

# CONTRACT NO. 4400025298 and 4400025299

**Prepared for** LOUISIANA DEPARTMENT OF TRANSPORTATION AND DEVELOPMENT Prepared by STANTEC CONSULTING SERVICES INC.

NOVEMBER 22, 2022



# **DOTD FORM: 24-102**

#### 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.

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

1.	Contract title as shown in the advertisement.	IDIQ Contracts for Traffic Engineering
2.	Contract number(s) as shown in the advertisement	Nos. 4400025298 and 4400025299
3.	State Project Number(s), if shown in the advertisement	N/A
4.	Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Stantec Consulting Services Inc. Stantec
5.	Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003506
6.	Prime consultant mailing address	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
7.	Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
8.	Name, title, phone number, and email address of prime consultant's contract point of contact	Mike Bruce, PE, Senior Principal (225) 765-7400   mike.bruce@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	Mike Bruce, PE, Senior Principal (225) 765-7400   mike.bruce@stantec.com

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 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.	Signature (shall be the same person as #9): Date: November 22, 2022
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.	Firms(s)Firm(s) %:Grey Engineering, LLC6%

#### 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. The crosswalk from the old categories to the new categories can be found at the link below: <a href="http://wwwsp.dotd.la.gov/Inside\_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf">http://wwwsp.dotd.la.gov/Inside\_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf</a>.

**Sub-consultants are allowed to be used for this proposal.** Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 19 of the DOTD Form 24-102\*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. 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.

(Add rows as needed)

Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	Quality Counts, LLC	Grey Engineering, LLC (DBE)
★ Traffic	80%	100%	0%	0%
★★ Data Collection	5%	0%	100%	0%
★★★ Planning	15%	60%	0%	40%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.				
Percent of Contract	100%	89%	5%	6%

Includes Traffic Engineering - Development, Traffic Engineering - Design, Traffic Engineering - Management, and Traffic Safety

★★Includes Data Collection & Analysis

★★★Includes Planning - Stage 0 - Feasibility/Environmental.

#### 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 (xxxx)" 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)
Stantec Consulting Services Inc.	Principal	1	3
Stantec Consulting Services Inc.	Supervisor - Eng	2	3
Stantec Consulting Services Inc.	Engineer	8	19
Stantec Consulting Services Inc.	Engineer Intern	4	6
Stantec Consulting Services Inc.	CADD Technician	1	3
Stantec Consulting Services Inc.	Administrative	1	2
Grey Engineering, LLC	Principal	1	1
Quality Counts, LLC	Technician	3	49
Quality Counts, LLC	Clerical	4	34

#### 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.

Legend

- Stantec
- **Quality Counts, LLC**
- **Grey Engineering, LLC**
- \* **Traffic Engineering Process and Report Training**
- т Has work-zone training
- # **Denotes MPR Reference Number**





AERIAL PHOTOGRAPHY WITH FIELD VERIFICATION	INTERSECTION/CORRIDOR/NETWORK ANALYSIS	STAGE 0	TRAFFIC SIGNAL INVENTORY
■ Mary Frances (Bratton) O'Rourke, PE <sup>T</sup>	Joseph Barker, PE, PTOE * <sup>T</sup>	Joseph Barker, PE, PTOE * <sup>T</sup>	Andy Griffith, PE * <sup>T</sup>
■ Nick Prudhomme, PE <sup>T</sup>	Stephen Mensah, PhD, PE, PTOE, RSP1 * <sup>T</sup>	Stephen Mensah, PhD, PE, PTOE, RSP1 *	Frank Phillips, IMSA II <sup>T</sup>
		Joe Cains III, PE * <sup>T</sup> #6	
		Scott Hoffeld, CEP * <sup>T</sup>	

April Renard, PE, PTOE, RSP2I \*

#### 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 resume reflects the required experience stated in the MPR.

MPR No.	<b>Personnel being used to meet the MPR</b> (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)	Firm employed by	Type of license / certification & number	State of license	License / certification expiration date
1.	Mike Bruce, PE	Stantec	PE No. 20397	LA	9/30/2024
2.	Mike Bruce, PE	Stantec	PE No. 20397	LA	9/30/2024
3.	Joey Lefante, PE, PTOE	Stantec	PTOE No. 3560, PE No. 37244	LA	11/20/2025; 9/30/2024
Л	Joey Lefante, PE, PTOE	Stantec	PTOE No. 3560, PE No. 37244	LA	11/20/2025; 9/30/2024
4.	Matt Davis, PE, PTOE	Stantec	PTOE No. 3914, PE No. 38947	LA	7/21/2024; 9/30/2024
5.	Robert "Grant" Browning	Quality Counts	N/A	N/A	N/A
6.	Joe Cains III, PE	Stantec	PE No. 33670	LA	3/31/2024

1. At least one (1) principal of the prime consultant shall be a registered professional engineer in the state of Louisiana.

2. At least one (1) principal or other responsible member of the prime consultant shall be currently registered in the state of Louisiana as a professional engineer in civil engineering.

3. At least one (1) principal or responsible member of the prime consultant shall be a professional civil engineer, registered in the state of Louisiana, and shall have a minimum of five (5) years of experience in responsible charge of traffic analysis, to include signal warrants and signal timing.

4. At least one (1) professional traffic operations engineer (PTOE), registered in the state of Louisiana, shall have a minimum of five (5) years of experience.

5. At least one (1) individual shall have a minimum of five (5) years of experience in traffic counting and speed data collection.

6. At least one (1) professional engineer, registered in the state of Louisiana, shall have a minimum of three (3) years of experience with DOTD roadway plans.

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

FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.			
NAME	Mike Bruce, PE			YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	37	
TITLE	Senior Principal			YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	7	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS   1978   Civil Engin	eering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 20397   LA   9/	30/2024		
YEAR REGISTERED	1983	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Mike will serve as <b>PRINCIPAL-IN-CHARGE</b> for this contract. He has over 40 years of experience in the design and management of transportation related projects, including comprehensive expertise in innovative intersections, the preparation of construction PS&E packages for roadway and bridge projects, master plan projects, and feasibility studies for transportation networks. The complexity of his transportation experience ranges from minor urban street rehabilitation, to rural highways, urban interstate construction, including geometrics for many major interstate interchanges. Mike meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2					
Experience dates (mm/yy - mm/yy)	Experience and qualifications specified in the applicable MP	relevant to the proposed co R(s).	ontract; i.e., "Designed dra	nage", "designed girders", "designed intersection", etc. Experience dates shou	ld cover the time	
01/13 - 07/16	LADOTD RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT   LADOTD H.4400002748   Statewide, LA           Principal-in-Charge. Under this retainer, Stantec designed five roundabout projects, including: Cleo Road, US 79 Bypass at LA 9, LA 75 Roundabouts (Plaquemine), LA 86 & LA 320 Roundabout (New Iberia) and LA 447 / I-12 Interchange. Mike oversaw the contract and provided oversight during plan development.					
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR   LADOTD Contract No. H.004273.5   Lafayette, LA Traffic Manager. Mike is responsible for overseeing traffic tasks, coordinating with project management to provide traffic resources for the project. The project includes a comprehensive Vistro model of the Lafayette area, as well as additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follo the Access Justification Request (AJR) guidelines established by DOTD and FHWA, and includes a VISSM model of the core area calibrated to DOTD standards.					
04/15 - Ongoing	LA 30 (NICHOLSON DRIVE) ROADWAY IMPROVEMENTS (LSU TO SOUTH BOULEVARD)   LADOTD   Baton Rouge, LA Principal-in-Charge. Mike oversees the Stantec team, including roadway, structural and traffic engineers assigned to the project. The project is part of a City-State road transfer agreement, and as part of this process, Stantec began with a study to identify feasible improvements for the corridor. In addition to the improveme identified along LA30, the I-10 exit ramp terminus will be relocated to facilitate traffic movements and be compatible with development plans along the corridor. Bids for construction were received 3/9/22, and Stantec is providing DOTD Construction Support services during the ongoing construction phase. This includes answering RFI's, reviewing shop drawings, and attending construction progress meetings as requested by DOTD.					
<b>05/13 - 03/19 ESSEN LANE WIDENING   LADOTD   Baton Rouge, LA</b> Principal-in-Charge. Mike oversaw traffic signal plans for of providing all new traffic signal equipment along with fi of traffic signal equipment locations and avoid interferen Standards and Specifications. This project required coord			A ns for four intersections with fiber optic commun rference with utilities. Pl coordination with Stant	along Essen Lane that were impacted by the widening. Traffic signal pl cations between the traffic signals. Multiple site visits were held to en ans were developed according to the latest MUTCD, DOTD and City of I ec's Roadway group, DOTD, and the City of Baton Rouge.	ans consist sure feasibility Baton Rouge	

05/12 - 12/21	<b>GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN   LADOTD   Baton Rouge, LA</b> Principal-in-Charge. Mike oversaw quality assurance and examined improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. The project rehabilitates and restripes existing roadway from a 4-lane section to a 3-lane section (Road Diet). Restriping the roadway allows the reclaimed pavement to be used to provide multi-modal and streetscape improvements. Bike lane improvements and vegetative median islands were added to the corridor and sidewalks were brought up to ADA compliance. This project includes a single-lane roundabout with bypass lanes designed for the Lobdell Avenue intersection, complete street improvements, access management and community enhancements. Stantec provided construction support services during construction, which was completed at the end of 2021.
08/09 - Ongoing	<b>I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR   Northwest Louisiana Council of Governments   Shreveport, LA</b> Principal-in-Charge. Mike serves as key advisor on this current project, with Stantec sub-consulting to Providence Engineering. The 3.5 mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/I-220 interchange. Stantec is leading the traffic study and impacts effort along with development of an implementation plan and strategy for the Stage 0 Feasibility Study. Public involvement for the I-49 Inner-City Connector is critical because potential corridors run through a traditionally low-income neighborhood where previous efforts to provide this link were not well received. Stantec will also provide input to concept development and evaluation, development of environmental investigations, and ultimately the context sensitive design elements.
04/01 - 04/02	LA 1 CONNECTOR   LADOTD   West Baton Rouge, LA Principal-in-Charge. Mike oversaw the initial corridor study and phase II corridor study used to identify a potential initial corridor that considers evacuation needs, economic impacts, and preliminary project costs.
10/15 - 04/16	<b>CAPITAL REGION INDUSTRY FOR SUSTAINABLE INFRASTRUCTURE SOLUTIONS   CRISIS   Baton Rouge, LA</b> Principal-in-Charge. Mike led TransCAD modeling for 21 regional mega-projects to prioritize and determine their potential impact on the regional roadway network. This analysis compared annual hours saved across the regional network to project construction costs for each option. His team prepared conceptual construction costs based on Stantec's experience building large projects for LADOTD and FHWA. Additional analysis on alternative funding sources for the proposed projects were performed, including tolling revenues and the potential impact of toll diversions on each project.
01/07 - Ongoing	<b>BATON ROUGE LOOP IMPLEMENTATION PLAN AND TIER 1 EIS   LADOTD Contract No. 700-17-0212   Baton Rouge, LA</b> Principal-in-Charge. Mike oversees Stantec's responsibilities for this ongoing Stage 0 and Stage 1 effort. The project began with developing an Implementation Plan for the Capital Area Expressway Authority. This first phase was a one-year contract to determine possible corridors, impacts and a financial package for the construction of a loop through 5 parishes, including two crossings of the Mississippi River. Serves as Principal-In-Charge for engineering components including corridor selection, traffic improvement benefits, design criteria, typical sections, cost estimates and potential right-of-way required. This project involves extensive coordination with affected agencies including the 5 parishes, DOTD, FHWA, Coast Guard and US Army Corps of Engineers, as well as, public outreach and public participations.
04/11 - 06/15	US 61 - TULANE AVENUE, STAGE 1 – ENVIRONMENTAL ASSESSMENT   New Orleans, LA Principal-in-Charge for this project to assess Tulane Avenue as a candidate for the reduction of roadway lanes to provide for bike lanes, parking lanes and a widened median. He also served as a secondary channel of communication for the RPC and LADOTD as they seek to improve visual quality along the corridor and enhance pedestrian and bicycle mobility and safety.

FIRM EMPLOYED BY		Stantec Consulting Ser	rvices Inc.			
NAME	Joey Lefante, PE, PTOE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	14	35
TITLE	Senior Associate, Traffic E	ngineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	A P
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS   2008   Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 37244   LA   09/30/20	024		
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering   PTOE #3560			
Contract role(s) / brief description of responsibilities	Joey has over 14 years of experience working on major traffic projects, preparing feasibility studies and interchange modification reports and leading improvements through plan design and signal construction. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey will serve as <b>PROJECT MANAGER</b> for this contract. <b>Joey meets the following Minimum Personnel</b> <b>Requirements (MPRs) as specified in the advertisement for this project: 3, 4</b>					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD   LADOTD Contract No. H.011670   New Orleans, LA Traffic Engineer. Joey performed VISSIM analyses of an Alternative Technical Concept (ATC) consisting of two new flyover ramps leading to/from the Airport on the east side of the interchange and the first Diverging Diamond Interchange (DDI) in Louisiana. Joey completed an IMR to meet FHWA access policy standards to move the project forward on the accelerated design-build schedule. Joey is also leading the traffic signal design effort, including specialized DDI operations, lane closure analyses, transportation management plan and complete street accommodations such as sidewalks and a two-way cycle track.					
04/15 - Ongoing	LA 30 (NICHOLSON DRIVE) ROADWAY IMPROVEMENTS (LSU TO SOUTH BOULEVARD)   LADOTD   Baton Rouge, LA Lead Traffic Engineer. Joey leads the traffic team which conducted a Feasibility Study to first asses the anticipated growth in traffic from the future developments and determined measures to improve safety and traffic operations. The proposed improvements included the addition of access management policies at several intersections including the conversion of full access median openings to partial median openings, full median construction, signal removal and relocation, sidewalks, crosswalks, and complete streets implementation. As Preliminary Plan production progressed, several additional scope items were added. Plan set consists of typical sections, plan and profile sheets, drainage design, pavement markings, signs, sequence of construction, cross sections, as well as the contributions of multiple disciplines including traffic signal plans, right of way plans, lighting and electrical plans, and bridge plans.					
08/14 - Ongoing	I-49 LAFAYETTE CONNECTOR   LADOTD   Lafayette, LA Traffic Task Manager. Joey is responsible for coordination with LADOTD traffic staff and managing analysis of various geometric design alternatives. Project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follows the Access Justification Request (AJR) guidelines established by LADOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations.					oject fication unity ey
08/09 - Ongoing	I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR   LADOTD   Shreveport, LA Traffic Engineer. Joey is responsible for performing NEPA investigations, developing Interchange Modification Report (IMR) and an Interchange Justification Report (IJR) and providing quality assurance for this 3.5-mile final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/ interchange. NLCOG's Travel Demand Forecasting Model was modified and used to project future traffic for 3 alternatives representing different interchange combinations. HCS will be used to determine which roadway improvements would be necessary for each alternative.					tion I-49/I-220 nge
11/08 - 12/13	STARING LANE EXTENSION Traffic Engineer. Joey development Lane and Highland Road. H	ON AND BRIDGE   City of oped traffic signal plans e also developed interco	of Baton Rouge   Baton Rouge, for both a signal replacement onnect plans for Staring Lane b	<b>LA</b> at Staring Lane and Hyacinth Avenue as well as a signal modificate tween Highland Road and Hyacinth Avenue.	ation a	at Staring

05/12 - 12/17	<b>GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN   LADOTD   Baton Rouge, LA</b> Lead Traffic Engineer. Joey served as Traffic Analyst responsible for examining improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. Joey collected traffic data and developed models in VISSIM, Synchro, and SIDRA to analyze different operational improvements alternatives. Joey also prepared materials for and participated in public meetings under the DOTD public involvement process.
05/13 - 03/19	<b>ESSEN LANE WIDENING   LADOTD   Baton Rouge, LA</b> Lead Traffic Engineer. Joey was responsible for traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
08/14 - 08/19	W. PRIEN LAKE ROAD RELOCATION   LADOTD   Lake Charles, LA Lead Traffic Engineer. Joey led traffic services on this project that featured a new signalized intersection at the relocated roadway and Nelson Rd., which required Stantec to develop traffic signal warrants, signal timing analyses and signal plans. Since the improvements impacted certain areas near the Nelson Rd. interchange at I-210, Stantec developed a Level 2 TMP document. This project improved traffic flow in this very congested area of Southwest Lake Charles.
04/11 - 06/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT   LADOTD Contract No. H.010151   Lake Charles, LA Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development. Joey coordinated collection of traffic counts and performed field calibration of the traffic models. Roundabout was analyzed using SIDRA.
11/10 - Ongoing	<b>NELSON ROAD EXTENSION AND BRIDGE   LADOTD Contract No. H.005967   Lake Charles, LA</b> Traffic Engineer. Joey ran traffic analyses for the different bridge tie-ins being studied. Also included in the traffic analysis was a consideration of the impact of the bridge on the surrounding roadway network. The Regional Travel Demand Model was modified in TransCAD to determine the effects of the bridge construction.
09/08 - 04/10	<b>LOUISIANA STATEWIDE CFI STUDY FOR LADOTD   LADOTD   Statewide, LA</b> Project Engineer. Joey performed the VISSIM analysis for the ten alternatives. Each intersection included VISSIM models representing a no build condition, traditional intersection improvements, a roundabout, and a CFI treatment. Stantec performed a statewide CFI Study for the Louisiana Department of Transportation and Development (LADOTD). Stantec assessed 30+ intersections as potential CFI conversion candidates, as well as other innovative intersection alternatives. This included performing field visits and initial screening measures to reduce the 30+ to 10 potential options. Stantec then performed conceptual intersection design, safety analysis, traffic analysis (using VISSIM), and cost estimates for five intersections chosen and presented this information to LADOTD.
10/10 - 05/14	<b>CLEARVIEW PARKWAY (LA 3152) AT AIRLINE DRIVE (US 61) CFI STUDY   New Orleans Regional Planning Commission   New Orleans, LA</b> Project Engineer. Joey assisted on the team performing a Stage 1 Environmental Assessment for the Clearview Parkway Corridor to investigate and produce concept designs for potential improvements at the Airline Drive intersection. He built and modeled multiple intersection alternatives for the Airline Drive corridor using VISSIM micro-simulation software. The alternatives modeled included additional turn lanes, a Continuous Flow Intersection (CFI), and an overpass. The models were used to produce measures of effectiveness for comparing the alternatives such as delay, level of service, and throughput.
11/08 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE  City of Baton Rouge   Baton Rouge, LA Project Engineer. Joey created a new signal wiring diagram and chart for the intersection of South Harrell's Ferry Road and Millerville Road as well as assisted in the design process. He also created new interconnect plans for a fiber run from South Harrell's Ferry Road at South Sherwood Forest Boulevard to the intersection.
01/13 - 06/13	<b>MTP REFINEMENT: ROAD SAFETY ASSESSMENT/GAUSE BOULEVARD (US 190)   New Orleans Regional Planning Commission   Slidell, LA</b> Traffic Engineer. Stantec assessed road safety of a high-accident corridor with the objective of identifying the different safety issues as well as recommending potential safety improvements. Joey worked as part of our team to gather and analyze crash data, traffic volumes, traffic speed, signal timings and phasing information from the RPC and other resources. Also provided an inventory of pertinent roadway elements such as lane width, pavement markings, signage, and surface obstacles. Road safety issues and improvements included speed, multi-modal considerations, pavement marking, signs, intersection control, lighting, obstructions, access points, traffic generators and weather conditions. Cost estimates for improvements were also provided to help with programming the safety enhancements to the corridor.

FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.				
NAME	Matt Davis, PE, PTOE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	13		
TITLE	Senior Associate, Traffic a	nd ITS Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS   2009   Civil Engineering				
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 38947   LA   09/30/20	024			
YEAR REGISTERED	2014     DISCIPLINE     Civil Engineering; PTOE #3914, 2015						
Contract role(s) / brief description of responsibilities	Matt has 13 years of experience managing and serving on a variety of Traffic, ITS, and smart mobility projects. He began his career in Louisiana and is well-versed in DOTD's standards and expectations. Matt's experience consists of the full project life-cycle including traffic data collection, traffic analysis, traffic modeling, public engagement, and traffic signal and temporary traffic control design. He has served in a Quality Control role on numerous projects for DOTD and other clients throughout the country to ensure thorough, accurate, and complete deliverables are provided. Having completed TEPR training and dozens of projects with DOTD, Matt is well-suited to perform the QA/QC role on this contract. Matt meets Minimum Personnel Requirements (MPRs) #4.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
08/18 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD   LADOTD Contract No. H.011670   New Orleans, LA Traffic QC Reviewer. Matt performed quality review on ITS and traffic signal plans as well as the VISSIM model developed for the Transportation Management Plan prepared for this design-build project. Project includes adjacent signalized intersections north and south of the interchange along with a multi-use path for pedestrian and bicycle accommodations. The Veterans Blvd. intersection with Loyola Ave. utilizes traffic signal equipment mounted to the flyover bridge structures.						
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR   LADOTD Contract No. H.004273.5   Lafayette, LA Traffic QC. Matt is responsible for performing QC reviews on the traffic engineering documents being developed within the ongoing CSS and TEPR processes. The analysis includes a comprehensive VISSIM model of the Lafayette area that has been calibrated to LADOTD standards. Matt is also responsible for providing a QC review of the systems engineering analysis report for the ITS deployment along the corridor. The project is following LADOTD's Process and Report format.						
05/12 - 12/17	<b>GOVERNMENT STREET RO</b> Traffic Engineer. Matt serve 4-lane section down to a 3- and temporary traffic signa	DAD DIET: STUDY THRC d as Traffic Engineer for lane section with one lan ls along this 4-mile proje	DUGH FINAL DESIGN   LADOT a feasibility study of performine in each direction, a two-way ect. He also coordinated signal	<b>D   Baton Rouge, Louisiana</b> ng a road diet on Government Street in Baton Rouge by reducing t left turn lane, and a bike lane in each direction. Matt designed th timings along the corridor.	the exi e traff	sting ic signals	
05/13 - 03/19	ESSEN LANE WIDENING   LADOTD   Baton Rouge, LA Traffic Engineer. Matt developed VISSIM models to represent the existing and proposed conditions along the corridor. Analysis results were tabulated and reported back to LADOTD and City of Baton Rouge for approval. Matt subsequently developed traffic signal plans for four intersections along Essen Lane that were impacted b the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group. DOTD, and the City of Baton Rouge.					ported Ipacted by tiple site IUTCD, Rouge.	
04/11 - 06/15	I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT, AND COORDINATION WITH 3RD PARTY NEPA ANALYSIS   LADOTD   Lake Charles, LA Traffic Engineer. Matt developed an IJR for I-210 between Cove Lane and Nelson Road interchanges. Coordination contributed to the expedited 8-month NTP to FONS EA timeline realized for this high-profile project. Peak hour traffic volumes for 28 possible design alternatives accommodated all future developments including the Ameristar Casino and Hotel north of I-210. Alternatives were reduced to 8, on which HCS and SIDRA analyses for over 50 locations per alternative were performed.					to FONSI ing the ormed.	
10/13 - 10/20	NELSON ROAD EXTENSIO Traffic QC. Matt performed well as for a private rail cros	N AND BRIDGE   LADOT quality review on the traff ssing.	<b>D Contract No. H.005967   Lak</b> fic signal plans for the Nelson R	<b>e Charles Rouge, LA</b> load Extension Bridge. The plan design included signal sheets on the	he road	dway as	

FIRM EMPLOYED	BY	Stantec Consulting Services Inc.					
NAME	Jolie Maberry, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	4		
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	8		
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS   2004   Civil Engineering				
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 40513   LA   09/30/2	024			
YEAR REGISTERED	2016	DISCIPLINE Civil Engineering					
Contract role(s) / brief description of responsibilities	Jolie has 12 years of experience working on major traffic projects. Jolie has been instrumental in managing the facilitation of projects under the MOVEBR program, overseeing other consultants' work. She has conducted and managed feasibility studies, impact studies, coordinated and managed traffic and line grade tasks, and preliminary cost estimates for proposed improvements. Jolie will perform <b>REVIEWS OF WORK BY CONSULTANTS</b> for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
07/19 - Ongoing	<b>MOVEBR PROGRAM MANAGEMENT   City of Baton Rouge   Baton Rouge, LA</b> Delivery Project Manager. Management of all aspects of the Florida Blvd and North Blvd corridor enhancement projects including RFQ development, consultant management, schedule development, meeting setup and coordination, coordination between the consultant, The City and The State, scope review, project updates, project costs, coordination between projects, and communication with MOVEBR Program Team and City. Manage all design, scheduling, budgeting, and City-State coordination of the Synchronization & Communication Project and the Advanced Traffic Management Project. LADOTD Traffic liaison for all MOVEBR Enhancement projects which require communication and coordination with LADOTD.						
06/19 - 11/19	<b>EXXON MOBIL BRPO TRAF</b> Traffic Engineer. Jolie perfo coordination with Exxon an BRPO maintenance work. R	FIC IMPACT STUDY   E) rmed a safety analysis, d DOTD. This project inc ecommendation for any	<b>exon and LADOTD   Baton Rou</b> HCS7 analysis of existing, no l luded preparation of a Traffic I geometric, lighting, or safety i	<b>ge, LA</b> build, and build conditions; alternative development, report develo mpact Study to determine any potential impacts to Scenic Highw mprovements.	opment, 'ay as a result of		
01/17 - 12/18	I-10 CORRIDOR STUDY: LA Project Engineer, Co-Projec estimates for proposed imp information and agency inv This project included a Stag improvements to I-10 and I-	<b>415 TO ESSEN ON I-10</b> t Manager. Jolie coordin provements using AASH olvement plans, particip ge 1 study of I-10 throug 12 from the LA 415 inte	<b>DAND I-12, STAGE 1 ENVIRON</b> ated and managed traffic and IO standards and guidelines, p ated as technical staff at publ h Baton Rouge to develop feas rchange to the I-10 and I-12 int	IMENTAL ASSESSMENT   LADOTD   Baton Rouge, LA line grad tasks, developed line and grade alternatives and prelimi public outreach (meetings, materials and presentation), developed ic meetings, coordinated public events, and prepared decision do sible improvements and to obtain an environmental decision to im terchanges at Essen Lane.	nary cost d public ocuments. nplement		
06/15 - 12/18	I-49 INNER CITY CONNECTOR, STAGE 1 EIS   LADOTD   Caddo Parish, LA Project Engineer, Co-Project Manager. Jolie organized traffic efforts, developed line and grade alternatives and preliminary cost estimates using AASHTO guidelines, assisted with document preparation and project coordination, and public outreach including presentations and public meetings. She performed a traffic analysis utilizing HCS7 for all interchange alternatives. This project included Stage 1 EIS for the proposed I-49 Inner City Connector in Shreveport, LA. Engineering and environmental clearance on construction of a 3.5-mile connector through an inner-city neighborhood.						
06/12 - 10/14	/14 GREEN LIGHT PLAN (GLP), PROGRAM MANAGEMENT   East Baton Rouge Parish, LA Engineering Intern. Jolie assisted in all aspects of the project including master budget review, design contracts and processing through the City-Parish, environmental assessments, plan reviews, conceptual designs, design meetings with the consultant, RFQ preparations, and preparation of bid packages. This project improved roadway infrastructure by constructing new roads, widening existing roads, improving intersections, and upgrading signalization and synchronization.						

FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.				
NAME	Joseph Barker, PE, PTOE	·		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	4		
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	6		
DEGREE(S) / YE	ARS / SPECIALIZATION		BS   2011   Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 40664   LA   09/30/2	024			
YEAR REGISTERED	2016	DISCIPLINE	Civil Engineering   PTOE #43	364			
Contract role(s) / brief description of responsibilities	Joseph has over 10 years of experience in transportation planning and traffic engineering. He specifically has interest in sustainable transportation planning, urban mobility, tactical urbanism, equitable placemaking, and the promotion of active modes of transportation. Joseph will perform <b>WARRANT ANALYSIS, TRAFFIC MODELING, INTERSECTION/CORRIDOR/NETWORK ANALYSIS</b> and <b>STAGE 0</b> for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
02/18 - Ongoing	I-49 LAFAYETTE CONNEC Traffic Engineer. Joseph is comprehensive Vistro mod (AJR) guidelines establishe changes to ramp layouts ar urban design principles, ind Engineering Process and R	-49 LAFAYETTE CONNECTOR   LADOTD   Lafayette, LA Traffic Engineer. Joseph is responsible for traffic analysis and environmental documentation of various geometric design alternatives. Project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follows the Access Justification Request AJR) guidelines established by LADOTD and FHWA. Joseph has been involved in the Context Sensitive Solutions (CSS) process that has allowed for informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements through a Tiered Analysis approach to emphasize urban design principles, including pedestrian and bicycle accommodations. Joseph is also in charge of documenting the project to follow the LADOTD Traffic Engineering Process and Report (TEPR) guidelines.					
01/22 - Ongoing	AIRLINE HIGHWAY SOUTH STUDY   LADOTD   Baton Rouge, LA Traffic Engineer. Airline Highway (US 61), in the project area, is currently six lanes between Bluebonnet Boulevard and Cedarcrest Avenue. South of Cedarcrest Avenue, Airline Highway transitions from a six-lane roadway to a four-lane roadway, which continues to the East Baton Rouge/Ascension Parish Line. The City-Parish has directed that Phase 1 of the project shall consist of studies associated with improvements from south of the Airline/Siegen CFI to Bluebonnet Boulevard. Between the CFI to Industriplex Boulevard, Phase 1 will transition to two through lanes in each direction to match the existing NB and SB section beyond Industriplex. Joseph is responsible for performing traffic engineering services in accordance with the LADOTD TEPR process including, but not limited to, peak period/hour determination, peak period observations, future volume projections, existing analysis, alternative analysis, microsimulation, signal timing/optimization, and documentation					st Avenue, has tween Joseph mination,	
04/20 - 07/20	LOUISIANA ROUNDABOUT Traffic Engineer. Develop th used as a calibration paran design efficient roundabour involved an iterative proces analysis outputs to real-wo	ENVIRONMENTAL FAC the Environmental Factor theter to account for Loui t. Joseph was responsib as of completing SIDRA a rld capacity. The findings	TOR DEVELOPMENT   ULL   B (EF) required for the planning siana specific factors that imp le for all SIDRA analysis for fiv analysis for saturated flow dat s of the study were to be used	aton Rouge, LA and design of roundabouts in Louisiana using the SIDRA software bact capacity estimated using SIDRA models. An accurate EF is in e sample data sets at existing roundabout approaches in Louisia a sets at each approach to determine the EF that would most clos by LADOTD to revise the SIDRA methodology for all roundabout a	:. The nporta na. Ar sely ca analys	EF is ant to help nalysis alibrate the is in LA.	
08/17 - 03/18	APSB BUILLION CROSSII Traffic Engineer. Conducted data, traffic signal data, and and then assigned the new Stantec's team made sever	NG ELEMENTARY SCHO I a traffic impact study for d roadway geometry to for trips to the existing network al recommendations to r	<b>OOL TRAFFIC IMPACT STUD</b> or the proposed Bullion Crossi orm the basis of a traffic impa vork. He identified impacts to mitigate the impact, which wer	(   Ascension Parish School Board   Ascension Parish, LA ng Elementary School in Ascension Parish. Joseph and team coll ct study. He calculated estimated trips from the school based on the Level of Service (LOS) using Vistro analysis software. Based re approved by both the LADOTD and Ascension Parish.	ected the bເ on thi:	traffic uilding size s analysis,	
03/18 - 02/19	GERMANY ROAD PRIMAR Traffic Engineer. Joseph an estimated trips from the sc distributed based on currer using Vistro, HCS, and Sidr. were approved by both the	RY SCHOOL TRAFFIC IN d team collected traffic of hool based on the buildint traffic patterns and the a analysis softwares. Ba LADOTD and Ascension	<b>IPACT STUDY   Ascension Pa</b> data, traffic signal data, and ro ng size and then assigned the e assumed school district for t sed on this analysis, Several ro Parish.	arish School Board   Ascension Parish adway geometry to form the basis of a traffic impact study. He ca new trips to the existing network. Trips to and from the developn he new elementary school. He identified impacts to the Level of S ecommendations to mitigate the impact were made based on this	ilculat ient w Service analy	ted rere e (LOS) ysis, which	

FIRM EMPLOYED	BY	Stantec Consulting Ser	Services Inc.					
NAME	Stephen Mensah, PhD, PE,	PTOE, RSP1		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12			
TITLE	Associate, Traffic Engineer	r		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5			
DEGREE(S) / YEA	ARS / SPECIALIZATION		PhD   2007   Civil Infrastruct Engineering	PhD   2007   Civil Infrastructure Systems in Transportation; MS   2002   Civil Engineering; BS   1998   Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 38591   LA   09/30/2024					
YEAR REGISTERED	2013	DISCIPLINE	Civil Engineering; PTOE #39	60				
Contract role(s) / brief description of responsibilities	Stephen is a transportation and traffic engineer, with over 15 years of experience, specializing in traffic analysis, design and operations. His work experience includes highway safety analysis, traffic impact studies, systems engineering analysis, regional ITS architecture development and traffic signal design. Stephen served as a member of the TRB Committee for Application of Emerging Technologies to Design and Construction. Stephen will perform WARRANT ANALYSIS, INTERSECTION/CORRIDOR/NETWORK ANALYSIS and STAGE 0 for this contract.							
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.				
01/19 - Ongoing	I-10/LOYOLA INTERCHA Safety Engineer. Stephen is Interchange Modification R	<b>NGE DESIGN-BUILD   L</b> responsible for the safe eport for this Design-Bui	ADOTD Contract No. H.01167 ety analysis of the bridge, ramp ild project.	<b>0   New Orleans, LA</b> os, and roadway included in the Transportation Management Plan	and the			
04/15 - Ongoing	LA 30 (NICHOLSON DRIVE) ROADWAY IMPROVEMENTS (LSU TO SOUTH BOULEVARD)   LADOTD   Baton Rouge, LA Traffic/Safety Engineer. Stephen was responsible for traffic and safety analysis that resulted in the expected crash prediction for mitigation in design. This is part of a City- State road transfer agreement, and as part of this process, Stantec began with a study to identify feasible improvements for the corridor. In addition to the improvements identified along LA30, the I-10 exit ramp terminus will be relocated to facilitate traffic movements and be compatible with development plans along the corridor.							
08/14 - Ongoing	I-49 LAFAYETTE CONNEC Safety Analyst. Stephen is re system engineering analysis tasked with reviewing and de	TOR   LADOTD   Lafayette esponsible for the safety as for deployment of ITS de eveloping the proposed ro	<b>e, LA</b> Inalysis of interchange designs   vices in the corridor. Extension o adway alignment.	providing inputs for crash mitigation. Stephen is also responsible for of the I-49 corridor through the City of Lafayette has been proposed a	developing the nd Stantec is			
05/12 - 12/17	<b>GOVERNMENT STREET RC</b> Safety Analyst. Stephen was arterial into a three-lane cor prescribed in the HSM and I improve access manageme	DAD DIET: STUDY THRO s responsible for the safe ridor with new bike lanes Human Factors Guide. Th nt on this corridor. He pe	UGH FINAL DESIGN   LADOTE ety analysis of implementing a r , improvements to sidewalks an e outcome of the safety and tra rformed a crash analysis of the	<b>Baton Rouge, LA</b> oad diet and bike lanes along this corridor, converting a four-lane und the streetscape. The substantive safety analysis was based on t affic analysis helped to develop conceptual alternatives to increase existing corridor for the Stage 0 study to identify high accident loc	rban principal he methodology traffic safety and ations.			
10/12 - 09/17	LADOTD RETAINER CONT Traffic Engineer for this reta Relocation. Traffic signal pl visits were held to ensure fe DOTD and City of Baton Rou	<b>FRACT FOR ROADWAY</b> ainer that included the co ans consisted of providin easibility of traffic signal o uge Standards and Specif	PROJECTS   LADOTD H.4400 ompletion of the following pro- ng all new traffic signal equipme equipment locations and avoid ications.	<b>D02748   Statewide, LA</b> jects: Essen Lane Widening, Government Street and West Prien La ent along with fiber optic communications between the traffic signa interference with utilities. Plans were developed according to the la	ike Road Is. Multiple site atest MUTCD,			
03/11 - 03/15	I-210: COVE LANE INTERC Traffic/Safety Analyst. Step the freeway safety perform control included in the Tran	HANGE AND IMPROVEN ohen was responsible for ance to identify crash ho asportation Management	MENTS PROJECT   LADOTD   L the safety analysis of the inte otspots or abnormal crash loca t Plan.	ake Charles, LA rsections and segments impacted by this development including tions for mitigation. He performed safety assessments for the te	analysis of mporary traffic			

FIRM EMPLOYED	RM EMPLOYED BY Stantec Consulting Services Inc.					3=
NAME	Andy Griffith, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	9	
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	M CAL
DEGREE(S) / YE	ARS / SPECIALIZATION		BS   2013   Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 42906   LA   03/31/2	023		
YEAR REGISTERED	2018	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Andy has been involved with several large and small transportation projects along with a large design-build pump station project. Most of his experience in transportation projects has dealt with traffic, transit, and intelligent transportation systems (ITS). Andy is familiar with several industry software programs, including AutoCAD, MicroStation, ProjectWise, SpecsIntact, Vissim, and Vistro. Andy will perform <b>TRAFFIC MODELING, SIGNAL DESIGN</b> and <b>TRAFFIC SIGNAL INVENTORY</b> for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
11/14 - Ongoing	I-49 LAFAYETTE CONNECTOR   LADOTD   Lafayette, LA Traffic Engineer. Andy performed data analysis concerning level of service (LOS) on existing conditions and several possible future conditions. He also created exhibits in AutoCAD and Excel to help others interpret this data and his findings. Andy has also been creating VISSIM models of the downtown core area of the project based on LADOTD's microsimulation policy requirement for alternative analysis purposes.					
03/14 - 12/15	I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR   LADOTD   Shreveport, LA Traffic Engineer. Andy assisted in performing data analysis using HCS software. He compiled the analysis results into tables and figures using Excel and AutoCAD which provided a comparison of three different build alternatives.					
01/14 - 08/17	<b>GOVERNMENT STREET RC</b> Traffic Engineer. Andy was temporary signal plans invo	DAD DIET: STUDY THRO responsible for creating plved coordinating temp	UGH FINAL DESIGN   LADOTE temporary traffic signal plans prary signal pole & equipment	<b>)   Baton Rouge, LA</b> using MicroStation to be used during reconstruction of select inte locations throughout multiple phases of construction.	ersec <sup>.</sup>	tions. The
05/20 - Ongoing	CA967 SR115 FROM US1 Project Engineer. Andy is res	TO SR202   FDOT   Jacks sponsible for detailing traf	<b>sonville, FL</b> fic signal plans for a high volum	e intersection with non-standard geometry east of Jacksonville, Flori	ida.	
08/18 - Ongoing	CA076 SR 115 / SOUTHSI Plan Developer. Andy is resp	DE BLVD   FDOT   Jackso onsible for detailing traffi	onville, FL c signal plans for an intersection	n east of Jacksonville, Florida that has significant turning movement	volun	nes.
03/14 - 12/15	<b>BEECHMONT AVENUE AT</b> Engineer Intern. Andy assist equipment layouts, vehicles	FIVE MILE ROAD CFI   C ed in drafting traffic signa detection, signal phasing,	<b>Cincinnati, OH</b> I plans for a continuous flow into signal timing, and wiring diagra	ersection and its nearby, adjacent intersections. The signal plans inc ms.	luded	signal
01/15 - 07/16	TRAMLINKBR: ENVIRONM Engineer Intern. Andy creat also combined existing dat both buried and abovegrou	IENTAL AND CONCEPTU ted a detailed VISSIM mo a of utility locations from nd utilities.	JAL ENGINEERING PHASE   C odel for visualization of tram o n the City of Baton Rouge and	<b>Eity of Baton Rouge   Baton Rouge, LA</b> perations involving automobiles, trams (light rail vehicles), and per utility companies with new survey data to analyze potential confl	edestr icts c	rians. Andy oncerning
02/18 - 06/18	SIGNAL COMMUNICATION Project Manager/ITS Engine Construction for this project	NS UPGRADE PHASE 1   er. Andy was responsible is ongoing and Stantec is	LADOTD   Baton Rouge, LA for detailing ITS plans for a netw providing construction support	vork that included 36 traffic signal & ITS cabinets in the Baton Rouge services.	, Loui:	siana area.

FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.			
NAME	Shalini Dasigi, PE*			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	
TITLE	Transportation Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YE	ARS / SPECIALIZATION		MS   2015   Civil Engineering	; BS   2011   Technology		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 95386PE   OR*			
YEAR REGISTERED	2019	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	scription scription possibilities Shalini has over eight years of experience in traffic and revenue studies, model development, traffic operations and simulation studies, and big data analysis. She also has experience working with a variety of modeling and simulation packages, including EMME, Dynameq, TransCAD, Cub VISSIM, TransModeler and ArcGIS. Shalini has worked with large data sets of traffic counts, toll transactions, speed data, socioeconomic data and survey data and is proficient in using data tools like MS Excel, Power BI, Tableau and MySQL, and Python programming. She has also worked extensively with ArcGIS for spatial data analyses and visualization. Shalini will perform <b>TRAFFIC MODELING</b> for this contract.					1d big AD, Cube, 2 data 2 worked
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed c	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
09/20 - 02/21	12/21 GREEN LINE NORTH CENTRAL MOBILITY STUDY AND IMPLEMENTATION PLAN   Calgary, AB, Canada Traffic Modeler. As part of a comprehensive study conducted by Stantec, a DTA model was required to assess the operational impact of the proposed Green Line Light Rail along Center Street in Calgary, Canada. Shalini was the lead modeler on this study. She led the development of a new DTA model, including preparation of traffic count data for calibration, input network verification and coding, signal plan coding, and development of model specifications. The study also involved the ODME process based on Streetlight OD data and observed traffic count data. She led the model calibration effort on this study, followed by future year model development and estimation under multiple scenarios.					reen Line eparation nvolved ear model
04/22 - Ongoing	<b>T&amp;R STUDY FOR PUGET S</b> Traffic Modeler. Stantec was of SR-167 in Seattle, WA and construction-staging cases. traffic assignment (DTA) mod model to 2019 conditions. S the regional model consiste assignment process. She do of demand for the DTA mod region and the detailed codi construction phases of the models to support additional	OUND GATEWAY PROJE s retained by Washington d SR-509 in Tacoma, WA. Shalini is directly involve odel. She led the impleme She incorporated latest se ent with the extents of the eveloped Python-based s lel. Further, Shalini was re ing of these projects into project for modeling on E al operational analyses in	<b>CT   Washington Department</b> of DOT to conduct a T&R study for Stantec is conducting an exten- ed in this multi-platform effort i entation of the regional travel do ocioeconomic data and highwa e DTA model and developed a si cripts to further slice the period esponsible for model network p the network along with the Gat EMME and Dynameq platforms.	of Transportation (WSDOT)   Seattle, WA or the Puget Sound Gateway Completion project which includes the isive traffic and revenue study to evaluate impact of tolling under no nvolving an EMME-based travel demand model and a Dynameq-base emand model and supported the update of the Dynameq-based sully improvement projects into the future year models. She defined a treamlined process to extract demand matrices from the travel der I-based demand from the regional travel demand model into 15-mi reparation, which involved extensive research into the background eway project improvements, under multiple scenarios representing She has experience defining and extracting subarea traversals from example.	comp nultipl sed dy barea subar nand r nute in projec the d m the	oletion e (namic DTA ea within model ntervals cts in the lifferent DTA
03/21 - Ongoing	<b>SR 99 TUNNEL TOLL-SET</b> Traffic Modeler. Shalini is the Tunnel through downtown safter adjusting the regional seamless transfer and man	<b>FING   Washington Depar</b> he lead modeler respons Seattle. Most recently, sl model for post-pandem ipulation of data to prep	tment of Transportation (WSDO bible for the implementation an ne performed an update of the ic impacts. She has experience bare inputs to Dynameq-based	<b>T)</b>   <b>Seattle, WA</b> d update of the DTA model that supports the toll-setting process DTA demand matrices by re-extracting demand from the PSRC re e working with a variety of modeling platforms and has develope DTA models.	for th giona d proc	ie SR-99 il model cesses for

FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.			
NAME	Derrick Goudeau, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPL		4	1251
TITLE	Senior ITS/Electrical Engin	eer	er YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLO			
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS   2003   Electrical Engine	ering		0245
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE PE No. 33288   LA   09/3			PE No. 33288   LA   09/30/20	023		
YEAR REGISTERED	2007	DISCIPLINE	Electrical and Computer Eng	ineering		
Contract role(s) / brief description of responsibilities	berrick has over 19 years of experience in the design and development of ITS and electrical power, lighting, control, and related systems. He has been responsible for the preparation of plans and specifications (design and development) of ITS, lighting and electric power engineering projects, from design to final construction inspection. Other design experience includes QC/QA review, calculations, data collection, and report preparation. During the construction phase, Derrick has provided CE&I services to support the owner and verify general conformance with the design including review of shop drawing and equipment submittals, respond to request for information, review/prepare as-built drawings, review payment applications, and perform periodic inspection and final system acceptance. He is also well-versed in industry codes and standards, including the 2020 NEC (NFPA 70) and 2018 NFPA 70E in which he has recently completed training courses. Derrick will perform <b>SIGNAL DESIGN</b> for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
03/13 - 05/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT   LADOTD   Lake Charles, LA Engineer of Record/Electrical. Project limits are from the East foot of the I-210 Lake Prien Bridge through the I-210/Cove Lane Interchange. Project included coordinating roadway lighting design with the new interchange which was already in construction. This required frequent field inspection for changing site conditions, coordination with LADOTD Project Engineer and Contractor, and design adjustments for compatibility with Contractor's sequence of construction. Derrick was the Engineer of Record for the lighting/electrical portion of the project (incorporated via plan change) and provided CE&I services through construction.					
04/11 - 06/15	I-12 AT US-11 INTERCHAN Quality Assurance/CE&I. Pr ground mount low mast, 3 through construction.	NGE LIGHTING   LADOTE roject limits include the l ground mount high mast	<b>) H.000687   Slidell, LA</b> -12 / US-11 Interchange. Proje , and 8 underpass. Derrick per	ct makeup consists of the following types of roadway lighting sta formed Quality Assurance review for this project and provided CE8	ndards &I serv	s: 47 vices
03/13 - 02/18	I-210 OVER CALCASIEU R Engineer of Record. Project consists of the following ty ground mount high mast, a	<b>IVER WEST OF I-10 INT</b> t limits are from the I-10, pes of roadway lighting nd 4 underpass. Derrick	<b>FERSTATE LIGHTING   LADOT</b> /I-210 Interchange to the I-210 standards: 44 ground mount lo was the Engineer of Record fo	<b>D H.010440</b>   <b>Lake Charles, LA</b> /Cove Lane Interchange (approximately 4.5 miles of I-210). Projec ow mast, 54 structure mount low mast (bridge), 7 barrier mount lov r this project and provided CE&I services through construction.	t mak w mas	ceup st, 10
01/14 - 02/18	US-61 ROADWAY LIGHTIN Engineer of Record. Project ground mounted low mast corridor. Derrick was the Er	<b>G, DAVID TO TRANSCO</b> t limits are from the US-6 roadway lights (LED). Th ngineer of Record for this	NTINENTAL   Jefferson Parish i1 and David interchange throu e design required coordination s project.	<b>Jefferson Parish, LA</b> gh the US-61 and Transcontinental interchange. Project makeup c with concurrent lighting design by other consultants on adjacent	onsis <sup>1</sup> sectio	ts of 81 ons of this
05/16 - 03/21	STATE HIGHWAY 288 TOI Engineer of Record (illumin line at Clear Creek, by cons analysis for the 10 mile cor consisted of conventional I provide safe crossings for	LL LANES   TxDOT - Hou ation). This P3 project w tructing new toll lanes, in ridor and prepared plans ight standards as well as the residential communit	Iston District   Houston, TX vill implement improved function nstalling toll infrastructure, and s for upgrading all of the existing s high mast towers up to 175 f ties on each side of this 400ft	onality over 10.3 miles along SH 288, from US 59 to the Harris/Bra d establishing toll operations and maintenance. Derrick performed ng high pressure sodium lighting to LED luminaires. The lighting s eet. The project also included two pedestrian bridges with decora wide corridor. Derrick provided technical support during construct	zoria J photo ystem tive liç tion.	County ometric a ghting to

FIRM EMPLOYED BY     Stantec Consulting Services Inc.						
NAME	Joseph "Joe" Cains, III, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 18		
TITLE	Senior Associate			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 0		
DEGREE(S) / YE	ARS / SPECIALIZATION		BS   2003   Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 33670   LA   03/31/2	024		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Joe has over 18 years of experience for various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects and other similar transportation systems, on both existing highway alignments and new locations. He also has experience with innovative intersections, including roundabouts, DDIs, CFIs, and has been involved in several major projects involving implementation of innovative designs. He has experience in both traditional and alternative delivery types as well as Construction Administration services, allowing him to help lead the charge in the transportation industry for Stantec in the State of Louisiana. Joe will perform <b>STAGE 0 - ROADWAY DESIGN</b> for this contract. <b>Joe meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 6</b>					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD   LADOTD   New Orleans, LA Lead Roadway Engineer. Joe serves as lead roadway engineer of this multimillion-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. Project consists of a Diverging Diamond Interchange and flyover ramps leading to/ from the Airport on the east side of the interchange.					
07/19 - Ongoing	MOVEBR PROGRAM MANAGEMENT   City of Baton Rouge   Baton Rouge, LADeputy Program Manager. Joe serves as the Deputy Program Manager for Engineering for the \$313M Community Enhancement Program of the overall MOVEBR program. This \$1.1B Program proposes to improve key roadways and roadway corridors by focusing on either adding new capacity or adding community enhancement features in various areas throughout the parish. Joe's responsibilities include the oversight and compliance with MOVEBR guidelines, management of Project Managers for the 23 planned projects and sub-programs associated with the Community Enhancement Program. Joe is also heavily involved in the procurement phase for projects, providing assistance to the Engineer & Survey Selection Board thorough the planning, prioritization, advertisement, selection, and procurement of professional service firms. Lastly, Joe manages the QC Review Team, ensuring that design reviews are properly facilitated with subject matter experts, and ensuring that comments are properly adjudicated and coordinated if conflicts arise. Joe also ensures that policies are processes are properly					
08/14 - Ongoing	I-49 LAFAYETTE CONNEC Roadway Engineer. Joe's du firms. Task 4 involves the e vehicles & criteria, etc.), inv of 20+ potential design mo segments.	TOR   LADOTD   Lafayett uties include assisting w evaluation and recommer vestigation of the 5 desig difications, public coord	t <b>e, LA</b> ith the completion of Task 4 G ndations for previously propos gn modifications recommende ination, and final design repor	eometrics, of a 15 task project that is being carried out with a team of ed geometry, (interchanges, intersections, horizontal & vertical alignm d during the environmental process (ROD obtained in early 2000s), inv t document development for future segmentation & design of indepen	f 15 design Ients, design Iestigation dent utility	
11/10 - Ongoing	NELSON ROAD EXTENSIO Project Manager. Joe serve proposes to construct a ne line and grade study, perfor 404 and Section 10 permits the horizontal and vertical involved, including roadway District 07 with the coordin	DN AND BRIDGE   LADO ed as Project Manager fo w high-level bridge over rmed a vessel survey to b s (USACE and USCG), and geometry for the project, y design, drainage design ation of utility impacts.	TD   Lake Charles, LA or the Environmental Assessme Contraband Bayou. During the better understand navigationa d coordinated the compilation , and providing general oversign n, maintenance of traffic, bridg	ent as well as the Preliminary and Final Design Phases of this project, environmental phase, Joe coordinated all environmental tasks, and de requirements for the proposed bridge, assisted with development of of the entire EA document, which included 3 subconsultants. Joe also pht, guidance, and coordination of plan development for the various di- le design, traffic signal design, railroad design, lighting design, and ass	that eveloped the the Section o designed sciplines sisted	

04/11 - 06/15	<b>I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT   LADOTD   Lake Charles, LA</b> Assistant Project Manager and Lead Roadway Engineer. Project proposed to reconstruct I-210 to overpass the extension of Cove Lane and widen it between the foot of the I-210 bridge over the Calcasieu River ship channel to the Nelson Road Interchange. During Stage 0 and IMR phases of the project, Joe developed 29 full interchange alternatives and coordinated with traffic engineers during the analysis and modeling efforts to modify the alternatives as needed to satisfy DOTD needs. In the environmental phase, he provided the exhibits and materials necessary to support the Environmental Assessment document. During Preliminary and Final Design Phases of the project, he designed the horizontal geometry for the entire project, led the roadway design plan development efforts, and coordinated multiple disciplines including hydraulic analysis and design, striping and signing design, bridge and structural design, geotechnical design, maintenance of construction, as well as ROW acquisition, Utility Coordination & Relocation, and implementing environmental commitments into the design. Joe was involved with the development of the Transportation Management Plan, and the development and approval of several Special Provisions for the project. He was heavily involved in the construction process, which included frequent trips to the project site, answering RFIs, and assisting LADOTD with maintaining the project schedule.
03/17 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS   City of Baton Rouge Contract 12-CS-HC-0015   Baton Rouge, LA QC Manager. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.
03/07 - 12/12	<b>RIVER ROAD (LA 327) RELOCATION   LADOTD   Baton Rouge, LA</b> Assistant Project Manager. Joe led roadway design and plan development efforts to relocate River Road for approx. 1.1 miles and install three new single-lane roundabout intersections for the proposed development access that mitigated impacts for this \$400M+ casino development (L'Auberge Baton Rouge). He was heavily involved in the client coordination and project coordination efforts during the planning of the development. In addition to the River Road Relocation effort, he led the management, design, and plan development for 5 offsite intersections also associated with the traffic impact for this development. In addition to designing the horizontal and vertical geometry for these improvements, Joe also designed the drainage elements for the project (paved gutter drains, culvert design, and open ditch design), striping & signage, and maintenance of traffic plans, and also assisted with coordination of utilities and lighting for the project. Joe was also heavily involved in the construction phase of the project, including construction support and construction administration.
01/13 - 01/ 15	LA 447/I-12 INTERCHANGE   LADOTD   Livingston Parish, LA Project Manager. Joe managed the roadway design of improvements to the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. The proposed roundabout improvements at both ramp terminals facilitate traffic movements in all directions, as well as provide bypass lanes for I-12 eastbound & westbound traffic, which increase the overall operation of the interchange. Both roundabout locations proposed are multilane roundabout intersections, featuring two circulating lanes for the north and south approaches. The roundabout approaches expand from two to four lanes on each side of the existing LA 447 bridge that overpasses I-12. The location of the roundabout intersections were strategically placed to expedite construction and maintain traffic during the construction phase. Joe designed all horizontal and vertical geometry including the roundabout intersection and other roadway improvement elements, and lead the plan development efforts for this interchange improvement, which included study and investigation of future phased construction including the partial cloverleaf improvement planned at the I-12 interchange, assuring that the design would provide space for minimal reconstruction in the future.
04/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT   LADOTD   St Mary Parish, LA Lead Roadway Engineer. Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median, and constructing a new overpass bridge for US 90 over LA 318. This project also included a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe's duties included leading the effort for plan development of the various design units, development of the TMP, as well as construction support during the process.
11/09 - 08/12	I-12 WIDENING DESIGN-BUILD   LADOTD Contract No. 454-02-0071   Livingston Parish, LA Roadway Engineer. Joe was responsible for Stantec's roadway design efforts to widen a four-mile stretch of Interstate. Design included widening, removal, overlay and replacement of various pavement sections, ramp deceleration lane improvements, and widening of the Gray's Creek Bridge, and the 4-H Club Road and Range Avenue overpasses. The project required extensive maintenance of traffic and traffic control plans on this heavily traveled stretch of interstate.

FIRM EMPLOYED	I EMPLOYED BY Stantec Consulting Services Inc.					
NAME	Nick Prudhomme, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	16	300
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YE	ARS / SPECIALIZATION		BS   2006   Civil Engineering	]		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 35996   LA   3/31/20	23		
YEAR REGISTERED	2011	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Nick has over 16 years of experience in feasibility/alternative studies and preliminary and final design of interstates, entrance and exit ramps, arterials, local roads, bridge replacement projects, and other similar transportation systems along both existing and proposed alignments. His experience also includes training courses for Traffic Control Supervisor, Traffic Control Design Specialist, and training in the Highway Safety Manual. Nick will perform <b>AERIAL PHOTOGRAPHY WITH FIELD VERIFICATION</b> and <b>STAGE 0 - ROADWAY DESIGN</b> for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
04/15 - Ongoing	LA 30: SOUTH BOULEVARD TO WEST CHIMES STREET   LADOTD   Baton Rouge, LA Roadway/Drainage Lead. Nick oversaw all aspects of the roadway design including horizontal and vertical geometry, roadway modeling, drainage, striping, sequence of construction, and quantities. LA 30, known in Baton Rouge as Nicholson Drive, is a commuter route that connects LSU and downtown Baton Rouge. Additional scope included the realignment of the Interstate 10 off-ramp to Nicholson Dr. and Highland Rd. and the widening of Oklahoma street from a two-lane to four-lane section. The plan set currently consists of typical sections, plan and profile sheets, drainage details, pavement markings, signs, sequence of construction, traffic signal plans, right of way plans, and bridge plans. The plans have been completed with construction expected to begin this year.					
08/19 - Ongoing	I-10/LOYOLA INTERCHAN Assistant Roadway Lead ar Drive and the new airport a Nick has designed horizont approving drainage shop dr terminal recently construct	GE DESIGN-BUILD   LAD nd Drainage Lead. As Dra ccess road, drainage sys tal and vertical geometry rawings as well as RFIs a ed for the Louis Armstro	OTD Contract No. H.011670 ainage Lead, Nick oversees the stems/cross drains on I-10, an , graphical grades, and Inroad and NCRs relating to drainage ng New Orleans International	New Orleans, LA e drainage design consisting of subsurface drainage systems aloud the extension of 2-8'x7' box culverts in Canal 13. As Assistant F s roadway modeling. Nick also performs construction support by and roadway design. This project will serve as a main entrance to Airport.	ng Loy Roadw reviev the n	rola ray Lead, ving and ew airport
01/14 - 03/18	LA 86 & LA 320 ROUNDAB Roadway/Drainage Lead. N including horizontal and ve construction, quantity calco	OUT   LADOTD   New Ibe licks responsibilities invo rtical design, sight dista ulations, and cost estima	eria, LA blved project management, cli nce calculations, drainage des ation.	ent coordination, and the design and supervision of all areas of p sign, earthwork modeling, cross section development, striping lay	lan de out, se	velopment equence of
11/12 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS   City of Baton Rouge Contract 12-CS-HC-0015   Baton Rouge, LA Roadway/Drainage Lead. During the EA phase, Nick assisted with the alternative analyses, conceptual drainage design, public meeting materials and presentations, and the development of the EA report and documentation. During preliminary plan development, he assisted in all areas of design and plan development including client interaction, drainage design, drainage report, roadway modeling and earthwork analyses using InRoads, quantity calculations, and construction cost estimate. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria.					AND Itations, luding stimate.
01/06 - 12/13	STARING LANE EXTENSION Engineer Intern. Nick worke a new 4-lane urban boulevan bridges as part of the overa including geometrics, inters	STARING LANE EXTENSION AND BRIDGE   City of Baton Rouge   Baton Rouge, LA Engineer Intern. Nick worked with the roadway division assisting with drainage improvements for the project. The project involved the design and plan development for a new 4-lane urban boulevard with a 30ft median. The new design will include subsurface drainage, sidewalks and traffic signals. Stantec handled the design of two bridges as part of the overall development of the project. In addition, Stantec was in charge of construction plan development and design of preliminary and final plans including geometrics, intersections, earthwork modeling, striping, sequence of construction, quantities, signal design and quality control.				

FIRM EMPLOYED BY Stantec Consulting			rvices Inc.			
NAME	Mary Frances (Bratton) O'R	ces (Bratton) O'Rourke, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	35
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	J.
DEGREE(S) / YE	ARS / SPECIALIZATION		BS   2012   Civil Engineering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 41444   LA   09/30/20	023		
YEAR REGISTERED	2017	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Mary's roadway engineering experience includes preparing roadway plans, quantity calculations, hydraulic analysis, striping and signing design, coordination of utility relocation for design-build projects and geometric design such as horizontal and vertical alignments for a variety of projects in Louisiana. Mary is knowledgeable in a number of software programs including Microstation, InRoads and SignCad. She has assisted in the design of roundabouts, interchanges and realignments of urban roadways. Mary will perform <b>AERIAL PHOTOGRAPHY WITH FIELD VERIFICATION</b> and <b>STAGE 0 - ROADWAY DESIGN</b> for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD   LADOTD Contract No. H.011670   New Orleans, LA Design-Build ROW/Utilities Manager for this multimillion-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. Project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange. Mary's responsibilities also included developing the signing and striping layout, assisting with the geometric layout, assisting with the drainage design which included using HYDRWIN to design to DOTD standards, developing joint layouts, quantity calculations, and coordination with the contractor to answer RFIs. Mary assisted with ROW Acquisition and leads the utility relocation coordination efforts for the project.					
07/14 - 06/16	US 79 BYPASS AT LA 9 RO Roadway Engineer. Project plan development, client co design,signing and striping and cost estimate for the c	<b>DUNDABOUT   LADOTD  </b> replaced a signalized into pordination, and the desi layout, sequence of con construction.	<b>Claiborne Parish, LA</b> tersection with a roundabout w gn of all areas of plan develop struction which required 3 det	while maintaining traffic. Mary's responsibilities involved managin ment including horizontal and vertical alignments, earthwork mo our roads and a temporary subsurface drainage system, quantity	g and deling calcu	d leading J, drainage Jations,
01/13 - 01/15	LA 447 / I-12 INTERCHANGE   LADOTD   Livingston Parish, LA Roadway Engineer. Mary was responsible for roadway striping and signing design of improvements to the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. She also assisted in the MOT plans. The proposed roundabout improvements at both ramp terminals facilitate traffic movements in all directions, as well as provide bypass lanes for I-12 eastbound & westbound traffic, which increase the overall operation of the interchange. Both roundabout locations proposed are multilane roundabout intersections, featuring two circulating lanes for the north and south approaches. The roundabout approaches expand from two to four lanes on each side of the existing LA 447 bridge that overpasses I-12. The location of the roundabout intersections were strategically placed to expedite construction and maintain traffic during the construction phase.					iamond traffic inge. undabout s were
05/12 - 12/21	<b>GOVERNMENT STREET RC</b> Roadway Engineer. Mary de Government Street. Mary a construction. She calculate	DAD DIET: STUDY THRO esigned bike lane facilitie ssisted with designs/pla ed quantities and develop	UGH FINAL DESIGN   LADOTD es and signing/striping layout f n development including typic bed the cost estimate for cons	<b>Baton Rouge, LA</b> for this preliminary and final plan design project to upgrade a 4-m al sections, plan sheets, geometric details, signing and striping a truction and provided construction support.	ile pc nd se	ortion of quence of
04/15 - 06/18	US 90 AT LA 318 INTERC Roadway Engineer. This pro roads and ramps through th on the project, as well as L construction.	HANGE DESIGN-BUILD oject constructed a diam he project limits. Mary as ADOTD Headquarters, ar	LADOTD   St. Mary Parish, L ond interchange to replace the ssisted with plan development, nd the District office to ensure	<b>A</b> current at-grade signalized intersection of US90 and LA 318, as , and directly coordinated with utility companies for all required u the utilities were relocated in a timely manner to mitigate utility c	well a tility i onflic	as frontage relocations cts roadway

FIRM EMPLOYED	OYED BY Stantec Consulting Services Inc.					
NAME	Frank Phillips, IMSA II	s, IMSA II		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	
TITLE	Senior Transportation Spe	cialist		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	18	5
DEGREE(S) / YE/	ARS / SPECIALIZATION		AAS   1990			
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	N/A			
YEAR REGISTERED	N/A	DISCIPLINE	N/A			
Contract role(s) / brief description of responsibilities	below of the second state					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
01/15 - 03/21	3/21 ON-CALL TRAFFIC SIGNAL AND ITS SERVICES   City of Madison   Madison, MS Signal Technician. Stantec has an on-call service contract with the City of Madison, Mississippi to assist the city with maintenance and operations of traffic signals and ITS equipment. Recently completed work on this contract includes the re-timing of all traffic signals (19) within the city on MDOT maintained roadways (MS 463 and US 51), performed evaluations of all communications and detection equipment, provided reports to the city detailing these, and made numerous call-outs to assist with operational issues.					
07/17 - Ongoing	ON-CALL TRAFFIC SIGNA GIS Technician and Assista operations of traffic signals numerous call-outs to assis	L SERVICES   Rankin Co Int Signal Technician. Sta Is and ITS equipment. To Ist with operational issue	<b>unty   Rankin County, MS</b> antec has an on-call service co date, Stantec has assessed 11 s.	ntract with Rankin County, MS to assist the county with maintena traffic signals, made recommendations for repairs and upgrades	ance ar s, and r	nd made
01/13 - 06/17	'17 MDOT TRAFFIC SIGNAL MAINTENANCE SUPPORT   MDOT   Statewide, MS Traffic Signal Technician. In 2013, Stantec entered into an initial three-year contract with MDOT to perform preventative maintenance on all MDOT maintained traffic signals state-wide. The scope of work for this project included: program and project management, equipment operational assessments and testing, identification of deficiencies, repair cost estimates, preparation of recommendations for component repairs or upgrades for traffic signal systems and components traffic signal communication interfaces, cabinet cleanup, and minor repairs as directed. In 2016, a second work assignment was issued to complete the remaining two districts. This work was completed in June 2017 with a total of 539 traffic signals having had these services performed. All services were performed by Stantec and construction was not a part of this project.					ined g, omponents remaining l by
01/16 - 12/17	DISTRICTWIDE INTERSECTION IMPROVEMENTS   MDOT District 1   Statewide, MS Transportation Specialist. Frank was responsible for the Field work and on-site plan preparation of low cost intersection safety improvements at 118 intersections located throughout sixteen counties in MDOT District 1. Determined what type of treatment each intersection would receive (Basic, Intermediate or Enhanced Level) and created design plans while on site for each intersection. All services were performed by Stantec and construction was not a part of this project.					
05/18 - 10/19	US 82 / MS 1 SYSTEMAT Traffic Signal Technician. P approximately 17 miles of t devices. Frank was respons Frank also developed Signa	IC TRAFFIC SIGNAL IM roject was to rehabilitate fiber optic cable to interc sible for coordinating all al upgrade plans for all 2	<b>PROVEMENTS   MDOT   Wasl</b> e 24 Intersections on US 82 an connect all 24 signals to the M the utility locates for project lo 4 intersections and assisted w	<b>hington County, MS</b> d MS 1 in Greenville. Also included was replacement of permane DOT Statewide Traffic Management Center along with cameras a location. He was also responsible for all the utility survey for the rith the development of the ITS plans.	nt Sign nd Blue entire p	is and etooth project.

FIRM EMPLOYED	M EMPLOYED BY Stantec Consulting Services Inc.					
NAME	Scott Hoffeld, CEP			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	3	120
TITLE	Senior Project Manager, En	vironmental		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	26	
DEGREE(S) / YE/	ARS / SPECIALIZATION		MS   1994   Resource Manag	ement and Administration; BA   1989   Economics		
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	CEP No. 02040408   LA   3/3	1/2022		
YEAR REGISTERED	2002	DISCIPLINE	Certified Environmental Prac	titioner		
Contract role(s) / brief description of responsibilities	Scott is a Senior Environmental and Transportation Planner with over 29 years of NEPA and permitting experience for LADOTD, spanning form CEs, EAs and re-evaluations to complete multi-phased and 3rd party EISs and SEISs. His LADOTD experience includes 404 wetland, scenic stream and bridge permitting; agency coordination; public outreach; and a variety of corridor and site impact analyses, needs and alternatives justification evaluations, and the communication/presentation of complex information to mixed audiences. Scott will provide <b>STAGE 0</b> - <b>ENVIRONMENTAL SUPPORT</b> for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
10/15 - 03/17	<ul> <li>EA AND REEVALUATION FOR DIJON EXTENSION IMPROVEMENTS   City of Baton Rouge H.012233/H.012232   Baton Rouge, LA</li> <li>Project Manager responsible for EA and public outreach for short connector roadway between LA 3064 (Essen Lane) and LA 1248 (Bluebonnet Boulevard) in Baton Rouge. The project involved coordination with the Our Lady of the Lake and The General hospitals regarding future development plans, as well as consideration of future bikeway plans for the City of Baton Rouge.</li> </ul>					
02/14 - 09/15	I-210 AT COVE LANE INTERCHANGE IMPROVEMENTS AND EA   LADOTD   Lake Charles, LA NEPA Project Manager. Scott worked with Stantec during this project. He served as NEPA Project Manager for this aggressive seven-month NTP to FONSI, high- profile interstate interchange improvement project in Lake Charles. Project need is related to a new casino special traffic generator. Expedited work included completion of outreach, field work, and analysis of six build alternatives within six weeks of the NTP. Special NEPA documentation and review protocols were proposed and approved by LADOTD and EHWA, enabling environmental streamlining and reduction of schedule by over 55 percent.					
12/14 - 12/17	US 11 NORFOLK SOUTHER Project manager for replace of partial and full-access in Slidell. Key issues included following the construction.	RN RAILROAD OVERPAS ement and widening of t tersection options and b the historic status of th	S REPLACEMENT   LADOTD S he US 11 roadway overpass of pridge alignment and type alte e bridge, commercial parking	P No. H.000688   Orleans Parish, LA the Norfolk Southern Railroad in Slidell, Louisiana. Project incluc matives for the heavily skewed and long steel span bridge in this mpacts, use of the Norfolk southern right of way, and travel patte	led eva urban ern cha	aluation area of inges
12/00 - 06/01	<b>GRAMERCY-WALLACE BRIDGE NEEDS/ALTERNATIVES ANALYSIS, WETLAND PERMITTING ASSISTANCE   LADOTD   St. John the Baptist and James Parishes, L</b> Project Transportation and Environmental Planner responsible for developing needs statement, alternate constraints map, and alternate alignments, as well as the preparation of the supplemental information report and graphics. Project proposed to complete a section of a bridge approach, delayed by funding issues. The extension/completion of the West Bank Approach was documented as a very important link for hurricane evacuation, as well as providing local and commercial transportation benefits through reduced travel times and lower average operational costs per mile. Eight alternate alignments were developed. Detailed prelimina conceptual cost estimates were prenared, and all alignments were compared in a matrix. The proposed alignment is currently under permitting with the USACE					rishes, LA vell as the s. The mercial oreliminary JSACE.
02/16 - 12/17	7 FLORIDA AVENUE IMPROVEMENTS   LADOTD   Orleans and St. Bernard Parishes, LA Scott was responsible for team coordination and public/stakeholder outreach oversight and agency coordination. The project alternatives include a new bridge over the Inner Harbor Navigation Canal, as well as optional roadway improvements, and neighborhood traffic calming for neighborhoods in the vicinity of the project alternatives, including 9th Ward of New Orleans. Key issues include truck traffic, property values, and environmental justice concerns.					bridge the
02/04 - 09/05	I-210 AT NELSON ROAD IN NEPA Project Manager. Sco work included completion of protocols were proposed an	roject alternatives, including 9th Ward of New Orleans. Key issues include truck traffic, property values, and environmental justice concerns. •210 AT NELSON ROAD INTERCHANGE IMPROVEMENTS   LADOTD   Orleans and St. Bernard Parishes, LA IEPA Project Manager. Scott worked with Stantec, formerly ABMB during the project. Project need is related to a new casino special traffic generator. Expedited vork included completion of outreach, field work, and analysis of six build alternatives within six weeks of the NTP. Special NEPA documentation and review protocols were proposed and approved by LADOTD and FHWA, enabling environmental streamlining and reduction of schedule by over 55 percent				

FIRM EMPLOYED BY		Grey Engineering, LLC				<u>^</u>
NAME	April Renard, P.E., PTOE, R	SP2I		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	<1	
TITLE	Principal and Owner			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	16	GREY
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS   2006   Civil Engineering	L		
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 35660  LA   9/30/24	4		
YEAR REGISTERED	2010	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	April has over 16 years of streets subject matter exp	experience in transport pert. April will perform <b>S</b>	tation engineering. She is the <b>STAGE 0 - TRAFFIC DESIGN</b>	owner and principal of Grey Engineering, LLC. She is a safety a for this contract.	and co	omplete
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
06/22 - Ongoing	TOWN OF ST. FRANCISVIL Lead Engineer for the redesign constructing raised crosswa	LE'S COMMERCE STRE gn of Commerce Street. T lks, providing angled on-s	ET BETTERMENT PROJECT   \$ he scope of the project includes treet parking near the park's ent	<b>St. Francisville, LA</b> s narrowing the travel lane widths, installing wide sidewalks and new rance, and retrofitting the catch basins with biofiltration beds.	curbs,	
10/22 - Ongoing	BREC DAWSON'S CREEK TRAIL AND HEALTH LOOP   Baton Rouge, LA Lead Engineer for developing the conceptual layouts of the proposed health loop, connecting the Dawson's Creek Trail at Perkins Road Community Park to Ward's Creek Trail. This includes conducting on-site assessments of proposed trail segments and establishing the servitude limits for the proposed trail location.					
10/20 - 09/21	19/21 MOVEBR CAPACITY PROGRAM COMPLETE STREETS LEAD   City of Baton Rouge   Baton Rouge, LA Complete Streets Lead. April served as the Subject Matter Expert on Complete Streets by reviewing all design studies, project design reports, and preliminary plans to ensure pedestrians, bicyclist, and transit users of all ages and abilities are provided reasonable and appropriate facilities given a project's context. Ms. Renard also led the development of standard street cross sections that were adopted into the MOVEBR Design Guidelines to improve walkability, bikability, ADA compliance, transit accommodations, calm traffic, mitigate stormwater runoff impacts, and improve water quality. She also produced and hosted a MOVEBR Design Guidelines workshop.					inary xt. Ms. ty, ADA EBR
10/20 - Ongoing	MOVEBR US 61/SCENIC H Project Lead for the Scenic geometry given constrained Management Team, and LA sidewalks, bike lanes, traffic	IGHWAY ENHANCEMEN Highway Survey and Prel Right-of-Way and limited DOTD representatives wh c calming countermeasur	T PROJECT (LA 408/HARDIN iminary Design, developing exis I budget. Her work involves coc ile producing technical concep es, transit stop improvements,	G BOULEVARD TO SWAN AVENUE)   City of Baton Rouge   Baton sting plan and profile sheets, determining feasible typical sections a ordinating with various stakeholders within the community, the MOV ts to address the purpose and need of the project. Concepts includ and green infrastructure (e.g. biofiltration swales and curb extension	<b>Roug</b> e and int /EBR P e ADA ons).	<b>e, LA</b> ersection Program compliant
04/19 - 05/20	MOVEBR PROJECT MANAGER, CSRS, INC   City of Baton Rouge   Baton Rouge, LA In the early phases of MOVEBR, April created the data-driven prioritization schema of MOVEBR projects and led the collection and processing of the data to produce the first tier of prioritized projects. She also developed the MOVEBR federal funding strategy matrix for pursuing federal funds for eligible projects. After the overall program strategy was developed, April served as a Project Manager for 6 MOVEBR Capacity Program projects (Midway, Constantin/Dijon, Old Hammond Highway Segment 1, Old Hammond Hwy. Segment 2, Harding at I-110 Interchange, Ardenwood-Lobdell Connector), which included coordinating all aspects of project delivery (e.g. traffic analysis, environmental permitting, state and federal agency requirements, design, Right-of-Way acquisition, utility coordination) for reducing project delivery time (schedules are managed in Primavera P6).					
09/14 - 07/19 Page 24 of 52	LADOTD HIGHWAY SAFET April was responsible for the She provided direction to sta provided guidance across di activities for Louisiana. Othe Safety Program in coordinati to Public Places Program. W served as an expert witness Stantac Consulting Se	Y MANAGER   Statewide e development and implen iff on the State's safety da sciplines on data-driven s er projects included the ma ion with the Louisiana Loo 'hile a LADOTD employee, concerning protected safe	e, LA mentation of Louisiana's Strategi ta analysis processes for identi afety considerations within LAD anagement of the East Baton Ro cal Technical Assistance Program April represented the State on t ety data.	c Highway Safety Plan in coordination with the Federal Highway Adn fying potential Highway Safety Improvement Program projects (23 U. OTD's project delivery process and led the Complete Streets Policy ir puge Parish Bicycle and Pedestrian Masterplan contract, oversight of m (LTAP) Office, and the creation and administration of the first-of-its he AASHTO Task Force for the Second Edition of the Highway Safety	ninistra S.C. 14 nplem the Lo -kind S Manu	ation. 48). April entation ical Road Safe Routes al and



FIRM EMPLOYED	BY	Quality Counts, LLC	LLC						
NAME	Robert "Grant" Browning	1		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	$\mathbf{O}$			
TITLE	Lead Field Technician			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0				
DEGREE(S) / YE	ARS / SPECIALIZATION		N/A						
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	N/A						
YEAR REGISTERED	N/A	DISCIPLINE	N/A						
Contract role(s) / brief description of responsibilities	Grant is an experience Lead Field Technician. He will perform field work, including the installation of traffic data collection devices and equipment. Grant will perform DATA COLLECTION for this contract. Grant meets the following Minimum Personnel Requirements (MPRs)								
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.					
01/16 - Ongoing	VARIOUS ROUTE AND INTERCHANGE SURVEYS   Statewide, LA Lead Manager. As a sub, Quality Counts was awarded a contract to provide various data collection services on roads and highways maintained by Louisiana DOTD. Traffic count services regularly include pneumatic tube counts, turning movement counts, demand volume counts, and radar speed studies. Collected data is used for forecasting, planning, signal retiming, design, and other purposes determined on a per project basis. Specific examples of projects executed include the US 171 MLK Calcasieu Parish Study (35 tube counts, 33 intersection TMCs with queueing, 150 driveway TMCs, 3 radar speed studies); I-210 at LA 1138-2 (Nelson Road) Interchange Study (37 tube counts, 33 intersection TMCs, 9 driveway TMCs, 3 radar speed studies), both completed in the spring of 2017 and Farmerville State and Local Roads (126 48-Hour machine counts, 8 7-day 24 hour machine counts, 68 Turning Movements, 192 15 minute driveway counts, and 8 radar speed studies) completed in the fall of 2016. Grant was the field technician for this project, responsible for the deployment and collection of traffic count equipment and devices.								
01/20 - 03/20	<b>REGIONAL TRAFFIC DATA</b> Project Manager. Quality Cor with tubes, video and radar of put a halt on things. A custo technician for this project, re	<b>COLLECTION PROGRAI</b> unts was contracted by Cf levices. Some of the sites mized spreadsheet managesponsible for the deployn	M   Baton Rouge, LA RPC to collect 24- and 48-hour to included classification data an ged by Dan Franz was delivered nent and collection of traffic cou	raffic counts all over the Baton Rouge Metro area. The traffic counts d some were volume only. A total of 230 locations were collected un with all the data along with setup pictures from every site. Grant was int equipment and devices.	were co til the F s the fie	onducted Pandemic eld			
01/20 - 04/20	I-10 LOYOLA DESIGN-BUI Project Manager. Quality Cou movement counts and a 60-d	LD   LADOTD   Kenner, La nts was hired by Stantec to ay tube count. Grant was t	<b>A</b> o collect traffic counts near the N he field technician for this projec	lew Orleans Airport. This included seven-day freeway Radar counts, 24 t, responsible for the deployment and collection of traffic count equip	hour t nent a	urning nd devices.			
02/20 - 04/20	HOOPER ROAD IMPROVEM Project Manager. Quality Con driveway counts, Turning Mc deployment and collection o	<b>MENTS   Baton Rouge, L</b> unts was hired by CDM Sn wement counts, and onsit f traffic count equipment	A nith to collect traffic counts on H e vehicle demand counts freewa and devices.	Hooper Rd NE of Baton Rouge during the winter of 2020. This include ay Radar counts. Grant was the field technician for this project, respo	d tube onsible	counts, for the			
03/20 - 05/20	<b>REGIONAL TRAFFIC DATA</b> Project Manager. Quality Con tubes, video and radar device how the pandemic had affect site. Grant was the field tech	<b>COLLECTION PROGRAI</b> unts was contracted by Cf es. Classification and spe ted traffic patterns in the nician for this project, res	AM VIRUS IMPACT   Baton Rouge, LA CRPC to collect 24-hour traffic counts all over the Baton Rouge Metro area. The traffic counts were conducted with speed data was included in all the reports. A total of 257 locations were collected during the pandemic. This was to see he Baton Rouge area. A customized spreadsheet was delivered with all the data along with setup pictures from every responsible for the deployment and collection of traffic count equipment and devices						
07/19 - Ongoing	<b>CITY OF ROUND ROCK TEX</b> Project Manager. Quality Cor tube count equipment. Class includes some counts during and collection of traffic cour	<b>KAS ANNUAL TRAFFIC (</b> unts has a contract with the sification and speed data as the pandemic to see how the equipment and devices.	COUNTS   Round Rock, TX ne City of Round Rock Texas to o are included in the reports. A to v affected traffic patterns in the	collect 48-hour traffic counts all over the City. The traffic counts are cal of 298 locations have been successfully collected since the start city are. Grant was the field technician for this project, responsible for	conduc of 2019 or the c	ted with 9. This Jeployment			

FIRM EMPLOYED BY Quality Counts, LLC									
NAME	Amanda Lenz			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	2				
TITLE	Operations Manager			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5				
DEGREE(S) / YE	ARS / SPECIALIZATION		N/A	L					
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	N/A						
YEAR REGISTERED	N/A	DISCIPLINE	N/A						
Contract role(s) / brief description of responsibilities	Amanda is an experienced traffic data collection manager. She will manage and organize all traffic data collection tasks for this contract. Amanda will perform <b>DATA COLLECTION</b> for this contract.								
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.					
01/16 - Ongoing	VARIOUS ROUTE AND INTERCHANGE SURVEYS   Statewide, LA Lead Manager. As a sub, Quality Counts was awarded a contract to provide various data collection services on roads and highways maintained by Louisiana DOTD. Traffic count services regularly include pneumatic tube counts, turning movement counts, demand volume counts, and radar speed studies. Collected data is used for forecasting, planning, signal retiming, design, and other purposes determined on a per project basis. Specific examples of projects executed include the US 171 MLK Calcasieu Parish Study (35 tube counts, 33 intersection TMCs with queuing, 150 driveway TMCs, 3 radar speed studies); I-210 at LA 1138-2 (Nelson Road) Interchange Study (37 tube counts, 33 intersection TMCs, 9 driveway TMCs, 3 radar speed studies), both completed in the spring of 2017 and Farmerville State and Local Roads (126 48-Hour machine counts, 8 7-day 24 hour machine counts, 68 Turning Movements, 192 15 minute driveway counts, and 8 radar speed studies) completed in the fall of 2016. Since 2020, Amanda Lenz has provided operations support to Project Manager Brian Durrett								
01/20 - 03/20	REGIONAL TRAFFIC DATA COLLECTION PROGRAM   Baton Rouge, LA Project Manager. Quality Counts was contracted by CRPC to collect 24- and 48-hour traffic counts all over the Baton Rouge Metro area. The traffic counts were conducted with tubes, video and radar devices. Some of the sites included classification data and some were volume only. A total of 230 locations were collected until the Pandemic put a halt on things. A customized spreadsheet managed by Dan Franz was delivered with all the data along with setup pictures from every site. Amanda Lenz managed the project and coordinated the fieldwork								
01/20 - 04/20	I-10 LOYOLA DESIGN-BUI Project Manager. Quality C hour turning movement cou	L <b>D   LADOTD   Kenner, L</b> ounts was hired by Stant unts and a 60-day tube c	<b>A</b> rec to collect traffic counts nea ount. Amanda Lenz has manag	nr the New Orleans Airport. This included seven-day freeway Rada ged the project and coordinated the fieldwork.	r counts, 24				
02/20 - 04/20	HOOPER ROAD IMPROVEM Project Manager. Quality Co tube counts, driveway cour coordinated the fieldwork.	MENTS   Baton Rouge, L ounts was hired by CDM its, Turning Movement co	A Smith to collect traffic counts ounts, and onsite vehicle dema	on Hooper Rd NE of Baton Rouge during the winter of 2020. This and counts freeway Radar counts. Amanda Lenz has managed the	included project and				
03/20 - 05/20	<b>REGIONAL TRAFFIC DATA COLLECTION PROGRAM VIRUS IMPACT   Baton Rouge, LA</b> Project Manager. Quality Counts was contracted by CRPC to collect 24-hour traffic counts all over the Baton Rouge Metro area. The traffic counts were conducted with tubes, video and radar devices. Classification and speed data was included in all the reports. A total of 257 locations were collected during the pandemic. This was to see how the pandemic had affected traffic patterns in the Baton Rouge area. A customized spreadsheet was delivered with all the data along with setup pictures from every site. Amanda Lenz managed the project and coordinated the fieldwork.								
07/19 - Ongoing	<b>CITY OF ROUND ROCK TEX</b> Project Manager. Quality Co conducted with tube count the start of 2019. This incl project and coordinated the	<b>KAS ANNUAL TRAFFIC (</b> ounts has a contract wit equipment. Classificatio udes some counts durin e fieldwork.	COUNTS   Round Rock, TX h the City of Round Rock Texas on and speed data are included g the pandemic to see how aff	s to collect 48-hour traffic counts all over the City. The traffic coun I in the reports. A total of 298 locations have been successfully creeted traffic patterns in the city are. Since 2020, Amanda Lenz material	ts are ollected since anaged the				

FIRM EMPLOYED	BY	Quality Counts, LLC								
NAME	Noah Smith			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 7	1					
TITLE	Operations Support Manag	ler		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)						
DEGREE(S) / YEA	ARS / SPECIALIZATION		BA   2005   Theater							
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	N/A							
YEAR REGISTERED	N/A	DISCIPLINE	N/A							
Contract role(s) / brief description of responsibilities	Noah is an experienced data processing manager. He will supervise the planning, processing and quality control of all data collected on this project. Noah will perform <b>DATA COLLECTION</b> for this contract.									
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.									
Ongoing	Data Processing Manager. As a sub, Quality Counts was awarded a contract to provide various data collection services on roads and highways maintained by LADOTD. Traffic count services regularly include pneumatic tube counts, turning movement counts, demand volume counts, and radar speed studies. Collected data is used for forecasting, planning, signal retiming, design, and other purposes determined on a per project basis. Brian Durrett serves as the primary point of contact for GS&P, managing all aspect of the project and Felix Long serves as the Field Technician responsible for the deployment of all equipment. Responsibilities include development of data collection approaches, staff scheduling, on-site project management, data QA/QC, and project delivery. Specific examples of projects executed include the US 171 MLK Calcasieu Parish Study (35 tube counts, 33 intersection TMCs with queueing, 150 driveway TMCs, 3 radar speed studies); I-210 at LA 1138-2 (Nelson Road) Interchange Study (37 tube counts, 8 7-day 24 hour machine counts, 68 Turning Movements, 192 15 minute driveway counts, and 8 radar speed studies) completed in the fall of 2016. Noah is tasked with all tube data and radar speed study processing for this project.									
01/16 - Ongoing	WASHINGTON COUNTY, O Data Processing Manager. year, QC collects vehicle vo engineering and planning a tube count volume, classifie	<b>R ANNUAL TRAFFIC CO</b> Quality Counts has been lume, classification, and ctivities. Traffic volume t cation, and speed data for	UNTS   Washington County, Ol under contract with Washingt speed data by direction at ove tables are also made available or this project.	Results on County, Oregon to conduct their annual traffic count program since 2005. East 300 locations throughout the county. The purpose of this effort is to support to the public for business and other purposes. Noah is tasked with processing	ach t J					
01/20 - 03/20	<b>REGIONAL TRAFFIC DATA</b> Data Processing Manager. were conducted with tubes, collected until the Pandemi	<b>COLLECTION PROGRAI</b> Quality Counts was cont , video and radar devices ic put a halt on things. N	<b>M   Baton Rouge, LA</b> racted by CRPC to collect 24- a s. Some of the sites included oah managed the processing o	and 48-hour traffic counts all over the Baton Rouge Metro area. The traffic count classification data and some were volume only. A total of 230 locations were of tube and radar data for this contract.	nts					
01/20 - 04/20	I-10 LOYOLA DESIGN-BUII Data Processing Manager. counts, 24 hour turning mo	L <b>D   LADOTD   Kenner, L</b> A Quality Counts was hired vement counts and a 60-	<b>A</b> I by Stantec to collect traffic co day tube count. Noah manage	ounts near the New Orleans Airport. This included seven-day freeway Radar I the processing of the tube counts and freeway radar counts for this project.						
02/20 - 04/20	HOOPER ROAD IMPROVEN Project Manager. Quality Co counts, Turning Movement of	MENTS   Baton Rouge, La bunts was hired to collect counts, and onsite vehicle	<b>A</b> traffic counts on Hooper Rd NE e demand counts freeway Rada	of Baton Rouge during the winter of 2020. This included tube counts, driveway r counts. Noah managed the processing of the tube counts for this project.						
03/20 - 05/20	<b>REGIONAL TRAFFIC DATA</b> Project Manager. Quality Co with tubes, video and radar This was to see how the pa the data along with setup p	<b>COLLECTION PROGRAI</b> ounts was contracted by devices. Classification a indemic had affected tra ictures from every site. I	<b>COGRAM VIRUS IMPACT</b>   <b>Baton Rouge, LA</b> cted by CRPC to collect 24-hour traffic counts all over the Baton Rouge Metro area. The traffic counts were conducted cation and speed data was included in all the reports. A total of 257 locations were collected during the pandemic. cted traffic patterns in the Baton Rouge area. A customized spreadsheet managed by Dan Franz was delivered with all by site. Noah was tasked with processing the tube count data for this project.							

FIRM EMPLOYED	BY	Quality Counts, LLC	ality Counts, LLC						
NAME	Sandra Fitzgerald			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	10	E.			
TITLE	Video Reduction Center Ma	anager		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	125			
DEGREE(S) / YE/	ARS / SPECIALIZATION		N/A						
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	N/A						
YEAR REGISTERED	N/A	DISCIPLINE	N/A						
Contract role(s) / brief description of responsibilities	Sandra is an experienced traffic video processing manager. She will oversee the data processing for all video recorded for this project. Sandra will perform <b>DATA COLLECTION</b> for this contract.								
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.					
01/16 - Ongoing	VARIOUS ROUTE AND INTERCHANGE SURVEYS   Statewide, LA Video Processing Manager. Quality Counts (QC) provides various data collection services on roads and highways maintained by LADOTD. Traffic count services regularly include pneumatic tube counts, turning movement counts, demand volume counts, and radar speed studies. Collected data is used for forecasting, planning, signal retiming, design, and other purposes determined on a per project basis. Projects executed include: US 171 MLK Calcasieu Parish Study (35 tube counts, 33 intersection TMCs with queuing, 150 driveway TMCs, 3 radar speed studies); I-210 at LA 1138-2 (Nelson Road) Interchange Study (37 tube counts, 33 intersection TMCs, 9 driveway TMCs, 3 radar speed studies), and Farmerville State and Local Roads (126 48-Hour machine counts, 8 7-day 24 hour machine counts, 68 Turning Movements, 192 15 minute driveway counts, and 8 radar speed studies). Sandra is tasked with managing the video data processing for this contract.								
01/20 - 04/20	I-10 LOYOLA DESIGN-BUILD   LADOTD   Kenner, LA Video Processing Manager. Quality Counts was hired by Stantec to collect traffic counts near the New Orleans Airport. This included seven-day freeway Radar counts, 24 hour turning movement counts and a 60-day tube count. Sandra managed the TMC video data processing for this project.								
03/20 - 05/20	<b>REGIONAL TRAFFIC DATA</b> Video Processing Manager. and radar devices. Classifica traffic patterns in the area. C	COLLECTION PROGRAI Quality Counts collected 2 ation and speed data was ustomized spreadsheet w	<b>W VIRUS IMPACT   Baton Rou</b> 24- and 48-hour traffic counts all included in all the reports. 257 I ras delivered with data and setu	<b>ge, LA</b> over the Baton Rouge Metro area. Traffic counts were conducted wir ocations were collected during the pandemic to see how the panden p pictures from every site. Sandra managed the video data processir	th tube nic hae ng for	es, video d affected this project.			
02/10 - Ongoing	NCDOT DATA COLLECTION Video Processing Manager studies across NC. Ensures maintenance, operations ar managed the video data pro	NON-CALL   NCDOT   Sta . Sandra processes tasks s data is properly formati nd research activities act ocessing for this project	atewide, NC s on a variety of projects within ted to NCDOT's data formattin ross the state. Hundreds of co	n this on-call to collect TMCs, tube counts, travel time data, and c g protocols. Data is used to determine various planning, design, c unts are ordered annually with an approx. value of \$500,000/year	other v constr r. Sano	arious uction, dra			
02/14 - Ongoing	<b>CITY OF DURHAM/DCHC N</b> Video Processing Manager +850 48-hour volume/class overseeing the data reducti	<b>IPO DATA COLLECTION</b> . Sandra assists in mana sification counts and +70 ion and custom deliverab	<b>City of Durham / DCHC MP</b> ging data review efforts for Q 0 TMCs and bicycle/pedestria ole portion of the data collection	<b>D</b>   <b>Durham, NC</b> C's contract with the City of Durham/DCHC MPO. Collection effor n counts at intersections and midblock locations. Sandra is resp on.	ts hav onsib	e included le for			
05/18 - Ongoing	<b>CRTPO TRAFFIC DATA CO</b> Video Processing Manager transportation planning and volume, speed, and classifi information. Survey site red tabulated and summarized data management website. bicycle counts in the Town	LLECTION ON-CALL   Cl Data collection occurs d research efforts throug cation data. Intersection quires collection of addit traffic data, and in some QC performed approx. 1 of Cornelius. Approx. co	harlotte Regional Transportati at mid-blocks and at intersect hout the MPO planning area. A data is collected using camer ional location information incl cases, video recordings to co ,000 hour of video collection ntract value is \$100,000/year.	on Planning Organization (CRTPO)   Charlotte, NC ons in Charlotte and surrounding towns. Collected data is used f Automatic traffic recorders are utilized at certain mid-block locati as and can include turning movement counts, queue, delay, and s uding site map, a summary of weather conditions, equipment loc rroborate reported data. Data is formatted and uploaded to the C between turning movement counts in the Town of Huntersville an Sandra is responsible for all manners of video-based data proces	or a va ons to satura ations ity MS d ped ssing.	ariety of collect tion flow s, pictures, S2 traffic estrian/			

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	Stantec Consulting Service	s Inc.			PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road, 1	Traffic
PROJECT NAME	MOVEBR TRANSPOR	TATION	IMPROVE	MENT	PROGRAM	FIRM RESPONSIBILITY (prime or sub?)	Prime	9
PROJECT NUMBER	N/A		OWNER'S N	IAME	Baton Rouge Depa	artment of Transportation and Drai	inage	
PROJECT LOCATION	Baton Rouge, Louisiana					OWNER'S PROJECT MANAGER	Fred I	Raiford
OWNER'S ADDRESS,	PHONE, EMAIL	222 Sain	t Louis Stre	et, 8th F	Floor, Baton Rouge,	LA 70802   225-379-3158   FRaif	ord@br	la.gov
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	07/19		TOTAL CO	ONSULTANT CONTRAC	CT COST (\$1,000's)	\$15,5	03.785
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF CONSULTANT SERVICES PROVIDED E					CES PROVIDED BY THIS FIRM (\$1,000's)	\$9,80	3.464	
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight me	embers to	be used in this proposal	.)		
The MOVEBR T	ransportation Program	n in East	Baton Rou	ige Par	ish has provided	Stantec the opportunity to	PRO	JECT RELEVANCE:
serve the East B	Baton Rouge City-Pari	sh Depar	tment of T	<b>Franspo</b>	ortation and Drai	nage (DTD) in several ways.		Warrant Analysis
Stantec serves as	Program Manager for the	e \$313M C	Community I	Enhance	ement Program and	provides a variety of on-call		Traffic Modeling
insight into the ch	o support delivery and pro allenges that local munic	vide overs cipalities f	signt of the a f	progran financia	n. Close coordinati Il/budgetary. admin	istrative, procurement, project		Data Collection
implementation, a	and public relations stand	point.			, <u>.</u> , ,			Aerial Photography with Field
A substantial part includes adding 1	of our responsibility is th 76 miles of fiber optic ca	ne manage ble to the	ement of the existing sys	e Signal stem. St	ization and Synchro antec was also res	onization project which ponsible for the fiber design		Verification Intersection/Corridor/Network
for significant roa of 36 signal rebui	dways in this project. Oth Ids and the installation of	ner tasks i detection	nclude assi: 1 cameras, s	sting wi surveilla	th the oversight of nce cameras, flash	the design and construction ing yellow arrows, backup		Signal Design

- $\square$ Traffic Signal Inventory

batteries, and count stations throughout the parish. The signalization improvements will create a connected City with centrally managed mobility and will provide real-time control of signals to better manage traffic from the Advanced Traffic Management Center.

As Program Manager, Stantec is also responsible for the Quality Assurance/Quality Control of all milestone submittals including scope and manhours, traffic studies, design studies, and construction plans produced by other consultants for the Enhancement Program. We are also responsible for ensuring that all projects impacting State roadways follow the necessary DOTD communication protocols, policies, and guidelines, including the Traffic Engineering Process and Reports (TEPR) guidelines.

TEAM MEMBERS INVOLVED: M. BRUCE, J. LEFANTE, J. MABERRY, S. MENSAH, M. DAVIS, A. GRIFFITH, N. PRUDHOMME, J. CAINS, M. O'ROURKE, D. GOUDEAU, J. BARKER, S. HOFFELD

FIRM NAME	Stantec Consulting Service	s Inc.			PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Traffic, Road, Bridge		
PROJECT NAME	I-10/LOYOLA INTERC	CHANGE	DESIGN-B	UILD P	ROJECT	FIRM RESPONSIBILITY (prime or sub?)	Sub-consultant		
PROJECT NUMBER	H.0011670		OWNER'S N	AME	Louisiana Department of Transportation and Development				
PROJECT LOCATION	New Orleans, Louisiana					OWNER'S PROJECT MANAGER	Timothy Nickel		
OWNER'S ADDRESS,	, PHONE, EMAIL	1201 Ca	pital Access	, Baton	Rouge, LA 70808	225-379-1110   timothy.nickel@la	i.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY) 08/19 TOTAL CO				TOTAL CC	NSULTANT CONTRAC	\$125,591			
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF					CONSULTANT SERVIC	\$8,508			
Describe the project in	cluding the firm's role and memb	pers involved	. (Hiahliaht mei	mbers to b	pe used in this proposal	.)			

This innovative design project is critical to the Greater New Orleans area, providing improved access on a local, state, regional and even international level.

Stantec is serving as the Lead Design Engineer for this Design-Build project which provides improvements to Interstate 10, Loyola Drive north of Interstate 10 (I-10), as well as improvements south of I-10 connecting to the new terminal access road for the new LANOIA north terminal facility. The proposed improvement was approved as an Alternative Technical Concept (ATC) and features a Diverging Diamond Interchange (DDI) at Loyola and I-10, as well as one-way elevated flyovers from I-10 Westbound to the southbound terminal access road lanes, and from the northbound terminal access road lanes to I-10 Eastbound. Through Stantec traffic analysis, the DDI was shown to perform better than the original alternative LADOTD proposed for the project. To support the environmental re-evaluation required for the ATC, Stantec developed roadway exhibits for the environmental process, including public meeting exhibits such as a "hot wheels" scale DDI exhibit that allowed Stantec to better communicate to meeting participants about how to "drive-thru" the DDI and learn more about how it operates. Stantec developed 3D renderings of the project during the proposal phase using OpenRoads software as the main tool to help LADOTD visualize the project from a real-life perspective.

The proposed traffic control for the project accommodates various modes of transportation, including vehicles, pedestrians, and bicycles. Transit also traverses through this area, although there are no bus stops in the vicinity of the proposed DDI. Prior to the approval of the design phases, Stantec was required to develop a Level 4 TMP document for the project. During the Definitive Design, Interim, and RFC Design Phases (i.e. Preliminary and Final Design), we coordinated with the surveyor to advance design as much as possible during the collection of the topographic survey

coordinated with the surveyor to advance design as much as possible during the collection of the topographic survey without waiting for the final deliverable at the end of the survey, condensing the project schedule tremendously. The project also featured subsurface drainage that ultimately outfalls into a network of pumped canals. Through coordination with local technical staff and hydraulic analysis, we were able to design proposed drainage improvements that did not create adverse impacts to the pumped canal network or adjacent development in the project area.

In order to expedite construction, we were required to break the overall design down into several design packages, another schedule related benefit. For each submittal, Stantec performed Quality Reviews by implementing their Quality Management Plan, which included reviews by the Discipline lead, Design Manager, and an Independent Reviewer for each RFC submittal.

During the construction process (currently ongoing), Stantec has been heavily involved in the construction support by responding to Contractor RFIs, NCRs, and design clarifications needed to assist them with making progress. We also continue to attend weekly progress meetings and quarterly partnering meetings throughout the construction. We believe our Design-Build projects have provided us with valuable experience that will enable us to perform well on the expected tasks for this IDIQ Contract.

TEAM MEMBER INVOLVED: M. BRUCE, J. LEFANTE, M. DAVIS, J. BARKER, N. PRUDHOMME, M. O'ROURKE, S. MENSAH, J. CAINS, A. GRIFFITH, D. GOUDEAU





Traffic Signal Inventory

**PROJECT RELEVANCE:** 

Aerial Photography with Field

Intersection/Corridor/Network

Traffic Modeling

Data Collection

Verification

Signal Design

Analysis

 $\checkmark$ 

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FIRM NAME	Stantec Consulting Services	s Inc.		PAST PERFORM	ANCE EVALUATION CATEGORY(IES)*	Traf	Traffic, Road			
PROJECT NAME	DOTD RETAINER CON ROAD MANAGEMENT	ITRACT	FOR TRAFFIC	ENGINEERING	FIRM RESPONSIBILITY (prime or sub?)	Prir	ne			
PROJECT NUMBER	4400002787		OWNER'S NAME	Louisiana Dep	rtment of Transportation and Develo	pmer	nt			
PROJECT LOCATION	Statewide, LA				OWNER'S PROJECT MANAGER	Jos	hua Harrouch, PE			
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Ca	pitol Access Roa	d, Baton Rouge, L	70802   225242-4640   joshua.har	rouch	ı@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY) 02/13 TOTAL CONSULTANT					RACT COST (\$1,000's)	\$2,0	024			
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	03/18	COST	OF CONSULTANT SE	RVICES PROVIDED BY THIS FIRM (\$1,000's)	\$1,:	\$1,724			
Describe the project in	cluding the firm's role and memb	ers involved	l. (Highlight members	s to be used in this prop	osal.)					
Under this retai 9, LA 75 Round Stantec also de <u>US 11 at Cleo Roa</u> single-lane round businesses, the ro	Under this retainer, Stantec designed four roundabout projects, including: Cleo Road, US 79 Bypass at LA 9, LA 75 Roundabouts (Plaquemine), LA 86 & LA 320 Roundabout (New Iberia) and US 79 at LA 9 (Homer). Stantec also designed the LA 447 / I-12 Interchange under this contract. US 11 at Cleo Road (Pearl River, LA): Stantec was chosen to perform the design and construction plans for the proposed single-lane roundabout at the un-signalized intersection. Because of the close proximity to the interstate and truck-related businesses the roundabout to ensure that interstate and truck and ensure the and ensure the sized truck and ensure the									
roundabout. To m runaround detours a fourth leg that c unnecessary impa	aintain all movements du s and temporary signaliza onnects to the north side acts. As with all of our pro	ring const tion for U . The tem jects, our	truction of the ro S 11, as well as porary and perm team worked cl	undabout, Stanted Cleo Road. While t anent designs tool osely with DOTD to	developed a maintenance-of-traffic p the initial intersection is a three-leg ro into account the existing properties meet all project goals.	olan t undal to av	hat included the use of bout, Stantec designed roid relocations or			

LA 75 Roundabout (Plaquemine, LA): This project replaced two closely spaced signalized intersections on LA 75 with single-lane roundabouts as a measure to better control speeds and improve safety along the corridor. Stantec designed both single-lane roundabouts to support future modifications to multi-lane roundabouts with minimal effort, if traffic conditions warrant. Detailed traffic maintenance plans were required to ensure the roundabouts can be constructed while still maintaining traffic on this roadway as property development detours around the construction areas could not be provided. This project was a win for all – the community, property owners, and the traveling public. Stantec was responsible for all designs including the drainage consisting of a mix of open ditch drainage with paved gutter drains and a few short segments of subsurface drainage, and all details required in the construction plans.

LA 86/320 Roundabout (New Iberia, LA): Stantec developed detailed construction phasing plans and designed underground drainage systems to close existing open ditches in some areas. The large farm vehicles and trailers that use the roads required special consideration in the roundabout design to accommodate larger vehicle maneuvering. Stantec developed all design and construction plans for the project, working closely with DOTD to meet goals and the needs of the roadway users.

LA 447/I-12 Interchange (Walker, LA): This project improved the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. All improvements were within the existing right-of-way, which saved DOTD time and money, and prevented property impacts to residents and business owners. To ease driver headaches caused by traffic impediments during the construction, our design of both roundabouts were offset from the existing ramp terminal intersections. Overall, this shortened the length of construction, while maintaining existing traffic patterns. A Level 2 TMP was developed for the work zone.

TEAM MEMBERS INVOLVED: M. BRUCE, M. DAVIS, J. LEFANTE, S. MENSAH, J. CAINS, S. MENSAH, N. PRUDHOMME



FIRM NAME	Stantec Consulting Services Inc.				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road, Traffic		
PROJECT NAME	I-49 LAFAYETTE CON	NECTOF	R			FIRM RESPONSIBILITY (prime or sub?)	Prime		
PROJECT NUMBER	H.004273.5 (4400004128) OWNER'S NAME				Louisiana Department of Transportation and Development				
PROJECT LOCATION	Lafayette, Louisiana					OWNER'S PROJECT MANAGER	Timothy Nickel		
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Ca	pital Access	, Baton	Rouge, LA 70808	225-379-1110   Timothy.Nickel@l	a.gov		
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	08/14	Т	TOTAL CONSULTANT CONTRACT COST (\$1,000's)			\$32,500		
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST				COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)			\$17,000		
Describe the project in	Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)								
Connecting con	nmunities is what the	I-49 Con	nector pro	ject is	all about.		PROJECT RELEVANCE		

Stantec serves as the Prime Consultant and Program Manager for the proposed 5.5 mile elevated six-lane interstate facility highway, it will traverse urban Lafayette, Louisiana from the Lafayette Regional Airport to the I-10/I-49 Interchange. The overall project includes construction of a freeway with accompanying interchanges in the Evangeline Thruway / US 90 / US 167 corridor and flanking frontage roads for local traffic circulation and access. A critical transportation link, the I-49 Connector will be one of the final major components to completing the "Future I-49 Corridor", which has been planned by Louisiana for decades. LADOTD began planning for the project in 1990 and after an alternative was selected the project was put on hold in 2006.

When LADOTD re-started the project in 2015, Stantec embraced the opportunity to help weave the project into the neighborhood fabric and engage the community in creating a true community asset. In the fall of 2015, LADOTD decided to re-engage the community to re-configure the project to meet current expectations.

Stantec helped develop refinements to the project geometrics based on overwhelming public feedback by eliminating 2 major interchanges and creating a frontage road / slip ramp configuration. This value planning exercise simplified and streamlined the project while helping to reduce project costs by ~\$400M. Numerous project elements have been evaluated with feasibility-level assessments, including alternate ramp locations, typical sections, intersection treatments, interchange options as well as composite alternatives.

A Supplemental Environmental Impact Statement (SEIS) will be completed that incorporates guidance from the CSS process. The functional plan will then be completed, which includes final geometrics, traffic and ITS analyses, EIS re-evaluation, bridge-type selection,

lighting, rail and airport coordination, and underpass planning, along with preliminary geotechnical investigation. SUE, topographic survey and mapping services are underway and stand at about 90% complete.

Stantec is leading the overall Project Management effort, as well as the full Traffic Analysis and Geometric Design for this project. The horizontal and vertical geometry will meet the 2017 Design Guidelines, and a full analysis of intersection geometry using Autoturn has been performed for various design vehicles as well as determining sight distance requirements which also contributes to determining the required right-of-way for the project. Close coordination between traffic, geometric, bridge design, and environmental components of the project has been a critical element to ensuring consistency and avoiding fatal flaws for the project. In addition, the geometric effort includes development of complete streets components along the corridor, which takes projects planned by the City of Lafayette for pedestrians and bicycles from a connectivity standpoint. Stakeholder coordination has also been performed to refine the geometry to meet the needs of various developments throughout the project area which include the Lafayette Regional Airport, Acadiana Dodge and Mazda, St. Genevieve Catholic Church, the Lafayette Visitor's Center, and the Philadelphia Christian Church.

Analysis of different alignments and interchange configurations are being performed using TransCAD, Vistro, HCS, and VISSIM software. The traffic evaluation includes a detailed Vistro model of 60 intersections along the project corridor. Each intersection is being evaluated for potential control type changes to either unsignalized, signalized, or roundabout control.

TEAM MEMBERS INVOLVED: M. BRUCE, J. LEFANTE, J. CAINS, N. PRUDHOMME, M. O'ROURKE, M. DAVIS, S. MENSAH, A. GRIFFITH, J. BARKER, S. HOFFELD



Aerial Photography with Field

Intersection/Corridor/Network

Warrant Analysis

Traffic Modeling

Data Collection

Verification

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FIRM NAME	Stantec Consulting Service	s Inc.			PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road, Bridge, Traffic			
PROJECT NAME	LA 30: SOUTH BLVD.	TO WES	T CHIMES	STREE	Т	FIRM RESPONSIBILITY (prime or sub?)	Prime			
PROJECT NUMBER	H. 011098		OWNER'S NA	AME	Louisiana Department of Transportation and Development					
PROJECT LOCATION	Baton Rouge, Louisiana					OWNER'S PROJECT MANAGER	Toby Picard			
OWNER'S ADDRESS,	OWNER'S ADDRESS, PHONE, EMAIL 1201 Capital Access, Baton Rouge, LA 70808   225-379-1302   toby.picard@la.gov									
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	04/15	Т	OTAL CO	NSULTANT CONTRAC	CT COST (\$1,000's)	\$1,181.4			
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	Ongoing	С	COST OF	OST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's) \$1,181.4					
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight men	nbers to l	be used in this proposal	.)				
LA 30, known ii	n Baton Rouge as Nich	olson Dr	ive, is a co	mmute	er route that con	nects Louisiana State	PROJECT RELEVANCE:			
University and	downtown Baton Roug	е.					🖂 Warrant Analysis			
The existing road	way is an urban, four-lane	divided a	rterial with a	an avera	age daily traffic ran	iging between 21,000 and	☑ Traffic Modeling			
developments inc	developments include residential homes, restaurants, shops, and light commercial facilities.									
This portion of th	e project is currently a sta	ate route, l	out it is inten	nded to	be transferred to t	he City-Parish as part of the	Intersection/Corridor/Network			

This portion of the project is currently a state route, but it is intended to be transferred to the City-Parish as part of the Road Transfer Program at the completion and of construction. This corridor was identified by the City-Parish's FuturEBR masterplan as a critical infrastructure investment and development opportunity corridor. The FuturEBR masterplan is envisioned to "promote a more comprehensive and integrated transportation network that provides safe and diverse multimodal transportation options to all Louisianans regardless of geographic location, physical condition, economic

# status or service requirement." The corridor revitalization effort includes additional new infrastructure for residential, office, and retail space including the proposed Water Campus and River District developments, which are both located primarily on the west side of Nicholson Drive between downtown Baton Rouge and Louisiana State University.

To address the concerns laid out in FuturEBR, Stantec first conducted a Feasibility Study to assess the anticipated growth in traffic from the future developments and determine measures to improve safety and traffic operations. The proposed improvements included the addition of access management policies at several intersections including the conversion of full access median openings to partial median openings, full median construction, signal removal and relocation, sidewalks, crosswalks, and complete streets implementation. As Preliminary Plan production progressed, several additional scope items were added including the modification of the I-10 eastbound off-ramp and the widening of Oklahoma Street. These modifications will relocate the Nicholson Drive terminus of the I-10 eastbound off-ramp from Terrace Avenue to Oklahoma Street and provide a direct connection to the proposed Water Campus and River Road.

One of the many challenges in urban design is mitigating conflicts. The proposed sidewalks that run the length of the project were shown to be encroaching on the roots of several large, established live oak trees near the existing right of way. Stantec worked with the LADOTD Landscape team and Baton Rouge Green, a local non-profit conservation group, to develop a construction plan that provided pedestrian access while avoiding the removal of significant trees.

The plan set currently consists of typical sections, plan and profile sheets, drainage design, pavement markings, signs, sequence of construction, cross sections, as well as the contributions of multiple disciplines including traffic signal plans, right of way plans, lighting and electrical plans, and bridge plans. The plans have been completed with construction expected to begin this year.

TEAM MEMBERS INVOLVED: M. BRUCE, J. CAINS, N. PRUDHOMME, M. NEUMANN, M. BRUCE, J. LEFANTE, M. DAVIS, Z. DOMINGUE, A. GRIFFITH, D. GOUDEAU

Signal Design

☑ Traffic Signal Inventory

FIRM NAME	Grey Engineering, LLC				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Traffic
PROJECT NAME	COMMERCE STREET	BETTER	MENT PR	OJECT		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A OWNER'S NAME				Town of St. Francisville		
PROJECT LOCATION	St. Francisville, LA					OWNER'S PROJECT MANAGER	Laurie Walsh
OWNER'S ADDRESS,	, PHONE, EMAIL	11936 Fe	erdinand Str	reet, St.	Francisville, LA 70	1775   (225) 635-3688   lwalsh@to	ownofstf.com
SERVICES COMMENCED BY THIS FIRM (MM/YY) 06/22 TOTAL C			TOTAL CC	ONSULTANT CONTRAC	\$25		
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF				COST OF	CONSULTANT SERVIC	\$25	
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight me	embers to l	be used in this proposal	.)	

April, as the firm's owner/principal and engineer, is the lead for the Commerce Street Betterment Project extending from Burnett Road to Pecan Grove Road.

The project goals are to improve walkability, reduce vehicular speeds, enhance tourism, encourage healthy transportation choices, and protect the environment through the use of green infrastructure strategies. Phase 1 will extend from Burnett Road to Ferdinand Street and include angled on-street

parking along the edge of Parker Memorial Park, burial of overhead electric power lines, ADA compliant sidewalks on both sides of the roadway, pedestrian-scale lighting, and a raised crosswalk with curb extensions and biofiltration beds on both ends. Phase 2 will extend from Ferdinand Street to Pecan Grove Road and will include a signal upgrade at the intersection of Commerce Street and Ferdinand Street to include audible pedestrian signals, ADA compliant sidewalks on both sides of the roadway, pedestrian-scale lighting, and a raised crosswalk with curb extensions and biofiltration beds.

TEAM MEMBERS INVOLVED: A. RENARD





FIRM NAME	Grey Engineering, LLC				PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Traffic
PROJECT NAME	BREC DAWSON'S CR	EEK TRA	IL & HEALTH I	L00	P	FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A OWNER'S NAME				BREC		
PROJECT LOCATION	Baton Rouge, LA					OWNER'S PROJECT MANAGER	Kelly Duggan
OWNER'S ADDRESS,	PHONE, EMAIL	6201 Flo	rida Boulevard, I	Bato	on Rouge, LA 7080	6   225-273-6405 EXT 1701   kelly.	duggan@brec.org
SERVICES COMMENCED BY THIS FIRM (MM/YY) 110/22 TOTAL CO			DTAL CONSULTANT CONTRACT COST (\$1,000's)			\$6	
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF					CONSULTANT SERVIC	\$6	
Describe the project in	cluding the firm's role and memb	pers involved	(Highlight members	s to b	e used in this proposal	.)	

April is the lead for developing conceptual layouts for the Dawson's Creek Trail, connecting the BREC Perkins Road Community Park to other trail segments and eventually the Ward's Creek Trail.

The scope of work includes conducting on-site assessments of existing conditions, identifying existing utilities and significant vegetation, collecting ground elevation data, and establishing servitude limits for trail construction. TEAM MEMBERS INVOLVED: **A. RENARD** 



FIRM NAME	Grey Engineering, LLC				PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Traffic	
PROJECT NAME	MOVEBR SCENIC HIG	GHWAY E	NHANCEME	NT I	PROJECT	FIRM RESPONSIBILITY (prime or sub?)	Sub	
PROJECT NUMBER	N/A OWNER'S NAME				City of Baton Rouge - Parish of East Baton Rouge			
PROJECT LOCATION	Scotlandville, LA					OWNER'S PROJECT MANAGER	Tom Stephens	
OWNER'S ADDRESS,	, PHONE, EMAIL	222 Sain	t Louis Street,	8th I	Floor, Baton Rouge,	LA 70802   225-389-5391   TStep	hens@brgov.com	
SERVICES COMMENCED BY THIS FIRM (MM/YY) 02/22 TOTAL CO			DTAL CONSULTANT CONTRACT COST (\$1,000's)		\$25			
SERVICES COMPLETED BY THIS FIRM (MM/YY) 06/23 COST OF				ST OF	CONSULTANT SERVIO	CES PROVIDED BY THIS FIRM (\$1,000's)	\$25	
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight memb	ers to	be used in this proposal	.)		

# April serves as a sub-consultant to GOTECH, Inc. who is responsible for surveying and preliminary engineering services for US 61 / Scenic Highway from LA 408 / Harding Boulevard to Swan Avenue.

Project concepts are constrained by existing Right-of-Way and limited budget. The scope of work includes a topographic survey, traffic study, existing drainage map, drainage design, green infrastructure report, typical sections, plan and profile sheets, a design study, and preliminary design report.

Ms. Renard worked with GOTECH to develop conceptual geometry and also worked with Arcadis to produce a traffic study that assessed feasible alternatives for the corridor and the intersections. Draft roadway geometry has been developed to incorporate ADA compliant sidewalks, bike facilities, traffic calming countermeasures, transit stop improvements, and crossing improvements.

The final design study will include a proposed typical section, plan and profile sheets, intersection geometry and a preliminary engineering cost estimate. In addition, safety improvements will be incorporated at the intersection of Scenic and Harding Boulevard.

TEAM MEMBERS INVOLVED: A. RENARD





FIRM NAME	Quality Counts, LLC				PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Data Collection
PROJECT NAME	HOOPER ROAD IMPROVEMENTS			FIRM RESPONSIBILITY (prime or sub?)		Sub	
PROJECT NUMBER	QC #150941 OWNER'S NAME			AME	CDM Smith Houst	on (Prime) for LADOTD	
PROJECT LOCATION	East Baton Rouge Parish	n, LA	OWNER'S PROJECT MANAGER			OWNER'S PROJECT MANAGER	Ossama Ramadan
OWNER'S ADDRESS, PHONE, EMAIL       11490 Westheimer Rd, Suite 700 Houston, TX 77077   713-423-7382   ramadanoe@cdmsmith.com						e@cdmsmith.com	
SERVICES COMMEN	01/20 TOTAL CONS			ONSULTANT CONTRAC	CT COST (\$1,000's)	N/A	
SERVICES COMPLETED BY THIS FIRM (MM/YY) 03/20 COST 0			COST OF	CONSULTANT SERVIO	CES PROVIDED BY THIS FIRM (\$1,000's)	\$25,235	
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)							

Quality Counts was hired by CDM Smith to collect traffic counts on Hooper Road NE of Baton Rouge during the winter of 2020.

This project included tube counts, driveway, counts, Turning Movement counts, and onsite vehicle demand counts. Amanda Lenz managed the project and coordinated the fieldwork.

TEAM MEMBERS INVOLVED: A. LENZ, N. SMITH



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.

# **PROJECT UNDERSTANDING**

The IDIO for Statewide Traffic Engineering Services will select a Team to execute various traffic engineering task orders for proposed projects. Task orders issued will vary in scope, duration, and complexity and may include a combination of corridor studies, intersection studies, traffic signal studies, traffic signal design, access management construction plan development, and traffic signal inventories. The Team may also be required to review select project deliverables from other Consultants. Task orders executed under this IDIQ are on a compressed schedule and are required to be completed prior to the IDIQ contract expiration. Tasks shall be performed in accordance with all DOTD guidelines and policies, including but not limited to the Traffic Engineering Process and Report (TEPR) guidelines, Complete Streets Policy, Engineering Directives and Standards Manual (EDSM). Highway Safety Manual (HSM), the DOTD Design Guidelines, and other relevant design manuals and guidelines. Stantec is well versed in DOTD guidelines, policies, and standards, bringing experience with a wide-range of DOTD traffic and transportation projects. Stantec will strive to preserve a close-working relationship with DOTD and looks forward to collaborations with DOTD under this contract.

# **PROJECT SERVICES + APPROACH**

Task orders for a Traffic IDIQ are typically focused on addressing challenges on a particular roadway corridor but may include traffic services for an individual intersection, a corridor as a whole, or the surrounding roadway network. Services may include traffic data collection, traffic signal inventories, warrant analysis, roadway analysis, traffic modeling simulation, traffic signal design, access management construction plan production, Stage 0 evaluations, and safety analysis. The Stantec Team is familiar with each of these elements of analysis, design, and construction and understands the expectations set forth in the scope of services. Stantec has significant experience working under aggressive and expedited schedules and carries the expertise needed to address any challenges that may arise. The personnel needed to adequately staff each task order will be immediately available and committed to success.

## **PROJECT MANAGEMENT**

Our Stantec PM, **Joey Lefante, PE, PTOE**, will coordinate with the DOTD PM on a recurring basis to discuss status updates of potential and ongoing task orders. When a task order has been identified, **an initial meeting will be scheduled** with the necessary DOTD personnel to scope out the project. Prior to the meeting, Stantec will conduct a preliminary investigation of the project area and provide

an agenda. The purpose of the meeting will be to gain a full understanding of the scope of work, establish procedures, develop a mutual understanding of the deliverables, discuss the schedule expectations, and, when applicable, discuss the Measures of Effectiveness (MOEs) to be compared for analyses. Any requests or exchanges of information from either party such as previous studies, construction plans, as-built plans, TSIs, data files, and previous data collected within the project area that are necessary to complete the scope of services will be handled at this meeting. The documents provided will be reviewed, and Stantec will collect any additional required information from the applicable DOTD office. Following this initial meeting, Stantec will prepare and submit work-hour proposal completely and expeditiously.

Once the task order has been negotiated and NTP issued by DOTD, Stantec will promptly begin working according to schedule. Monthly progress reports for each task order will be prepared to ensure the schedule is kept. Each report will provide information on percent of work completed and percent of time elapsed. Reports may include information on work in progress, work completed, upcoming submittals, problems or concerns, action items, and/or changes to the schedule. As a task order wraps up, a final invoice will be submitted and a debrief meeting will be scheduled with DOTD to recap the project, discuss lessons learned, and determine how we can continue to improve project delivery.

Deliverables will be prepared in accordance with **Stantec's Quality Assurance/ Quality Control (QA/QC) Plan** which will be submitted within 10 days of the notification of award. All deliverables transmitted to the Department will adhere to established DOTD policies, procedures, standards, and guidelines and will be transmitted with the DOTD QA/QC checklists certifying that the deliverables meet the quality standards of DOTD. The QA/QC Plan will be updated as needed for each task order.

## **SCOPES OF WORK**

Our approach to the potential scopes of work within various task orders is detailed below.

## DATA COLLECTION

If data collection will be required for a task order, we will ensure that our data collection sub, Quality Counts, will also attend the initial meeting to discuss their work plan for the project and their schedule for data collection and processing. Data collection will adhere to all guidelines and industry standards in capturing



data used for analysis. Initial data collection may include 7-day 24-hour counts with classification to be used to determine the peak periods for analysis. A final data collection may consist of peak period and 48-hour classification counts or 24-hour classification counts resulting in a 24-hour count with classification at the same time peak period TMC's with classifications and demand are performed. All movements, including vehicular, pedestrian, and bicycle, willmay be counted. Additional field observations may be necessary and can include noting train activity through a project area and any impacts to queues and pedestrians, identifying transit stops and the length of time a bus remains stationary, and observing school peak periods to ensure that improvements will work for school intake and dismissal times.

#### WARRANT ANALYSIS

A task order may call for a warrant analysis which will be required for various types of traffic control including proposed marked crosswalks, the removal or installation of traffic signals, the installation of pedestrian equipment such as a HAWK signal or a Rectangular Rapid-Flashing Beacon (RRFB), the addition of turn lanes, or railroad crossing preemption. The Stantec Team will work with DOTD to determine the requirements for each analysis. Analyses may include a pedestrian study with pedestrian counts, a gap analysis, or tube counts. When conducting a traffic signal warrant analysis, the MUTCD, DOTD Traffic Signal Manual, Traffic Engineering Manual will be followed. For pedestrian accommodations, Pedestrian and Bicycle Master Plans will be referenced to help determine the potential pedestrian growth that may be expected in the area.

For mid-block pedestrian crossings, we will reference the most current national standards, such as the FHWA Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations. DOTD will also be able to lean on Stantec's national complete street expertise. Our experience developing complete street guidelines for agencies around the United States can help inform DOTD's decisions on proper applications for traffic and safety improvements.

#### **TRAFFIC MODELING**

We have experience with all major modeling software, including HCS, Synchro / SimTraffic, Sidra, Dynameq, VISSIM, TransCAD, and IHSDM. All levels of traffic models require careful calibration to existing conditions to ensure that the results reliably predict operational impacts. Proper documentation of these calibration procedures is a key building block for alternative modeling. Stantec will help DOTD identify and vet new features in traffic modeling software.

## **AERIAL PHOTOGRAPHY WITH FIELD VERIFICATION**

When a topographic survey is not available, Stantec will create a base drawing for plans on top of aerial imagery. The experience of Stantec's road design engineers will allow these base drawings to be developed efficiently and accurately. If striping updates are necessary on any project, they will be able to provide all necessary information such as stations, offsets, and curve geometry.

# INTERSECTION/CORRIDOR/NETWORK ANALYSIS

All traffic studies will be performed following the **DOTD Traffic Engineering Process and Report (TEPR) guidelines**. According to the TEPR, each traffic study will include a comprehensive look at options, starting with a Tier 1 analysis utilizing FHWA CAP-X software. We understand that the CAP-X software requires the designer to make key micro-decisions about numbers of lanes and signal phasing in order to get accurate results. Stantec's experience with complex, alternative intersection design such as Continuous Flow Intersections (CFIs) and Diverging Diamond Interchanges (DDIs) will allow us to get accurate results out of this preliminary phase to avoid re-work later on.

It is important as a project progresses to keep a holistic view of proposed improvements. We will look at the operations of each alternative with respect to safety, signal timing, access, circulation, constructability, signing, striping, and complete streets.

## SIGNAL DESIGN

**Construction Sequence Design.** For each signal design project, we will strive to place future signal equipment in locations where it can be installed prior to removing the existing signal. However, for some projects, this may not be possible due to physical constraints. On such projects, we will design a temporary signal installation. The goal in temporary signal design will be to provide one set of temporary equipment that can be used throughout the various phases of construction.

Intersections with existing in-pavement detection such as loops or magnetometers may have their detection impacted during construction by resurfacing or lane realignments. We will evaluate whether continued detection is necessary during construction. Some intersections may be able to operate under fixed time operation for a short period of time. If continuous detection is determined to be necessary, we will investigate potential methods to provide temporary detection, possibly through non-invasive devices such as video or radar.

**Timing and Phasing Assignments.** If a study is required to retime traffic signals, the Team will review the current signal phasing to determine if signal timings can be adjusted to meet current and future traffic demand. The timing analysis will also consider whether the existing signal green times are long enough to accommodate any required pedestrian clearance intervals. Additional considerations will be made to coordinated traffic signal timings for offsets and lead/lag phasing to maximize arrivals on green between traffic signals.

Hardware Location. Traffic signal layout sheets will identify the locations of foundations for signal poles and controller cabinets which will be established prior to the preliminary plan submittal and based upon field inspection. Placement of traffic signal equipment will be established in consideration of horizontal and vertical clearances to utility lines and will consider keeping all roadway users clear from obstruction. Traffic signal equipment will be located outside of the clear zone while staying within available right-of-way, where possible. Stantec will



work with the District Traffic Operations Engineer (DTOE) to approve all pedestrian equipment.

**Field Inspection.** The project scope may call for new pedestrian signal heads and pushbuttons or a review of all pedestrian equipment to determine replacement needs. An investigation can determine existing conditions such as if signals utilize accessible pedestrian pushbutton



equipment with audible tones and raised tactile arrow. The locations of the pushbuttons will also be reviewed to determine MUTCD and ADA compliance. For instance, pedestrian pushbuttons may exist but not meet the minimum distance to crosswalks. Pushbuttons are required by MUTCD to be no farther than 10 feet from the curb ramp and 5 feet from the edge of the crosswalk. At locations like this, new pedestal poles may need to be added to relocate the pushbuttons within the required zones. New pushbutton locations may also be necessary depending on the locations of a newly installed ADA ramp and striped crosswalk.

**Signal Sheets.** Stantec has designed traffic signals across Louisiana. When needed, the Stantec team will design and develop traffic signal timings in accordance with the DOTD TSI Version 3.2 standards and will ensure that signal design meets the requirements of the DOTD Traffic Signal Design Manual Version 3, the MUTCD, and DOTD Standard Specifications as applicable. Stantec may meet with the Department to discuss items such as signal equipment requirements, street name sign requirements, fiber design requirements, and AutoTURN design vehicle requirements for simultaneous left movements. Stantec will plan, procure, and/or prepare all necessary engineering services required for preliminary design considerations such as traffic counts and crash records and will conduct all traffic engineering and safety studies needed to provide design recommendations regarding lane configurations, signal phasing, and coordination/timing. Field reviews will be conducted at each signalized intersection to observe and document the existing conditions and any potential conflicts for new installation. Software used will be the latest versions of Synchro and SimTraffic, HCS, Vissim or Sidra.

All new and upgraded signals will have audible pedestrian signals and detectors installed following MUTCD and EDSM guidance. For new signals or locations where signals are being replaced, it may be recommended to upgrade all ramps and sidewalks to meet ADA standards.

**Cost Estimate**. Once a plan has reached the 95% Final Plans review stage, the design is considered to have progressed enough to have defined all major quantities on the project, and estimated item quantities will be provided. After all comments from DOTD have been addressed and approved, Stantec will submit a reproducible copy of the 100% Final Plans which will include a final cost estimate. With the current uncertainty revolving around supply chain issues, Stantec will leverage our national expertise and experience to keep a close pulse on the latest

item costs to provide accurate cost estimates.

**Specifications/Details.** All improvements will be in accordance with the latest approved version of the Manual on Uniform Traffic Control Devices for Street and Highways and the DOTD Standard Plans and Specifications. When the standard specifications do not cover all of the elements of a project, a special provision is needed for inclusion in the construction proposal. Stantec is familiar with writing these special provisions, including a description of the item, a list of the materials required, the construction requirements, how the item will be measured and paid for, and the assignment of a non-standard pay item number.

**Traffic Signal Inventory (TSI) Form.** TSI forms will be used to develop the traffic signal plans. TSI forms will conform to the latest DOTD TSI format and will be updated for final plans.

#### **STAGE 0**

A task order may require the preparation of Stage 0 documentation for a project. This is the stage of the DOTD project delivery process that documents the feasibility analysis of a proposed project. Stantec has experienced planners, roadway designers, traffic engineers, and environmental scientists who can develop a project's preliminary purpose and need if one has not been provided, perform or assist with environmental investigations, provide permitting support, and identify potential funding sources.

## TRAFFIC SIGNAL INVENTORY

In order to keep DOTD's traffic signal network operating as efficiently as possible, periodic inventories of existing signals will be necessary. In addition to the filling out the inventory forms and intersection sketches, we will make note of the quality of signal equipment such as signal heads, signs, and support poles, and make recommendations for replacements as necessary to maintain acceptable operations.

Existing signal timing parameters will be retrieved by someone with a Level 2 IMSA certification for any work inside a traffic signal cabinet, as required by DOTD. In addition to pulling the input timings, we will do a full diagnostic review of how the signal is processing those timings into outputs. This will include recording the operating split times using a stopwatch for comparison to input parameters. We will also use the observed data to determine whether the vehicle detection is working properly and make recommendations as necessary for improvements. Finally, we will test the conflict monitor to ensure that this critical piece of hardware is working properly to limit exposure and liability.

#### **OTHER SERVICES**

Stantec can also provide support services in other disciplines if required by a task order. The Stantec Team has engineers with local expertise in ramp metering, transit operations integration, traffic safety, systems engineering analysis, regional ITS architecture development, alternative intersection design, roadway design, subsurface drainage design, and lighting design.



#### DESIGN REVIEW AND DOTD STAFF SUPPORT SERVICES

This IDIQ may require review of deliverables by other consultants. In addition to our technical experience, we have spent the past 3 years coordinating project reviews as part of MOVEBR. This experience has allowed us to gain a deep understanding of what DOTD is looking for in reviews. We have developed strategies which can be applied to this IDIQ to provide thorough and efficient support of projects. Communication and continuity is key, and that is why we have designated Jolie Maberry, PE as the single point of contact for these reviews. She will assign reviews to our expert technical staff and establish internal review deadlines to ensure we can meet DOTD's rigorous project schedules.

In addition, we can help coordinate and run meetings to the extent needed. As part of MOVEBR, we have conducted several Plan-in-Hand meetings for the City's signal rebuild projects. We understand that the constructability of signal projects is

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COMPREHENSIVE EXAMPLE PROJECT SCHEDULES	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20
IDIQ Contract Duration (5 years)																				
Stantec PM/DOTD IDIQ PM Potential Task Order																				
Coordination																				
Task Order No. 1 Corridor Study Project																				
Project Startup (Scoping through Kickoff)																				
Data Collection Report																				
Safety Analysis																				
Existing and No Build Analysis																				
Alternatives Analysis																				
Final Report																				
Task Order No. 2 Signal Design Project																				
Project Startup (Scoping through Kickoff)																				
Survey																				
Field Assessment																				
TSI Request of Adjacent Intersections																				
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Task Order No. 4 Signal Design Project																				
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**Footnotes:** Durations will vary depending on the complexity of the tasks. Additional task orders may be executed either concurrently or during the process of completing a previous task order.

affected by factors such as utility impacts, available right-of-way, and the locations of sidewalks and driveways. We have the experience navigating these complex factors to bring projects to completion.

# SCHEDULE

Due to the various requirements of each task order, a generic and conceptual schedule was developed. This assumes moderate complexity and demonstrates the anticipated duration of each service type and deliverable. Stantec is uniquely qualified to handle multiple task orders concurrently and can overcome any potential process delays or external factors that may influence the schedule. Potential process delays may include extended or additional review times, new alternatives, and approvals of waivers and exceptions. External factors may include utility coordination, permitting, railroad involvement, weather conditions, and other agency and stakeholder concerns. These impacts can be expected with any project, and Stantec will work to mitigate risks and present an accurate schedule.

# **CLOSING**

Stantec has successfully completed many IDIQ contracts with DOTD including roadway design, traffic engineering safety, and intelligent transportation systems. Under these retainer contracts, Stantec teamed with DOTD to complete dozens of notable projects. These projects have relieved congestion on major arterials like Essen Lane, reinvigorated Mid-City Baton Rouge along Government Street, introduced 6 roundabouts throughout the state, and provided fiber optic communications to dozens of existing DOTD Traffic Signals.

The Stantec Team is diverse, highly qualified, and can provide all service types needed. We can customize our resources to fit the needs of each task order issued. Our goal is to thoroughly and efficiently complete task orders and to exceed expectations on each project, ultimately delivering a safe and modern transportation system to our communities.

We hope we have provided ample evidence that the Stantec Team would be outstanding for this IDIQ. Our team provides a cross-section of engineers, an in-depth familiarity with DOTD standards, processes, and expectations, and a dedicated, hard-working team that will lead to successful project deployment.



#### 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 the firms on the team.

FIRM(s)	Past Performance Evaluation Discipline(S)*	STATE PROJECT NUMBER	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	Bridge	S. P. No. 700-99-0430	Retainer Contract for Bridge Preservation [Statewide, Louisiana]	
			T.O. 701-65-1018 Bayou Tech Bridge	\$1,053
Stantec Consulting Services Inc.		S. P. No. 700-10-0153	Nelson Road Ext. Bridge [Lake Charles, Louisiana]	
	Road	-	Roadway	\$2,500
	Bridge		Bridge	\$2,500
Stantec Consulting Services Inc.		S. P. No. 4400004128	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]	
	Planning	-	Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies	\$551,653
	Traffic		Traffic Engineering	\$44,027
	ITS	-	ITS	\$16,585
	Road	-	Geometric Design/Analysis	\$17,646
	Bridge	-	Structure & Bridge	\$486,125
	ROW		ROW Acquisition	\$85,420
	Survey		Survey	\$22,731
	Other	-	Public Relations/Comm.; Lighting; Aviation	\$69,326
Stantec Consulting Services Inc.	Traffic	S. P. No. 4400010670	Retainer Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, Louisiana]	
			H.004104.5 Pecue Lane/I-10 Interchange Phase 3 [East Baton Rouge Parish]	\$6,765
			H.011152.4 I-12 US 190 to LA 59 [St. Tammany Parish]	\$34,829
			H.013261.6 I-110 ITS Deployment/Constr. [East Baton Rouge Parish]	\$5,067
			H.013866.6 I-12: LA 21 to US 190 Roadway Widening [St. Tammany Parish]	\$15,626



Stantec Consulting Services Inc.		S. P. No. H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]	
	Road		Roadway	\$190,474
	ITS		ITS	\$38,409
	Traffic		Traffic	\$0
	Bridge		Bridge	\$95,828
Stantec Consulting Services Inc.	Traffic/ITS	S. P. No. 4400017922	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services [Statewide, LA]	
			H.014515.1 ATMS and 511 Upgrade SEA [Statewide]	\$87
Stantec Consulting Services Inc.	Traffic/ITS	S. P. No. 4400020058	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, LA]	
			H.013710.6 I-10: US-61 to Laplace ITS Deployment [Ascension, St. James & St. John Parishes]	\$17,657
			H.013842.5 I-10: WBR Queue Warning System Design [Iberville & WBR Parishes]	\$12
			H.001234.6 LA 1: Port Allen Canal BR REPL (PHI) (HBI) [West Baton Rouge Parish]	\$0
			H.002424.5 LA 70: Sunshine Bridge - LA 22 [St. James & Ascension Parishes]	\$474
			H.015136 Statewide ITS Architecture Update [Statewide]	\$129,093
Stantec Consulting Services Inc.		S. P. No. 4400020064	IDIQ Contract for Electrical Services [Statewide, LA]	
	Road		H.005967.5 I-12: Nelson Road Ext. & Bridge-Roadway Lighting Engineering [Calcasieu Parish]	\$9,311
	Other		H.014286.5 I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$13,236
	(Lighting)		H.014272.5 I-10: LA 97 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$133,708
			H.014287.5 I-10: LA 99 (Welsh) Interchange Lighting [Jefferson Davis Parish]	\$229,302
Quality Counts, LLC	Data Collection	N/A	Woodrow Wilson Traffic Signal Improvements	\$0
Quality Counts, LLC	Data Collection	N/A	New Orleans VC Counts	\$0
Quality Counts, LLC	Data Collection	N/A	Gluckstadt Rd	\$0
Quality Counts, LLC	Data Collection	N/A	LA 14 - Lake Charles, LA	\$23,805
Quality Counts, LLC	Data Collection	N/A	Celeste Rd	\$0
Quality Counts, LLC	Data Collection	N/A	AL - 167 and AL-52 Corridor Study	\$0
Grey Engineering, LLC				N/A

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

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Joseph Cai	ns III
for completi	ng the
Traffic Engineering Analy	sis Process & Report
Module	e 2
Date: March 29, 2022 Location: Baton Rouge, Louisiana	Professional Development Hours (PDHs) Awarded: 3
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Authorized Instructor Authorized	Instructor Authorized instructor
Certificate of	Completion
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Joseph Cai	ns III
for completi	ing the
Traffic Engineering Analy	vsis Process & Report
Module	e 3
Date: March 30, 2022 Location: Baton Rouge, Louisiana	Professional Development Hours (PDHs) Awarded: 3
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Certificate of Compl	etion
presented to	
Jolie Maberry	
for completing the	
Traffic Engineering Analysis Proces	s & Report
Module 1	
Date: January 14, 2019 Location: Baton Rouge, Louisiana	Professional Development Hours (PDHs) Awarded: 2
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LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT	
Certificate of Comm	letion
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Jolie Maberry	
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Module 2	
Date: January 14, 2019 Location: Baton Rouge, Louisiana	Professional Development Hours (PDHs) Awarded: 3
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#### 21. QA/QC Plan and/or Work Plan:

If the advertisement requires submission of a QA/QC plan or Work plan, include them here. Otherwise, leave this section blank.



#### 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 (as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
Grey Engineering, LLC	7146 Landmor Drive, Greenwell Springs, LA 70739	April Renard april@greyeng.com	225-773-6272
Quality Counts, LLC	4385 Jeffrey Dr., Suite A2 Baton Rouge, LA 70816	Amanda Lenz alenz@qualitycounts.net	512-656-8270



#### 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.



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