Title	Billing Administrator			Years of relevant experience with other employer(s)	10 years
Degree(s) / Years / Specialization			Associates in Business Administration		
Active registration number / state / expiration date			N/A		
Year registered	N/A	Discipline	N/A		
Contract role(s) / brief description of responsibilities			Perform Client billing - communicate with clients for reporting and information purposes. Assist bank and Back office reconciliations – ensure financial records are maintained in compliance with accepted company policies and practices – Perform Accounting, financial and administrative tasks.		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
2012-present	Many years of experience in the accounting and administration field. Several experience working with the energy company in Florida along with a global commercial real estate company. Responsible for billing and reporting of financial records, assist with reconciliations and maintain communication with clients and vendors.				

Firm employed by Neel-Schaffer, Inc.					
Name	**Charles Adams, PE, PTOE**			Years of experience with this firm/employer	16
Title	Senior Project Engineer			Years of experience with other firm(s)/employer(s)	13.5
Degree(s) / Years / Specialization			BS / 1992 / Civil Engineering		
Active registration number / state / expiration date			PE No. 27440 / LA / 9-30-2023; PTOE No. 878		
Year registered	1997	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Traffic		
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).				
01/23 - Present	**Wemple Road & Innovation Drive Study, Bossier, LA:** NSI performing a traffic evaluation to determine whether a new N/S road would be justified between Wemple Road and Innovation Drive. Mr. Adams is performing the study and analyzing the impact on the surrounding intersections. *Project Manager.*				
10/22 – Present	**East-West Connector (Winfield Road Congestion Relief):** NSI Performing a Traffic Study and Line and Grade for a new east-west corridor through Bossier Parish. Mr. Adams is overseeing the Traffic Study portion of the project and all intersection analyses for the four major intersections. *Project Manager.*				
08/20 – Present	**I-10 & I-12 College Dr. Flyover Ramp, Baton Rouge, LA:** NSI is performing IMR, TMP, preliminary design, final design, review of TTC plans, and signal design. Mr. Adams is reviewing all TTC plans and developing preliminary signal plans.				
02/18 – Present	**Kansas Lane-Garrett Road Connector, Monroe, LA:** NSI performing TMP for project as well as developing temporary signal design plans, developing permanent signal design plans, and developing fiber plans to relocate impacted fiber. Mr. Adams is preparing the TMP and all signal design plans. *Project Manager*				
12/17 – Present	**South city Parkway Extension, Lafayette, LA:** This project will construct a new 1.7 – mile, 4 lane median divided corridor between US 167 (Johnston Street) with Kaliste Saloom Road. The roadway and drainage design are being completed in conformance with LADOTD guidelines. Includes 5 multilane roundabouts. *Mr. Adams is providing the Traffic Control Plans*.				
07/16 – Present	**I-49 at Verot School Rd, Lafayette, LA:** NSI is preparing design plans and reviewing the TTC plans and the TMP. Mr. Adams is reviewing the TTC plans and developing the TMP for the project.				
10/22 – 01/23	**Lucien Field Phase 3, Shreveport, LA:** NSI is performing a Traffic Impact Assessment for a new phase of an existing subdivision. Mr. Adams performed all analyses required for the assessment. *Project Manager.*				

04/22 – 09/22	**Parkway High School, Bossier City, LA:** NSI performed a Safety Study and Circulation Study at the high school and the surrounding intersections. Mr. Adams performed the analyses and observations for this project. *Project Manager*.
01/22 – 06/22	**Swan Lake Road at Innovation Drive, Bossier City, LA:** NSI performed intersection analyses and signal design plans for the intersection. Mr. Adams performed intersection analyses and developed the signal plans. *Project Manager.*
11/21 – 12/21	**Swan Lake Road Speed Study, Bossier City, LA:** NSI performed speed studies along Swan Lake Road from US 80 to Modica Lott Road. Mr. Adams oversaw the analyses and prepared the report of findings. *Project Manager.*
10/21 – 05/22	**Hurricane Ida Emergency Lighting and Signage Project, New Orleans, LA:** NSI performed day inspections of all signs and day and night inspections of all streetlights within Zone 3. Mr. Adams coordinated and oversaw all operations of the project as well as participated in inspections along the interstate system.
10/21 – 12/21	**Wemple Road at Old Brownlee Road Intersection Safety Study, Bossier City, LA:** NSI performed a Safety Study to evaluate the existing conditions of the intersection and to determine whether modifications would be beneficial. Mr. Adams performed all analyses for the study and oversaw the data collection for the project. *Project Manager.*
08/21 – 12/21	**LA 840-6 at Oliver Road, Monroe, LA:** NSI performed a traffic study for the intersection to determine whether left turn lane phasing would be appropriate for the Oliver Road approaches. Mr. Adams oversaw the analyses for the project. *Project Manager.*
05/21 – 08/21	**Tulane Avenue Chick-fil-A, New Orleans, LA:** NSI performed a Traffic Assessment and circulation assessment for a new Chick-fil-A restaurant in the City of New Orleans. Mr. Adams performed analyses, observations and oversaw the circulation assessment. *Project Manager.*
04/21 – 08/21	**Signal Design for Airline Drive and Barclay Blvd, Bossier, LA:** NSI developed traffic signal plans for the new intersection of Airline Drive and Barclay Blvd. Mr. Adams was the designer and developed signal phasing and timings for the project. *Project Manager.*
02/21 – 05/21	**LA Tech Student Housing Study, Ruston, LA:** NSI performed a traffic study for new student housing complex that would serve LA Tech University. Mr. Adams performed all intersection analyses for the project. *Project Manager*
10/20 – 11/20	**Hard Rock Hotel, New Orleans, LA:** NSI prepared TTC plans for the demolition of the Hard Rock Hotel in downtown New Orleans. Mr. Adams prepared TTC and detour plans for the removal of the damaged hotel. *Project Manager.*
09/20 – 06/21	**Venture Global LNG Traffic Study, Plaquemines, LA:** NSI performed numerous traffic assessments for a new LNG facility along LA 23 in south Plaquemines Parish. Mr. Adams performed intersection analyses, prepared TTC plans, and reviewed construction sequencing to reduce the impact on the traveling public.
09/20 – Present	**W Esplanade Ave at Carrollton Street, Metairie, LA:** NSI is preparing preliminary and final signal design plans for the intersection of W Esplanade Ave and Carrollton Street. Mr. Adams is preparing the signal plans. *Project Manager.*
08/20 – 10/20	**St Vincent Avenue at 84th Street, Shreveport, LA:** NSI prepared preliminary and final traffic signal plans for the intersection. Mr. Adams prepared preliminary and final signal plans. *Project Manager.*
11/19 – 07/20	**Golden Pass LNG Safety Study, Port Arthur, TX:** NSI performed traffic safety assessments along FM 87 for the entrances to the LNG facility as well as developing signing plans and lighting plans for each entrance. *Project Manager.*
03/19 – 07/19	**Remco Drive Extension, Haughton, LA:** NSI performed a traffic study to determine feasibility for extending Remco Drive from US 80 to Bodcau Station Road. Mr. Adams performed observations and analyses. *Project Manager.*
01/19 – 03/20	**LA 3 at Walter O Bigby Carriageway, Bossier City, LA:** NSI performed Signal and Sign Design. Mr. Adams developed signal timings and signal phasing as well as prepared the traffic signal plans for the intersections of LA 3 at Walter O Bigby Carriageway and US 80 at Hamilton Road. *Project Manager.*
08/18 – 03/19	**LA 1026 (Juban Rd) Widening, Livingston Parish, LA:** Highway widening project with roundabouts. Mr. Adams prepared TTC plans.
06/18 – 08/18	**Linton Road Extension, Bossier Parish, LA**: NSI performed traffic study to determine feasibility of extending Linton Road to Fairburn Road. Mr. Adams performed analyses. *Project Manager.*
03/18 – 05/18	**New Benton High School, Benton, LA**: NSI performed analyses to determine suitable location for the new Benton High School. Mr. Adams performed observations and analyses. *Project Manager.*
06/17 – 03/18	**Port Access Improvements, New Orleans, LA:** NSI performed extensive analyses and developed alternative accesses from I-10 to the Port of New Orleans. Mr. Adams performed observations and analyses.
01/17 – 07/17	**TCP for Transmission Line Installations, Terrebonne & Assumption Parishes, LA:** NSI prepared TTC plans for numerous installation sites throughout both parishes. Mr. Adams developed and prepared all TTC plans. *Project Manager.*

02/22 – Present	**W. Broussard Roundabout at Duhon Rd. (LA 724):** This project will construct a roundabout and required drainage improvements. Includes roundabout. Completed the horizontal and vertical alignments (line and grade).
12/19 – Present	**US 80 Feasibility Study, Stage 0/Traffic & Safety Study, Haughton, LA:** Stage 0 Report in support of safety improvements along US 80 corridor, specifically in the vicinity of Bellevue Road and Mid-South Loop Road. All analysis performed in HCS for this study. The traffic study was performed in accordance with DOTD's TEPR. Project includes signalized intersections. Ms. Adams performed traffic engineering and public outreach.
Career History	Charles' experience includes Traffic Data Collection, Traffic Signal Timing, Traffic Signal design, Traffic Operations, Traffic Safety, ITS and Transportation Engineering. He manages a wide range of local and regional projects that vary in complexity from developing traffic control plans for major construction projects and traffic signal timing plans to performing roundabout feasibility studies and other traffic related studies for both public and private clients. Prior to joining NSI, Charles was employed by LADOTD as a District Traffic Engineer in the Bossier District and then as the State Traffic Engineer. Mr. Adams is a certified Professional Traffic Operations Engineer and has completed DOTD's **Traffic Engineering Process and Report (TEPR)** training.

Firm employed by Neel-Schaffer, Inc.					
Name	**David Joseph Hebert, P.E.**			Years of experience with this firm/employer	11
Title	Senior Project Manager			Years of experience with other firm(s)/employer(s)	15
Degree(s) / Years / Specialization			B.S. / 1996 / Civil Engineering		
Active registration number / state / expiration date			PE No. 0030416 / LA / 03/31/20215		
Year registered	2002	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Structural Engineer		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).
04/98 - 05/02	**US Highway 82 crossing of the Mississippi River**, MDOT Project No. 19-9205-00-002-10 & 20160, Greenville, MS and Lake Village, AR. Design Structural Engineer for Mississippi River bridge crossing on US Highway 82. The new bridge had a total length of 2.6 miles. Mr. Hebert assisted in the design of all approach spans on both the Arkansas and Mississippi side. The bridge superstructure included 72-inch concrete bulb tee girders (typical span lengths = 150 feet) and welded plate girders (maximum span length = 360 feet). The bride substructure included concrete drilled shaft pile caps and piers. The bridge design included HS-25 truck loading, seismic loading and barge impact loading. Provided value engineering during final design and construction cost estimating phase by evaluating superstructure and substructure for spans adjacent to main span for a cost saving of approximately $4 million.
10/04 – 10/05	**Emergency Bridge Repair - I-20 Westbound Over US Hwy 51**, MDOT Project No. IM-0020-01(172), Jackson, MS. Lead Structural Engineer for emergency repair for major interstate bridge. The bridge repair included repair to damaged steel cap for “pin and link” girder bridge using phase construction design sequence to maintain traffic flow on interstate. Two (2) temporary steel bridge piers were installed at each bent to relieve stress on existing piers to allow for repairs. A detailed sequence for construction was provided to allow traffic flow on the bridge at all times.
07/99 - 08/01	**Old Agency Road over I-55**, MDOT Project No. IM-0055-02(160), Ridgeland, MS. Design Structural Engineer for bridge replacement over interstate. The bridge superstructure included 72-inch bulb tee girders (typical span length = 150 feet). The bridge substructure included concrete drilled shaft pile caps and piers. The bridge had a skewed alignment and phased construction. Phase 1 included partial bridge construction with sheet pile shoring at each abutment to allow the original bridge to remain in service. Phase 2 included demolition of the original bridge and the completion of construction.
01/03 – 05/03	**SR 74 over Ragsdale Creek Project**, ALDOT Project No. BR-0102 (528), Hamilton, AL. Lead Engineer / Engineer of Record for new bridge replacement over Ragsdale Creek. The bridge superstructure included concrete Type II pre-stressed girders. The bridge substructure included concrete drilled shafts with integral bents. The bridge utilized phased construction. Phase 1 included partial bridge construction to allow the original bridge to remain in service. Phase 2 included demolition of original bridge and the completion of construction.
03/01 - 05/05	**Bridge Replacement on Alliance Road Over Warrior River**, Jefferson County Commission Project No. JCP-37-61-01, Maxine, AL. Design Structural Engineer for new three (3) span bridge over navigable channel. The bridge had a total length = 720 feet. The bridge superstructure included steel plate girders with inspection platforms beneath the deck. The bridge substructure included concrete drilled shaft pile caps and piers designed for barge impact.
02/01 - 08/01	**Bridge Across Spillway on Eastbound Spillway Road**, Pearl River Valley Water Supply District, Flowood, MS. Design engineer for a new 7 span bridge (total length = 507 ft) for spillway road addition south of existing spillway. The bridge superstructure included concrete pre-stressed girders. The bridge substructure included new piers supported atop existing spillway apron.
06/04 - 01/10	**MS SR 463 over CN/IC Railroad and Hoy Road**, MDOT Project No. STP-6947-00(004) / 101708302, Madison, MS. Design engineer for preliminary phase of a new curved and skewed 7 span bridge (total length = 1,280 ft) over rail. The bridge superstructure included steel plate girders. The bride substructure included concrete drilled shaft pile caps and piers. The bridge included architectural features, raised sidewalks and a bike path. Part of the preliminary design phase included several 3D renderings and cost estimates.
11/01 - 02/03	**Connector Road Bridge over Natchez Trace Parkway**, MDOT Project No. NPS-NATR 3P13, Ridgeland, MS. Design engineer for new bridge over Natchez Trace Parkway. The bridge superstructure included a post tensioned, concrete box girder. The bridge substructure included steel H-pile caps and integral bents.

01/99 - 11/03	**Mississippi State Route 57 Bridge Replacements**, MDOT Project No. 97-0002-02-048-12, Waynesboro, MS. Design engineer for (3) bridge replacements along MS SR 57. Each bridge was similar in design. The bridge superstructure included pre-stressed concrete girders. The bridge substructure included precast prestressed concrete pile caps and integral bents.
01/97 - 06/97	**Existing Bridge Load Rating**, MDOT, Engineer for a bridge rating contract for state of Mississippi. Reviewed construction drawings and inspection reports & performed bridge load ratings for existing bridges across state. Bridge ratings were focused on superstructure for: concrete (box girders, prestressed concrete girders) and steel (plate girders, box girders, truss, bascule). All bridges were rated for HS-20 truck loading and results were presented to client in tables noting substandard bridges.
07/97 - 02/98	**US Highway 84 Bridge Replacements**, MDOT, Mississippi: Design engineer for (4) bridge replacements along US Highway 84. Each bridge was similar in design. The bridge superstructure included pre-stressed concrete girders. The bridge substructure included precast prestressed concrete pile caps and integral bents.
06/01 - 10/04	**Airport Parkway Project**, MDOT, Pearl, MS and Jackson, MS. Design engineer for preliminary phase of large airport parkway / corridor project. The project included several bridges and ramps along proposed parkway from Jackson International Airport in Pearl, MS to downtown Jackson, MS.
Career History	Mr. Hebert rejoined Neel-Schaffer after working almost 24 years as a Structural Engineer. He began his career for Neel-Schaffer's Jackson, MS office working from 1997 to 2005. He has extensive experience in highway bridge design, bridge foundation design and industrial structures design and project management. Mr. Hebert has provided construction support and review on a variety of projects from small scale ($50,000) to large scale ($100,000,000+). He is currently a licensed Professional Engineer in 7 states.

Firm employed by Neel-Schaffer, Inc.					
Name	**Steve Hazen, PE**			Years of experience with this firm/employer	14
Title	Senior Engineer			Years of experience with other firm(s)/employer(s)	34
Degree(s) / Years / Specialization			BS / 1974 / Civil Engineering		
Active registration number / state / expiration date			PE No. 18087 / LA / 03-31-2023		
Year registered	1979	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Strutural		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the time specified in the applicable MPR(s).
02/22 – Present	**W. Broussard Roundabout at Duhon Rd. (LA 724):** This project will construct a roundabout and required drainage improvements. Includes roundabout. Completed the horizontal and vertical alignments (line and grade).
09/18 – 12/18	**I-220 / I-20 Interchange Improvement & BAFB Design-Build Proposal, Bossier Parish, LA:** *Project Engineer*. Design of preliminary roadway drainage and H&H analysis for Musselshell Bayou and its tributaries and HEC-RAS analysis of Red Chute Bayou to check for effect of road embankment on flood stages. Project included both bridges and box culverts. Preliminary design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
02/10 – 10/11	**Off System Highway Bridge Program, Sparks Davis Rd Bridge over Tributary to Buchanan Bayou, Caddo Parish, LA:** *Project Engineer*. Work included HEC-RAS analysis of existing bridge opening and bridge replacement alternative plans. Existing bridge was a three-span concrete bridge, and the recommended alternative was four reinforced box culverts. Inspection and design were in accordance with LA Standard Specifications for Roads and Bridges as well as LADOTD Bridge Design Manuals.
02/10 – 02/11	**Off System Highway Bridge Program; White Springs Bridge over Wallace Bayou, Caddo Parish, LA:** *Project Engineer* for replacement of 2-lane, 164' long bridge. New bridge is a 180' long and 40' wide concrete quad beam bridge with 20' approach slabs. Work included HEC-RAS analysis of bridge opening and bridge plans. Design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
02/10 – 06/10	**Off System Highway Bridge Program; South Lakeshore Drive Bridge over Tributary to Cross Lake, Caddo Parish, LA:** *Project Engineer*. Work included HEC-RAS analysis of existing bridge opening and bridge plans for the proposed replacement of two, 21-ft span concrete bridge. Recommendation was 4 reinforced box culverts. Inspection and design were in accordance with LA Standard Specifications for Roads and Bridges as well as LADOTD Bridge Design Manuals.
11/06 – 12/09	**Off System Highway Bridge Program; Country Road Bridge over Garrett Creek, Jackson Parish, LA:** *Project Engineer*. Hydraulic design of Off-system Bridge Replacement in Jackson Parish, using HEC-RAS. Project included design of bridge replacement for a 25 ft x 57 ft timber bridge with four 10x8 reinforced concrete box culverts. Inspection and design were in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
06/06 – 01/08	**Off System Highway Bridge Program; Morningside Drive Bridge over Virginia Avenue Ditch, Caddo Parish, LA:** *Project Engineer*. Work included HEC-RAS analysis of bridge opening and bridge replacement alternative plans. Project included the replacement of a 20-ft single span concrete bridge with recommended alternative of two reinforced box culverts or 2 reinforced concrete pipe culverts based on hydraulic and economic analysis. Inspection and design proposals were in accordance with LA Standard Specifications for Roads and Bridges as well as LADOTD Bridge Design Manuals.
01/04 – 09/05	**US 167 - Jackson Parish; Quitman, Lincoln Parish, LA:** *Project Engineer* responsible for improvements including widening existing 2-lane roadway to a 4-lane roadway with grassed median, performed hydraulic analysis of existing structures and prepared improvements to same and hydraulic design of slab span bridges and culverts for project. Use of HEC-RAS and LADOTD Hydraulics Programs as well as Louisiana Standard Specifications for Roads and Bridges as well as Louisiana DOTD Bridge Design Manuals.
04/02 – 12/04	**Environmental Assessment for Tarbutton Road Interchange and Frontage Road; Route I-20, Ruston, LA:** *Project Engineer* evaluated existing bridge structures at LA 544, LA 149 and Tarbutton Road. Prepared schematic design modification or replacement of existing bridges and estimated construction costs. Inspection, review, and design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.

1998 – 1999	**La 3032 for LADOTD:** *Project Engineer* responsible for new bridge approach structure for existing LA 3032 main span bridge over Red River. Evaluated existing structure for possible continued use. There were concerns about existing bridge deck as well as the silicon steel beams in the approach spans. Inspection and review were in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
02/96 – 03/97	**Clyde E. Fant Memorial Parkway – Northern Extension Phase IIIA/IIIB Bridge over Cross Bayou, Shreveport, LA:** *Project Engineer*. Design of bridge structures for 632 ft., 4-lane plus median structure across Cross Bayou and a 300 ft., 4-lane grade separation bridge with horizontal and vertical curve. Design utilized both the LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
06/89 – 08/90	**Off-System Highway Bridge Program:** *Project Engineer*. Hydraulic design for Off-System bridge replacements utilizing HEC-1 analysis of existing bridge openings of bridges in Webster Parish. Project design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
1989 – 1990	**LA 1 highway bridge over Twelve Mile Bayou; Shreveport, LA:** *Project Engineer* responsible for bridge inspection and evaluation to estimate the extent to which the existing bridge required repair or replacement. Responsible for Preliminary plans for rehabilitation of existing structure. The replacement bridge was widened to include taper to approach ramps to I-220 just the north of Twelve Mile Bayou. Inspection and Preliminary design were in accordance with LA Standard Specifications for Roads and Bridges as well as LADOTD Bridge Design Manuals.
1988 – 1989	**I-49, Urban Section 5: LADOTD Bridge Design, Shreveport, LA:** *Project Engineer* responsible for the design of elevated sections of I-49 roadway as a part of interchange with Inner Loop Expressway. Design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
01/87 – 01/89	**US 371 / US 84 Bridge over Red River at Coushatta, LA:** *Project Engineer* responsible for design of steel cross frames and lateral bracing for non-redundant steel plate girders, concrete approach piers designed to withstand barge impacts and voided concrete slab approach span design. Pier design included steel H-pile designed for barge impact and design of concrete tremie seals. Other work included detailing of miscellaneous steel items, quality control of drawings and review of shop drawings. Two designs were provided for the bridge: one being a concrete segmental bridge and the other a steel plate girder bridge. The 2 column approach bents were connected with concrete walls. The project was designed using both the LA Standard Specifications for Roads and Bridges as well as LADOTD Bridge Design Manuals.
01/83 – 12/85	**Boyce-Shreveport Highway; LA 490 to LA 119; Natchitoches Parish, I-49 Section 4:** *Project Engineer*. Assisted in the design of bridge structures at 3 grade separations and several stream crossing bridge structures for 3 rural segments of I-49. Design was in accordance with LA Standard Specifications for Roads and Bridges as well as LA DOTD Bridge Design Manuals.
Career History	Mr. Hazen joined Neel-Schaffer in 2008 following many years with Demopulos & Ferguson Associates, Inc. Mr. Hazen has worked as a Structural, Hydraulics and Soils Engineer with a primary focus on highway and railway bridges, structural design for buildings, facilities, hydrological analysis and drainage design for projects.

Firm employed by Neel-Schaffer, Inc.					
Name	**Glen Reed, PE**		Years of experience with this firm/employer	32	
Title	Senior Engineer		Years of experience with other firm(s)/employer(s)	12	
Degree(s) / Years / Specialization			BS / 1976 / Electrical Engineering		
Active registration number / state / expiration date			PE No. 28369 / LA / 03-31-2024		
Year registered	1999	Discipline	Electrical		
Contract role(s) / brief description of responsibilities			Electrical Engineer		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
01/19 – 03/20	**SR 601 / 30th Ave relocation project, Gulfport, MS** – Electrical Design for Power to ITS/Traffic Signals and Roadway Lighting for MDOT – Neel-Schaffer is developing Phase B Roadway Final Plans for the construction of SR 601 and relocation of 30th Avenue for the southern portion of the project in Harrison County. Roadway lighting, traffic and ITS elements included installing two brand new intersections, and the removal of three existing intersections. ITS technology including CCTV cameras, radar vehicle detection, blue tooth vehicle detection, dynamic message boards and fiber optic communication to provide information and travel time to motorists.
06/10 – 03/13	**MDOT Bridge ITS Project, AR, LA, MS** – Electrical Design of Power to ITS Equipment. To address the needs of an interactive system, Neel-Schaffer was selected the Mississippi Department of Transportation to design an active bridge monitoring system at the four Mississippi River crossings in Mississippi. The locations included: • US 49 bridge in Lula, MS / Helena, AR • US 82 bridge in Greenville, MS / Lake Village, AR • I-20 bridge in Vicksburg, MS / Tallulah, LA • US 84 bridge in Natchez, MS / Ferriday, LA At each location, ITS technologies were implemented, including CCTV cameras, vehicle detection devices, dynamic message signs, highway advisory radio, and broadband and fiber optic communications. These devices were located at each of these bridges and in advance of the detour or diversion routes to provide alternate route information to travelers. In addition to these features, Real Time River Current (RTRC) sensors were installed at each bridge location to measure both the river current velocity as well as direction to alert watercraft, ports and maritime officials of current conditions prior to reaching the bridge. This type of critical information is planned to reduce the potential for barge crashes that have occurred in the past at the river bridges.
08/17 – 04/18	**MDOT I-59/SR42 Hattiesburg/Petal MS** – Electrical Design of power to ITS Equipment and Roadway Lighting. Neel-Schaffer was selected by the Mississippi Department of Transportation in 2016 to provide final contract plans for lighting, signing, ITS elements, and signal modifications for a proposed $24 million I-59/SR 42 Interchange improvements project near Laurel, MS. This project also includes improvements along SR 42 from I-59 to Old Richton Road. The limits of the lighting design extended along the entire segment of I-59 within the project limits and within the no access limits along SR 42. LED fixtures and galvanized poles with a combination of high and low mast fixtures were specified. ITS elements included CCTV cameras, radar vehicle detection, dynamic message boards and fiber optic communication to provide information and travel time to motorists. Traffic signal plans included improving three traffic signals along SR 42 and interconnecting them with fiber. This fiber will be connected into a larger network by MDOT in the future.
10/17 – 07/18	**MDOT US 82 Interchange Improvements – Columbus, MS** Electrical Design of Power to ITS Equipment and Roadway Lighting. Neel-Schaffer prepared plans for a wide variety of improvements at the intersections of US 82 and 18th Avenue and US 82 and Military Road in Columbus, MS. The improvements include traffic lighting, signing and traffic signal design/ITS elements, and signal timings for the busy intersections. The lighting plan extended from roundabout to roundabout along Military Road, using LED fixtures on low mast light poles. The ITS elements included interconnection of signals between US 45 and the US 82 westbound ramp terminals provided by short range broad band radio IC and fiber optic cable. CCTV cameras were installed. A complex phasing plan was initiated to operate both the 18th Avenue/5th Street and the 18th Avenue/82 westbound ramp intersections from a single controller.
01/15 – 09/17	**MDOT SR 12 Starkville, MS** Electrical Design of Power to ITS Equipment, including CCTV cameras, radar detection devices and dynamic message boards. A safety project resulted in construction of a raised median to replace the TWLTL, signal replacements (14 intersections), ITS components, and ADA compliance. All signals were inter-connected due to their close spacing. This will also allow the changing of signal timings to accommodate game day traffic for Mississippi State University events.

02/07 – 05/12	**MDOT I-269 Project Southaven, MS** – Electrical Design of Power to ITS Equipment, including CCTV cameras, radar detection devices and dynamic message boards. Neel-Schaffer designed approximately seven miles of new interstate from MS 305 to just east of US 78.
Career History	Mr. Reed joined Neel-Schaffer in 1991 and has 40 years of experience in high voltage electrical systems and control. Mr. Reed is involved with the design and construction engineering for power distribution, lighting, instrumentation, and control systems for a variety of projects, including the supply of electrical power to industrial sites, various water and wastewater projects, roadway lighting, and airfield lighting.

17. Firm Experience:

Identify the team's project experience **most relevant** to the scope in the advertisement. **The projects should be limited to a total of 20, with no more than 5 projects being represented by the prime consultant and with no more than 3 projects represented by each sub-consultant on the team. If more than 5 projects are identified for the prime consultant, all projects identified after the first 5 will not be evaluated. If more than 3 projects are identified for a single sub-consultant, all projects identified after the first 3 from that sub-consultant will not be evaluated.** Include no more than one page per project. Projects identified shall only include work performed by firms on the team. The projects identified do not necessarily need to have been DOTD projects.

Firm name	**Traffipax LLC**		Past Performance Evaluation Discipline(s)*	**Road**	
Project name	Canadian Nuclear Laboratories (CNL) Average Speed		Firm responsibility (prime or sub?)	Prime	
Project number	CNL2584	Owner's name	Canadian Nuclear Laboratories		
Project location	Chalk Rive, Ontario Canada		Owner's Project Manager	Available on Request	
Owner's address, phone, email	Available on Request				
Services commenced by this firm (mm/yy)	01/20	Total consultant contract cost ($1,000's)		120	
Services completed by this firm (mm/yy)	Ongoing	Cost of consultant services provided by this firm ($1,000's)		120	

Canada's premier nuclear science and technology organization is located in Chalk River, Ontario Canada, owned by AECL (Atomic Energy of Canada Limited), Federal Crown Corporation. **Traffipax LLC** was contracted to design, install and commission Average Speed camera systems along with data analysis software to monitor vehicles speeding along a 7 miles stretch road. Since the installation of the systems, CNL has seen a reduction in the number of speeders, which in turn has led to much increased compliance.

Traffipax LLC Average Speed

KEY PERSONNEL

Candice Holder, Mohan Tygai, Corlan McDonald, Doug Kruhm

Firm name	**Jenoptik UK Limited (Part of Jenoptik Smart Mobility Solutions)**		Past Performance Evaluation Discipline(s)*	**Bridge**	
Project name	A14 Orwell Bridge High Wind Speed Limit Enforcement		Firm responsibility (prime or sub?)	Prime	
Project number	P4631P	Owner's name	National Highways/Mway Comms		
Project location	Suffolk, United Kingdom		Owner's Project Manager	Available on Request	
Owner's address, phone, email	Available on Request				
Services commenced by this firm (mm/yy)	01/21	Total consultant contract cost ($1,000's)		266	
Services completed by this firm (mm/yy)	03/21	Cost of consultant services provided by this firm ($1,000's)		266	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

The A14 Orwell Bridge is a key route in Suffolk, leading to the port of Felixstowe. An existing SPECS Average Speed Camera system, one of 40 such routes for National Highways, the UK's largest road authority, had been installed to improve traffic flows and reduce casualties in the area of the bridge, but whilst this had proved effective, the bridge still needed to be closed when high-speed wind events occurred.

As part of a technical improvement process and political pressure to reduce congestion and cost to the economy during bridge closures, it was determined that if the SPECS system could be upgraded to cover 'switchable' speed limits, it would be possible to keep the bridge open with higher wind speeds, if a lower speed limit could be applied at that time. As a result, Jenoptik worked collaboratively with the consultants (Atkins), National Highways and the Police to produce a system which could enforce at both 40mph and 60mph. The scheme is now live, the benefits of Average Speed Cameras are still being delivered and the bridge can stay open more often, due to the increase range of acceptable wind speeds.

The activities delivered by Jenoptik include:

- System design input
- Installation services
- Calibration
- Site Acceptance Testing
- Hosted Evidential Retrieval Control Unit (ERCU).

The upgrade allowed for the speed limit to change depending on wind speed levels. There have been several real-world reports of the bridge being kept open because of the Jenoptik system. It is estimated that a single bridge closure costs Ipswich £1m. On this basis the system has delivered great value for money.

JENOPTIK Average Speed Camera

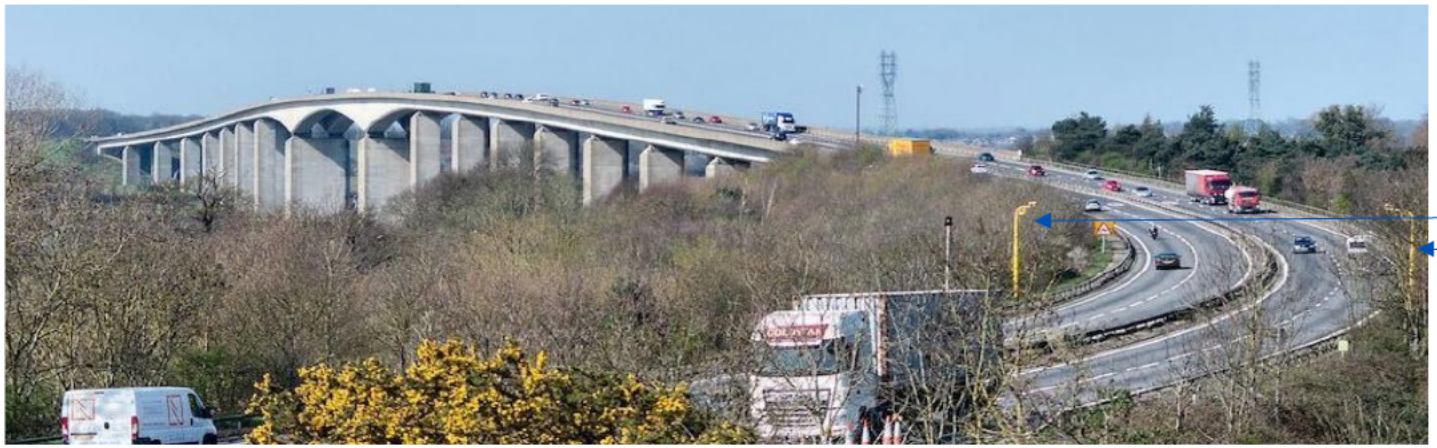
KEY PERSONNEL

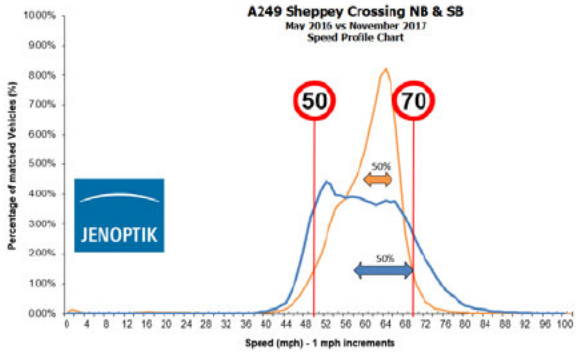
Emma Timson, Mike Winter, Kevin Billet, John Piper

Firm name	**Jenoptik UK Limited (Part of Jenoptik Smart Mobility Solutions)**		Past Performance Evaluation Discipline(s)*	**Bridge, Traffic, ITS**	
Project name	A249 Sheppey Crossing Average Speed		Firm responsibility (prime or sub?)	Prime	
Project number	P3263P	Owner's name	National Highways,		
Project location	Kent, United Kingdom		Owner's Project Manager	Available on request	
Owner's address, phone, email	Available on request				
Services commenced by this firm (mm/yy)	03/17	Total consultant contract cost ($1,000's)		208	
Services completed by this firm (mm/yy)	05/17	Cost of consultant services provided by this firm ($1,000's)		208	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

In September 2013 the Sheppey Crossing, a bridge that connects the Isle of Sheppey to the mainland, was the scene of a massive crash that involved over 130 vehicles. As a consequence, National Highways commissioned the installation of average speed cameras on the crossing to control the speed of motorists.
Jenoptik designed, installed and commissioned a system which consists of entry and exit cameras on either carriageway. This is supplemented with infrared lighting to provide increased enforcement coverage during times of low light/night time.
The installation of the system has led to much increased compliance on the crossing. In 2016, over 80% of drivers exceeded the speed limit. In 2017, once the system was installed, this dropped to less than 2%.





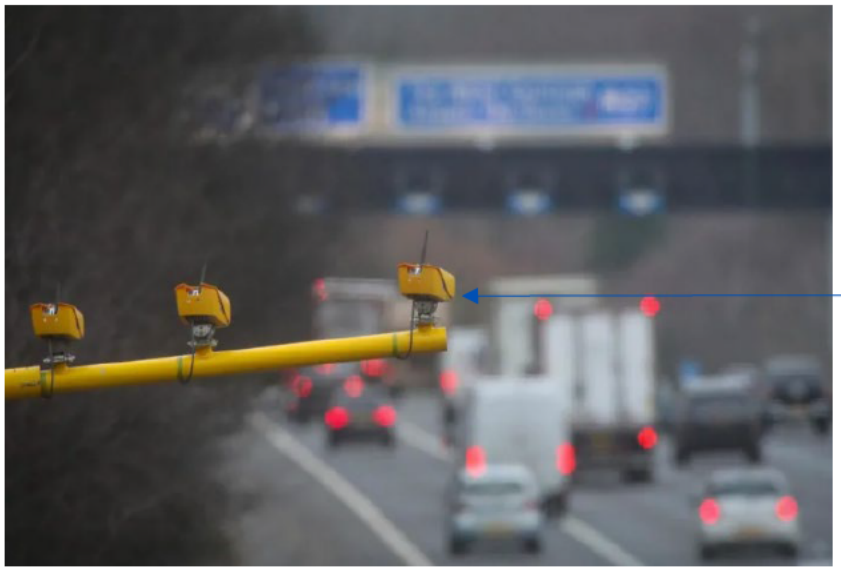
	2016 50mph 2016	2017 70mph 2017
85th %ile speed	68.6	65.5
Vehicles exceeding limit	86.04%	1.93%
Vehicles at 5mph above limit	65.15%	0.32%
Vehicles at 10mph above limit	45.84%	0.06%
Vehicles at 15mph above limit	27.27%	0.02%
Average speed	60.0	60.1

KEY PERSONNEL

Emma Timson, Mike Winter, Kevin Billet, John Piper

Firm name	**Jenoptik UK Limited (Part of Jenoptik Smart Mobility Solutions)**		Past Performance Evaluation Discipline(s)*	**Bridge, Traffic, ITS**	
Project name	Weigh in motion (WiM) & over height detection		Firm responsibility (prime or sub?)	Prime	
Project number	P3590A	Owner's name	Transport Scotland		
Project location	Erskine Bridge, Scotland		Owner's Project Manager	Available on request	
Owner's address, phone, email	Available on request				
Services commenced by this firm (mm/yy)	07/17	Total consultant contract cost ($1,000's)		104	
Services completed by this firm (mm/yy)	08/17	Cost of consultant services provided by this firm ($1,000's)		104	

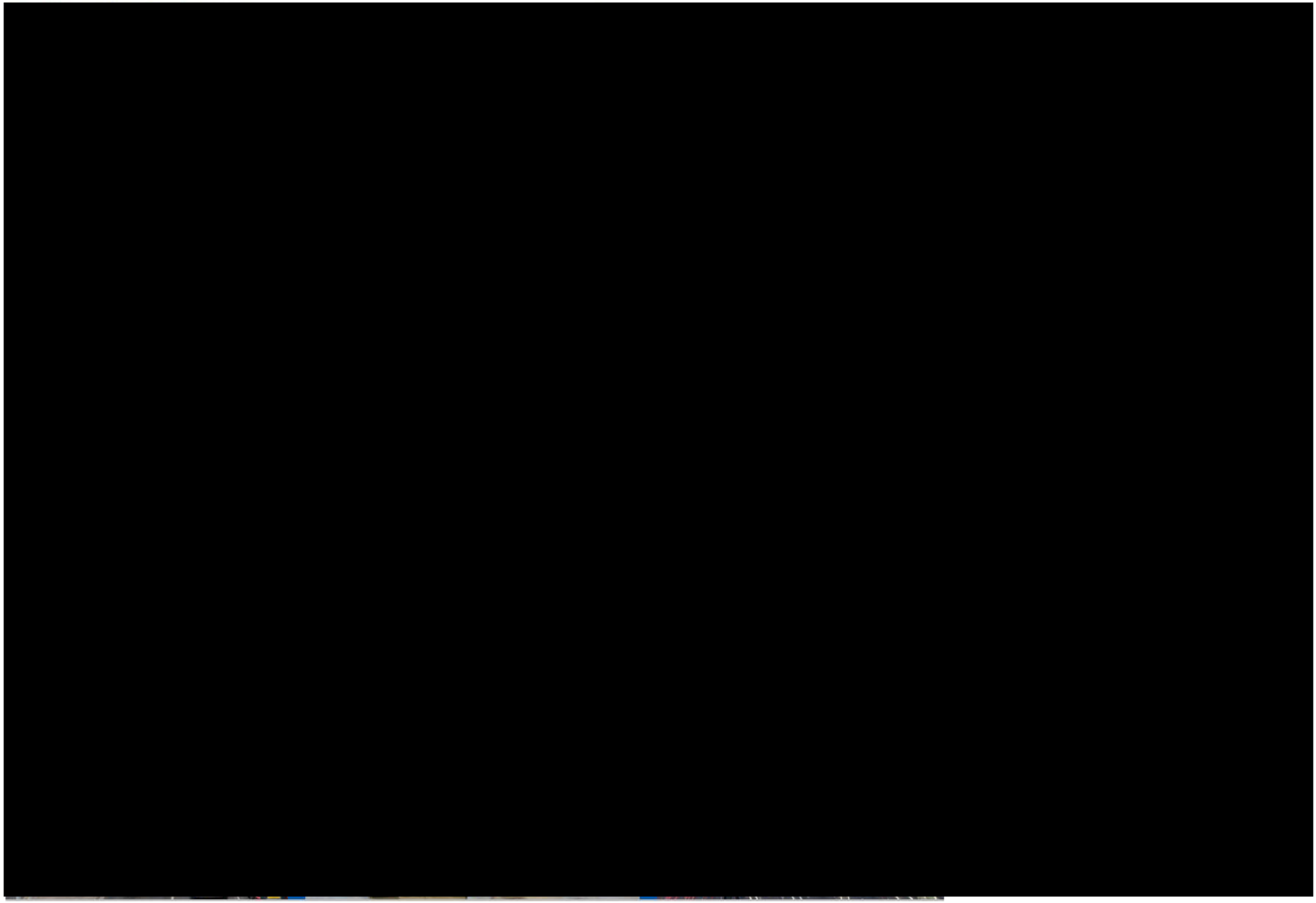
In 2017 a vehicle was blown over on the Forth Road Bridge. This prompted a joint collaboration between Jenoptik and Transport Scotland to monitor the weight and height of vehicles travelling during high wind events, with the proposed outcome to enforce against vehicles not complying with the bridge closure signs.
Over the past five years Jenoptik have installed numerous weigh in motion (WiM) ANPR systems for the detection of 44 tonne overweight vehicles, which have fed into the Transport Scotland hosted cloud based back office (BOF). For this project 2x VECTOR Z cameras, 2x QFree TMU4 WiM systems and 2x SICK LIDAR height measuring systems were supplied.
Transport Scotland are very encouraged by the data collected so far and the possibility of further integrating it into the bridge management infrastructure. The system reduces the congestion associated with inappropriate HGVs using the bridge.



JENOPTIK Average Speed Cameras

KEY PERSONNEL

Emma Timson, Mike Winter, Kevin Billet, John Piper



Firm Name	**Neel-Schaffer, Inc.**		Past Performance Evaluation Discipline(s)*	**Traffic**	
Project name	**Traffic Signal Design and Traffic Engineering Retainer Contracts**		Firm responsibility (prime or sub?)	**Prime**	
Project number	**44-0651 / 44-2630 / 44-4064**	Owner's name	**Louisiana Department of Transportation and Development**		
Project location	**Baton Rouge, LA**		Owner's Project Manager	**Ryan Hoyt, PE, PTOE**	
Owner's address, phone, email	**P.O. Box 94245, Baton Rouge, LA 70804; (225) 379-1370; ryan.hoyt@la.gov**				
Services commenced by this firm (mm/yy)	**01/09**	Total consultant contract cost ($1,000's)		**$7,250**	
Services completed by this firm (mm/yy)	**04/17**	Cost of consultant services provided by this firm ($1,000's)		**$7,250**	

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)

* If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

From 2009 to 2017, NSI was selected by the Louisiana Department of Transportation and Development, through its consultant selection process, for the following traffic signal design and traffic engineering retainer contracts.

- Contract No. 4400000651 – Traffic Signal Design and Traffic Engineering Retainer Contact Statewide (2009-2013), $2.25M
- Contract No. 4400002630 – Traffic Signal Design and Traffic Engineering Retainer Contract Statewide (2012-2015), $2.0M
- Contract No. 4400004064 – Traffic Signal Design and Traffic Engineering Retainer Contract Statewide (2014-2017), $3.0M

Under these retainer contracts, traffic counting (data collection), warrant analysis, traffic analysis and modeling using HCS/Synchro/Vissim, intersection/corridor analysis, traffic signal design, and traffic signal inventories (TSI) were performed on a task order bases. Specific projects completed under these task orders are as follows.

<u>Contract 44-0651</u>
LA 24 Signal Upgrade Plans (Houma, LA)
US 165 Corridor Study using Vissim (Pineville, LA)
US 71/LA 28 Signal / Timing Design (Alexandria, LA)
US 190 Superstreet Corridor Study (Covington, LA)
LA 447 Corridor Study (Walker, LA)
LA 1208-3 Signal Timing Study (Alexandria, LA)

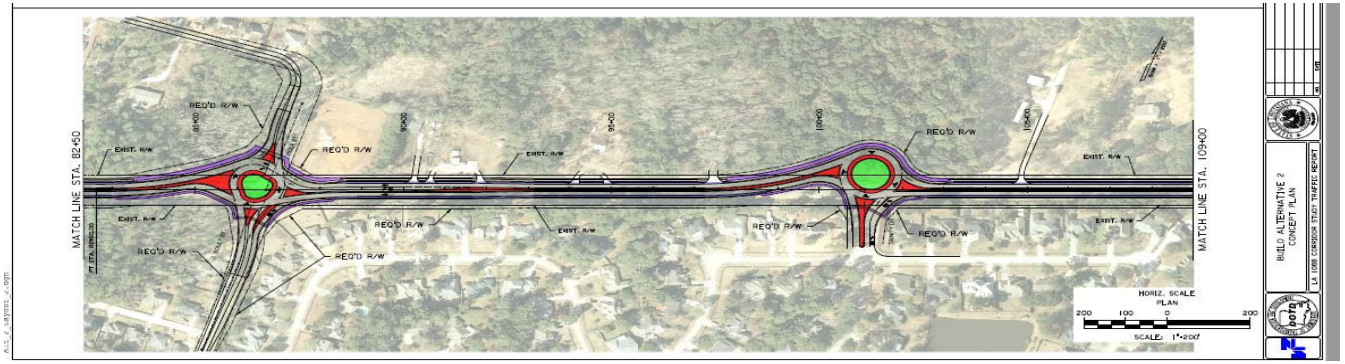
<u>Contract 44-2630</u>
LA 16 Corridor Study (Watson, LA)
District 62 Signal Inventory (255 intersections)
LA 1088 Corridor Study (Mandeville, LA)
LA 21 Corridor Study (Covington, LA)
LA 42 Corridor Study (Ascension Parish, LA)
US 190 (Collins Blvd.) Corridor Study (Covington, LA

<u>Contract 44-4064</u>
LA 22 Corridor Study (Mandeville, LA)
US 71/LA 28 Signal Timing Study (Alexandria, LA
LA 1208-3 Corridor Study (Alexandria, LA)
LA 22 Corridor Study (Ponchatoula, LA)
US 425/US 84 Corridor Study (Ferriday/Vidalia, LA)
US 171 / US 190 Signal Timing Study (DeRidder, LA)

Under these task orders, 12 corridor studies were completed, 2 signal design / timing projects were completed and 1 signal inventory project was completed.

KEY PERSONNEL

Jerry Trumps, Nick Ferlito, Jonathan Duhe, Ellen Howard, Katie Odenthal, Lonny Territo



Firm Name	**Neel-Schaffer, Inc.**	Past Performance Evaluation Discipline(s)*	**Traffic**
Project name	**Retainer for Signal Timing Studies: Districts 61, 62 & 02**	Firm responsibility (prime or sub?)	Prime
Project number	**4400000691 / 440001777**	Owner's name	**Louisiana Department of Transportation and Development**
Project location	**Statewide**	Owner's Project Manager	**Joshua Harrouch**
Owner's address, phone, email	**P.O. Box 94245, Baton Rouge, LA 70804; 225-242-4640; joshua.harrouch@la.gov**		
Services commenced by this firm (mm/yy)	**02/09**	Total consultant contract cost ($1,000's)	**$3,000**
Services completed by this firm (mm/yy)	**01/17**	Cost of consultant services provided by this firm ($1,000's)	**$3,000**

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)
* If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.

Under these retainer contracts, NSI develop and implemented new traffic signal timing plans studies for the following task orders.

Contract 4400000691

- T.O. H.005750 – LA 3040/LA 20/LA 57, Houma/Thibodaux (25 intersections)
- T.O. H.005757 – US 11, Slidell, LA (16 intersections)
- T.O. H.005760 – US 61, New Orleans, LA (20 intersections) (Completed)
- T.O. H.005759 – LA 44, Gonzales, LA (10 intersections)
- T.O. H.010699 – LA 19, Baker, LA (10 intersections)
- T.O. H.010700 – US 425, Vidalia/Ferriday, LA (11 intersections)
- T.O. H.009321 – LA 3124/LA 60/LA 10/LA 16, Bogalusa, Amite, Franklinton, Kentwood, Amite, LA (32 intersections)

Contract 4400001777

- T.O. H.005756 – LA 526, Shreveport, LA (8 intersections)
- T.O. H.005757 – LA 3, Bossier City, LA (11 intersections)
- T.O. H.011099 – LA 3105, Bossier City, LA (19 intersections)
- T.O. H.011099 – LA 72, Bossier City, LA (9 intersections)
- T.O. H.011099 – LA 1, Shreveport, LA (17 intersections)
- T.O. H.011099 – US 171, Shreveport, LA (29 intersections)

NSI was responsible for developing an Initial Data Collection Report, a Final Data Collection Report, a Recommended Signal Timing Report with new TSI's, and for implementing the recommended signal timings in the field. The Initial Data Report included the collection of traffic data including 7-day, 24-hour counts, intersection inventories, crash summaries, warrants analysis and peak hour period determinations. The Final Collection Data Report included the AM, Noon, and PM peak turning movement counts, clearance interval calculations, summary of peak hour observations and travel time studies. The recommended signal timing report included **proposed signal timing plans** (cycle length, splits and offsets) for each peak hour for each corridor developed using **SYNCHRO and Tru-Traffic**. Also included were new TSI's for each intersection with the recommended signal timing. Once the proposed signal timings were approved by DOTD, NSI personnel programmed the existing controllers with the proposed signal timings using the **Trafficware Streetwise software**. NSI personnel performed post travel time runs and peak hour observations to assure the proposed signal timings operated as anticipated.

KEY PERSONNEL

Jerry Trumps, Charles Adams, Nick Ferlito, Jonathan Duhe

* If there is more than one past performance evaluation discipline included in the proposal, then indicate which past performance evaluation discipline(s) this project is being used to represent.
This field cannot be left blank and N/A is not acceptable. The **only past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify).

18. Approach and Methodology:

Provide a description of how the work will be performed and provide the proposed project schedule. Include any additional information or description of unique resources that are planned to be used to produce the deliverables. Include any proprietary technologies, methods or approaches that will be used on this project to improve quality or efficiency. If the proposal is for an IDIQ contract, the consultant should review the scope of services in Attachment A to the advertisement to obtain a general understanding of what a typical task order would entail. Based upon that understanding, the consultant should provide a sample schedule that identifies the major milestones, deliverables, tasks, etc., to demonstrate sufficient understanding of a typical task order. The duration of the task order is not required. This section shall be limited to four pages. **If more than four pages are included, all pages after the fourth page will not be evaluated**.

If the consultant has information it believes is proprietary, label it accordingly.

Traffipax LLC core business activity is the delivery of UK approved, ANPR camera based speed enforcement systems and as such, all of our processes, procedures and employees work ethics are designed and trained around successfully achieving this goal. Enforcement solutions form the core of our business and we excel in this area, having delivered over 200 permanent Average Speed Camera routes in the last 20 years. This experience ensures a known, proven and low risk approach that has resulted in new and repeat contract awards from virtually every Safer Roads Partnership.

Our fully documented Quality & Environmental Management System (QEMS), accredited to ISO 9001 and ISO 14001 standards, provides both; the mechanisms for weaknesses in our business to be highlighted.

Traffipax LLC will work collaboratively with DOTD and other stakeholders, to ensure timescales for the delivery of the project are realistic and achievable, benefiting from existing, proven relationships.

Through our unrivalled experience in average speed schemes, we will deliver well-defined and understood processes that are practiced and implemented on a daily basis. The delivery of this project will be by professionals who know exactly what they are doing; business as usual, doing what we know best.

Every SPECS installation is treated individually and provided with its own set of Work Package Plan (WPP) & Risk Assessment Method Statement (RAMS), in compliance with regulations.

Timescales

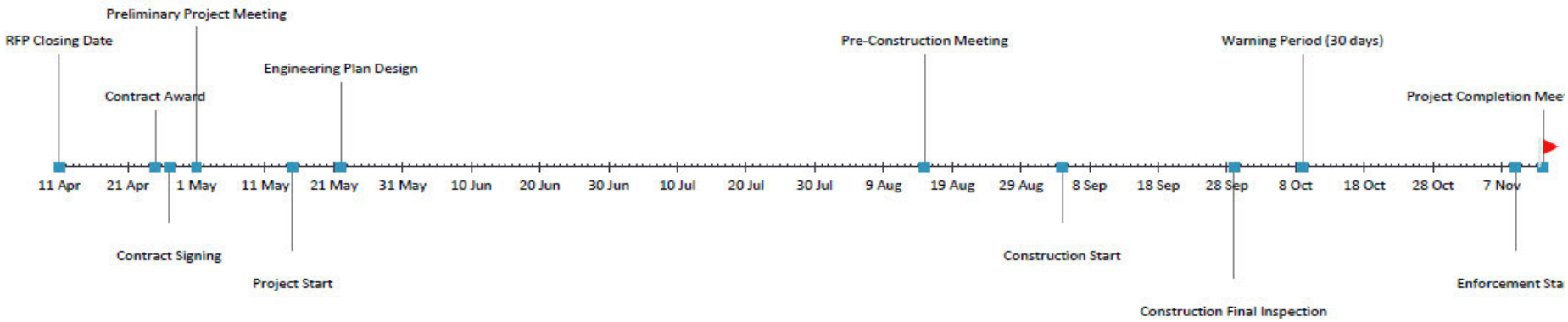
A Project Timeline has been included below. This adheres to DOTD timescales of project implementation. However, this is dependent upon:

- Contract award to schedule
- Timely access to roads
- Timely provision of power
- No adverse weather/road conditions (i.e ice).

Traffipax LLC operates numerous average speed sites than any other supplier, totaling well over 1,000 miles of road/highway coverage. These include sites of varying length, complexity and speed. The regions we operate in include but not limited to:

- Canadian Nuclear Laboratories, 1 site, 6 miles+ of roadway
- Nottinghamshire, 25+ sites, 62 miles+ of highway
- West Midlands, 19 sites, 17 miles+ of highway
- Devon & Cornwall, 11 sites, 15 miles of highway
- Lancashire, 8 sites, 22 miles of highway

Atchafayla Basin Bridge Project Timeline

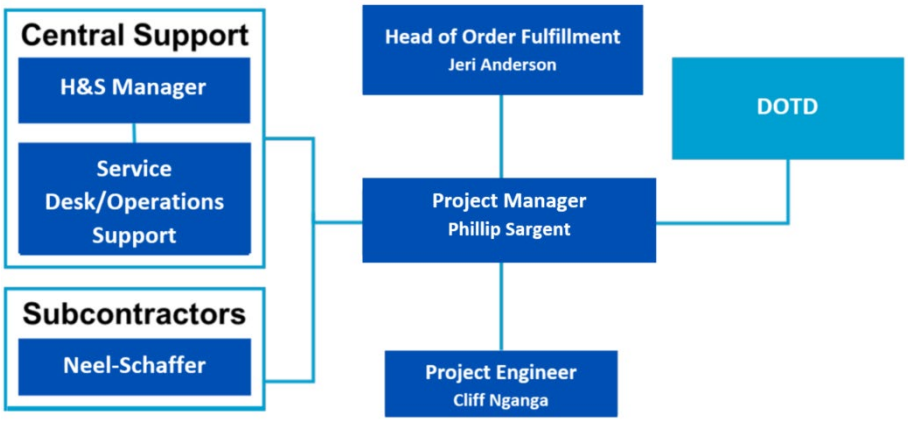


Project Milestones

Date	Milestone
4/11/2023	RFP Closing Date
4/25/2023	Contract Award
4/27/2023	Contract Signing
5/1/2023	Preliminary Project Meeting
5/15/2023	Project Start
5/22/2023	Engineering Plan Design
8/15/2023	Pre-Construction Meeting
9/4/2023	Construction Start
9/29/2023	Construction Final Inspection
10/9/2023	Warning Period (30 days)
11/9/2023	Enforcement Start
11/13/2023	Project Completion Meeting

Delivery Team

Project organogram displayed below:



All staff employed by **Traffipax LLC** are fully qualified and experienced to carry out the tasks and duties required of them in delivering Enforcement solutions.

Our experienced Project Manager, **Phillip Sargent**, will be responsible for day-to-day management for the scheme. Phillip is an experienced Project Manager with prior experience of delivering speed enforcement projects.

He will be responsible for ongoing project management, co-ordination, liaison, reporting and delivery of the functional enforcement locations. **Traffipax LLC** employ a PRINCE2 process-driven project management methodology tailored to suit the delivery of safety camera schemes.

Traffipax LLC unrivalled experience in project managing similar systems highlights that the following tasks will be key to successful project delivery:

- **Resource Management** – **Traffipax LLC** employ the largest dedicated team of enforcement system engineers in the US
- **Customer Communication** – The PM will act as a single point of contact for the DOTD.
- **Acquisition of Permissions** – Street work licenses, permits to dig, AIPs etc.
- **Document Control** – **Traffipax LLC** will provide all required install and system documentation
- **Management of Technical File** – **Traffipax LLC** will maintain a detailed technical file throughout the delivery
- **H&S File** – As part of the system delivery H&S File including, technical documents, WPP and current Risk Register will be maintained.

Traffipax LLC Project Engineer, **Cliff Nganga**, will lead the installation and commissioning team. Cliff has multiple years' experience of installing speed enforcement systems, and is qualified in safe on site working.

Traffipax LLC will utilize our comprehensive supply chain to install and maintain the systems. In order to deliver maximum value, **Traffipax LLC** have selected a best-in-class subcontractor to assist in the delivery of this contract.

Neel-Schaffer will act as our Civil Engineering partner. Founded in 1983, and headquartered in Jackson, MS., Neel-Schaffer is staffed with accredited personnel operating in 38 offices with on-going projects in 9 states across the U.S. Neel-Schaffer has designed multiple projects in and around the gulf states.

Neel-Schaffer will provide engineering drawings for the Atchafalaya Basin Bridge to include electrical, maintenance of traffic, and signage details for construction of all pole based camera systems. Where possible, traffic management will be kept to a minimum to ensure the safety of workers and road users, while limiting disruption to route I-10.

Communication with DOTD

Throughout delivery, **Paul Trujillo** will be the point of contact for the DOTD. Weekly updates will be provided, either by email or during a meeting with DOTD (to be decided upon contract award). These updates will include progress updates, and anything seen as pertinent to the successful delivery of the project. Meetings will be held at key project milestones (e.g. inception) to ensure full transparency and coordination.

Escalation Routes

Work Element	Delivery	Technical/ Operational	Commercial/ Relationship	Accounting/ Invoicing
Primary PoC	Phillip Sargent - PM	Jenoptik – Technical Services/Remote Support	Hassan Dabaja – Account Manager	Marisol Vazquez- Project Accountant
Secondary PoC	Jeri Anderson - Order Fulfilment Head	Project Engineers – Onsite Support	Dorian Grubaugh – VP Sales	Susan Porcaro – Head of Finance
Ultimate Escalation PoC	Finbarr O'Carroll – President	Finbarr O'Carroll – President	Finbarr O'Carroll – President	Finbarr O'Carroll – President

Our Head of Order Fulfilment, **Jeri Anderson**, will act as a point of escalation during delivery. She sits on the US Management Team, reporting directly to Traffipax LLC President, **Finbarr O'Carroll**.

Any commercial aspects will be the responsibility of Traffipax LLC Account Manager, **Hassan Dabaja**. His escalation point is **Traffipax LLC** Vice President of Sales, **Dorian Grubaugh**, who also sits on the US Management Team.

Traffipax LLC Camera (VECTOR)

VECTOR is the latest, networked distributed Average Speed Limit Enforcement System that first achieved UK Approval in 2009, amended in 2014 to include the use of VECTOR ALPR camera outstations and again in 2019 to benefit from a new, enhanced camera build, enabling the use of 4G networks.

VECTOR relies upon the basic principle of measuring time elapsed between two fixed points to establish average vehicle speed. The key elements to the system are:

- Verified distance (baseline)
- Accurate time measurement
- Photographic record of evidence
- Producing a valid and secure record of offending vehicles

Enforcement areas can be a combination of active and inactive (dummy) Average Speed cameras. Cameras will provide continuous 24-hour enforcement utilizing a 2-way reliable wireless communication system between the site equipment and back office.

VECTOR systems have historically interfaced with all main state and court back offices. Therefore, we can offer a compliant solution, futureproofed against any changes to the back office.

Operational Parameters

The camera works within the following parameters – the widest of any average speed camera in the market.

- Minimum Baseline – 225ft
- Maximum Baseline – Unlimited
- Maximum Speed Tested – 140 mph
- Speed Limits (mph) – 20/30/40/50/60/70/NS
- Camera Offset – up to 30ft
- Camera Mounting Height – 12-14ft

Unlike some competitors, VECTOR uses a clock which automatically changes from BST to GMT, thus removing the inevitable court challenges around a single clock format (e.g. "I wasn't driving at the time the offence record shows.")

Camera Mounting

Cameras will be mounted upon new poles. This allows for ease of maintenance and calibration during the lifetime of the camera. Engineers can do this at ground level, and reduce the need for large amounts of traffic management.

Traffipax LLC is the **only** average speed enforcement system, which is approved in the UK with a 2-year calibration interval. Our cameras are sealed units and calibration does not require access to the camera heads, only to the breakout boxes within the roadside cabinets. Camera cleaning will be undertaken using a pole-mounted cleaning solution.

Connectivity

Traffipax LLC utilizes an agnostic approach to SIM cards, allowing access to all major service providers (AT&T, VERIZON, T-Mobile, FirstNet etc.). This ensures that all sites benefit from comprehensive mobile coverage.

Low Power Consumption

Vector cameras take a very small load, less than 120 watts per location, minimizing the cost of power runs, as cabling need not be heavy gauge.

19. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where **a)** the consultant selection was made by DOTD, and **b)** a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

1) one of the team's firms is responsible for the performance of the work;
2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;
3) the work has not yet been performed and invoiced; and
4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually.

List only the portion of the fees attributable to firms on the team.

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Past Performance Evaluation Discipline(s) *	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Traffipax LLC	N/A	N/A	N/A	N/A
Neel-Schaffer, Inc.	Planning	SPN 736-99-1548	Travel Demand Model Support Services Statewide (PRIME)	$56,469
Neel-Schaffer, Inc.	ITS	440005459, H.004780.5 EWL No. 6, H.004780.5	Kansas Lane Connector	$5,644
Neel-Schaffer, Inc.	Traffic	4400010428 S.A. 4, H.004774; H.007300.6	Kansas Lane - Garrett Road Connector and I-20 Improvements (SUB)	$3,501
Neel-Schaffer, Inc.	ITS	4400010428 EWL #3; H.004774.5, H.007300	Kansas Lane - Garrett Road Connector and I-20 Improvements (SUB)	$4,292
Neel-Schaffer, Inc.	Road	4400013850, H.009290.5	LSU Lab School SRTS Project	$23,000
Neel-Schaffer, Inc.	Planning	4400015733, H.972374.1	Local Public Agency Documented Planning Process, Statewide	$256,188
Neel-Schaffer, Inc.	Road	4400017293, H.010616	I-20: LA 544 Overpass Replacement	$26,300
Neel-Schaffer, Inc.	ITS	4400016364, H.013256.6	ITS: I-10 ITS Scott to Lake Charles Technical Support Services During Construction	$19,658
Neel-Schaffer, Inc.	ITS	4400016364, H.011504.5	Alexandria ITS Phase 2	$128,707
Neel-Schaffer, Inc.	Traffic	44-17438, H.013284	MRB South GBR: LA 1 to LA 30 Connector, Ascension, EBR, Iberville & WBR	$21,269
Neel-Schaffer, Inc.	Traffic	4400013850, H.014579.5	FYA Signal Improvements (LCG)	$2,365
Neel-Schaffer, Inc.	Traffic	4400013850, H.013622.5	LRSP Ardenwood Dr. Road Diet	$42,063
Neel-Schaffer, Inc.	Traffic	4400018271, H.014746.1	LA 383 Corridor Study	$48,005
Neel-Schaffer, Inc.	Planning	4400018271, H.014746.1	LA 383 Corridor Study	$62,000
Neel-Schaffer, Inc.	Road	4400013850, H.013751	Downtown Greenway LA Connector	$306
Neel-Schaffer, Inc.	Road	4400013850, H.013770	LSRSP Signing and Striping - Iberia Parish	$15,900
Neel-Schaffer, Inc.	Safety	440023689, H.015148.5	District 03 Safety Investment Plan	$326,392
Neel-Schaffer, Inc.	Planning	4400021094	Update Statewide Transportation Plan and Travel Demand Model	$498,434
Neel-Schaffer, Inc.	Safety	4400023689. H.015227.5	US 61 @ Victoria Dr. Ped Crossing	$129,002

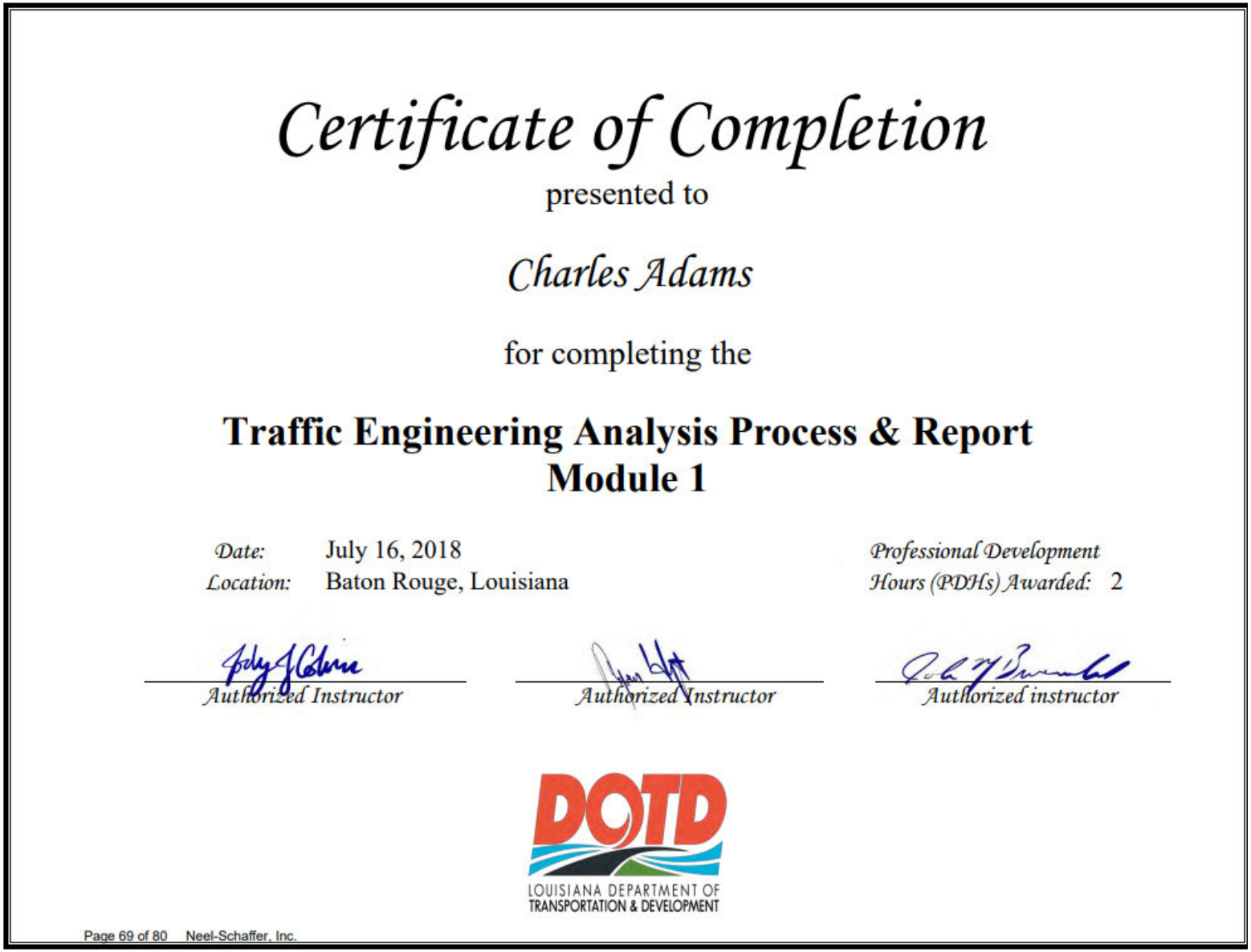
(Add rows as needed) DO NOT SUM

* The **only** past performance evaluation disciplines to be used are: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other (please specify). If a firm has more than one past performance evaluation discipline for any single project, the firm can use multiple rows to express the remaining unpaid balance per evaluation discipline.

** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, place N/A in the Remaining Unpaid Balance column. NOTE: ALL FIRMS MUST BE REPRESENTED IN THIS TABLE. LEAVING THE "REMAINING UNPAID BALANCE" COLUMN BLANK IS NOT ACCEPTABLE.

20. Certifications/Licenses:

If the advertisement requires submission of licenses and/or certificates, include them here. **Otherwise, leave this section blank**.



Certificate of Completion

presented to

Charles Adams

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July 16, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Page 69 of 80 Neel-Schaffer, Inc.

Certificate of Completion

presented to

Charles Adams

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: July 23, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Page 70 of 80 Neel-Schaffer, Inc.

Certificate of Completion

presented to

Charles Adams

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: October 29, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | *Authorized Instructor* | *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Page 71 of 80 Neel-Schaffer, Inc.

CLICKSAFETY

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Dorian Grubaugh

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Control for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230535442	03/29/2023	0.75 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY™

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Dorian Grubaugh

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Safety Tips for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230534819	03/28/2023	0.33 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY™

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Phillip Sargent

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Control for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230529988	03/23/2023	0.75 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY™

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Phillip Sargent

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Safety Tips for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230529225	03/22/2023	0.33 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY™

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certifies that

Paul Trujillo

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Control for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230474066	01/23/2023	0.75 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Paul Trujillo

has successfully completed ClickSafety's web-based training course:

Workzone Traffic Safety Tips for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230471141	01/19/2023	0.33 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**

CLICKSAFETY

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Hassan Dabaja

has successfully completed ClickSafety's web-based training course:

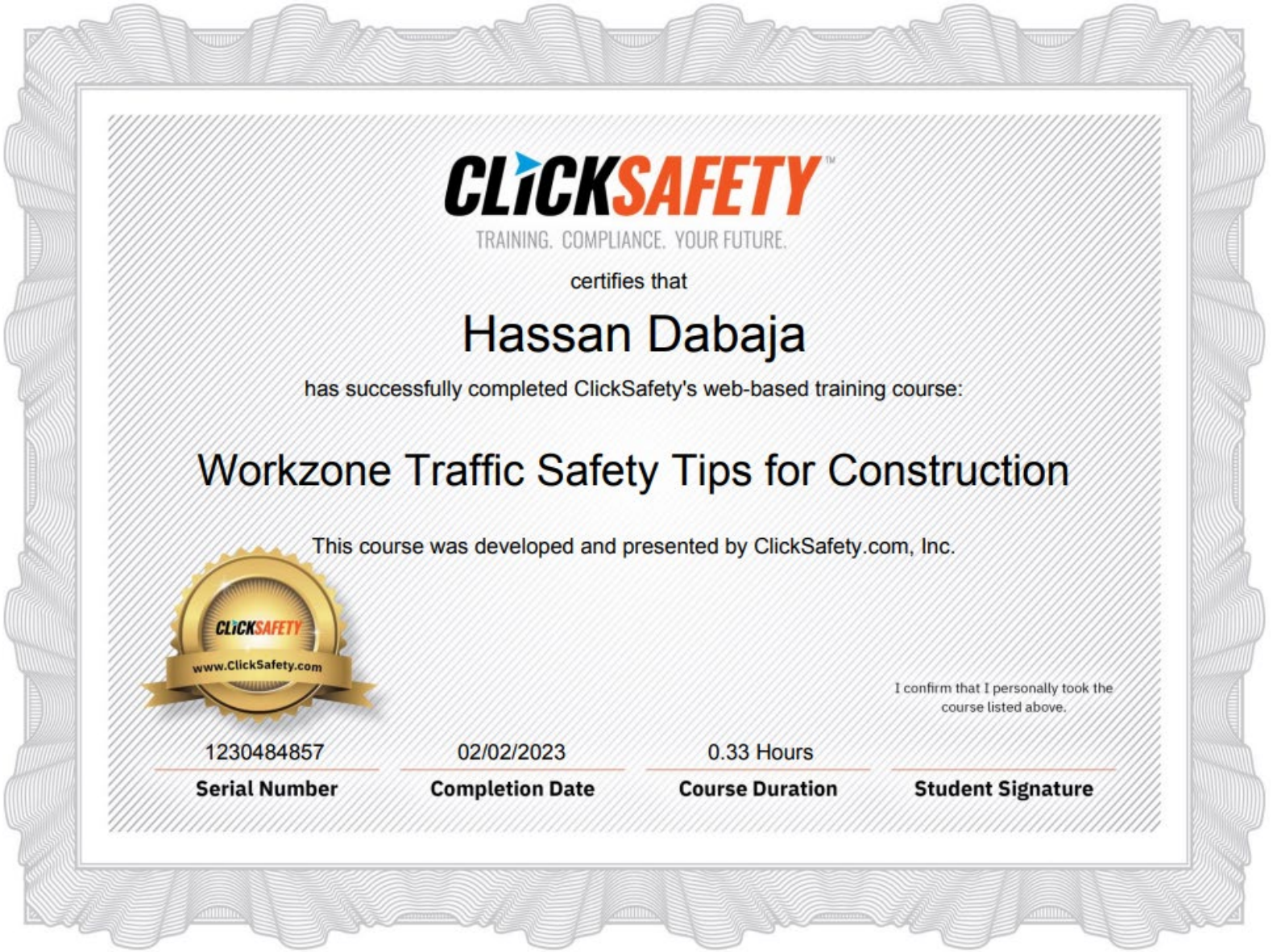
Workzone Traffic Control for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230484859	02/02/2023	0.75 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**



CLICKSAFETY™

TRAINING. COMPLIANCE. YOUR FUTURE.

certifies that

Hassan Dabaja

has successfully completed ClickSafety's web-based training course:

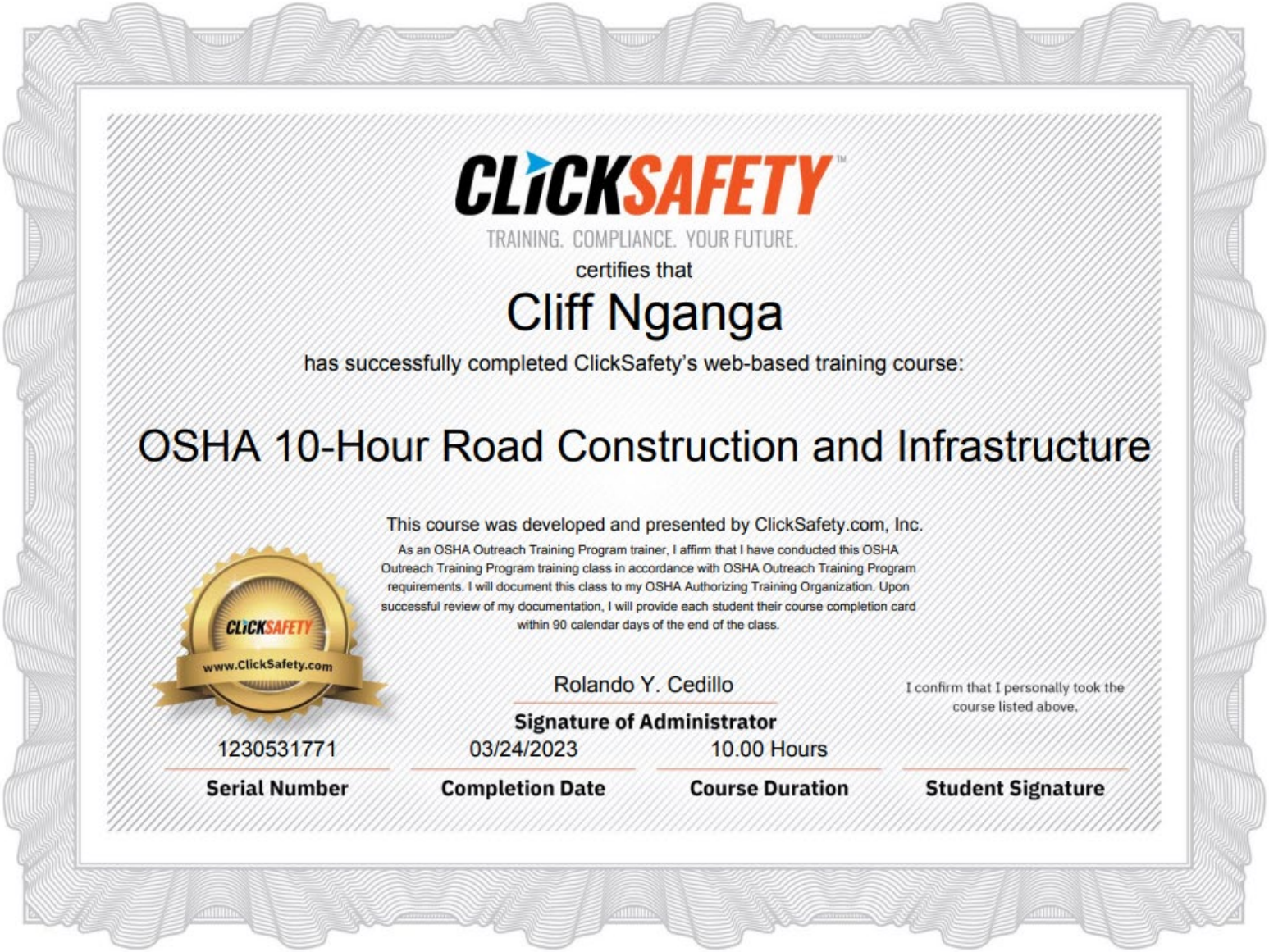
Workzone Traffic Safety Tips for Construction

This course was developed and presented by ClickSafety.com, Inc.

CLICKSAFETY
www.ClickSafety.com

I confirm that I personally took the course listed above.

1230484857	02/02/2023	0.33 Hours	
Serial Number	**Completion Date**	**Course Duration**	**Student Signature**


CLICKSAFETY
TRAINING. COMPLIANCE. YOUR FUTURE.
certifies that
Cliff Nganga
has successfully completed ClickSafety's web-based training course:
OSHA 10-Hour Road Construction and Infrastructure
This course was developed and presented by ClickSafety.com, Inc.
As an OSHA Outreach Training Program trainer, I affirm that I have conducted this OSHA Outreach Training Program training class in accordance with OSHA Outreach Training Program requirements. I will document this class to my OSHA Authorizing Training Organization. Upon successful review of my documentation, I will provide each student their course completion card within 90 calendar days of the end of the class.
CLICKSAFETY
www.ClickSafety.com
Rolando Y. Cedillo
Signature of Administrator
I confirm that I personally took the course listed above.
1230531771
Serial Number
03/24/2023
Completion Date
10.00 Hours
Course Duration
Student Signature

Criminal Justice Information Services
Security Awareness Training

CJIS ONLINE
SECURITY AWARENESS
CERTIFICATION
PEAK PERFORMANCE SOLUTIONS

This is to certify that

CLIFF NGANGA

has successfully completed the

Level 4 Security Awareness Certification

03/13/2023	CJIS Online — APPROVED —	03/13/2024
Certification Date		Expiration Date

Criminal Justice Information Services
Security Awareness Training

CJIS ONLINE
SECURITY AWARENESS
CERTIFICATION
PEAK PERFORMANCE SOLUTIONS

This is to certify that

DOUG KRUHM

has successfully completed the

Level 4 Security Awareness Certification

03/14/2023	CJIS Online — APPROVED —	03/14/2024
Certification Date		Expiration Date

21. <u>QA/QC Plan:</u>

If the advertisement requires submission of a QA/QC plan, include it here. **Otherwise, leave this section blank. If a QA/QC plan is included in this section and was not required by the advertisement, it will be redacted**.

N/A per advertisement.

22. Sub-consultant information:

If one or more sub-consultants will be used, provide the name, address, point of contact and phone number for each. Otherwise, leave this section blank.

Firm Name (Name must match as registered with Louisiana's Secretary of State)	**Address**	**Point of Contact and email address**	**Phone Number**
Neel-Schaffer	1340 Poydras Street, Suite 1950 New Orleans, LA 70112	Charles Adams (charles.adams@neel-schaffer.com)	504-875-4662

(Add rows as needed)

23. Location:

If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the advertisement**.

N/A per advertisement.