CONTRACT FOR LA 385: RYAN STREET INTERSECTION IMPROVEMENTS

CALCASIEU PARISH, LA

CONTRACT NO. 4400024461
STATE PROJECT NO. H.012685

Prepared for
LOUISIANA DEPARTMENT OF
TRANSPORTATION AND DEVELOPMENT

Prepared by
STANTEC CONSULTING SERVICES INC.

AUGUST 9, 2022

DOTD FORM: 24-102

(Revised March 1, 2022)

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.	**Contract for LA 385: Ryan Street Intersection Improvements**
2.	Contract number(s) as shown in the advertisement	No. 4400024461
3.	State Project Number(s), if shown in the advertisement	No. H.012685
4.	Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Stantec Consulting Services Inc.
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: August 9, 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)** — **Civil Design & Construction, Inc.** **Firm(s) %:** — **2%**

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: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf.

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)	Intelligent Transportation Systems LLC	Civil Design & Construction, Inc. (DBE)
Road	50%	96%	0%	4%
Traffic	50%	50%	50%	0%
Identify the percentage of work for the **overall contract** to be performed by the prime consultant and each sub-consultant.				
Percent of Contract	100%	73%	25%	2%

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

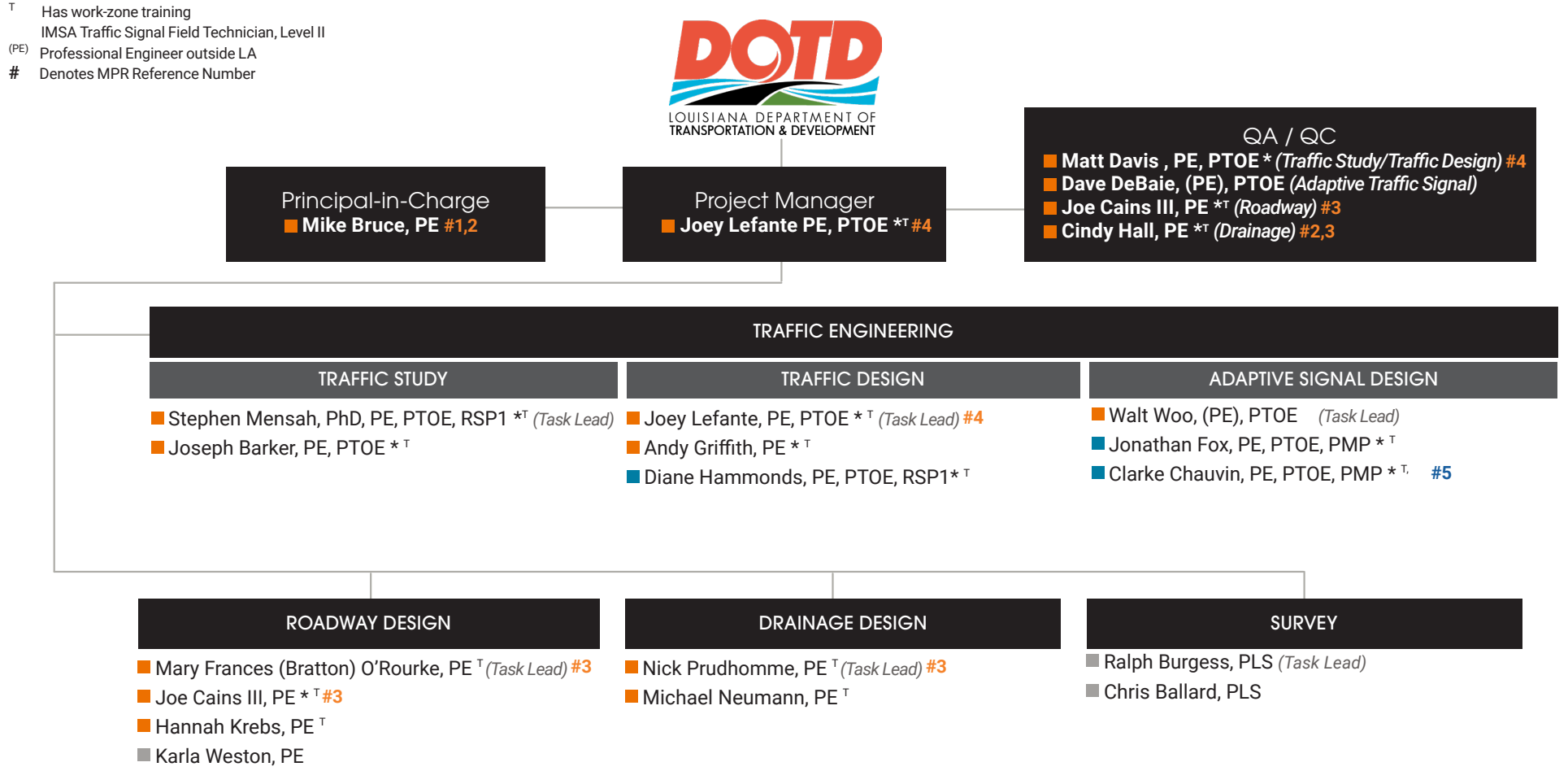
Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Stantec Consulting Services Inc.	Principal	1	4
Stantec Consulting Services Inc.	Supervisor - Eng	2	3
Stantec Consulting Services Inc.	Engineer	11	19
Stantec Consulting Services Inc.	Engineer Intern	4	7
Stantec Consulting Services Inc.	Senior Technician	2	4
Stantec Consulting Services Inc.	CADD Technician	1	4
Stantec Consulting Services Inc.	Administrative	1	2
Intelligent Transportation Systems LLC	Principal	1	2
Intelligent Transportation Systems LLC	Supervisor Engineer	1	2
Intelligent Transportation Systems LLC	Engineer	1	2
Intelligent Transportation Systems LLC	Engineer Intern	1	1
Intelligent Transportation Systems LLC	Technician	0	6
Intelligent Transportation Systems LLC	Other	0	2
Civil Design & Construction, Inc. (CDC)	Supervisor Engineer	1	1
Civil Design & Construction, Inc. (CDC)	Engineer Intern	0	1
Civil Design & Construction, Inc. (CDC)	Surveyor	0	2
Civil Design & Construction, Inc. (CDC)	Party Chief	0	5
Civil Design & Construction, Inc. (CDC)	Instrument Man	0	3
Civil Design & Construction, Inc. (CDC)	Rodman	0	2
Civil Design & Construction, Inc. (CDC)	CADD Operator	0	1
Civil Design & Construction, Inc. (CDC)	Senior Technician	0	5
Civil Design & Construction, Inc. (CDC)	Supervisor - Other	0	1

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
- Intelligent Transportation Systems LLC
- Civil Design & Construction, Inc.

* Traffic Engineering Process and Report Training
T Has work-zone training
IMSA Traffic Signal Field Technician, Level II
(PE) Professional Engineer outside LA
\# Denotes MPR Reference Number



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.	Personnel being used to meet the MPR *(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)*	Firm employed by	Type of license / certification & number	State of license	License / certification expiration date
1.	Mike Bruce, PE	Stantec	PE No. 20397	LA	9/30/2022
2.	Mike Bruce, PE	Stantec	PE No. 20397	LA	9/30/2022
	Supporting Staff: Cindy Hall, PE		PE No. 27073	LA	9/30/2023
3.	Joe Cains III, PE	Stantec	PE No. 33670	LA	3/31/2024
	Supporting Staff: Cindy Hall, PE Nick Prudhomme, PE Mary Frances (Bratton) O'Rourke, PE	Stantec	PE No. 27073 PE No. 35996 PE No. 41444	LA LA LA	9/30/2023 3/31/2023 9/30/2023
4.	Joey Lefante, PE, PTOE	Stantec	PTOE No. 3560, PE No. 37244	LA	9/30/2023; 9/30/2022
	Supporting Staff: Matt Davis, PE, PTOE		PTOE No. 3914; PE No. 38947	LA LA	9/30/2023; 9/30/2022
5.	Clarke Chauvin, PE, PTOE, PMP	Intelligent Transportation Systems	IMSA No. BE_125780; PE No. 41770; PTOE No. 4337; PMP No. 2858208	LA	9/18/2022; 9/30/2023; 11/20/2023; 11/11/2023

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 the preparation of roadway plans.*
4. *At least one (1) professional civil engineer, registered in the state of Louisiana, shall be certified as a professional traffic operations engineer (PTOE) and shall have a minimum of five (5) years of experience in the traffic/signal design.*
5. *A minimum of one person with a Level I IMSA Certification is required on site for all electrical inspection work outside of a traffic signal cabinet. A Level II IMSA Certification is required for all inspection work inside of a traffic signal cabinet.*

16. **Staff Experience:** 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 Services 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) / YEARS / SPECIALIZATION	**BS | 1978 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 20397 | LA | 9/30/2022**			
YEAR REGISTERED	**1983**	DISCIPLINE	**Civil Engineering**	

MEETS MINIMUM LADOTD PERSONNEL REQ.

Contract role(s) / brief description of responsibilities	Mike will serve as **PRINCIPAL-IN-CHARGE** 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 plans specifications and estimates for roadway and bridge projects, master plan projects, and feasibility studies for transportation networks. The complexity of his roadway 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 relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).
05/12 - 12/21	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** 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.
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 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. Bids for construction were received 3/9/22, and Stantec will provide DOTD Construction Support services during the ongoing construction phase. This will include answering RFI's, reviewing shop drawings, and attending construction progress meetings as requested by DOTD.
05/13 - 03/19	**ESSEN LANE WIDENING | LADOTD | Baton Rouge, LA** Principal-in-Charge. Mike oversaw 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.
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 follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA, and includes a VISSM model of the core area calibrated to DOTD standards.
08/09 - Ongoing	**I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR | Northwest Louisiana Council of Governments | Shreveport, LA** 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 proposed 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	**CAPITAL REGION INDUSTRY FOR SUSTAINABLE INFRASTRUCTURE SOLUTIONS | CRISIS | Baton Rouge, LA** 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	**BATON ROUGE LOOP IMPLEMENTATION PLAN AND TIER 1 EIS | LADOTD Contract No. 700-17-0212 | Baton Rouge, LA** 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	**U S 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 Services Inc.**			
NAME	**Joey Lefante, PE, PTOE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**14**
TITLE	**Senior Associate, Traffic Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2008 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 37244 | LA | 09/30/2022**		
YEAR REGISTERED	**2012**	DISCIPLINE	**Civil Engineering | PTOE #3560, 2013**	
Contract role(s) / brief description of responsibilities	With 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 **PROJECT MANAGER AND TRAFFIC DESIGN TASK LEAD** for this contract. **Joey meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4** 			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
05/12 - 12/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** 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	**ESSEN LANE WIDENING | LADOTD | Baton Rouge, LA** 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	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD Contract No. H.005967 | Lake Charles, LA** 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.

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.
08/19 - 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.
11/08 - 12/13	**STARING LANE EXTENSION AND BRIDGE | City of Baton Rouge | Baton Rouge, LA** Traffic Engineer. Joey detailed traffic signal plans for both a signal replacement at Staring Lane and Hyacinth Avenue as well as a signal modification at Staring Lane and Highland Road. He also developed interconnect plans for Staring Lane between Highland Road and Hyacinth Avenue.
09/08 - 04/10	**LOUISIANA STATEWIDE CFI STUDY FOR LADOTD | LADOTD | Statewide, LA** 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	**CLEARVIEW PARKWAY (LA 3152) AT AIRLINE DRIVE (US 61) CFI STUDY | New Orleans Regional Planning Commission | New Orleans, LA** 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.
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 proposed I-49/I-220 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Matt Davis, PE, PTOE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**	
TITLE	**Senior Associate, Traffic and ITS Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2009 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 38947 | LA | 09/30/2022**			
YEAR REGISTERED	**2014**	DISCIPLINE	**Civil Engineering; PTOE #3914, 2015 | TEPR 3 Modules, 2019**	

Contract role(s) / brief description of responsibilities	Matt has 12 years of experience managing and serving on a variety of Traffic, ITS, and smart mobility projects. His capabilities include systems engineering analysis, traffic analysis, traffic modeling for analysis and public viewing, and traffic signal and ITS design. He is also responsible for managing projects, performing quality assurance and quality control reviews, and assisting other Stantec offices around the country. Matt is well-versed in a variety of traffic modeling and analysis software tools such as VISSIM, Vistro, Synchro, SIDRA, and HCS. Matt will perform **QA/QC TRAFFIC STUDY/TRAFFIC DESIGN** for this contract. **Matt meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc.
05/12 - 12/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, Louisiana** Traffic Engineer. Matt served as Traffic Engineer for a feasibility study of performing a road diet on Government Street in Baton Rouge by reducing the existing 4-lane section down to a 3-lane section with one lane in each direction, a two-way left turn lane, and a bike lane in each direction. Matt designed the traffic signals and temporary traffic signals along this 4-mile project. He also coordinated signal timings along the corridor.
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 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.
04/11 - 06/15	**I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT, AND COORDINATION WITH 3RD PARTY NEPA ANALYSIS | LADOTD | New Orleans, 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 FONSI 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.
10/13 - 10/20	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD Contract No. H.005967 | Baton Rouge, LA** Traffic Engineer. Matt has performed quality review on the traffic signal plans for the Nelson Road Extension Bridge. The plan design included signal sheets on the roadway as well as for a private rail crossing.
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 ITS system and of 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 | New Orleans, LA** Traffic QC. Matt is responsible for performing QC reviews on various geometric design alternatives 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 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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Dave DeBaie (PE), PTOE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**17**
TITLE	**Senior Traffic Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**30**
DEGREE(S) / YEARS / SPECIALIZATION	**MS | 1982 | Civil Engineering; BS | 1974 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 9014 | NH* | 02/28/2023**			
YEAR REGISTERED	**N/A**	DISCIPLINE	**Civil Engineering | PTOE**	

Contract role(s) / brief description of responsibilities	Dave has over 47 years of traffic engineering experience. He prepares, manages, provides technical assistance on planning and permitting design projects. His expertise is traffic operations involving traffic signal, signal system, **adaptive traffic signal control technology**, intersection design, and traffic management plans and safety improvement projects. He has prepared roundabout analysis, parking studies, traffic impact studies, peer reviews, pedestrian accessibility, bicycle studies and Roadway Safety Audits. He has also conducted town-wide traffic studies and developed procedures for applying traffic impact fee systems. Dave has presented at Institute of Transportation Engineers District meetings and a recent nationally viewed webinar suggesting the pairing of Traffic Impact Fees and Adaptive Traffic Control. He has prepared and presented a review of Adaptive Traffic Control at a pair of Isolated intersections in Vermont at a Northeast District ITE meeting in Portsmouth NH. Dave has provided expert witness testimony in and for courts in Vermont, Massachusetts, and New Hampshire. Dave will perform **QA/QC - ADAPTIVE TRAFFIC SIGNAL** 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.
07/12- 06/22	**WASHINGTON STREET AT CEDAR STREET AND SALEM | MassDOT | Woburn, MA** Senior Traffic Engineer responsible for designing a two-intersection system applying adaptive signal control technology. “Adaptive” System required approval by municipality and MassDOT who share jurisdiction and therefore necessitated cross jurisdictional agreements.
06/05 - 12/15	**VTRANS WATERBURY ROUTE 100 ASC EVALUATION | VTrans | Waterbury, VT** Senior Traffic Engineer responsible for the evaluation of adaptive signal control (ASC) system on a 4 intersection corridor. This system is intended to efficiently adjust timings and phasing for large seasonal fluctuations in traffic due to tourism and special events. In addition the ASC will better accommodate variable traffic flows due to numerous construction projects within the area. At the request of VTrans, Stantec evaluated the system and successfully incorporated the design details into pre-Contract plans for an active bridge rehabilitation project without delaying the project schedule.
05/06 - 12/10	**TRAFFIC SIGNAL OPTIMIZATION STUDY | State of Vermont | Shelburne, South Burlington, VT** Senior Traffic Engineer responsible for monitoring traffic after the widening of Shelburne Road to a median separated 5-lane roadway with continuous sidewalks, bus pull outs and signalization including pedestrian phasing at 10 intersections. Counts were conducted during three daily peak periods at 28 locations including some newly reconstructed unsignalized intersections and 11 other signalized intersections north and south of the recent construction. Signal timing at 21 intersections including three separate systems were reviewed for local and system performance during three daily peak periods. Combining systems and reassignment of signal locations to adjacent systems was analyzed. Recommended improvement measures were field tested and adjusted.
10/12 - 09/15	**BRIDGE STREET SIGNAL DESIGN | City of Westbrook | Westbrook, ME** Senior Traffic Engineer responsible for traffic analysis for the bridge relocation and new roadway alignment in Westbrook, Maine. Performed turning movement counts, including pedestrians, and adjusted and projected traffic volumes for the new configuration. Synchro was utilized to analyze the operations of the new and the former Bridge street intersection and to determine the lane configuration, queue lengths and optimal signal timing and phasing. Conducted a signal warrant analysis which indicated a signal was not warranted at the former Bridge Street where through traffic was eliminated and a pedestrian corridor was created.
03/97- 12/11	**120 SIGNAL LOCATIONS | MassDOT | Boston, MA** Senior Traffic Engineer responsible for construction plans, specifications and estimate for installation of replacement controllers at 120 signalized intersections in Boston. The plans were reviewed by the City, Department of Conservation and Recreation (former Metropolitan District Commission), MassDOT, and the Federal Highway Administration.

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) / YEARS / SPECIALIZATION	**BS | 2003 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 33670 | LA | 03/31/2024**			
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 **QA/QC - ROADWAY AND ROADWAY DESIGN** for this contract. **Joe meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 3**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
08/14 - 08/19	**W. PRIEN LAKE ROAD RELOCATION | LADOTD | Lake Charles, LA** Project Manager. Joe served as Project Manager for the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approximately 1.4 miles to improve interchange operations at I-210 and Nelson Road. Joe designed the original horizontal and vertical geometry for the project, and later oversaw the final design of the horizontal and vertical geometry, as well as provided general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, structural design, traffic signal design, and lighting design performed by a subconsultant.
11/10 - Ongoing	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD | Lake Charles, LA** Project Manager. Joe served as Project Manager for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project, that proposes to construct a new high-level bridge over Contraband Bayou. During the environmental phase, Joe coordinated all environmental tasks, and developed the line and grade study, performed a vessel survey to better understand navigational requirements for the proposed bridge, assisted with development of the Section 404 and Section 10 permits (USACE and USCG), and coordinated the compilation of the entire EA document, which included 3 subconsultants. Joe also designed the horizontal and vertical geometry for the project, and providing general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, maintenance of traffic, bridge design, traffic signal design, railroad design, lighting design, and assisted District 07 with the coordination of utility impacts.
04/11 - 06/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** 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	**RIVER ROAD (LA 327) RELOCATION | LADOTD | Baton Rouge, LA** 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.
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.
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.
08/05 - 01/13	**STARING LANE WIDENING AND BRIDGE | City of Baton Rouge / Green Light Plan (GLP) | Baton Rouge, LA** Roadway Engineer. Joe designed drainage and assisted with plan development for a new four-lane urban boulevard with a 30-foot median between Perkins Road and Highland Road in Baton Rouge, LA. The new design included subsurface drainage, sidewalks, traffic signals, new bridge crossings for Dawson Creek, and offsite drainage improvements. The sequence of construction plans for this project was complex (included several phases), and incorporated the installation of a large diameter sanitary sewer force main line during the roadway construction.
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 BY	**Stantec Consulting Services Inc.**			
NAME	**Cindy Hall, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**30**
TITLE	**Principal, Transportation Infrastructure Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 1992 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 27073 | LA | 09/30/2023**			
YEAR REGISTERED	**1997**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Cindy's 30 years of experience have included the design and project management of various civil and transportation projects. As Roadway Division Manager, Cindy manages the productivity of the roadway staff and oversees the quality of the plans and specifications developed by the Roadway Division. She has also served as project manager on many transportation projects including interstate and interchange improvements, rural arterials, and urban roadways with subsurface drainage and traffic signalization. Cindy has been involved in numerous projects implementing innovative geometric solutions including continuous flow intersections, a diverging diamond interchange and roundabouts. She has also recently been involved in three Design-Build projects for LADOTD. In addition to her transportation experience, Cindy has designed and managed many wastewater pipeline and pump station projects over the course of her career. Cindy will perform **QA/QC - DRAINAGE** for this contract. **Cindy meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 2, 3**

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
12/07 - 03/13	**I-10 RYAN STREET EXIT RAMP | LADOTD | Lake Charles, LA** Project Manager. Cindy was the project manager for this urban interstate project in Calcasieu Parish. The project involved the design of a westbound loop ramp from I-10 to Ryan Street, the gateway to downtown Lake Charles. The project also adds a one-way frontage road on the south side of the interstate to produce connectivity to Ryan Street and improve traffic operations. Design development included alternate route studies, traffic studies, preliminary and final plans, geometrics and drainage design, Interstate signage, quality control and coordination with City and State officials.
05/12 - 12/21	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** Project Manager. Cindy managed the evaluation of alternatives during the environmental phase for this 4 mile portion of Government Street. She attended public meetings, managed public preliminary and final plan development phases. Cindy coordinated with LADOTD, City of Baton Rouge, BREC, CATS and other project stakeholders. 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. Cindy provided construction support services during construction, which was completed at the end of 2021.
07/19 - Ongoing	**MOVEBR PROGRAM MANAGEMENT | City of Baton Rouge | Baton Rouge, LA** Quality Control Project Reviewer. Cindy serves as QC Project Reviewer concentrating on Roadway and Complete Streets reviews. Cindy has reviewed design studies, preliminary and final plans, quantities and construction cost estimates for corridor, signal and sidewalk improvement projects.
01/18 - Ongoing	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** Quality Control. Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new Our Lady of the Lake Children's Hospital. This fast-paced project includes 4-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization and off-site intersection improvements. Cindy was responsible for quality control during the course of this project which was broken into 2 phases. Cindy reviewed each phase of work two times and offered comments before major milestone submittals. Roundabouts were studied as a part of this project, but developer changes resulted in them not being implemented.

04/11 - 06/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** Roadway Engineer. Cindy was responsible for the sequence of construction and maintenance of traffic plans for this complex tight diamond interchange which required ramps elevated on MSE walls, two new bridges and surface street improvements including a new roundabout. Cindy was also responsible for the Level 2 Transportation Management Plan required for the project including safety and traffic analyses and traffic management strategies.
08/05 - 12/13	**STARING LANE EXTENSION AND BRIDGE | City of Baton Rouge | Baton Rouge, LA** Project Manager. This GLP project required a design study and plan development for a new four-lane urban boulevard with a 30-foot median with subsurface drainage, sidewalks, and traffic signals. Cindy led construction plan development and design of preliminary and final plans including geometrics, intersections, earthwork modeling, striping, quantities, signal design, sanitary sewer force main design and quality control. She also attended public meeting and coordinated with City and subconsultants.
03/07 - 12/12	**RIVER ROAD (LA 327) RELOCATION | LADOTD | Baton Rouge, LA** QA/QC. Cindy performed QA/QC plan check of construction plans for three roundabouts on Relocated River Road. Plans for off-site improvements identified in the Traffic Impact Study, including several intersections were developed.
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** Project Manager. This project initially included an EA and Preliminary Plans for improving 3.4 miles of Perkins Road (LA 427) from the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with raised median, sidewalk, sewer and subsurface drainage. During the EA phase, Cindy was responsible for Line and grade alternatives study, stakeholder coordination, public outreach, led EA phase, preliminary plans (geometry, drainage, sequence of construction, signalization, preliminary construction cost estimate) and final ROW maps. 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.
08/19 - Ongoing	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD | New Orleans, LA** Design Manager. Cindy manages this multimillion-dollar project that will improve access and traffic operations to and around the new Northfield Terminal. Cindy is overseeing the design and plan preparation efforts to add two directional ramps, I-10 Westbound to Loyola Southbound & Loyola Northbound to I-10 Eastbound. Cindy has worked with the contractor to develop phased construction plans and design unit plan sets to construct critical path items first. She has worked with the D-B team to implement cost/schedule savings through design modifications and alternative material selections.
05/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** Design Manager. Cindy managed the design for this Design-Build project which improved the intersection of US 90 at LA 318 to a grade separated interchange and brought US 90 up to interstate standards as a part of the Future I-49 Corridor. The project included dual overpass bridges, ramps, and frontage road relocations. Stantec proposed an alternative technical concept to the proposed alternative in the RFP. This ATC conserved right of way and lessened impacts to the community and the environment, and saved construction cost. Stantec was also responsible for acquiring the right of way while construction was ongoing. Cindy also managed the relocation of utilities during construction and designed water and sewer relocations for St. Mary Parish. Stantec remained involved throughout construction and participated in resolving design and construction non-conformance issues and requests for information. Construction was complete in January of 2018.
11/09 - 08/12	**I-12 WIDENING DESIGN-BUILD | LADOTD Contract No. 454-02-0071 | Livingston Parish, LA** Lead Roadway Engineer. Cindy was responsible for Stantec's roadway design efforts to widen a four-mile stretch of Interstate, from the Amite River to the Juban Road interchange. 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. In addition to designing the construction plans, Cindy was actively involved in the construction phase, assisting the contractor by developing quality, cost-effective solutions that met or exceeded contract scope requirements.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Stephen Mensah, PhD, PE, PTOE, RSP1**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**10**
TITLE	**Associate, Traffic Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**5**
DEGREE(S) / YEARS / SPECIALIZATION	**PhD | 2007 | Civil Infrastructure Systems in Transportation; MS | 2002 | Civil Engineering; BS | 1998 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 38591 | LA | 09/30/2022**			
YEAR REGISTERED	**2013**	DISCIPLINE	**Civil Engineering; PTOE #3960, 2013**	
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 serve as **TRAFFIC STUDY TASK LEAD** 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.			
05/12 - 12/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** Safety Analyst. Stephen was responsible for the safety analysis of implementing a road diet and bike lanes along this corridor, converting a four-lane urban principal arterial into a three-lane corridor with new bike lanes, improvements to sidewalks and the streetscape. The substantive safety analysis was based on the methodology prescribed in the HSM and Human Factors Guide. The outcome of the safety and traffic analysis helped to develop conceptual alternatives to increase traffic safety and improve access management on this corridor. He performed a crash analysis of the existing corridor for the Stage 0 study to identify high accident locations.			
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.			
10/12 - 09/17	**LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS | LADOTD H.4400002748 | Statewide, LA** Traffic Engineer for this retainer that included the completion of the following projects: Essen Lane Widening, Government Street and West Prien Lake Road Relocation. Traffic signal plans consisted 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.			
01/19 - Ongoing	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Safety Engineer. Stephen is responsible for the safety analysis of the bridge, ramps, and roadway included in the Transportation Management Plan and the Interchange Modification Report for this Design-Build project.			
03/11 - 03/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** Traffic/Safety Analyst. Stephen was responsible for the safety analysis of the intersections and segments impacted by this development including analysis of the freeway safety performance to identify crash hotspots or abnormal crash locations for mitigation. He performed safety assessments for the temporary traffic control included in the Transportation Management Plan.			
04/20 - 07/20	**LOUISIANA ROUNDABOUT ENVIRONMENTAL FACTOR (EF) DEVELOPMENT | ULL | Baton Rouge, LA** Traffic Engineer. Stantec developed the EF required for the planning and design of roundabouts in Louisiana using the SIDRA software. The EF is used as a calibration parameter to account for Louisiana specific factors that impact capacity estimated using SIDRA models and is important for efficient roundabout design. Stephen participated in the iterative process of completing SIDRA analysis for saturated flow data sets at each approach to determine the EF that would most closely calibrate the analysis outputs to real-world capacity. The study findings were to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.			

FIRM EMPLOYED BY	**Stantec Consulting Services 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) / YEARS / SPECIALIZATION		**BS | 2011 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 40664 | LA | 09/30/2022**		
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineering | PTOE #4364, 2017**	

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 **TRAFFIC STUDY** 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.
01/18 - Ongoing	**ROUGH EDGE ROAD INTERCHANGE | City of Ruston | Ruston, LA** Traffic Engineer. Stantec was selected to perform a traffic impact study for an upgraded bypass corridor through southeast Ruston and a proposed interchange at the intersection of Interstate Highway 20 (I-20) and Rough Edge Road in Lincoln Parish. Joseph provided traffic engineering services including, but not limited to, growth rate determination, traffic forecasting, trip distribution, trip generation, origin-destination analysis, peak period/hour determination, Vistro modeling, project research, technical writing/documentation.
08/19 - Ongoing	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Traffic Engineer. Joseph is responsible for signal design services for what will be one of the first diverging diamond interchanges in the State of Louisiana. Completed signal layouts, design plans, and signal timings. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.
02/18 - Ongoing	**I-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.
04/20 - 07/20	**LOUISIANA ROUNDABOUT ENVIRONMENTAL FACTOR DEVELOPMENT | ULL | Baton Rouge, LA** Traffic Engineer. Stantec was tasked to develop the Environmental Factor (EF) required for the planning and design of roundabouts in Louisiana using the SIDRA software. The EF is used as a calibration parameter to account for Louisiana specific factors that impact capacity estimated using SIDRA models. An accurate EF is therefore important to help design efficient roundabout. Joseph was responsible for all SIDRA analysis for five sample data sets at existing roundabout approaches in Louisiana. The analysis involved an iterative process of completing SIDRA analysis for saturated flow data sets at each approach to determine the EF that would most closely calibrate the analysis outputs to real-world capacity. The findings of the study were to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.
08/19 - Ongoing	**MCCNO NEIGHBORHOOD DEVELOPMENT MASTER PLAN | New Orleans, LA** Traffic Engineer. Responsible for traffic engineering services for master planning efforts for a proposed mixed use neighborhood to be developed on 10 parcels of land spanning 6 vacant blocks along the New Orleans Riverfront. Completed trip generation based on proposed land uses, trip distributions, traffic impact analysis, VISSIM modeling with dynamic traffic assignment, and provided appropriate traffic impact mitigation measures. Additionally, Joseph was responsible for making recommendations pertaining to locations of dedicated public spaces for placemaking, incorporation of active transportation facilities (bicycle and pedestrian facilities such as bike lanes and linear parks), internal roadway geometry and appropriate vehicle class restrictions, locations of on-street parking, and further incorporation of multi-model transportation through transit-oriented development (proposed extension of a nearby existing streetcar line to provide connectivity). Ultimately, the owners agreed with Joseph's recommendations listed above and incorporated all of them in the RFQ from prospective developers.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**				
NAME	**Andy Griffith, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**8**	
TITLE	**Traffic Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2013 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 42906 | LA | 03/31/2023**			
YEAR REGISTERED	**2018**	DISCIPLINE	**Civil Engineering | TEPR 3 Modules**		

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 **TRAFFIC DESIGN** 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.
01/14 - 08/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** Traffic Engineer. Andy was responsible for creating temporary traffic signal plans using MicroStation to be used during reconstruction of select intersections. The temporary signal plans involved coordinating temporary signal pole & equipment locations throughout multiple phases of construction.
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.
01/15 - 07/16	**TRAMLINKBR: ENVIRONMENTAL AND CONCEPTUAL ENGINEERING PHASE | City of Baton Rouge | Baton Rouge, LA** Project Engineer. Andy created a detailed VISSIM model for visualization of tram operations involving automobiles, trams (light rail vehicles), and pedestrians. Andy also combined existing data of utility locations from the City of Baton Rouge and utility companies with new survey data to analyze potential conflicts concerning both buried and aboveground utilities.
03/19 - Ongoing	**PORT ALLEN CANAL BRIDGE ITS | LADOTD | Port Allen, LA** Plan Developer. Andy is responsible for detailing ITS plans for new and existing ITS devices along LA-1 in conjunction with the construction of the new Port Allen Canal bridge.
02/18 - 06/18	**SIGNAL COMMUNICATIONS UPGRADE PHASE 1 | LADOTD | Baton Rouge, LA** Project Manager/ITS Engineer. Andy was responsible for detailing ITS plans for a network that included 36 traffic signal & ITS cabinets in the Baton Rouge, Louisiana area. Construction for this project is ongoing and Stantec is providing construction support services.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Walt Woo (PE), PTOE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Sr. Associate Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**23**
DEGREE(S) / YEARS / SPECIALIZATION		**MS | 2001 | Civil Engineering; BS | 1996 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 46083 | MA* | 09/30/2023**		
YEAR REGISTERED	**2004**	DISCIPLINE	**Civil Engineering | PTOE | IMSA Traffic Signal Field Technician Level II**	
Contract role(s) / brief description of responsibilities	Walt has extensive practical experience as a transportation engineer, having participated in the analysis and design of dozens of signalized intersections on municipal and state roadways. He also possesses strong skills and experience in other aspects of transportation engineering, including traffic signing, pavement markings, traffic management and highway design. He also has extensive experience in traffic capacity analysis and traffic simulation modeling and has prepared numerous transportation planning studies that evaluated future traffic operations based upon anticipated future land use and travel patterns, among many factors. Walt will serve as **ADAPTIVE SIGNAL DESIGN TASK LEAD** 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.			
09/15 - Ongoing	**WASHINGTON STREET ROUTE 1 | MassDOT | Attleboro, MA** Project Manager and Senior Traffic Engineer for the traffic improvements project along the Route 1 and Route 1A corridors in the City of Attleboro, Massachusetts. The project includes the reconstruction of the roadway to include bicycle lanes and the reconstruction of three traffic signals. Traffic operations are expected to be improved through the installation of an Adaptive Signal Control Technology (ASCT) system at the closely spaced signalized intersections. Work included Systems Engineering analysis and traffic signal equipment selection. Stantec will also advise MassDOT on the ASCT system to be installed in the corridor. The Project design is also expected to improve identified safety issues in the corridor.			
01/20 - Ongoing	**NATHAN ELLIS HIGHWAY ROUTE 151 | MassDOT | Mashpee, MA** Senior traffic engineer responsible for overall traffic engineering design for this 1.4 mile MassDOT Project to reconstruct Route 151 in Mashpee. The Project included widening the roadway to provide full shoulders, intersection improvements, drainage and landscaping improvements and the construction of a multi-use path adjacent to Route 151. Three traffic signals systems are proposed to be reconstructed as part of the improvements. An Adaptive Signal Control Technology (ASCT) system is proposed as part of the Project, and appropriate Systems Engineering and specifications have been prepared. The ASCT system will be supplemented by a fiber-optic based communications between the local intersections and the identified primary controller.			
06/16 - Ongoing	**NEEDHAM STREET/HIGHLAND AVENUE | MassDOT | Needham-Newton, MA** Senior Traffic Engineer responsible for the design of traffic signals along the Needham Street/Highland Avenue corridor as part of corridor improvements along a busy commercial corridor. The traffic signal system includes seven intersections under traffic signal control, five of which will be under an Adaptive Signal Control Technology (ASCT). Responsible for the evaluation of the ASCT system to be installed to determine it's compliance with the specifications and Systems Engineering.			
05/18 - Ongoing	**ROUTE 24 OVER ROUTE 140 INTERCHANGE | MassDOT | Taunton, MA** Lead traffic engineering designer for the improvements to Route 24 at Route 140 interchange in Taunton. Responsible for overseeing all traffic engineering design, including the design of traffic signals, traffic signs and markings. Led the development of complex temporary traffic control plans for the staged construction of improvements to both Route 24 and to Route 140 and to the bridge over Route 140. Plans also maintain traffic on Route 140 at signalized intersections through staged construction, using temporary signals. Provided shop drawing review and review and responses to traffic and temporary traffic control-related contractor RFIs.			
06/10 - 09/17	**LINCOLN STREET | City of Worcester | Worcester, MA** Senior Traffic Engineer contributing to the design of highway and traffic improvements to Lincoln Street in the City of Worcester, MA. Oversight of overall traffic engineering design components, including pavement markings, signs, traffic signals and maintenance of traffic during construction. Developed the design of the geometric layout of the proposed roundabout on Lincoln Street. The Project included the design of a closed-loop traffic signal system along the corridor with coordinated traffic signal timing.			

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Mary Frances (Bratton) O'Rourke, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**12**
TITLE	**Roadway Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2012 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 41444 | LA | 09/30/2023**			
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 serve as **ROADWAY DESIGN TASK LEAD** for this contract. **Mary meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 3**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
05/12 - 12/21	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** Roadway Engineer. Mary designed bike lane facilities and signing/striping layout for this preliminary and final plan design project to upgrade a 4-mile portion of Government Street. Mary assisted with designs/plan development including typical sections, plan sheets, geometric details, signing and striping and sequence of construction. She calculated quantities and developed the cost estimate for construction and provided construction support.
04/11 - 06/15	**I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT | LADOTD | Lake Charles, LA** Roadway Engineer. Mary assisted in the design and plan development for the proposed full tight diamond interchange at Cove Lane and I-210. She was responsible for assisting with striping and signing design as well as quantity calculations.
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 Engineer. During the EA and Preliminary Phase, Mary assisted with line & grade studies, EA, plan development and design of subsurface drainage systems by using LADOTD Hydraulics Manual and LADOTD HYDRO Software. She calculated quantities for a construction cost estimates. 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. 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.
10/17 - Ongoing	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD | Lake Charles, LA** Lead Roadway Engineer. Mary lead the plan development efforts, including the finalization of the horizontal and vertical design, signing, and maintenance of traffic during plan development. Mary also assisted with the NEPA Environmental Assessment process and coordination between all of the stakeholders. Stantec is lead designer for this new high-level bridge (56-foot clearance) and approaches over the navigational channel of Contraband Bayou. This project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street.

07/14 - 06/16	**US 79 BYPASS AT LA 9 ROUNDABOUT | LADOTD | Claiborne Parish, LA** Roadway Engineer. Project replaced a signalized intersection with a roundabout while maintaining traffic. Mary's responsibilities involved managing and leading plan development, client coordination, and the design of all areas of plan development including horizontal and vertical alignments, earthwork modeling, drainage design,signing and striping layout, sequence of construction which required 3 detour roads and a temporary subsurface drainage system, quantity calculations, and cost estimate for the construction.
01/18 -Ongoing	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** Roadway Engineer. Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new Our Lady of the Lake Children's Hospital. This fast-paced project includes 4-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization and off-site intersection improvements. Mary's responsibilities include designing the signing and striping layout, calculating quantities to develop a construction cost estimate, and assisting with plan development to produce typical section sheets, plan and profile sheets, summary of quantity sheets, drainage map sheets, geometric detail sheets, signing and striping sheets, and suggested sequence of construction sheets. Mary also provided construction support. Roundabouts were studied as a part of this project, but developer changes resulted in them not being implemented.
04/15 - 06/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** Roadway Engineer. This project constructed a diamond interchange to replace the current at-grade signalized intersection of US90 and LA 318, as well as frontage roads and ramps through the project limits. Mary assisted with plan development, and directly coordinated with utility companies for all required utility relocations on the project, as well as LADOTD Headquarters, and the District office to ensure the utilities were relocated in a timely manner to mitigate utility conflicts roadway construction.
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.
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.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Hannah Krebs, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**	
TITLE	**Roadway Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2017 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 45917 | LA | 3/31/2024**			
YEAR REGISTERED	**2021**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Hannah has seven years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans. Hannah will perform **ROADWAY DESIGN** 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.
06/20 - 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 | Baton Rouge, LA** Roadway Engineer. Hannah is responsible for final plan development, geometric design, and traffic control plans. 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. Hannah produced the plan set that was submitted with the wetlands permit application. Final plans for this project should be completed by the end of 2022.
04/15 - Ongoing	**LA 30: SOUTH BOULEVARD TO WEST CHIMES STREET | LADOTD | Baton Rouge, LA** Roadway Engineer. Hannah performed roadway design including horizontal and vertical geometry, roadway modeling, drainage, striping, sequence of construction, and quantities. LA 30, known in Baton Rouge as Nicholson Dr., 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.
09/18 - Ongoing	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Roadway Engineer. Hannah is responsible for creating traffic control plans and modifying as needed during construction. This is a multi-million dollar project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange.
06/17 - Ongoing	**I-49 LAFAYETTE CONNECTOR | LADOTD Contract No. H.004273.5 | Lafayette, LA** Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, horizontal and vertical geometry, and project organization. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy. The project is currently in the Environmental Assessment stage and alternatives are being investigated.
06/17 – 09/18	**US 90 AT LA 318 INTERCHANGE DESIGN-BUILD | LADOTD | St. Mary Parish, LA** Engineer Intern. This project proposed to upgrade the intersection of existing US 90 at LA 318 near Sorrel, to a grade separated interchange. This was the last intersection between Lafayette and the interchange at US 90 at LA 83 near Baldwin to be upgraded for the Future I-49 Corridor. This 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. Hannah's duties included taking the lead on the water and sewer as-built plan set, compiling plan sets for submittals, and participating in construction meetings.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Nick Prudhomme, PE**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**16**	
TITLE	**Roadway Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2006 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 35996 | LA | 3/31/2023**			
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 serve as **DRAINAGE DESIGN TASK LEAD** for this contract. **Nick meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 3**
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; 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 INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Assistant Roadway Lead and Drainage Lead. As Drainage Lead, Nick oversees the drainage design consisting of subsurface drainage systems along Loyola Drive and the new airport access road, drainage systems/cross drains on I-10, and the extension of 2-8'x7' box culverts in Canal 13. As Assistant Roadway Lead, Nick has designed horizontal and vertical geometry, graphical grades, and Inroads roadway modeling. Nick also performs construction support by reviewing and approving drainage shop drawings as well as RFIs and NCRs relating to drainage and roadway design. This project will serve as a main entrance to the new airport terminal recently constructed for the Louis Armstrong New Orleans International Airport.
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.
01/14 - 03/18	**LA 86 & LA 320 ROUNDABOUT | LADOTD | New Iberia, LA** Roadway/Drainage Lead. Nicks responsibilities involved project management, client coordination, and the design and supervision of all areas of plan development including horizontal and vertical design, sight distance calculations, drainage design, earthwork modeling, cross section development, striping layout, sequence of construction, quantity calculations, and cost estimation.
01/06 - 12/13	**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.

MEETS MINIMUM LADOTD PERSONNEL REQ.

FIRM EMPLOYED BY	**Stantec Consulting Services Inc.**			
NAME	**Michael Neumann, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7**
TITLE	**Roadway Engineer**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**0**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2015 | Civil Engineering**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 45396 | LA | 9/30/2023**		
YEAR REGISTERED	**2021**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Michael is a Civil Engineer with experience in designing subsurface and open channel drainage systems, roadway geometry through intersections, and striping plans along a major corridor. His work has encompassed both improvements to existing roadways and roadways on new alignments. Michael has also had a hand in analyzing existing conditions for a high-profile rehabilitation of an existing roadway. He has had both governmental and private client experience in his projects. Michael is familiar with technical programs including: MicroStation, AutoCAD, ArcGIS, InRoads, AutoTURN, and HYDR2009. Michael will perform **DRAINAGE DESIGN** 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.
06/20 - 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 | Baton Rouge, LA** Drainage Design Engineer. 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. Michael is leading the design of five subsurface drainage systems and culvert design, and the drainage report. Final plans for this project should be completed by the end of 2022.
08/19 - Ongoing	**I-10/LOYOLA INTERCHANGE DESIGN-BUILD | LADOTD Contract No. H.011670 | New Orleans, LA** Roadway/Drainage Engineer 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. Michael modeled the cross sections in InRoads and calculated earthwork quantities. He also designed the subsurface drainage systems along Loyola/Airport Access Road.
10/17 - 10/19	**NELSON ROAD EXTENSION AND BRIDGE | LADOTD | Lake Charles, LA** Roadway Engineer. This project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Stantec has led the design effort for this new high-level bridge (56-foot clearance) and approaches over the navigational channel of Contraband Bayou. Michael assisted with the NEPA Environmental Assessment process and coordination between stakeholders. He also assisted with drainage and earthwork design.
05/15 - 12/17	**GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN | LADOTD | Baton Rouge, LA** Engineer Intern. Michael provided analysis of existing project conditions through field work. Michael also provided recommendations to bring conditions up to current ADA standards. Through public meetings held be LADOTD, he met with residents and business owners impacted by the project. Michael also produced construction plans as well as exhibits for public information meetings.
01/18 - 08/18	**DIJON DRIVE PHASE I & PHASE II | City of Baton Rouge | Baton Rouge, LA** Engineer Intern. Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new Our Lady of the Lake Children’s Hospital. Fast-paced project includes a 4-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization and off-site intersection improvements. Michael performed field condition analysis and floodplain identification through LIDAR data analysis. He also performed open channel design and culvert analysis, subsurface drainage design, and coordinated with LADOTD. Roundabouts were studied as a part of this project, but developer changes resulted in them not being implemented.

FIRM EMPLOYED BY	**Intelligent Transportation Systems LLC**			
NAME	**Clarke Chauvin, PE, PTOE, PMP, IMSA II**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**	
TITLE	**Project Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**3.5**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2013 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 41770 | LA | 9/30/2023; PTOE No. 4377 | 11/20/2023; PMP No. 2858208 | 11/11/2023; IMSA No. BE_125780 | 9/18/2022**			
YEAR REGISTERED	**2017**	DISCIPLINE	**Civil Engineering**	

Contract role(s) / brief description of responsibilities	Clarke has over ten years of experience in traffic engineering, including roadways, signal systems, ITS design, communications design, CE&I, and maintenance. He has spent most of his professional career specializing in traffic signals, ITS design, maintenance, and all other aspects of design and implementation of technology for traffic purposes throughout the state. He also has over 20 years of electrical experience which has been an asset with the design and implementation of traffic signals and ITS devices. Clarke is a certified Professional Traffic Operations Engineer (PTOE), Project Management Professional (PMP), ATSSA Traffic Control Supervisor/Technician, and has certification as an IMSA Traffic Signal Technician – Level II. He has completed trainings and certification for the LADOTD Traffic Engineering Process and Reports (Parts I, II, and III) and other continuing education courses. Clarke will perform **ADAPTIVE SIGNAL DESIGN** for this contract. **Clarke meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5** 
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc.
08/15 - 07/19	**SASOL LAKE CHARLES CHEMICAL PROJECT – ADAPTIVE TRAFFIC SIGNAL SYSTEMS | Westlake, LA** Adaptive Traffic Signal Design. In support of the $8.9 billion ethane cracker chemical plant expansion, Clarke provided signal design support for multiple intersections. His efforts included developing preliminary signal permit plans, developing timing models, conducting field investigations, providing quantities, constructability reviews, and signal construction inspection. Clarke’s experience in CE&I make him an excellent resource for design since he’s able to identify constructability issues. Additionally, Clarke provided support for the first Adaptive corridor installed in the state of Louisiana. Along Sampson St., an adaptive corridor was implemented and is currently operational. Clarke was involved in the Synchro modeling, TSI documentation, and producing as-built drawings for the system.
02/18 - 07/19	**SYSTEM B (LA 108) ADAPTIVE TRAFFIC SIGNAL CORRIDOR | LADOTD | Westlake, LA** Project Manager for the implementation of the System B adaptive traffic signal corridor. In addition to allocating IP addresses, configuring devices (both for network communication and signal operation), and managing construction and coordination, Clarke worked to bring an isolated traffic signal into the adaptive system through cellular communication. Clarke worked with DOTD to use a private cellular network to remotely connect to the signal equipment. He configured the cellular modem to allow port forwarding of the devices required for the adaptive system and oversaw the installation and configuration for all of the equipment for these signals. The communication system is currently active and the signals have been integrated into DOTD’s adaptive system. Clarke is currently responsible for ongoing maintenance and performance monitoring and has set up network management software to collect performance data and notify ITS LLC and DOTD with issues.
06/18 - 07/19	**US 90 ADAPTIVE CORRIDOR | Westlake, LA** Adaptive Traffic Signal Design. Clarke performed network design and construction project management for the US 90 adaptive traffic signal corridor in Westlake, LA. In addition to performing the initial field wireless testing to determine appropriate frequency, power, mounting heights, etc., Clarke designed and allocated IP addresses for the various equipment at these intersections. He programmed controllers, switches, radar detection, and wireless Ethernet radios. The communication system is currently active and the signals have been integrated into DOTD’s adaptive system. Clarke is currently responsible for ongoing maintenance and performance monitoring and has set up network management software to collect performance data and notify ITS LLC and DOTD with issues.

03/19 - 04/20	**H.012661 D07 FYA – US 171 ADAPTIVE TRAFFIC SIGNAL CORRIDOR | LADOTD | Sulphur, LA** Project Manager in addition to performing network design, integration, and performance monitoring for the Adaptive traffic signal corridor installed in Sulphur, LA. From initial field wireless testing to device configuration and installation to network and traffic performance monitoring, Clarke was involved in creating a quality project with proven reliability and proven performance. Phasing construction to set up communications prior to the Adaptive turn on in November 2019 allowed ITS LLC to create a baseline for traffic operations to compare against active Adaptive system operation. ITS LLC also utilized NMS software to evaluate the network communications for speed, uptime, and reliability. Performance monitoring for the project is ongoing.
04/19 - 05/20	**LA 1256 (RUTH ST.) ADAPTIVE TRAFFIC SIGNAL CORRIDOR | Westlake, LA** Adaptive Traffic Signal Design. In order to create an adaptive traffic signal corridor along LA 1256, Clarke designed the communications network which would be responsible for handling all of the live traffic data for the corridor. For the adaptive corridor to function optimally, constant communication is required between the traffic signal and adaptive server at DOTD D07's TMC. Clarke allocated IP addresses for the devices and equipment at each signal along the corridor. He evaluated the path required for VLAN through an existing DOTD fiber optic ring for communication between the project site and DOTD D07 TMC. He performed wireless testing to evaluate whether 2Ghz or 5Ghz band frequencies would provide better performance along the corridor. He determined proper configuration for each network switch and wireless radio along the corridor. Clarke serves as Project Manager in addition to performing network design.
02/16 - Ongoing	**LADOTD ITS MAINTENANCE | LADOTD 44-7102. 44-16811 | Statewide, LA** Project Engineer for the existing ITS Maintenance Retainer. He has performed routine maintenance on emergency crossover gates, travel time message system, CCTV camera sites, RVD sites, ramp meter sites as well as DMS sites. His skills include, but are not limited to, device troubleshooting, communication and network troubleshooting, parts replacement, site cleaning, insect extermination, traffic control setup, as well as coordinating with law enforcement, TMC operations staff, and DOTD. Let's not forget his investigation to find solutions for maintenance problems. For example, Clarke recently located a short and replaced access control boards in the Twinspan crossover gate system which allowed it to be brought back into operation. In addition to setting up monitoring for recent hub site generators, Clarke determined a solution for monitoring all existing generator sites. Clarke also designs platforms for hard to reach handholds at camera sites, usually on three way slopes. Clarke carries a Class D license to drive bucket trucks used in maintenance operations.

FIRM EMPLOYED BY	**Intelligent Transportation Systems LLC**			
NAME	**Jonathan Fox, PE, PTOE, PMP**	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**7.5**	
TITLE	**Principal / Engineer**	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**13**	
DEGREE(S) / YEARS / SPECIALIZATION	**BS | 2003 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE	**PE No. 33277 | LA | 9/30/2023; PTOE No. 2329 | 11/7/2022; PMP No.1812148 | 4/27/2024**			
YEAR REGISTERED	**2007**	DISCIPLINE	**Civil Engineering**	
Contract role(s) / brief description of responsibilities	Jonathan has over has over 20 years of experience in traffic engineering, signal design, ITS design and maintenance, and project management. He has developed specific expertise in the design of traffic signal systems, communication systems, detection systems, intelligent transportation systems, and the innovative application of adaptive traffic signals. Jonathan is a certified Professional Traffic Operations Engineer (PTOE), Project Management Professional (PMP) and ATSSA Traffic Control Supervisor/Technician. He has completed trainings and certification for the LADOTD Traffic Engineering Process and Reports (Parts I, II, and III) and other continuing education courses. Jonathan will perform **ADAPTIVE SIGNAL DESIGN** 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.			
08/15 - 07/19	**SASOL LAKE CHARLES CHEMICAL PROJECT – ADAPTIVE TRAFFIC SIGNAL SYSTEMS | Westlake, LA** Lead Traffic Engineer on new traffic signal designs, upgrades, communication design, and integration. Jonathan oversaw developing traffic signal plans, simulation models, communication layouts, network design, surveillance, travel time management, and permit applications. Six of these intersection upgrades were integrated by his team as the first Adaptive Traffic Signal System deployed in the state of Louisiana (System A). One of the biggest challenges overcome was integrating DOTD's first private cellular network connection. This effort took continuous communications between DOTD District 07, DOTD ITS Section, Div. of Admin. Office of Technology Service, Trafficware, and Verizon Wireless. Once the DOTD Lake Charles ITS Phase 2 project was constructed and accepted, Jonathan oversaw the design and installation of an unlicensed wireless network which removed the recurring monthly cellular service charges for the adaptive system. He has overseen the design, implementation and integration of the Sasol System B (LA 108 signal corridor) as well as LA 27 (Beglis Rd.) @ LA 379 (Houston Rive Rd.). These were constructed and the adaptive functionality was turned on in July of 2019. These intersection designs used stop bar and setback radar detection as well as wireless and cellular communications. Efforts for Sasol also included design and construction support for a temporary traffic signal on Old Spanish Trail at Prater Road. Jonathan oversaw the design and construction inspection.			
06/18 - 07/19	**US 90 ADAPTIVE CORRIDOR | Westlake, LA** Project Manager and Overall Design Lead for the US 90 adaptive traffic signal corridor in Westlake, LA. Designs included preparing updated traffic signal inventory (TSI) forms as well as communications support of two isolated traffic signals. Equipment included in the design consisted of new radar detection and unlicensed wireless communications. Jonathan oversaw the integration of the intersections into the adaptive system in Lake Charles.			
12/14 - Ongoing	**LADOTD ITS MAINTENANCE | LADOTD 44-2500, 44-7102. 44-16811 | Statewide, LA** Supervisor Engineer for ITS LLC under the existing ITS Maintenance Retainer contract. Roles include project management support, quality control checks, site reviews, as well as investigating options and developing concepts to improve sites. Jonathan's knowledge of the ITS from planning through operations has made him a highly valuable asset to the ITS Maintenance team especially his knowledge of the ITS as it was designed and operated.			
03/07 - 12/12	**L'AUBERGE BATON ROUGE CASINO & HOTEL OFF-SITE IMPROVEMENTS | LADOTD | Baton Rouge, LA** Project involved developing signal plans for offsite signal improvements at the intersections of Nicholson and Gardere, Bluebonnet and Nicholson, Burbank and Bluebonnet, and Perkins and Siegen. Project called for completely new traffic signal equipment at the Nicholson and Gardere intersection. Modifications and additions to the existing traffic signal equipment were required at the other intersections. Jonathan led the design efforts for the traffic signals and fiber optic communications plans as well as obtained DOTD traffic signal permits.			
01/07 - 11/10	**I-12 RAMP METERING DESIGN AND IMPLEMENTATION | LADOTD | East Baton Rouge Parish, LA** Jonathan provided signal layout design support, quality control and fiber optic communications design for 16 ramp meters in the Baton Rouge area, including plan layouts, fiber allocations, and technical specification. He handled construction administration, fiber inspection, fiber test review, and integration coordination. This was the first implementation of ramp metering in the state of Louisiana.			

10/12 - 12/14	**BATON ROUGE ITS PHASE 3 | LADOTD | Baton Rouge, LA** Jonathan oversaw the System Engineering Analysis (SEA) document for the project in compliance with the FHWA Rule (23 CFR Part 940.11) to determine project scope and analyze implementation constraints including minimizing the impact of construction on the traveling public and using existing fiber optic communications. Several ITS deployments projects were solely focused on the core urban area, leaving gaps west of the west of the Mississippi River (Iberville and West Baton Rouge Parishes), and east of the City in Livingston Parish. The solution to meet the LADOTD's goal of the Baton Rouge ITS Phase 3 project was to supplement the area with 16 additional closed circuit television video cameras, 5 dynamic message sign sites, 1 HUB site, 30 Bluetooth detection sites, 1 travel time message sign (first in the state), and 8 ramp meters that cover five parishes over, 50 miles, to help with key blind areas. Jonathan led the development of the full plan set from conception to Final Plans.
11/12 - 12/14	**SUNSHINE BRIDGE ITS DEPLOYMENT | LADOTD H.010138 | Sorrento, LA** Jonathan managed all tasks from system engineering through deployment of final design package. He oversaw the development of the project level SEA for the deployment of a closed-circuit television camera system along LA 22 and LA 70 including the Sunshine Mississippi River Bridge. He overcame project challenges including determining how permitted fiber communications assets would be used, structure mounted conduit systems, and handling ongoing bridge painting construction. He developed a conceptual design to have the camera support mount directly to the bridge pier cap instead of the bridge's steel members to reduce maintenance. He also oversaw the analysis report, developed plans, specifications, and provided cost estimates.
01/08 - 11/09	**BATON ROUGE DOWNTOWN TWO-WAY STREETS PROJECT | Baton Rouge, LA** This project involved developing signal plans for intersections affected by the transition from one-way operation to two-way, including the intersections of South Blvd at S. Phillip and St. Louis Streets, Government St at St. Louis and St. Ferdinand Streets, and North Blvd at St. Louis and St. Ferdinand Streets. Jonathan led the signal design efforts which included signal plans, wiring diagrams, timing plans, and fiber optic communications.
04/16 - 07/18	**ALABAMA DEPARTMENT OF TRANSPORTATION (ALDOT) ITS SPECIFICATIONS | ALDOT | Statewide, AL** ALDOT desired an upgrade of their special provisions into a standard specification in order to bring consistency throughout the state on ITS equipment. Jonathan's vast experience in design of ITS deployment projects as well as firsthand knowledge of what works from being part of ITS maintenance, made him the ideal project manager. The specifications developed included material and construction for a plethora of items: fiber optic communications infrastructure, network switches and wireless radios, CCTV cameras, dynamic message signs, vehicle detection systems, ITS cabinets, environmental sensors, and an assortment of miscellaneous related ITS items. This required assessing multiple manufacturers and models for each device type. Further, Jonathan oversaw and supported the development of material lab test provisions for the equipment as well as acceptance testing provisions.

FIRM EMPLOYED BY	**Intelligent Transportation Systems LLC**				
NAME	**Diane Hammonds, PE, PTOE, RSP1**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**<1**	
TITLE	**Senior Transportation Engineering Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**17**	
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2002 | Civil Engineering**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 40749 | LA | 9/30/2022; PTOE No. 7113 | 12/19/2022; RSP1 No.798 | 3/14/2025**			
YEAR REGISTERED	**2016**	DISCIPLINE	**Civil Engineering**		
Contract role(s) / brief description of responsibilities	Diane has over has over 17 years of experience in traffic engineering specializing in Traffic/Transportation Engineering and Transportation Planning projects including traffic impact assessments, traffic signal design systems, traffic simulation modeling, access management reviews, safety studies, roundabout analysis and design as well as permit reviews and coordination. She has successfully completed hundreds of successful traffic & transportation projects. Her unique skills to bring both the client and reviewing agency to agreement on the final product is an asset to the projects she is involved in. She has completed training in HCS, Synchro, Roundabouts and the HSM and is proficient in Synchro, SimTraffic, HCS, VISTRO, SIDRA, CRASH 1, CRASH 3 and Microstation. Diane is a certified Professional Traffic Operations Engineer (PTOE) and Road Safety Professional (RSP1). She has completed trainings and certifications for the LADOTD Traffic Engineering Process and Reports (Parts I, II, and III), the Highway Safety Manual, and other continuing education courses. Diane will perform **TRAFFIC DESIGN** 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.				
08/19 - 03/20	**LA-93 AT WESTGATE SIGNAL | LADOTD | Scott, LA** Technical Lead, Analyst and Design Engineer for the modification of the intersection to add a traffic signal. The temporary traffic signal at the intersection was needed to accommodate traffic during construction and closure of an adjacent roadway. Diane prepared the volumes forecasting and capacity analysis as well as report documentation, and signal design. The approval coordination included the LADOTD District 03 staff as well as Headquarters and the Lafayette Consolidated Government.				
08/21 - 05/22	**RAILROAD TRAIL PROJECT SIGNAL & PEDESTRIAN CROSSING DESIGN | Louisiana Tech University | Ruston, LA** Lead Traffic Engineer for the design and development of construction plans for the Tech Drive at Railroad Avenue Signal and Pedestrian Crossing, which included traffic evaluation, engineering design for the installation of accessible pedestrian signals (APS), and pavement markings as part of FHWA BUILD Grant for pedestrian improvements throughout the Louisiana Tech campus and the City of Ruston.				
08/19 - 06/21	**US 80 WIDENING: VANCIL RD TO WELL RD EA | LADOTD S.P. NO. H.009932 | Ouachita Parish, LA** Traffic Engineer for this Environmental Assessment to improve the corridor by widening the existing roadway and implementing intersection improvement principles along a 1.4-mile portion of US 80. She has assisted in the existing/no-build, safety, and alternatives capacity analysis reports, which have been approved by LADOTD. She analyzed project impacts by coordinating and assisting in developing the line and grade study, cost estimates, and conceptual plans.				
08/19 - 05/22	**LA-93 (WESTGATE ROAD) AT ERASTE LANDRY ROAD | LADOTD | Scott, LA** Technical Lead, Analyst and Design Engineer for the modification of the intersection to add a traffic signal. The temporary traffic signal at the intersection was needed to accommodate traffic during construction which resulted in an adjacent roadway closure. Diane prepared the volume forecasting and capacity analysis as well as report documentation, and signal design. The approval coordination included the LADOTD District 03 staff as well as Headquarters and the Lafayette Consolidated Government.				
01/22 - 05/22	**TRAFFIC SIGNAL – LA-433 AT TOWN CENTER PARKWAY | St. Tammany Parish, LA** Engineer of Record and Lead Traffic Engineer for an Intersection Control Evaluation (ICE) analysis for the intersection of LA-433 (Old Spanish Trail) at Town Center Parkway. Scope of services included providing traffic engineering analyses, traffic signal design, and permit assistance to Stirling Properties as required by the LADOTD. Evaluation included an MUTCD 2009 Edition Traffic Signal Warrant Evaluation, a crash review for a three year period that included diagrams, locations, and summaries, an existing operating analysis, and an alternative intersection control for a traffic signal, an all-way stop, a roundabout, an R-Cut, and median UTurns.				

FIRM EMPLOYED BY	**Civil Design & Construction, Inc. (CD&C)**				
NAME	**Karla Weston, PE**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**17**	
TITLE	**President**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**6**	
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 1999 | Civil Engineer**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PE No. 31010 | LA | 3/31/2023**			
YEAR REGISTERED	**2004**	DISCIPLINE	**Civil Engineering**		

Contract role(s) / brief description of responsibilities	Karla has over 23 years of civil engineering experience. She started CD&C, a small woman-owned business in 2005. Karla has worked with over 10 Corps of Engineering Districts throughout the U.S. She has also worked with various state and local agencies providing civil engineering, surveying, and SUE services. Karla will oversee the firms' role as a sub-consultant and make sure the work is completed to LADOTD standards. Karla will perform **ROADWAY DESIGN** 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.
02/16 - 09/19	**PECUE LANE/I-10 INTERCHANGE | H.003047 | Baton Rouge, LA** Principal in Charge. Karla oversaw CD&C's role as a subconsultant for the engineering design services of the West Bound on Ramp to I-10, the West Bound Off Ramp from I-10, the extension to Rieger Road and Pecue Lane Extension. She worked to oversee the firm's design, coordinate with the prime consultant and government agencies.
12/13 – 10/19	**GRAMERCY BRIDGE | H.02960 | St. James Parish, LA** Principal in Charge. Karla oversaw CD&C's role as a subconsultant for the engineering design elements of the plans including Hydraulic Analysis and Design, Typical Sections, and Graphical Grades for the project.
02/14 - 02/15	**I-49 DESIGN BUILD | H.010620 | Lafayette, LA** QA/QC. Karla provided QA/QC review for the Roadway Design Plans on this Design-Build Project.
05/13 – 05/14	**LA 1 RAILROAD BRIDGE AT DOW | H.009288.5 | West Baton Rouge Parish, LA** Principal in Charge. Karla oversaw CD&C's role as a subconsultant for the engineering design elements of the plans including Hydraulic Analysis and Design, Typical Sections, and Graphical Grades for the project. She worked to oversee the firm's design, coordinate with the prime consultant and government agencies.
06/12 – 10/12	**LA 1 RAILROAD BRIDGE AT DOW | H.009288.5 | West Baton Rouge Parish, LA** Principal in Charge. Karla oversaw CD&C's role as a subconsultant for the engineering design elements of the plans including Hydraulic Analysis and Design, Typical Sections, and Graphical Grades for the project. She worked to oversee the firm's design, coordinate with the prime consultant and government agencies.
01/06 – 12/12	**EBR CITY/PARISH PROJECT NO. 06-CS-HC-0018, FAIRCHILD-BADLEY ROADWAY | East Baton Rouge Parish, LA** Principal in Charge. This project was approx. 1.25 miles in length along Fairchild-Badley Road and also included approximately 600 linear feet of Elm Grove Garden Dr. CD&C designed the upgrade to the existing narrow roadway to a typical section of 2-11' lands with a 2' barrier curb and gutter, and a 6' adjacent sidewalk. This included the design of a new sub-surface drainage system throughout the length of the project as well.
06/18 – 05/19	**COMITE RIVER DIVERSION – US 61 & KCS BRIDGES | East Baton Rouge Parish, LA** Lead Cost Engineer. These bridge projects which are part of the Comite River Diversion project. The project included roadway, bridges, and associated channel improvements. Karla helped provide a complete contractor style estimate including all material costs and quotes, hauling and disposal quotes; labor and equipment prices; and all tasks and assemblies for these items.
12/19 -12/20	**COMITE RIVER DIVERSION – BAYOU BATON ROUGE DROP STRUCTURE | East Baton Rouge Parish, LA** Lead Cost Engineer. This project included bridge and roadway improvements as part of the Comite River Diversion project. Karla helped provide a complete contractor style estimate including all material costs and quotes, hauling and disposal quotes; labor and equipment prices; and all tasks and assemblies for these items.

FIRM EMPLOYED BY	**Civil Design & Construction, Inc. (CD&C)**			
NAME	**Ralph Burgess, PLS**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**11**
TITLE	**Principal Land Surveyor**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**12**
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2004 | Industrial Design & Supervision**		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PLS No. 5040 | LA | 9/30/2022**		
YEAR REGISTERED	**2010**	DISCIPLINE	**Land Surveyor**	
Contract role(s) / brief description of responsibilities	Ralph will serve as **TOPOGRAPHIC SURVEYOR TASK LEAD** for this contract. He will work to oversee the project progress stays on schedule, aide in both crew coordination and office production, and provide final QC on the firms' deliverable to the Stantec. Ralph has an extensive background in providing topographic surveys for LADOTD in accordance with Location and Survey policies and procedures. He has overseen projects utilizing traditional means and methods of collecting data as well as those that include the use of 3D Terrestrial Scanning.			

Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.
07/20 – 04/21	**COMITE RIVER DIVERSION BRIDGE AT LA 67, LA 19 AND LA 19 RAILROAD BRIDGE | LADOTD H.001352.5 & H.002273.5 | East Baton Rouge Parish, LA** Survey Manager for this project. CD&C as a sub-consultant on this project was responsible for topographic surveying the LA 67 and LA 19 sites of the Comite River Diversion project. This included merging of data from a previous survey on one portion of the site and field verifications of that data. The topographic data for this project was collected traditionally.
01/18 - 01/20	**I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12 | LADOTD H.004100 | West and East Baton Rouge, LA** Surveying Manager for this project. CD&C as a sub-consultant on this project is responsible for topographic surveying the portion of I-10 in West Baton Rouge Parish beginning at the start of the project limits to a point just before the approach of the I-10 Bridge and the limits of the project along LA 415 including work on Tributaries of the Intercoastal Canal. This work included using 3D Scanning for the bridge at I-10 bridge @ LA 415 as well as scanning every 500' for control verification and incorporation of the Mobile Lidar for the I-10 pavement.
07/17 - 12/18	**LA 30 ROUNDABOUT AT TANGER I-10 | LADOTD H.010960.5-2 | Ascension Parish, LA** Survey Manager for the project. Duties included meeting with LADOTD & Cardno, Inc for utility locations, coordination of crews and 3D terrestrial scanning crew along with office personnel, coordination. Special duties were merging of two state projects with project survey for final submittal to combine all projects together.
01/16 - 08/16	**US 190 SUPERSTREET | LADOTD H. 005733.5 | St. Tammany Parish, LA** Survey Manager for the project. Duties included complete topographic survey and drainage map for this project including all utility coordination. The survey began at the intersection of US 190 and Holiday Square Frontage Road. From this point, the survey proceeded in a northerly direction along US 190 for approximately 2.9 miles to a point that is 700 feet South of Intersection of US 190 and E. Boston St. in Covington, LA. This project also included work in the Abita River and utilized 3D Terrestrial Scanning for the main route.
10/15 - 12/18	**I-10 TEXAS STATE LINE –EAST OF COONE GULLY | LADOTD H.003184.5 | Calcasieu Parish, LA** Survey Manager for the project. Duties included meeting with LADOTD, coordination of traditional crews and 3D terrestrial scanning crew, coordination of utility companies on the project, review and verification of drainage crossing I10, merging of existing topographic survey of bridges from LADOTD and final review of all survey data for submittals.
08/16 - 12/17	**I-49 SOUTH AT VEROT SCHOOL ROAD | LADOTD H.011235 | Lafayette, LA** Survey Manager for the project. Duties included meeting with LADOTD, and all consultants on the team, coordination of both traditional crews and 3D terrestrial scanning crew, coordination of survey crews with Cardno, Inc, utility locations on the project, met and review right of entry with landowners for project, review of drainage map, merging of existing topographic survey of the I-49 Connector project from LADOTD with current survey of project, review of apparent right of way mapping for prime consultant, and final review of all survey data.

FIRM EMPLOYED BY	**Civil Design & Construction, Inc. (CD&C)**				
NAME	**Chris Ballard, PLS**		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	**6**	
TITLE	**Survey Project Manager**		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	**19**	
DEGREE(S) / YEARS / SPECIALIZATION		**BS | 2004 | Biological Science**			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		**PLS No. 5033 | LA | 9/30/2022**			
YEAR REGISTERED	**2010**	DISCIPLINE	**Land Surveyor**		
Contract role(s) / brief description of responsibilities	Chris will serve as a **TOPOGRAPHIC SURVEYOR** for this contract. Chris has an extensive background in providing topographic surveys for LADOTD in accordance with Location and Survey policies and procedures. He has overseen projects utilizing traditional means and methods of collecting data as well as those that include the use of 3D Terrestrial Scanning.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.				
01/18 - 01/20	**I-10: LA 415 TO ESSEN LANE ON I-10 AND I-12 | LADOTD H.004100 | West and East Baton Rouge, LA** Surveying Project Manager for this project. CD&C as a sub-consultant on this project is responsible for topographic surveying the portion of I-10 in West Baton Rouge Parish beginning at the start of the project limits to a point just before the approach of the I-10 Bridge and the limits of the project along LA 415 including work on Tributaries of the Intercoastal Canal. This work included using 3D Scanning for the bridge at I-10 bridge @ LA 415 as well as scanning every 500' for control verification and incorporation of the Mobile Lidar for the I-10 pavement.				
04/17 - 07/17	**LA 58 PETIT CAILLOU BRIDGE REHABILITATION (SARAH BRIDGE) | LADOTD H.010006.5-3 | Terrebonne Parish, LA** Survey Project Manager on this project which included a complete topographic survey, utility coordination, channel cross sections, and the scanning of the existing vertical lift bridge for the design of its repairs/replacement. Project included data collection of the topography via traditional means and methods along with 3D terrestrial scanning and hydrographic surveying.				
02/19 - 09/19	**BRIDGE REPLACEMENTS IN EAST FELICIANA PARISH | Rural East Feliciana Parish, LA** Survey Project Manager for this project for East Feliciana Parish Police Jury. It includes the replacement of 2 bridges which were damaged from flooding and the repairs to many rural roadways throughout the parish. These projects are being funded thru FEMA and all documentation has to be in accordance with FEMA's policies and procedures.				
01/17 - 12/17	**EAST BATON ROUGE PARISH BRIDGES | East Baton Rouge Parish, LA** In 2017, CD&C has performed topographic surveys for at least 4 Bridge Replacement Projects throughout East Baton Rouge Parish. Chris served as Survey Project Manager on each of these projects which included cross-sectioning and tracing the channel at each location. These included bridges over Dawson Creek, Claycut Bayou, Copper Mill Bayou, and Cypress Bayou.				
10/15 - 12/18	**I-10 TEXAS STATE LINE – EAST OF COONE GULLY | LADOTD H.003184.5 | Calcasieu Parish, LA** Survey Project Manager for this six-lane widening of I-10 Project. Duties performed on this project included the review of the survey information from crew, verification of project delivery schedule, processing of data and final review of submittal of project. 3D Terrestrial Scanning was used in conjunction with traditional means and methods for the completion of this project.				
07/17 - 12/18	**LA 30 ROUNDABOUT AT TANGER I-10 | LADOTD H.010960.5-2 | Ascension Parish, LA** Survey Manager for the project. Duties included a complete topo survey, utility coordination and drainage, along with finish floor elevations of all buildings that fall within the survey limits. Project included data collection of the topography via traditional means and methods along with 3D terrestrial scanning.				
06/11 - 09/13	**LA 42 WIDENING AND IMPROVEMENTS | LADOTD H.002372 | Ascension Parish, LA** Surveyor. Project included boundary and topography, establishing the existing ROW and acquisition of additional ROW.				

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 Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road, Traffic**
PROJECT NAME	**GOVERNMENT STREET STAGE 0 THROUGH FINAL PLANS**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**N/A**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Baton Rouge, Louisiana**	OWNER'S PROJECT MANAGER	**Anna Hanks**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | 225-379-1726 | anna.hanks@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/12**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$11,247**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/21**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$1,399**

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

Government in Baton Rouge is regarded as having the highest potential for revitalization due to thriving restaurants, retailers, a nearby residential communities, and vacant and abandoned properties ripe for development along the corridor. Unfortunately, this four-lane, undivided highway experiences a significant amount of vehicular crashes. To address these issues, this project was initiated to increase traffic safety and improve access management.

PROJECT RELEVANCE:

- ☑ Stage 0 & Traffic Studies
- ☑ Traffic Analysis & Signal Design
- ☑ Preliminary & Final Roadway Design, Plan Development & Cost Estimates
- ☑ Safety Analysis
- ☑ Complete Streets Improvements (Sidewalk & Bike)
- ☑ Access Management and Right-of-Way Constraints
- ☑ Preliminary & Final Plan Development
- ☑ Cost Estimates

To help identify areas of need and prioritize improvements, Stantec evaluated traffic and crash data to develop conceptual alternatives to increase traffic safety and improve access management. We accounted for the "Complete Street" policy executed by LADOTD in 2010, which requires pedestrian and bicycle facilities be accommodated for upgraded or new roadway facilities. As a result, a "road diet" was identified as the preferred alternative, which would remove two lanes of travel and add a center turn lane. From an operational perspective, the road diet showed no material degradation in operation when compared to its current condition and would create many multi-modal opportunities. We developed several scenarios that could be built with the new cross-section including bike lanes, enhanced and widened sidewalks, on-street parking and bus turn-outs.

After identification of the road diet as the preferred alternative, an alternatives study was conducted which looked at several cross-section variations along different sections of Government Street. The selected new cross-section provides one through lane in each direction and a two-way-left-turn lane, with the reclaimed space used for bicycle lanes in each direction for much of the corridor. Synchro was used to model alternative configurations at 15 signalized intersections along the 4.2 mile corridor. The eastern terminus of the study culminates in a roundabout at the intersection Government Street and Lobdell Avenue. The new geometry will provide much clearer and safer choices at this currently skewed intersection. The roundabout study was conducted using the LADOTD EDSM.

Stantec assisted LADOTD in filing a categorical exclusion for the road diet project. The environmental process included a public meeting which was held in 2015. Stantec has since completed final plans for this project which will be the first Road Diet implemented in the City of Baton Rouge. Project plans included overlay/ restripe; upgrades to sidewalks, curbs, and ramps for ADA compliance; driveway consolidation; access management; signal coordination; landscape; and roundabout construction. Stantec provided construction support through the project's completion in December of 2021.

TEAM MEMBERS INVOLVED: **M. BRUCE, J. LEFANTE, C. HALL, S. MENSAH, M. DAVIS, A. GRIFFITH, N. PRUDHOMME, J. CAINS, M. O'ROURKE, M. NEUMANN, H. KREBS**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road, Bridge, Traffic**
PROJECT NAME	**LA 30: SOUTH BLVD. TO WEST CHIMES STREET**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**H. 011098**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Baton Rouge, Louisiana**	OWNER'S PROJECT MANAGER	**Toby Picard**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capital Access, Baton Rouge, LA 70808 | 225-379-1302 | toby.picard@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**04/15**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$1,181.4**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$1,181.4**

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

LA 30, known in Baton Rouge as Nicholson Drive, is a commuter route that connects Louisiana State University and downtown Baton Rouge.

TASK RELEVANCE:

- ☑ Traffic Analysis & Signal Design
- ☑ Sidewalk Improvements
- ☑ Access Management
- ☑ Right-of-Way Constraints
- ☑ Stakeholder Coordination
- ☑ Preliminary & Final Plan Development
- ☑ Cost Estimates

The existing roadway is an urban, four-lane divided arterial with an average daily traffic ranging between 21,000 and 26,000 vehicles. The posted speed limit varies between 30 mph and 45 mph along the project limits. The existing adjoining developments include residential homes, restaurants, shops, and light commercial facilities.

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: **J. CAINS, C. HALL, N. PRUDHOMME, M. NEUMANN, M. BRUCE, J. LEFANTE, M. DAVIS**

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road, Traffic, Bridge**
PROJECT NAME	**WEST PRIEN LAKE ROAD RELOCATION**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**H.011088**	OWNER'S NAME	**Louisiana Department of Transportation and Development**
PROJECT LOCATION	**Lake Charles, LA**	OWNER'S PROJECT MANAGER	**Tim Nickel**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | 225-379-1110 | timothy.nickel@la.gov**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**08/14**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$632.4**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**07/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$524.1**

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

This project was included in two studies to improve traffic operations north of the existing Nelson Road Interchange at I-210 in Lake Charles.

PROJECT RELEVANCE:

- ☑ Traffic Analysis & Signal Design
- ☑ Sidewalk Improvements
- ☑ Access Management
- ☑ Stakeholder Coordination
- ☑ Preliminary & Final Plan Development
- ☑ Cost Estimates
- ☑ Coordinated Traffic Signals

The I-210 Feasibility Study was the latest study to propose the realignment of existing W. Prien Lake Road. The length of the realignment is approximately 4,000 feet through one of the last undeveloped parcels in the area, which is planned to be a mixed commercial and residential development (Contraband Pointe). The roadway features a 4-lane divided section with a raised median, curb, subsurface drainage, a multi -lane roundabout, a shared use (pedestrian/bicycle) path, and a sidewalk. This project also included roadway lighting, utility coordination, and stakeholder coordination (Private owner and City of Lake Charles, and L'Auberge Du Lac Casino and Resort.

Stantec was hired by LADOTD to provide roadway, drainage, structural, traffic signal construction plans. The new roadway was planned to tie into existing Nelson Road to the west, and a planned roundabout at the intersection of existing W. Prien Lake Road and Holly Hill Road to the east. The signalized intersection with existing Nelson Road will accommodate the future extension of Nelson Road to the north over Contraband Bayou, as well as the planned Nelson Road at I-210 Interchange Improvement project.

The project also included subsurface drainage design with consideration for future development, and the design of a box culvert for a major drainage outfall in the area that directly connected to Contraband Bayou. This box culvert was a multiple-cell 12' x 12' structure, which required a special design since it was larger than the largest standard box culvert used by LADOTD.

Traffic signal timings were determined using Highway capacity (Software (HCS) and Vistro software packages. Traffic signal plans were also developed following the LADOTD standard Traffic Signal Inventory (TSI) v2.1 format, and include **video detection and GPS-based interconnect with nearby traffic signals**. Stantec also performed an update on the TSI for the I-210 intersections to bring them up to the latest format.

This project is part of the LADOTD Road Transfer program, which has now been turned over to the City of Lake Charles since the completion of construction in 2017. Stantec provided **construction support** and coordinated as needed with LADOTD's field personnel.

TEAM MEMBERS INVOLVED: **J. CAINS, M. NEUMANN, M. DAVIS, J. LEFANTE, S. MENSAH, H. KREBS**

FIRM NAME	**Stantec Consulting Services Inc.**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road, Traffic, Bridge**
PROJECT NAME	**ESSEN LANE WIDENING**			FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**H.4400002748**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Baton Rouge, Louisiana**			OWNER'S PROJECT MANAGER	**Nicholas Olivier**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capital Access, Baton Rouge, LA 70808 | 225-379-1122 | nicholas.olivier@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/12**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$8,000**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**01/14**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$388**

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

Home to large corporations and regional medical facilities, Essen Lane serves as a major artery sending traffic southward into the major residential areas in south Baton Rouge. More than 55,000 vehicles travel along this six-lane urbanized corridor daily.

Essen Lane consisted of a six-lane arterial roadway (three southbound lanes, two northbound lanes, and a center two-way left turn lane) in an urbanized and heavily traveled corridor (55,000 vpd) in Baton Rouge, LA. Due to ever-increasing congestion, LADOTD desired to widen the 0.9-mile segment of roadway between Perkins and I-10 to provide an additional northbound lane.

Stantec's initial services included coordination with LADOTD, the City and other stakeholders; VISSIM and Synchro traffic models of the corridor for the before and after widening condition; topographic surveys; and roadway and traffic signal design. The VISSIM modeling was performed in accordance with LADOTD's Microsimulation Policy and consisted of evaluating the corridor based on complete streets policies implemented by LADOTD and the City of Baton Rouge. A summary report and recommendations regarding implementation of feasible means to accommodate all modes of travel, including pedestrians and bicyclists, along the corridor was prepared. We also provided support during the environmental clearance phase by developing exhibits, cost estimates, and technical discussions of the project, and participating in public meetings.

Stantec provided final roadway, traffic signal, fiber optic communication, and bridge plans based on the findings of the traffic study and complete streets investigation. In total, Stantec designed four new traffic signals with pedestrian accommodations. The traffic signals include mast arms, emergency vehicle preemption, magnetometer vehicle detection, and fiber optic communications along the corridor. The project construction broken in two, with a bridge widening and utility relocation phase and a road widening and traffic signal installation phase. With work complete, Essen Lane is less congested, and it supports improved mobility and accessibility with sidewalks and signalized crosswalks.

TEAM MEMBERS INVOLVED: **J. CAINS, C. HALL, J. LEFANTE, N. PRUDHOMME, M. O'ROURKE, M. DAVIS**

TASK RELEVANCE:

- ☑ Traffic Analysis & Signal Design
- ☑ Sidewalk Improvements
- ☑ Stakeholder Coordination
- ☑ Right-of-Way Constraints
- ☑ Preliminary & Final Plan Development
- ☑ Cost Estimates

FIRM NAME	**Stantec Consulting Services Inc.**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road, Traffic**
PROJECT NAME	**IMPROVEMENTS AT ROUTE 1, ROUTE 1A AND ROUTE 123**	FIRM RESPONSIBILITY (prime or sub?)	**Prime**
PROJECT NUMBER	**607339**	OWNER'S NAME	**Massachusetts Department of Transportation**
PROJECT LOCATION	**Attleboro, Massachusetts**	OWNER'S PROJECT MANAGER	**Kimberley Sloan**
OWNER'S ADDRESS, PHONE, EMAIL	**10 Park Plaza Boston, MA 02116 | 857-368-9328 | kimberley.sloan@state.ma.us**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**04/14**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**$944**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**Ongoing**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**$834**

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

Massachusetts State Route 1 (Washington Street), State Route 1A (Newport Avenue) and State Route 123 (Highland Avenue) converge in the City of Attleboro, Massachusetts. This area is home to numerous shopping plazas, restaurants and other retail properties and also provides connections to Interstate 95 and serves commuter traffic. Where Route 1 and Route 1A merge, the roadway carries more than 28,000 vehicles per day.

TASK RELEVANCE:

- ☑ Traffic Analysis & Signal Design
- ☑ Adaptive Signal Design
- ☑ Traffic Signal Upgrades
- ☑ Sidewalk Improvements

Traffic signals have been installed in the area, over time, in order to satisfy traffic demand on both Route 1 and the busy Route 1A and Route 123 corridors, as well as to provide access to retail properties in the area. These traffic signals are very closely spaced, with 5 traffic signals within a 2,000 foot segment of roadway. As traffic volumes and commercial retail has grown over the years, more demand has been placed on the traffic signals than ever before. The Massachusetts Department of Transportation – Highway Division (MassDOT) retained Stantec to assist them in the development of the improvement program for the corridors and carry the program through final engineering design. The proposed program seeks to improve and address operational deficiencies within this hub of retail, commercial, and residential traffic, as well as improve bicycle access along the major roadways and driveway access for individual businesses and business developments in the area. In conjunction with MassDOT, the program includes roadway resurfacing, widening the roadway to accommodate bicycle lanes corridor-wide, reconstructing all sidewalks including filling in the gaps in the sidewalk network, and improving operations at all five traffic signal systems in the corridor.

During the design process, **adaptive signal control technologies (ASCT)** were identified as a potential means to improve traffic signal operations in the corridor. Stantec completed MassDOT's Adaptive Control System Evaluation, which is the agency's Systems Engineering evaluation. It is anticipated that the installation of the ASCT system will be beneficial due to the closely spaced nature of the traffic signal systems and due to the fluctuations in traffic volumes during the day and on weekends, when retail traffic is prevalent. Three of the five traffic signal systems will be fully reconstructed as part of the Project, while the other two will be retrofitted with the necessary equipment. All five intersections will be part of ASCT system. The ASCT system includes fiber optic communications between the three new traffic signal systems, video detection (which is preferred for ASCT systems) and communications back to MassDOT offices, so that the system can monitored by the Agency's staff. Stantec provided the design/layout of street hardware and specification for elements of the ASCT system, which was specified via a non-proprietary specification. During the construction period, Stantec will advise MassDOT in the evaluation of the selected of the ASCT system, to determine if the proposed system satisfies the requirements of the specification and of the Systems Engineering. Stantec will also advise MassDOT on other traffic signal hardware products required for the efficient functioning of the ASCT system.

TEAM MEMBER INVOLVED: **W. WOO**

FIRM NAME	**Intelligent Transportation Systems LLC**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Traffic**
PROJECT NAME	**LAKE CHARLES FYA – US 171 ADAPTIVE AND LA 14 ADAPTIVE**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**H.012661**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Lake Charles, LA**			OWNER'S PROJECT MANAGER	**Tyson Thevis**
OWNER'S ADDRESS, PHONE, EMAIL	**5827 Hwy. 90 East; Lake Charles, LA 70615 | (337) 437-9200 | tyson.thevis@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**07/19**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**$306.5**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$306.5**

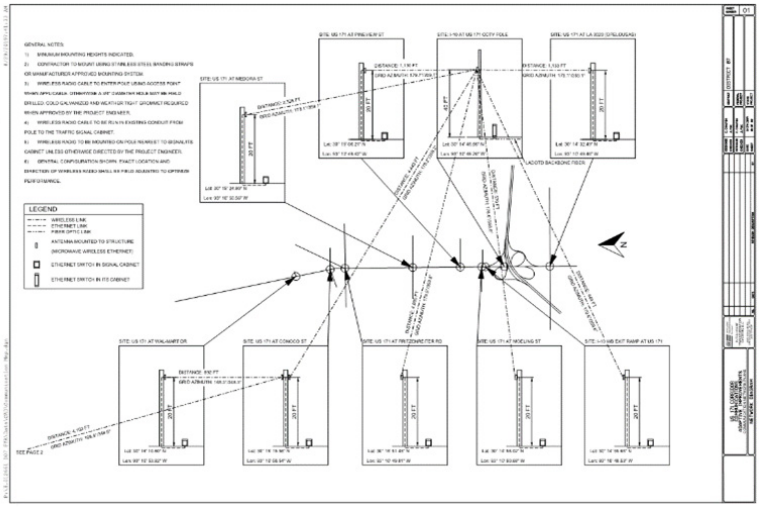
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

The traffic signal systems on US 171 and LA 14, designed by ITS LLC, represent Louisiana's largest corridor deployment of Adaptive traffic signals. US 171, stretching from Lake Charles to Moss Bluff, is a major route for commuters in and out of the city.

This signal corridor contains eleven traffic signals in just over five miles. Additionally, this project included a second eight-signal corridor further south along LA 14 which is currently under construction. With no existing DOTD communications in the area of the LA 14 corridor, ITS LLC designed and implemented a 3.5 mile wireless radio shot to provide the required communications from the LA 14 corridor to the SynchroGreen Adaptive management server at the LADOTD District 07 Office.

Technology Integration: ITS LLC worked with Trafficware/Cubic and LADOTD District 07 to integrate these signals into DOTD's existing SynchroGreen system and ATMS.now. In addition to performing configuration on a variety of devices including switches, radios, Bluetooth detection, signal controllers, and vehicle detection, ITS LLC set up solutions to monitor devices and traffic.

Performance Monitoring: Through the use of ATMS.now and SynchroGreen, signal performance data is logged and can be reviewed. Through the use of BlueArgus, travel times were monitored before and after the implementation of the Adaptive system to verify results. Through the use of PRTG, intelligent devices are monitored for communication reliability. Through the use of UNMS, the wireless radios and associated links are monitored for signal performance and device uptime. Performance monitoring was a key component to this project. Issues and glitches are immediately detected and resolved before they can problems. This has resulted in identifying power issues unrelated to the signal equipment, providing LADOTD advanced notifications and additional assurance of proper signal operations.



TEAM MEMBERS INVOLVED: **C. CHAUVIN, J. FOX**

FIRM NAME	**Intelligent Transportation Systems LLC**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Traffic**
PROJECT NAME	**CALCASIEU POINT LNG DEVELOPMENT**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**N/A (Private)**	OWNER'S NAME	**Lake Charles LNG**		
PROJECT LOCATION	**Lake Charles, LA**			OWNER'S PROJECT MANAGER	**John Kelly**
OWNER'S ADDRESS, PHONE, EMAIL	**1300 Main Street; Houston, TX 77002 | (713) 989-7411 | john.kelly@energytransfer.com**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**09/15**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**(Confidential)**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**10/17**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**(Confidential)**

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

The new Lake Charles LNG plant was constructed to provide new liquification facilities as well as non-liquification support facilities to expand LNG processing at existing facilities in Lake Charles, LA.

Because of the significant increase in workforce to support these operations, traffic in and around the new plant was expected to also see significant increases. Additionally, during construction, there would be a need for routes to transport oversized load with large and heavy equipment that was constructed offsite and brought in for the facility.

Traffic Study: ITS LLC was initially tasked with performing an updated traffic study along three major corridors crossing I-210 in Lake Charles, LA, to determine the impacts of the facility development, both during and after construction, and identify areas for improvements. Because at that time the region was undergoing unprecedented industrial growth, and subsequently residential and commercial growth, the traffic study was expansive and changed scope throughout the process as more information was known about future developments in the area. The study mainly focused on three plant construction projects with different levels, phasing, and timelines of construction. The study ultimately led to proposed signal improvements along the three corridors as well as some additional isolated and temporary signals. ITS LLC was also tasked with creating permit plans for almost **30 unique traffic signals** including along coordinated corridors, isolated permanent, and **isolated temporary signals** which were fully actuated.

Adaptive Traffic Signal Design: ITS LLC was later tasked with **accommodating some of the planned construction activities**. For site prep, one developer intended to bring multiple loads of dirt from one side of the facility to the other, crossing LA 384 (Big Lake Rd.). ITS LLC performed an additional separate traffic impact study for the addition of a **signal for the temporary haul road** at a state highway crossing. This was a unique situation that required ITS LLC to manipulate intricate defaults of the analysis software to accurately portray the size, startup time, and top speed of these oversized, articulating dump trucks. Factors evaluated in the analysis included safety, quantifying volumes, designing signal timings, and evaluating the long-term duration of these activities as well as the daily schedule of activities. Ultimately, the traffic study provided adequate signal warrant data and resulted in a temporary signal waiver. As a result, ITS LLC produced a TSI plan set for this intersection for permitting.

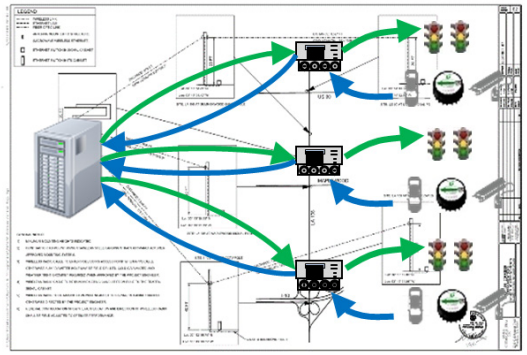
TEAM MEMBERS INVOLVED: **C. CHAUVIN, J. FOX**

Proposed Adaptive Signal Installation: Country Club Road at Weaver Road

FIRM NAME	**Intelligent Transportation Systems LLC**	PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Traffic**
PROJECT NAME	**LAKE CHARLES CHEMICALS - ADAPTIVE TRAFFIC SIGNAL SYSTEMS A & B**	FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**L2CC-990-11-DW-24**	OWNER'S NAME	**Sasol**
PROJECT LOCATION	**Westlake and Sulphur, LA**	OWNER'S PROJECT MANAGER	**Eric Flemming**
OWNER'S ADDRESS, PHONE, EMAIL	**2201 Old Spanish Trail | Westlake, LA | eric.flemming@worleyparsons.com**		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**08/15**	TOTAL CONSULTANT CONTRACT COST ($1,000's)	**(Confidential)**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**07/19**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)	**(Confidential)**

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

ITS LLC worked with the Louisiana Department of Transportation and Development and Trafficware, the system manufacturer, to turn on the first Adaptive traffic signal system in the State of Louisiana.



The system has eased travel along the corridor, allowing better progression and more efficient operations.

Getting to the point of turning on the system took a lot of project management, planning, coordination, design and integration. ITS LLC performed signal design for six traffic signals on the Sampson St. corridor (System A) and four traffic signals on the LA 108 corridor (System B). The design included upgrading controllers to ATCs, upgrading detection for increased accuracy and traffic data collection, as well as PTZ CCTV camera for remote monitoring (see picture) and seven BlueTOAD units for travel time and speed data collection. In addition to determining the network allocations and communications paths, ITS LLC also designed, configured, and implemented the communications equipment.

A private cellular network connection was originally chosen as an alternative to fiber optic communications. ITS LLC was retained to provide ongoing maintenance support which has included troubleshooting server, network, and detection issues. Since DOTD's ITS Section completed the Lake Charles ITS Phase 2, it allowed ITS LLC to move the cellular communications system over to an unlicensed wireless radio system. ITS LLC conducted wireless assessments, designed, configured and installed 18 radio units between the two systems. This has resulted in fewer adaptive nuisance alarms as well as removed ongoing monthly cellular charges. This project ultimately brought 12 adaptive signals online and established the infrastructure needed to continue to add adaptive systems in the area. Sasol and the design team were recognized for their efforts by receiving the 2018 Louisiana Transportation Conference award for "Use of Innovative Product or Technology."

TEAM MEMBERS INVOLVED: **C. CHAUVIN, J. FOX**

FIRM NAME	**Civil Design & Construction, Inc. (CD&C)**		PAST PERFORMANCE EVALUATION CATEGORY(IES)*		**Road**
PROJECT NAME	**PECUE LANE I-10 INTERCHANGE**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**H.003047**	OWNER'S NAME	**Louisiana Department of Transportation and Development**		
PROJECT LOCATION	**Baton Rouge, LA**			OWNER'S PROJECT MANAGER	**Brian Kendrick, PE**
OWNER'S ADDRESS, PHONE, EMAIL	**1201 Capitol Access Road, Baton Rouge, LA 70802 | 225-379-1356 | brian.kendrick@la.gov**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**02/16**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**N/A**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**06/20**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$330**

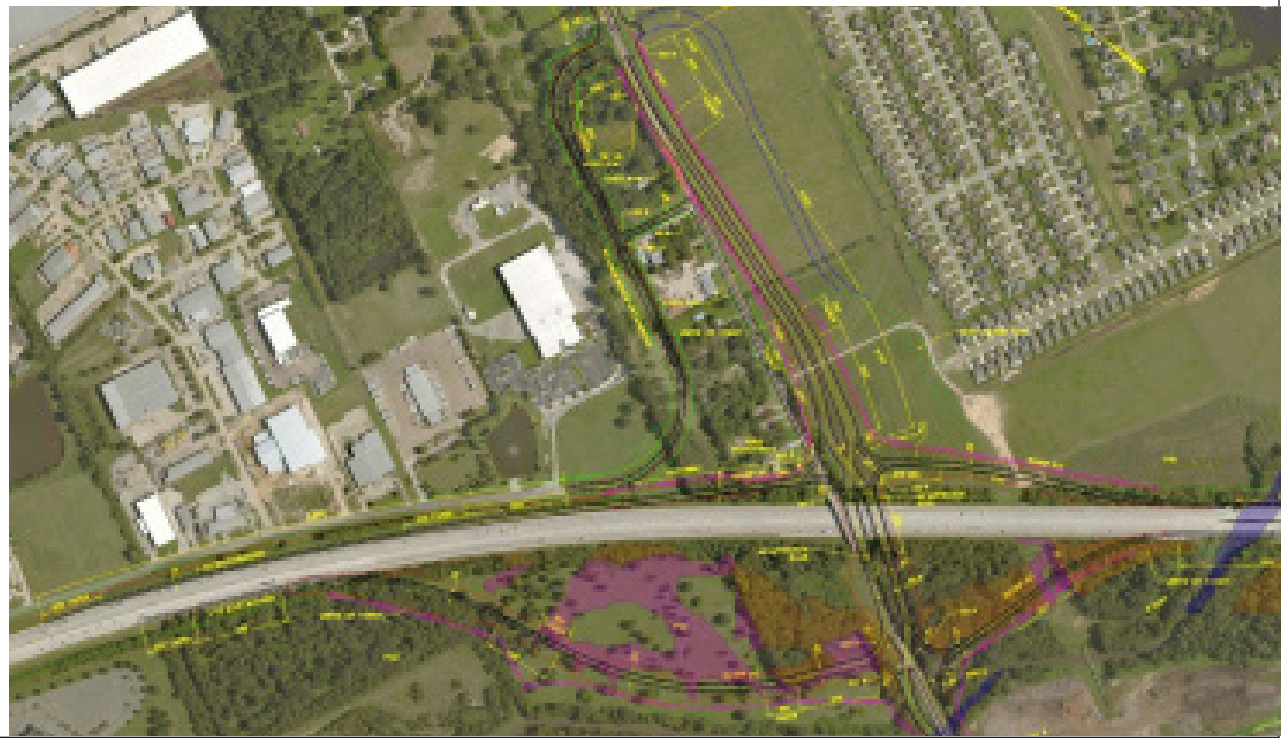
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)

The scope of this project includes the construction of a new Diverging Diamond Interchange (DDI) at Pecue Lane and I-10.

The project replaces the current two-lane overpass bridge with twin overpass structures and adds ramps to complete one of the first DDI interchanges to be constructed by LADOTD. The project also includes replacing the Pecue Lane Wards Creek bridge, extending Rieger Road to a new intersection with Pecue Lane and extending new Pecue Lane to tie into existing Pecue Lane.

CD&C provided engineering design services for Preliminary and now Final Plans of the West Bound Entrance-Ramp to I-10, the West Bound Exit-Ramp from I-10, the extension to Rieger Road and Pecue Lane Extension.

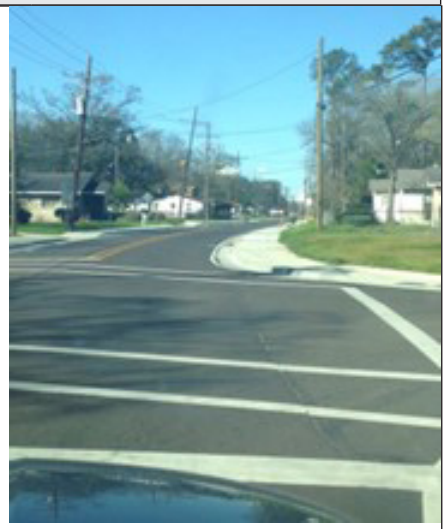
TEAM MEMBERS INVOLVED: **K. WESTON**



FIRM NAME	**Civil Design & Construction, Inc. (CD&C)**			PAST PERFORMANCE EVALUATION CATEGORY(IES)*	**Road**
PROJECT NAME	**FAIRCHILD STREET / BADLEY RD. STREET IMPROVEMENTS**			FIRM RESPONSIBILITY (prime or sub?)	**Sub**
PROJECT NUMBER	**06-CS-HC-0018**	OWNER'S NAME	**City of Baton Rouge**		
PROJECT LOCATION	**Baton Rouge, LA**			OWNER'S PROJECT MANAGER	**Tom Stephens**
OWNER'S ADDRESS, PHONE, EMAIL	**1100 laurel Street, Baton Rouge, LA 70802 | 225-389-3090 | tstephens@brgov.com**				
SERVICES COMMENCED BY THIS FIRM (MM/YY)	**01/06**	TOTAL CONSULTANT CONTRACT COST ($1,000's)			**N/A**
SERVICES COMPLETED BY THIS FIRM (MM/YY)	**12/12**	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM ($1,000's)			**$551**

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

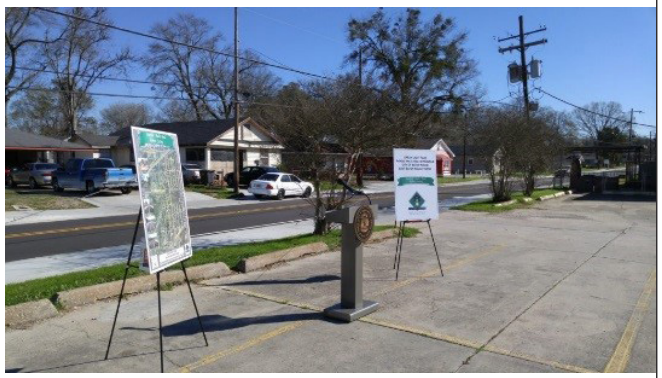
The Fairchild-Badley Roadway project corridor is approximately 1.25 miles located in the Scotlandville Area of the City of Baton Rouge.



It is an east-west route connecting Scenic Highway (US Hwy 63) at the west terminus. The project also included approximately 600 linear feet of Elm Grove Garden Drive.

CD&C's Role: The project design was to upgrade the existing narrow roadway to a typical section of 2-12' lanes with a 2' barrier curb and gutter and a 6' adjacent sidewalk. The design had to be approached with the goal of minimizing the need for additional R/W taking due to the very close proximity of the residences to the existing R/W. Therefore, a new sub-surface drainage system was designed for the entire length of the project. This project was also intended to improve the flow of pedestrian traffic through the neighborhood by adding sidewalks to both sides of Fairchild-Badley Road and along one side of Elm Grove Garden Drive. The design also extended sidewalks across the bridge over the drainage canal located along Badley Road and along one side of Elm Grove Garden Drive.

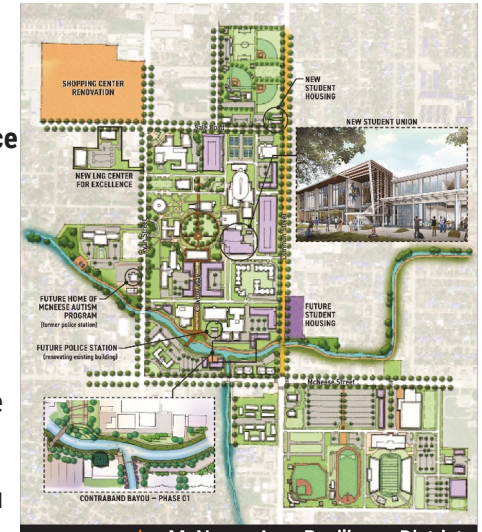
TEAM MEMBERS INVOLVED: **K. WESTON**



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.

UNDERSTANDING OF EXISTING CONDITIONS

Stantec is intimately familiar with this corridor. While working on the **2045 Metropolitan Transportation Plan (MTP)**, we identified the Ryan Street corridor as one of eight "high priority" projects. The MTP noted that Ryan Street lacks basic pedestrian amenities and recommended improved sidewalks, pedestrian crossings, and access management through driveway consolidation. Furthermore, Stantec is currently a team member on **"Just Imagine SWLA"**, an initiative to develop a 50-yr Resiliency Master Plan for Calcasieu and Cameron parishes. One of the 10 identified catalytic projects is the **McNeese Area Resilience District**, promoting complete streets, mobility, and community cohesion near the McNeese State University campus, as well as access to the planned Bayou Greenbelt connections on Contraband Bayou.



McNeese Area Resilience District

Ryan Street (LA 385) is a 4-lane undivided arterial roadway which is one of the oldest streets in the City of Lake Charles and provides several critical functions for the City and the Calcasieu and Cameron Parish region. LA 385 provides direct access to downtown Lake Charles, the City of Lake Charles main office building, Interstates 10 and 210, McNeese State University, and the Lake Charles Regional Airport. LA 385 also extends south into Cameron Parish, serving as one of the few north-south evacuation routes for the town of Grand Lake and new developments to the south of the Lake Charles city limits. North of I-210, LA 385 is planned to be turned over to the City of Lake Charles as part of the DOTD Road Transfer Program. LA 385 becomes a 5-lane section (2 thru lanes in each direction with a center turn lane) at the intersection of McNeese Street, and continues this configuration to the Common St. intersection, then turning south along Common St. away from the project limits. McNeese St. (LA 385 / 3186) continues through the end of the project limits.

Ryan Street is one of the primary commercial corridors for the area, with a moderately high amount of vehicular traffic (19,000 - 24,000 ADT). However, there is substantial residential development adjacent to the Ryan Street corridor on each side resulting in the need for sidewalk access to and from this corridor to serve the needs of all users. The existing sidewalks along Ryan Street have been rehabilitated in various sections over the years, mostly through local efforts. The existing signals along the Ryan St. corridor are on mast arm poles with pedestrian signal heads on a majority of the locations. The McNeese St. corridor primarily has mast arm poles, but the Kirkman Street intersection does currently feature span wire.

Additionally, the Lake Charles area has experienced significant flooding events for decades, and the Ryan Street corridor is no exception. Heavy rains for moderately long periods usually result in flooded streets in the area. The existing drainage systems will be analyzed in this corridor to determine whether the existing drainage infrastructure is hydraulically adequate, which may result in additional recommendations.

PROJECT EXECUTION

The purpose & need for this project is to improve safety (reduce crashes) along the corridor while maintaining / improving mobility for vehicles, pedestrians, and bicyclists along LA 385 and LA 3186. The existing roadway currently have no accommodations for bicyclists; however due to right-of-way constraints, high traffic volumes, and high driveway density, we recommend providing improvements for the primary non-vehicular use (pedestrians) within the project limits.

TRAFFIC ENGINEERING STUDY UPDATE

The initial task on this project will be to perform a supplement to the previously completed traffic study and update the Stage 0 report to reflect the **inclusion of eleven (11) raised medians in the functional area of signalized intersections** to improve intersection control, provide access management and improve safety for vehicles and pedestrians. The traffic study supplement will be performed following the **DOTD Traffic Engineering Process and Report (TEPR) guidelines** and will be led by **Stephen Mensah, PhD, PE, PTOE, RSP1**, who is a traffic and safety engineering specialist that has completed the TEPR training. The traffic study update will inform the ultimate design. Stantec will perform a review of the previously completed work. New analysis will be performed for the revised alternative and the results will be documented in a new traffic study along with the previously performed Data Collection and Existing Analysis.

Since the addition of the raised medians may result in some rerouting of traffic from existing access points, it is assumed that revised traffic volumes may require review by DOTD. DOTD has instructed that the data collected in 2017 for the previous traffic study will be used for the update, but it is possible that additional data collection may be necessary at driveway locations affected by the proposed medians. A critical component of evaluating access management implementation, especially the installation of medians that restrict turns near intersections, is to ensure drivers are provided with an alternative for access to any properties within the turn-restricted area.

Four independent **deliverables** are assumed under the traffic study task. The **timeline** for completion of the traffic study update and Stage 0 report is four months.

- Proposed traffic volume rerouting, Chapters 1 and 2 summarizing information from previous study
- Chapter 3 (Alternatives Analysis)
- Full Traffic Report
- Updated Stage 0

SIDEWALK & ADA ENHANCEMENTS

From an asset management standpoint, the existing sidewalk conditions along the corridor and project limits will be evaluated for improvement recommendations as well as determine sections that may be adequate in their current condition. To meet **2017 DOTD Design Guidelines**, the adjacent sidewalk width must be 7 ft. wide. Waivers will likely be needed for segments along the Ryan St. corridor because the existing right-of-way along Ryan Street does not appear wide enough to upgrade the existing sidewalks to the recommended width. Our team will investigate the survey provided combined with data gathered from site visits at critical locations to provide the most consistent width of sidewalk feasible throughout the project limits.

CS 195-04 LM 0.00 - 1.835 (LA 385 - Eddy St. I/S to LA 3186 I/S): Removal and replacement of existing sidewalks will require close consideration. Due to available right-of-way, upgrading sidewalk widths to meet DOTD's 2017 Design Guidelines preferred values may be a challenge in various segments, particularly north of Sale Rd. We will assess the location of existing overhead power poles, business signs, proposed signal cabinets, proposed signal poles, and other vertical obstructions that will influence the width of the sidewalk from an ADA standpoint. In addition, this segment of Ryan St. has an existing mountable curb, which is not in accordance with current DOTD Road Design Manual (Chapter 5, Sections 5.5.2 and 5.5.8) guidance for constructing adjacent sidewalk. There are several areas where this mountable curb has been covered up due to overlay and / or rehab projects. We recommend replacing the existing curb with barrier curb in this segment not only to meet current requirements, but to also provide better roadway drainage and separation between vehicles and pedestrians. Through field investigation, we identified ADA ramps that do not meet current requirements or have ADA related issues at the SW quadrant of Eddy St., the NW quadrant of W. Hale St., the intersection of W. School St., and E. Claude St., where detectable surfaces are not present. One major challenge will include sidewalk construction across the large junction box at the AT&T building approximately 200 ft north of the McNeese St. intersection. There appears to be ample connectivity between the Ryan Street sidewalks and the local sidewalk network, which means that short pedestrian detours can be provided to allow the contractor to construct the sidewalk improvements in sections without having to provide long detours or extended closure sections along the route. This will also be beneficial in the McNeese St. University Campus area to allow continued access to restaurants and businesses across Ryan Street.

DRIVEWAY CONSOLIDATION

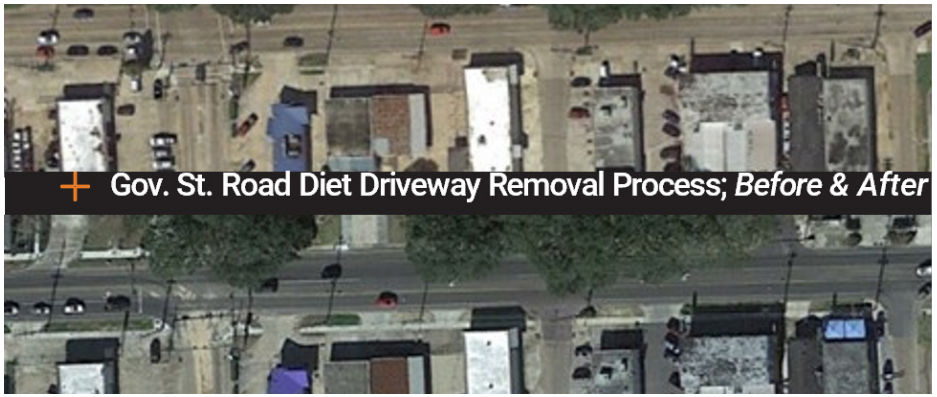
From an access management standpoint, intersections and the impact of new features to restrict certain traffic movements at these locations will be important to the function of this corridor. The addition of raised dividers or potentially median islands can have a direct impact on access to commercial businesses, specifically from a circulation and customer loyalty perspective. We understand the obvious and hidden impacts and will implement strategies to maximize access while balancing intersection functionality in areas where access management improvements are recommended. Wayfinding and advanced communication signing can be helpful for locals and visitors alike, as well as ensuring that access management features do not create excessively difficult detours or rerouting to access a desired point of interest. It is not practical to assume that every situation can be addressed to the satisfaction of all parties involved, but our team is committed to working with DOTD and stakeholders alike to reach practical solutions. We encountered similar challenges on the Government St. project in Baton Rouge, LA, where implementing these types of design features were met with high opposition. Regardless, we were proactive in our approach and were able to work out solutions that provided functional and, in some cases, improved access for businesses and customers alike.

Consolidation of driveways will likely require local business stakeholder coordination, as well as an investigation of where new driveways should be placed with respect to access management, drainage, and circulation.

CS 195-03 LM 8.54 - 8.84 (LA 3186 - LA 385 I/S to Common St. I/S): Addition of the proposed sidewalks on both sides of McNeese St. will present challenges in some areas, specifically on the south side of McNeese Street where large transmission and distribution lines are located very close to the back of existing curb and may not provide enough space for ADA compliant sidewalk widths. Further investigation is needed to develop reasonable solution(s) to guide users around these obstructions. The student housing development in the NW quadrant of the McNeese St. / Common St. intersection has an existing sidewalk which appears to be outside of the road right-of-way. Although this could be taken advantage of, we

recommend providing a new sidewalk within the roadway right-of-way in case future changes on campus result in discontinuity of the sidewalk network. Constructability should be fairly straightforward in this segment because there is no existing sidewalk to maintain.

CS 810-30 LM 0.00 - 0.516 (LA 3186 - Common St. I/S to Louisiana Ave I/S): Replacement of the proposed sidewalks on both sides of McNeese St. appear to be more straightforward in this segment due to sufficient right-of-way and offset of utilities from the edge of existing sidewalk. Through field investigation, we identified ADA ramps that do not meet current requirements or have current ADA related issues at the Kirkman St. intersection and the Louisiana Ave. intersection. There is limited north-south connectivity between this commercial segment of roadway and the local sidewalk network, which means that short pedestrian detours may cause inconvenience for pedestrians during construction. The longest potential detour


Gov. St. Road Diet Driveway Removal Process; *Before & After*

occurs between Common St. and Kirkman St., which would be a little over 0.5 miles. Due to the lack of pedestrian crossings on McNeese St., the contractor may be required to construct shorter segments of sidewalk at a time to accommodate higher pedestrian activity in the area and maintain access to destinations and points of interest along this segment.

LA 385 (Ryan Street) @ Sale Road: This intersection improvement proposes to widen and install left turn lanes for the northbound and southbound directions of Ryan Street. Sale Rd. is a highly utilized east-west roadway through the heart of the City and provides the northern boundary of the McNeese St. University main campus. Existing development surrounding this intersection will make this improvement challenging, especially with consideration of the Tobacco Plus gas station in the northwest quadrant and McNeese St. University Campus in the southwest quadrant. It is also important to note that highly visited local businesses such as Raising Cane's Chicken Fingers and the new urgent care center to the south could be adversely impacted depending on the access management measures implemented.

To mitigate right-of-way impacts at this intersection, we recommend unsymmetrical widening to balance the impacts of the capacity and safety improvements at this intersection. Traffic analysis will determine storage needs, and based on those needs a decision will be made as to which side of the roadway to provide the majority of the widening on. Since the existing roadway is a composite pavement section, we also recommend widening in kind. The turn lane requirements will be in accordance with DOTD's policies considering deceleration and containing the queue within the full storage pocket, unless deemed not to be feasible from a cost and access management standpoint. Utility relocations and drainage will also need to be modified. Otherwise, a new trunkline will be proposed. From a constructability standpoint, widening the existing road will disrupt driveways, but construction can be staged such that access is maintained to businesses at all times.

TRAFFIC SIGNAL DESIGN

Stantec's traffic team will design and develop traffic signal timings **in accordance with DOTD's TSI Version 3.2 standards and will ensure that signal design meets the requirements of DOTD's Traffic Signal Design Manual Version 3, the MUTCD, and DOTD Standard Specifications as applicable.**

The Stage 0 report indicated that additional study would be required to retime the traffic signals. Our team will review the current signal phasing to see 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 the required pedestrian clearance intervals.

The project scope calls for new pedestrian signal heads and pushbuttons at six intersections **(Ryan St. @ Sale Rd., Prien Lk. Rd., I-210 WB Exit Ramp, School Street, and College St., as well as McNeese St. @ Kirkman St.)**, but a field review indicates that all pedestrian equipment in the corridor should be reviewed for replacement. Notably, none of the existing signals utilize accessible pedestrian pushbutton equipment with audible tones and raised tactile arrows. The location of the pushbuttons also needs to be reviewed throughout the project corridor for MUTCD and ADA compliance. For instance, at the northwest corner of the intersection of Ryan Street with McNeese Street, the pedestrian pushbuttons do not meet the minimum distance to both crosswalks. The 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. Similar issues exist at other intersections throughout the project limits. New pushbutton locations may also be necessary depending on the new ADA ramp and striped crosswalk locations.

The existing pedestrian signal on Ryan Street south of Orchard Street employs 3-section vertical signal heads to stop vehicles. The use of standard signal heads that remain green until a pedestrian activates a pushbutton can result in lower compliance from drivers. According to FHWA's Guide for Improving Pedestrian Safety at Uncontrolled Crossing Locations (July 2018, Updated), a preferable countermeasure would be to replace the vertical signal heads with pedestrian hybrid beacons (PHB), nationally recognized control devices for mid-block crossings.

ADAPTIVE SIGNAL SYSTEM

The first adaptive traffic signal system in Louisiana (LA 378) was designed by ITS LLC and was installed in 2017 as part of the mitigation and corridor upgrades for the new SASOL plant in District 07. Since that time, five additional corridors and four isolated intersections have been designed and implemented within the framework of the District 07 Synchro Green Adaptive Server, all of which were supported with **design and integration by ITS LLC**. ITS LLC has supported the manufacturer in system turn-ons, performing travel time runs and optimizing Synchro Green settings to increase performance.

Detection selection and placement is critical. Adaptive systems utilize a combination of traditional approach lane and setback detection as well as non-traditional counting detection. Radar systems provide the highest levels of reliability, though it is critical that each detector is positioned to ensure that all lanes have coverage and the potential for obstructions is minimized. The approach detection allows the system to know exactly how many vehicles are approaching the intersection in real-time. The setback detection allows the system to see approaching vehicles in the dilemma zone as well as allowing for more accurate coordination between signals. Other detection types are available and may be needed applicable in unique situations where radar is not the ideal type or feasible. Many of the corridors our team has designed utilize a combination of detector types to create a system that is both efficient and cost-effective.

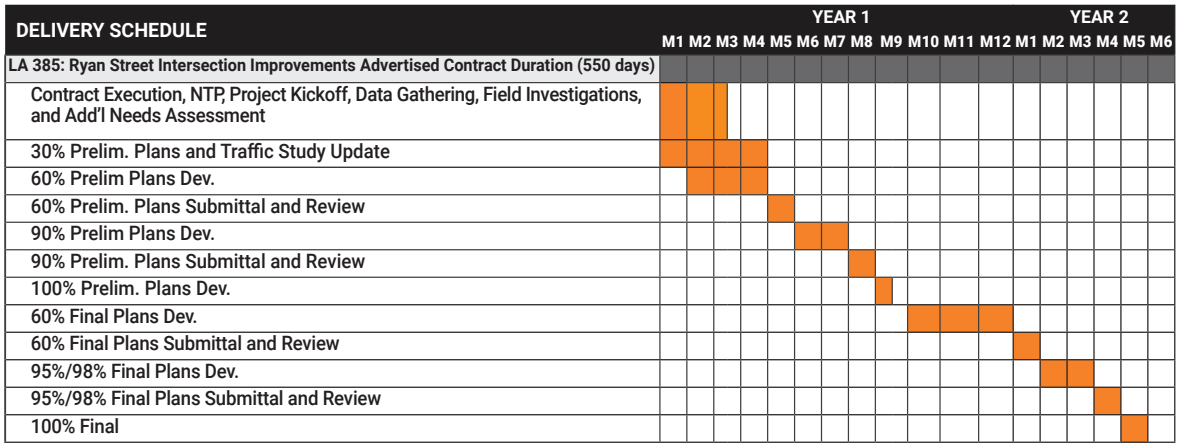
A reliable communications system is an absolute must for a successful adaptive corridor. Individual controllers at each intersection must be able to communicate with the Synchro Green Server at the DOTD District 07 Office. Our team recommends using same communications method as the current adaptive corridors in District 07, which operate using Ethernet-based unlicensed wireless radios and cellular modems for isolated sites. There is a DOTD ITS camera site on the southeast quadrant of the I-210/Ryan Street interchange that connects to the DOTD ITS fiber backbone. For communication with the signals, our team anticipates utilizing the I-210/Ryan Street camera site to establish a hub-and-spoke network. Hub-and-spoke wireless networks are preferable to daisy chain wireless networks as it limits the dependency on upstream radios resulting in a smaller impact with a failure. The pole at this site is 85-feet tall and sits on a ~20-ft. embankment, allowing for greater connectivity potential. Daisy chain connections will be used off the hub-and-spoke when the wireless analysis determines a link to be unreliable or not possible. The communication integration to the Synchro Green Server at the DOTD District 07 Office will be accomplished by **using the existing VLANS configurations throughout the communications path.** The use of this configuration type allows isolation of the adaptive traffic from the other ITS-related traffic in the network. For monitoring purposes, it is ideal to have a video camera that can view the corridor, and the ITS camera at I-210 is also capable of performing that function. The need for additional cameras on the corridor will be assessed and feasibility determined as part of the detailed design.

CLOSING

The Stantec Team looks forward to working with DOTD and the Lake Charles community to implement this transformative project that we've been involved with as part of 2045 MTP. Our team brings both local and national expertise in adaptive signal design, deep familiarity with DOTD's TEPR guidelines and TSI standards, DOTD Design Guidelines, AASHTO guidance for Pedestrians, along with a cohesive cross-section of engineers, and a dedicated project manager that will lead a successful project deployment.

PROJECT DELIVERABLES & SCHEDULE

Per the project advertisement, The Stantec Team is committed to submit all deliverables in the required **550** calendar days (approximately 18 months). Our team will provide all design-related plan sheets (full-size and through ProjectWise) to DOTD to assemble the full Plan Set, which includes signal improvements, sidewalk improvements, roadway widening improvements, drainage improvements, access management improvements, and striping & signing improvements for the corridor. Our plan is to begin preliminary design concurrently with the traffic study update to initiate design of elements that will not be affected by the proposed raised medians. A breakdown of the proposed schedule which includes DOTD review time is shown here.



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.	Bridge, Traffic	S. P. No. 700-10-0153	Nelson Road Ext. Bridge [Lake Charles, Louisiana]	$5,000
Stantec Consulting Services Inc.	Planning	S. P. No. 4400004128	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]	$1,247,122
Stantec Consulting Services Inc.	Traffic/ITS	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]	$8,255
			H.011152.4 I-12 US 190 to LA 59 [St. Tammany Parish]	$35,446
			H.013261.6 I-110 ITS Deployment/Constr. [East Baton Rouge Parish]	$9,233
			H.013866.6 I-12: LA 21 to US 190 Roadway Widening [St. Tammany Parish]	$19,688
			H.014529.1 Baton Rouge Regional ITS Architecture Update [EBR & WBR Parishes]	$9
Stantec Consulting Services Inc.	Road, Bridge, ITS, Traffic	S. P. No. H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]	$451,850
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]	$9,000
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]	$0
			H.013842.5 I-10: WBR Queue Warning System Design [Iberville & WBR Parishes]	$0

			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]	$1,261
Stantec Consulting Services Inc.	Other	S. P. No. 4400020064	IDIQ Contract for Electrical Services [Statewide, LA]	
			H.005967.5 I-12: Nelson Road Ext. & Bridge-Roadway Lighting Engineering [Calcasieu Parish]	$9,454
			H.014286.5 I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	$68,288
			H.014272.5 I-10: LA 97 (Jennings) Interchange Lighting [Jefferson Davis Parish]	$169,752
Intelligent Transportation Systems LLC	Traffic	H.013256.5	I-10 ITS Scott to Lake Charles - Design	$13,520
Intelligent Transportation Systems LLC	Traffic	H.013256.6	I-10 ITS Scott to Lake Charles - Construction	$15,751
Intelligent Transportation Systems LLC	Traffic	H.014515	511 & ATMS SEA	$28,379
Intelligent Transportation Systems LLC	Traffic	H.014513.1	Lafayette Regional ITS Architecture	$2,564
Intelligent Transportation Systems LLC	Traffic	H.013710.6	I-10: US61 to LaPlace Deployment	$20,284
Intelligent Transportation Systems LLC	Traffic	H.012381.5	ITS FMS Data Collection/Inventory Services	$81,407
Intelligent Transportation Systems LLC	Traffic	H.011152	I-12- US 190 to LA 59	$49,382
Intelligent Transportation Systems LLC	Traffic	H.007160	EBR Computerized Signal Phase VB	$104,086
Intelligent Transportation Systems LLC	Traffic	H.001234.6	LA1 Port Allen Canal BR Replacement	$16,243
Intelligent Transportation Systems LLC	Traffic	H.013868.6(A)	ITS Routine Maintenance Engineering and Inspection (ME&I)	$689,907
Intelligent Transportation Systems LLC	Traffic	H.013868.6 (B)	ITS Responsive/Emergency ME&I Statewide	$133,211
Intelligent Transportation Systems LLC	Traffic	H.013868.5	ITS Maintenance Program Management and Operations	$64,698
Civil Design & Construction, Inc.	Surveying	4400017597	Rural Bridge Replacement Initiative (Districts 03, 07, 61, & 62)	$4,335
Civil Design & Construction, Inc.	Surveying	4400017091/ TO-2	LWI Statewide Modeling R5 – Task Order #2	$96,970
Civil Design & Construction, Inc.	Surveying	4400017091/ TO-3	LWI Statewide Modeling R5 – Task Order #3	$246,123

DO NOT SUM

(Add rows as needed)

*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. If a firm has more than one past performance evaluation discipline for any single project, the firm can use multiple rows to express the remaining unpaid balance per evaluation discipline.

** Round to the nearest dollar. **Do not** round to the nearest thousands. If there are no active contracts with a remaining unpaid balance, please place N/A in the remaining unpaid balance column. LEAVING THE "REMAINING UNPAID BALANCE" COLUMN BLANK IS NOT ACCEPTABLE.

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

LOUISIANA ASSOCIATED GENERAL CONTRACTORS, INC.
666 North Street – Baton Rouge, LA 70802
Phone: 225/344-0432 * Fax: 225/344-0458
www.lagc.org

July 8, 2022

To Whom It May Concern,

This is to verify that the below listed employees of Stantec have successfully completed LADOTD required ATSSA Traffic Control Training.

ATSSA Traffic Control Supervisor Refresher Training – June 24, 2022: Cindy Hall, Hannah Krebs, Joseph Cain, Joseph Lefonte, Michael Neumann, Nick Prudhomme and Stephen Mensah

This letter will serve as temporary proof of training until above listed employees receive their official certificates from American Traffic Safety Services Association (ATSSA).

If there are any questions regarding this issue, please contact Mr. Brett Morgan of LADOTD at Headquarters in Baton Rouge, LA (225-379-1584) or Judy Brousseau at the above captioned address.

Best Regards,

Ken Naquin, LAGC Chief Executive Officer

Transportation Professional Certification Board Inc.

certifies that

Joseph Michael Lefante

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal. Certificate number 3560 issued in Washington, D.C., U.S.A.

November 20, 2013

Timothy P. Harpst, Chair — PTOE Professional Traffic Operations Engineer — Executive Director

Certificate of Completion

presented to

Joey Lefante

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 16, 2018 — Professional Development Hours (PDHs) Awarded: 2
Location: Baton Rouge, Louisiana

Authorized Instructor — Authorized Instructor — Authorized Instructor

DOTD Louisiana Department of Transportation & Development

Certificate of Completion

presented to

Joey Lefante

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: July 23, 2018 — Professional Development Hours (PDHs) Awarded: 3
Location: Baton Rouge, Louisiana

Authorized Instructor — Authorized Instructor — Authorized Instructor

DOTD Louisiana Department of Transportation & Development

Certificate of Completion

presented to

Joey Lefante

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: October 18, 2018 — Professional Development Hours (PDHs) Awarded: 3
Location: Baton Rouge, Louisiana

Authorized Instructor — Authorized Instructor — Authorized Instructor

DOTD Louisiana Department of Transportation & Development

The American Traffic Safety Services Association

Hereby recognizes that

Joseph Lefante

has attended

Traffic Control Supervisor Refresher-LA State Specific Training Course

07/27/2018
Date

Baton Rouge, LA
Location

ATSSA Safer Roads Save Lives

Training & Products Dept. Director

Ryan A. Wentz
President, CEO

Certificate of Completion

presented to

Matt Davis

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: February 25, 2019 — Professional Development Hours (PDHs) Awarded: 2
Location: Bridge City, Louisiana

Authorized Instructor — Authorized Instructor — Authorized Instructor

DOTD Louisiana Department of Transportation & Development

Certificate of Completion

presented to

Matt Davis

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: February 25, 2019 — Professional Development Hours (PDHs) Awarded: 3
Location: Bridge City, Louisiana

Authorized Instructor — Authorized Instructor — Authorized Instructor

DOTD Louisiana Department of Transportation & Development

Certificate of Completion

presented to

Matt Davis

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: February 26, 2019
Location: Bridge City, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

Certificate of Completion

presented to

Cindy Hall

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: March 10, 2021
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Transportation Professional Certification Board Inc.

certifies that

Matthew Jared Davis

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal. Certificate number 3944 issued in Washington, D.C. U.S.A.

July 21, 2015

Chair | PTOE PROFESSIONAL TRAFFIC OPERATIONS ENGINEER | *Executive Director*

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

Certificate of Completion

presented to

Cindy Hall

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: March 10, 2021
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The American Traffic Safety Services Association

Hereby recognizes that

Joseph Cains III
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

07/27/2018
Date
Baton Rouge, LA
Location

ATSSA SAFER ROADS SAVE LIVES

Training & Products Dept. Director
President, CEO

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: March 30, 2022
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

Certificate of Completion

presented to

Cindy Hall

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: March 11, 2021
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

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

DOTD LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

The American Traffic Safety Services Association

Hereby recognizes that

Cindy Hall

has attended

Traffic Control Supervisor Refresher-LA State Specific Training Course

07/27/2018
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Stephen Mensah

has attended

Traffic Control Supervisor Refresher-LA State Specific Training Course

07/27/2018
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

Transportation Professional Certification Board Inc.

certifies that

Stephen A. Mensah

has met all of the requirements established by the Certification Board to use the title of

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal.

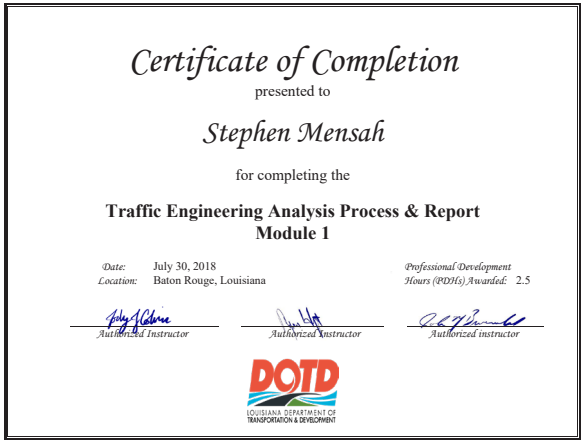
Certificate number 3960 issued in Washington, D.C., U.S.A.

November 18, 2015

Chair

PTOE
PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Executive Director



Certificate of Completion

presented to

Stephen Mensah

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July 30, 2018
Location: Baton Rouge, Louisiana

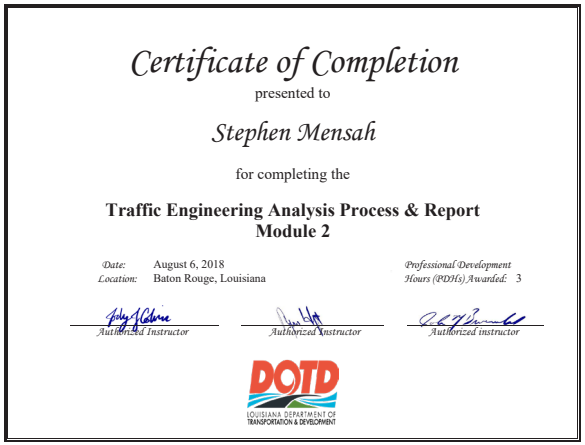
Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Stephen Mensah

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

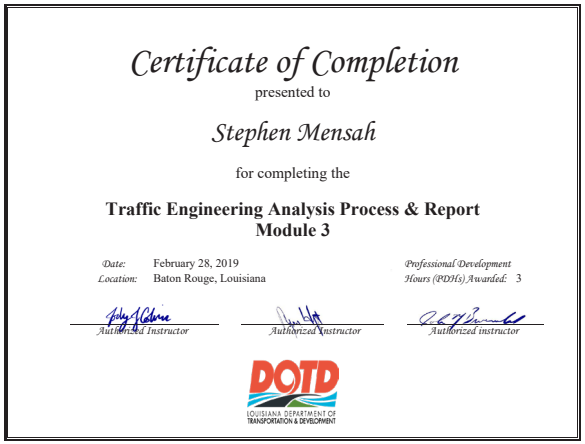
Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Stephen Mensah

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: February 28, 2019
Location: Baton Rouge, Louisiana

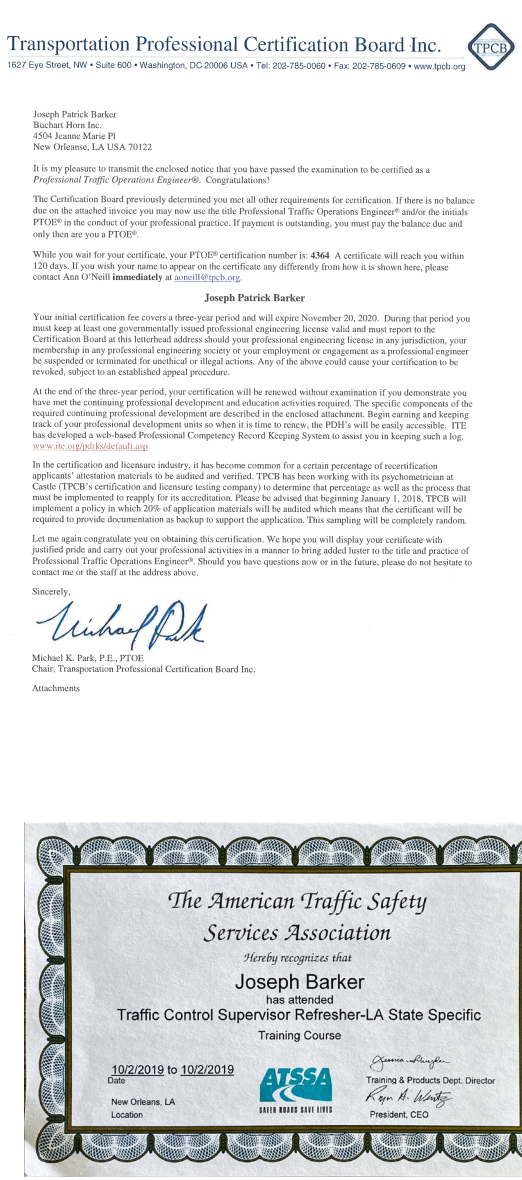
Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Transportation Professional Certification Board Inc.

1627 Eye Street, NW • Suite 600 • Washington, DC 20006 USA • Tel: 202-785-0060 • Fax: 202-785-0609 • www.tpcb.org

Joseph Patrick Barker
Buchart Horn Inc.
4504 Jeanne Marie Pl
New Orleanse, LA USA 70122

It is my pleasure to transmit the enclosed notice that you have passed the examination to be certified as a *Professional Traffic Operations Engineer®*. Congratulations!

The Certification Board previously determined you met all other requirements for certification. If there is no balance due on the attached invoice you may now use the title Professional Traffic Operations Engineer® and/or the initials PTOE® in the conduct of your professional practice. If payment is outstanding, you must pay the balance due and only then are you a PTOE®.

While you wait for your certificate, your PTOE® certification number is: **4364**. A certificate will reach you within 120 days. If you wish your name to appear on the certificate any differently from how it is shown here, please contact Ann O'Neill **immediately** at aoneill@tpcb.org.

Joseph Patrick Barker

Your initial certification fee covers a three-year period and will expire November 20, 2020. During that period you must keep at least one governmentally issued professional engineering license valid and must report to the Certification Board at this letterhead address should your professional engineering license in any jurisdiction, your membership in any professional engineering society or your employment or engagement as a professional engineer be suspended or terminated for unethical or illegal actions. Any of the above could cause your certification to be revoked, subject to an established appeal procedure.

At the end of the three-year period, your certification will be renewed without examination if you demonstrate you have met the continuing professional development and education activities required. The specific components of the required continuing professional development are described in the enclosed attachment. Begin earning and keeping track of your professional development units so when it is time to renew, the PDH's will be easily accessible. ITE has developed a web-based Professional Competency Record Keeping System to assist you in keeping such a log. www.ite.org/pdrks/default.asp

In the certification and licensure industry, it has become common for a certain percentage of recertification applicants' attestation materials to be audited and verified. TPCB has been working with its psychometrician at Castle (TPCB's certification and licensure testing company) to determine that percentage as well as the process that must be implemented to reapply for its accreditation. Please be advised that beginning January 1, 2018, TPCB will implement a policy in which 20% of application materials will be audited which means that the certificant will be required to provide documentation as backup to support the application. This sampling will be completely random.

Let me again congratulate you on obtaining this certification. We hope you will display your certificate with justified pride and carry out your professional activities in a manner to bring added luster to the title and practice of Professional Traffic Operations Engineer®. Should you have questions now or in the future, please do not hesitate to contact me or the staff at the address above.

Sincerely,

Michael K. Park, P.E., PTOE
Chair, Transportation Professional Certification Board Inc.

Attachments

The American Traffic Safety Services Association

Hereby recognizes that

Joseph Barker

has attended

Traffic Control Supervisor Refresher-LA State Specific Training Course

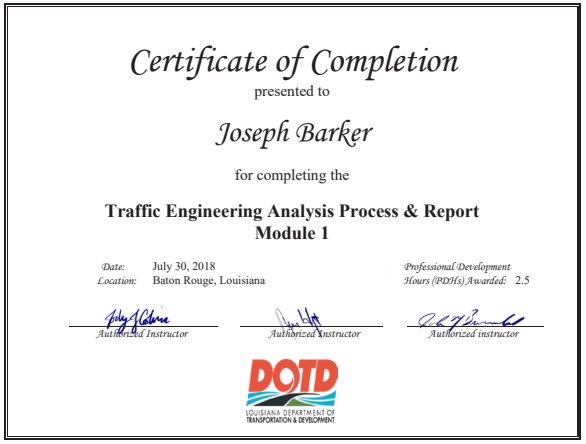
10/2/2019 to 10/2/2019
Date

New Orleans, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO



Certificate of Completion

presented to

Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July 30, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDH(s) Awarded: 2.5

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development

The American Traffic Safety Services Association

Hereby recognizes that

Andrew Griffith
has attended
Traffic Control Technician-LA State Specific
Training Course

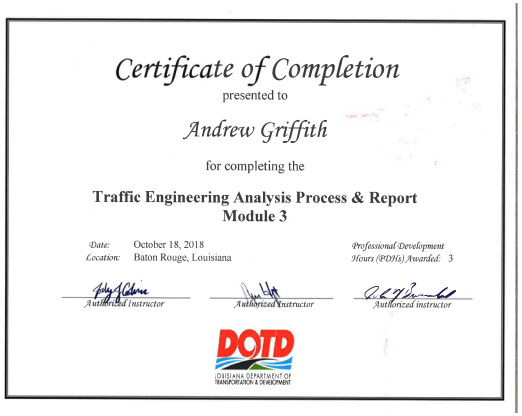
7/10/2019 to 7/10/2019
Date

New Orleans, LA
Location

ATSSA Safer Roads Save Lives

Training & Products Dept. Director

President, CEO



Certificate of Completion

presented to

Andrew Griffith

for completing the

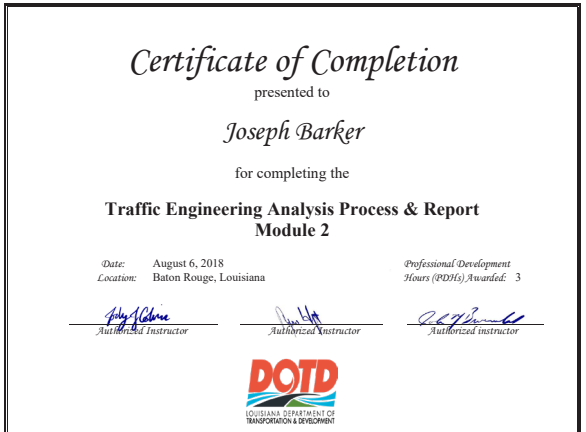
Traffic Engineering Analysis Process & Report
Module 3

Date: October 18, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDH(s) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development



Certificate of Completion

presented to

Joseph Barker

for completing the

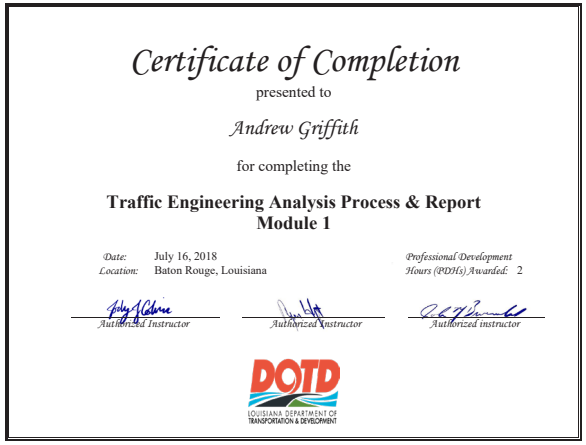
Traffic Engineering Analysis Process & Report
Module 2

Date: August 6, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDH(s) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development



Certificate of Completion

presented to

Andrew Griffith

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDH(s) Awarded: 2

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development

The American Traffic Safety Services Association

Hereby recognizes that

Mary Bratton
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

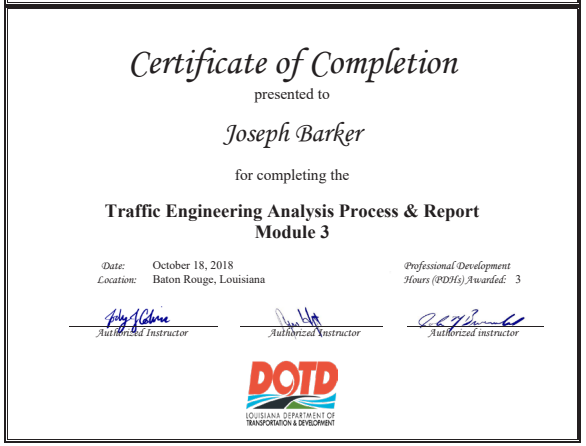
07/27/2018
Date

Baton Rouge, LA
Location

ATSSA Safer Roads Save Lives

Training & Products Dept. Director

President, CEO



Certificate of Completion

presented to

Joseph Barker

for completing the

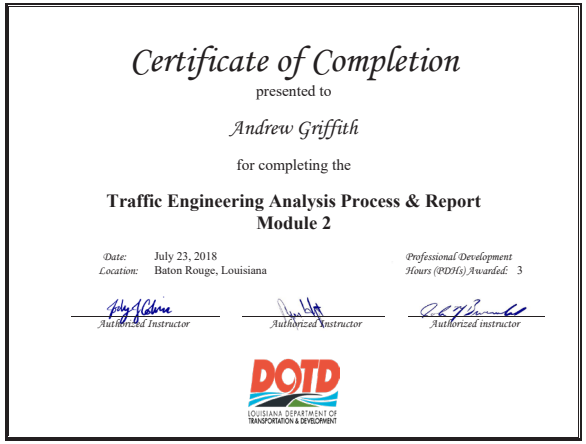
Traffic Engineering Analysis Process & Report
Module 3

Date: October 18, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDH(s) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development



Certificate of Completion

presented to

Andrew Griffith

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDH(s) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD Louisiana Department of Transportation & Development

The American Traffic Safety Services Association

Hereby recognizes that

Hannah Pittman
has attended
Traffic Control Technician-LA State Specific
Training Course

07/24/2018
Date

Baton Rouge, LA
Location

ATSSA Safer Roads Save Lives

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Hannah Pittman
has attended
Traffic Control Supervisor-LA State Specific
Training Course

07/26/2018
Date

Baton Rouge, LA
Location

ATSSA Safer Roads Save Lives

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Nick Prudhomme

has attended

Traffic Control Technician-LA State Specific

Training Course

07/24/2018
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Nick Prudhomme

has attended

Traffic Control Supervisor-LA State Specific

Training Course

07/26/2018
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Jonathan Fox

has attended

Traffic Control Design Specialist - 1 day

Training Course

06/22/2015
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Jonathan Fox

has attended

Traffic Control Supervisor-LA State Specific

Training Course

08/09/2014
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Clarke Chauvin

has attended

Traffic Control Supervisor-LA State Spec

Training Course

10/16/2014
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Clarke Chauvin

has attended

Traffic Control Technician-LA State Specific

Training Course

10/14/2014
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

The American Traffic Safety Services Association

Hereby recognizes that

Michael Neumann

has attended

Traffic Control Supervisor-LA State Specific

Training Course

07/26/2018
Date

Baton Rouge, LA
Location

Training & Products Dept. Director

President, CEO

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Diane Hammonds

has attended

Traffic Control Supervisor-LA State Specific

Training Course

4/29/2020 to 4/30/2020
Date

Location

Vice President of Member Services

President, CEO

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Diane Hammonds

has attended

Traffic Control Technician-LA State Specific

Training Course

4/28/2020 to 4/28/2020
Date

Baton Rouge, LA
Location

Vice President of Member Services

President, CEO

ATSSA American Traffic Safety Services Association ATSSA.com

The American Traffic Safety Services Association

Hereby recognizes that

Jonathan Fox

has attended

Traffic Control Technician-LA State Specific

Training Course

08/07/2014
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

Project Management Institute

THIS IS TO CERTIFY THAT

Jonathan N. Fox

HAS BEEN FORMALLY EVALUATED FOR DEMONSTRATED EXPERIENCE, KNOWLEDGE AND PERFORMANCE IN ACHIEVING AN ORGANIZATIONAL OBJECTIVE THROUGH DEFINING AND OVERSEEING PROJECTS AND RESOURCES AND IS HEREBY BESTOWED THE GLOBAL CREDENTIAL

Project Management Professional (PMP)®

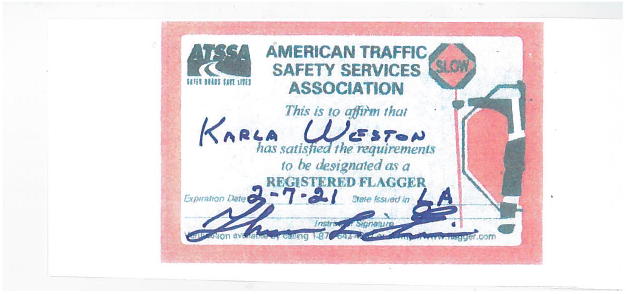
IN TESTIMONY WHEREOF, WE HAVE SUBSCRIBED OUR SIGNATURES UNDER THE SEAL OF THE INSTITUTE

Tony Appleby
Chair, Board of Directors

Sunil Prashara
President and Chief Executive Officer

PMP® Number: 1812148
PMP® Original Grant Date: 28 April 2015
PMP® Expiration Date: 27 April 2024

Project Management Institute.



AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION

SLOW

This is to affirm that

KARLA WESTON

has satisfied the requirements to be designated as a

REGISTERED FLAGGER

Expiration Date 3-7-21

State Issued in LA

Instructor Signature

Project Management Institute

THIS IS TO CERTIFY THAT

Clarke Chauvin

HAS BEEN FORMALLY EVALUATED FOR DEMONSTRATED EXPERIENCE, KNOWLEDGE AND PERFORMANCE IN ACHIEVING AN ORGANIZATIONAL OBJECTIVE THROUGH DEFINING AND OVERSEEING PROJECTS AND RESOURCES AND IS HEREBY BESTOWED THE GLOBAL CREDENTIAL

Project Management Professional (PMP)®

IN TESTIMONY WHEREOF, WE HAVE SUBSCRIBED OUR SIGNATURES UNDER THE SEAL OF THE INSTITUTE

Tony Appleby
Chair, Board of Directors

Sunil Prashara
President and Chief Executive Officer

PMP® Number: 2858208
PMP® Original Grant Date: 12 November 2020
PMP® Expiration Date: 11 November 2023

Project Management Institute.

Transportation Professional Certification Board, Inc.

certifies that

Clarke Phillip Chauvin

has met all of the requirements established by the Certification Board to use the title of

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 4887 issued in Washington, DC, USA

11/20/17

Michael K. Park
Chair

PTOE
PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Jeffrey F. Paniati
Executive Director

The American Traffic Safety Services Association

Hereby recognizes that

Karla Weston

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

02/06/2017
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

IMSA CERTIFIED PUBLIC SAFETY TECHNICIAN

Clarke P. Chauvin

is hereby certified as a

Traffic Signal Field Technician Level II

by completing all requirements and examination for certification
on 9/18/2019

Valid thru 9/18/2022
Certification #BE_125780

Toby Cummings, CAE - Executive Director

Transportation Professional Certification Board, Inc.

certifies that

Diane Callahan Hammonds

has met all of the requirements established by the Certification Board to use the title of

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 4118 issued in Washington, DC, USA

12/19/16

Kenneth W. Ackerd
Chair

PTOE
PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Jeffrey F. Paniati
Executive Director

RTA

DOTD

LOUISIANA UNIFIED CERTIFICATION PROGRAM

Disadvantaged Business Enterprise Program (DBE)

Small Business Element (SBE)

This is to certify that under Title 49, Part 26 of the Code of Federal Regulations & under the State of Louisiana United Certification Program (LAUCP)

Civil Design & Construction, Inc.

Is a Certified Disadvantaged Business Enterprise (DBE) & Small Business Element (SBE) in the following specialties:

NC541330, NC541340, NC541350, NC541370

NOTE: There may be other approved NAICS Codes. The online DBE Directory includes a complete list of approved codes.

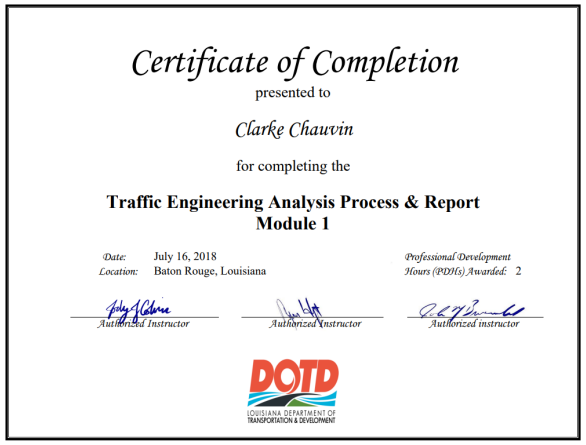
Certificate Eligibility: March 2022 to March 2023

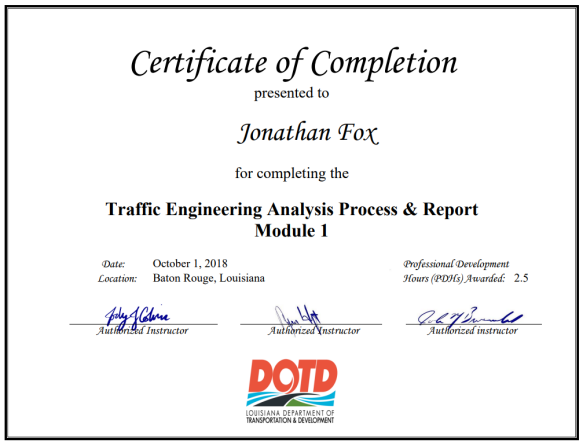
This certificate is valid through the above date provided. This firm meets the on-going programmatic standard and fulfills the annual update requirement to remain in good standing as a DBE. This certification is subject to annual verification and suspension or revocation based upon reasonable cause to believe that the firm is ineligible.

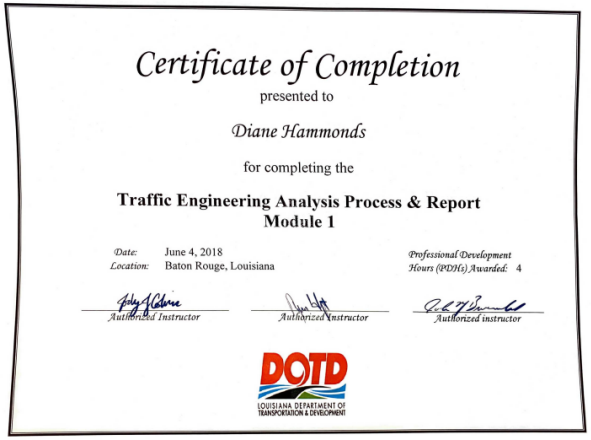
Rhonda Wallace

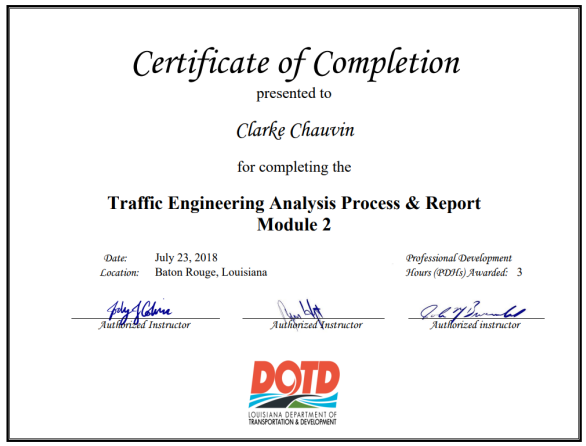
Rhonda Wallace, DBE/SBE Programs Manager

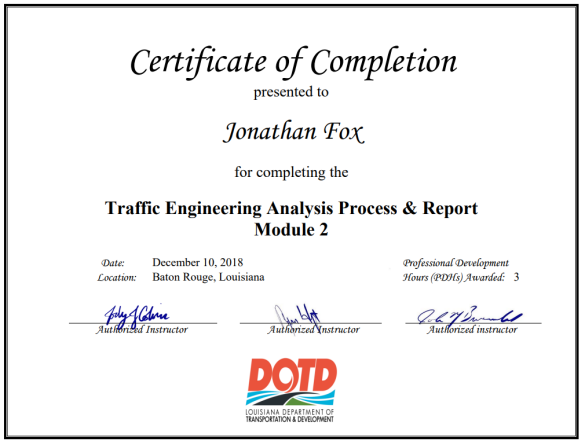
Louisiana Department of Transportation & Development

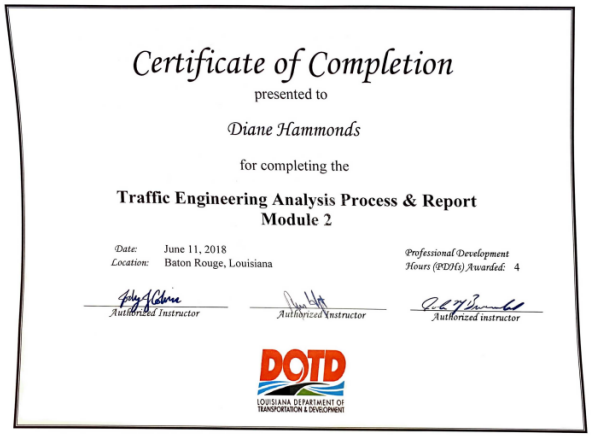

Certificate of Completion
presented to
Clarke Chauvin
for completing the
Traffic Engineering Analysis Process & Report
Module 1
Date: July 16, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 2
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

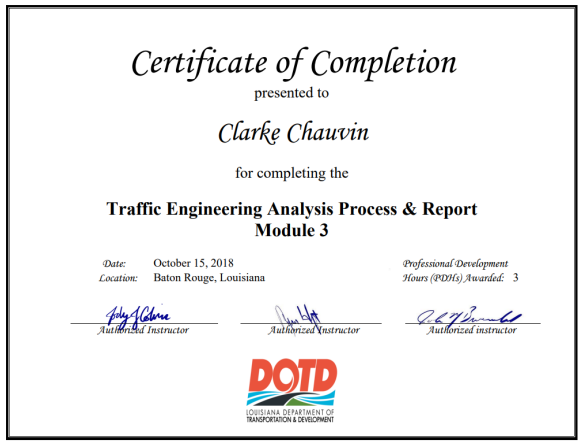

Certificate of Completion
presented to
Jonathan Fox
for completing the
Traffic Engineering Analysis Process & Report
Module 1
Date: October 1, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 2.5
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

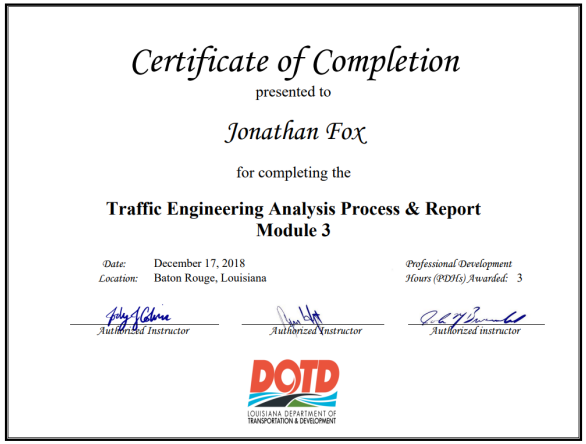

Certificate of Completion
presented to
Diane Hammonds
for completing the
Traffic Engineering Analysis Process & Report
Module 1
Date: June 4, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 4
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

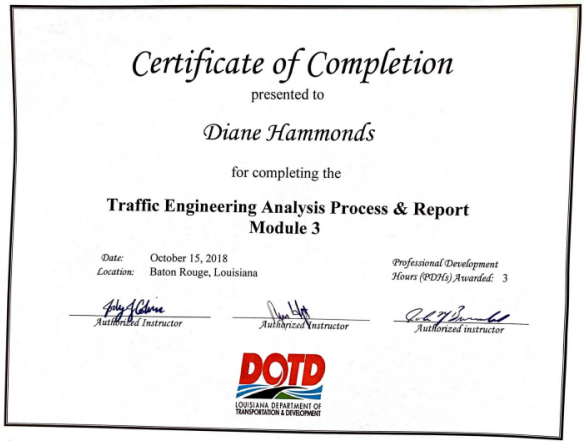

Certificate of Completion
presented to
Clarke Chauvin
for completing the
Traffic Engineering Analysis Process & Report
Module 2
Date: July 23, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 3
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Jonathan Fox
for completing the
Traffic Engineering Analysis Process & Report
Module 2
Date: December 10, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 3
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Diane Hammonds
for completing the
Traffic Engineering Analysis Process & Report
Module 2
Date: June 11, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 4
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Clarke Chauvin
for completing the
Traffic Engineering Analysis Process & Report
Module 3
Date: October 15, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 3
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Jonathan Fox
for completing the
Traffic Engineering Analysis Process & Report
Module 3
Date: December 17, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 3
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT


Certificate of Completion
presented to
Diane Hammonds
for completing the
Traffic Engineering Analysis Process & Report
Module 3
Date: October 15, 2018
Location: Baton Rouge, Louisiana
Professional Development Hours (PDH(s) Awarded: 3
Authorized Instructor
Authorized Instructor
Authorized instructor
DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

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
Intelligent Transportation Systems LLC	20405 Highland Road Baton Rouge, LA 70817	Jonathan Fox, P.E., PTOE, PMP jfox@itsanswers.com	225-751-9300
Civil Design & Construction, Inc.	3251 Southern Pacific Road Port Allen, LA 70767	Karla Weston, PE kweston@cdcbr.com	225-765-1802

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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