



**CEDAR STREET EXTENSION TO LA 22 AND ROUNDABOUT
ROUTE: LA 21 AND LA 22, ST. TAMMANY PARISH**

CONTRACT NO. 4400026458
SUBMITTED: 15 MARCH 2023



15 March 2023

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATTN: MARK CHENEVERT

CONSULTANT CONTRACT SERVICES – UNIT 018
1201 CAPITOL ACCESS ROAD (ATTENTION SEC 80)
BATON ROUGE, LA 70802

Submitted via email: DOTDConsultantAds80@la.gov

**RE: Qualifications for Engineering and Related Services - Contract Nos. 4400026458
S.P. No H.014710.5 Cedar Street Ext. to LA 22 and Roundabout**

Atlas team members who bring years of relevant and valuable knowledge from prior LADOTD employment.

Project manager who was instrumental in developing the LADOTD TEPR guidelines and served as instructor for the required training courses.

Staff availability to prioritize the project and meet the 1 year schedule.

National reach to hundreds of Atlas subject matter experts.

Dear Project Evaluation Team,

On behalf of the **Atlas Technical Consultants (Atlas)** Team, enclosed herewith is one (1) electronic copy of DOTD Form 24-102 in response to your Request for Qualifications for the Cedar Street Extension to LA 22 and Roundabout.

Atlas is a company with deep Louisiana roots that has full-service capability and provides a wide variety of professional services. The team we have assembled is highly capable as evidenced in our sound Approach & Methodology, Staff Experience, and Firm Experience that includes projects of similar scope and magnitude as the Cedar St Extension to LA 22 and Roundabout traffic study. Our proposal demonstrates our ability to execute and our depth of talent that is prepared to deliver a quality traffic study on schedule.

Our highly qualified and experienced team of professionals will be led by **Mr. Brandon DeJean, PE, PTOE** who has years of valuable experience performing and managing the traffic engineering services required to deliver the Cedar St Extension to LA 22 and Roundabout traffic study as outlined in this contract.

You have the full support of Atlas and can be confident that all necessary team members will have this LADOTD project as a high priority should the Atlas team be selected. Atlas appreciates the opportunity to submit a proposal on this contract and looks forward to a successful working relationship with LADOTD. We thank you for your consideration and invite any further discussion of our enclosed proposal.

Very Respectfully,

BRANDON S. DEJEAN, PE, PTOE


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Senior Transportation Engineer
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DOTD FORM: 24-102

1	Contract Title	CEDAR STREET EXT. TO LA 22 AND ROUNDABOUT ROUTE: LA 21 AND LA 22, ST. TAMMANY PARISH	
2	Contract Number(s)	Contract No. 4400026458	
3	State Project Number(s)	Project No. H.014710.5	
4	Prime Consultant Name (as registered with the LA Secretary of State)	Atlas Technical Consultants LLC	
5	Prime Consultant License Number (as registered with LAPELS)	EF6606	
6	Prime Consultant Mailing Address	8440 Jefferson Hwy Suite 400, Baton Rouge, LA 70809	
7	Prime Consultant Physical Address	8440 Jefferson Hwy Suite 400, Baton Rouge, LA 70809	
8	Name Title Phone # Email Address of Prime's Point of Contact	BRANDON DEJEAN	Senior Transportation Engineer 225.485.6505 brandon.dejean@oneatlas.com
9	Name Title Phone # Email Address of Official with Signing Authority	BUDDY GRATTON	Senior Vice President - Southeast Region 678.642.8455 buddy.gratton@oneatlas.com
10	<p>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.</p>		<p>Signature (Same person as #9)</p>  <p>Submittal Date: 15 March 2023</p>
11	Disadvantaged Business Enterprise (DBE) Goal for this Advertisement	NA	

Section 12

FIRM SIZE

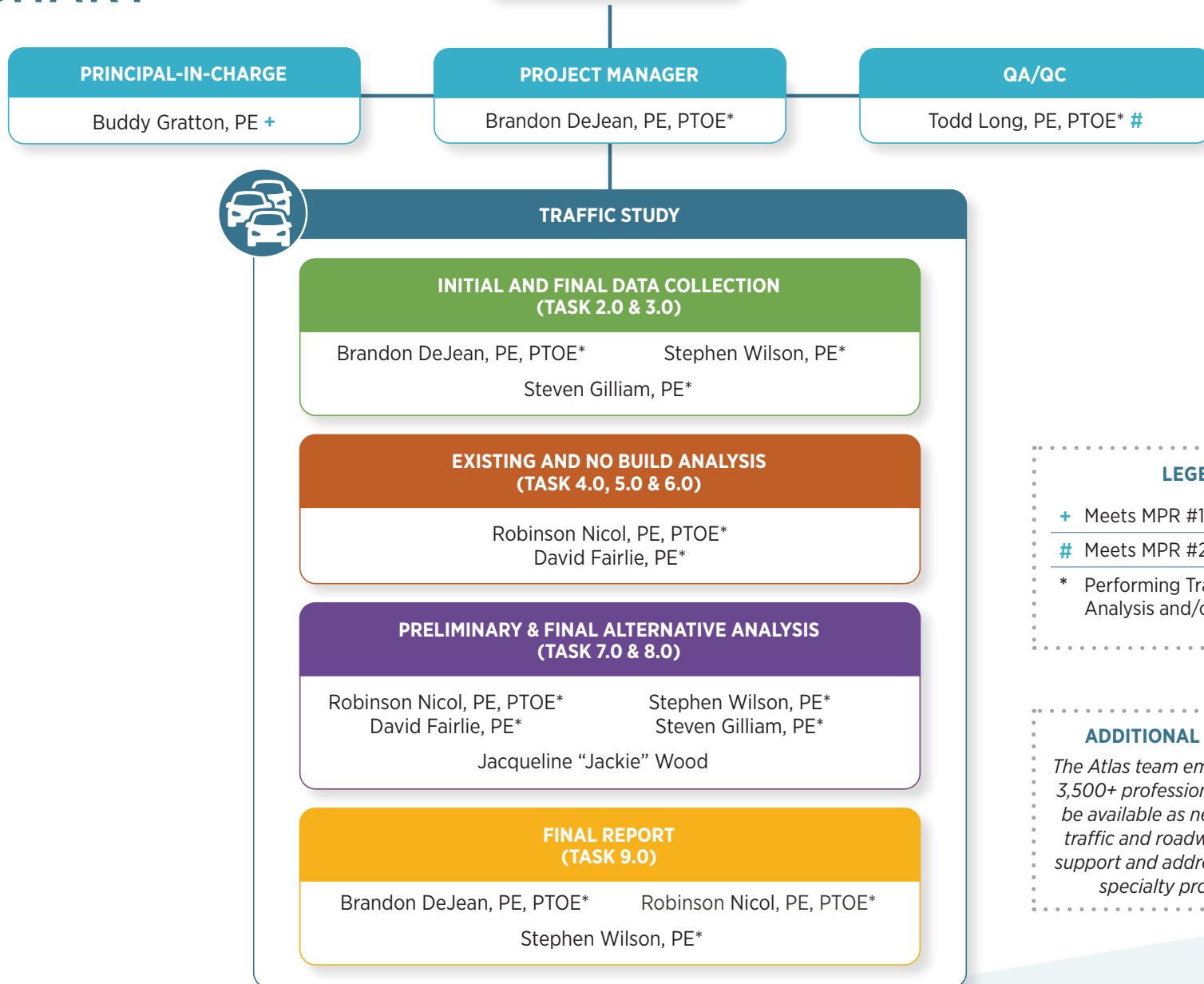
Past Performance Evaluation Disciplines	% of Overall Contract	Prime: Atlas	Each Discipline Must Total to 100%
Traffic Engineering	80%	100%	100%
Road	20%	100%	100%
% of Contract	100%	100%	100%

Section 13

FIRM SIZE

Firm Name	DOTD Job Classification	Number of Personnel Committed to this Contract	Number of Personnel Available in this DOTD Job Classification (if needed)
Atlas Technical Consultants	PRINCIPAL	1	3
Atlas Technical Consultants	SUPERVISOR - ENGINEER	3	7
Atlas Technical Consultants	ENGINEER	2	9
Atlas Technical Consultants	ENGINEER (OTHER)	1	150
Atlas Technical Consultants	DESIGNER	2	27
Atlas Technical Consultants	CLERICAL	1	100
Atlas Technical Consultants	TECHNICIAN	1	25
Atlas Technical Consultants	GIS ANALYST	1	22

Section 14 ORG CHART



LEGEND

- + Meets MPR #1
- # Meets MPR #2 & #3
- * Performing Traffic Engineering Analysis and/or QA/QC

ADDITIONAL RESOURCES

The Atlas team employs more than 3,500+ professional staff who will be available as needed to supply traffic and roadway engineering support and address any potential specialty project needs.

Section 15


MINIMUM PERSONNEL REQUIREMENTS

MPR #	Requirements	Personnel Meeting Requirement	Firm Employed By	Type of License and Discipline Meeting MPR/ Certification & Number	State of License	Expiration Date
1	Registered Professional Engineer in the state of Louisiana.	EDWIN "BUDDY" GRATTON, PE	Atlas	PE# 43534 - Civil Engineering	Louisiana	09/30/2023
2	Registered Professional Civil Engineer in the state of Louisiana.	TODD LONG, PE, PTOE	Atlas	PE# 43910 - Civil Engineering PTOE Certificate #1030	Louisiana	3/31/2024
3	Registered Professional Civil Engineer in the state of Louisiana, 5+ years of experience in responsible charge of the preparation of roadway plans	TODD LONG, PE, PTOE	Atlas	PE# 43910 - Civil Engineering PTOE Certificate #1030	Louisiana	3/31/2024

Staff Experience

MPR

#1

Firm Employed by				<div>MPR</div> <div>#1</div>	
Name	EDWIN “BUDDY” GRATTON, PE		Years of Relevant Experience with this Employer		13
Title	PRINCIPAL-IN-CHARGE		Years of Relevant Experience with Other Employers		27
Degree / Year / Specialization			MS, Civil Engineering, 1986 BS, Civil Engineering, 1982		
Active Registration Number / State / Expiration Date			#43534 / LA / 09-30-2023		
Year Registered	2019 (LA) 1987 (GA)	Discipline	Professional Engineer: Civil		
Contract Roles / Brief Description of Responsibilities			<p>Principal-in-Charge</p> <p>Mr. Gratton will serve as Principal-in-Charge for this project. Mr. Gratton spent more than 26 years at the Georgia Department of Transportation (GDOT) and joined Atlas following his retirement. He has spent more than 14 years at Atlas, providing executive-level management of operations, coordination, and facilitation of the company’s office and field functions. Mr. Gratton spent a large part of his career at GDOT in the area of Operations. His tenure included serving as District Engineer in the Atlanta Metro area. Mr. Gratton oversaw traffic operations, maintenance, design, permitting, and other functions in this role. This time in operations gives him a strong understanding of traffic engineering and operations.</p>		
Dates		Experience And Qualifications Relevant To The Proposed Contract			
(07/20 – Present)		<p>S.P. H.013284: LADOTD Mississippi River Bridge South GBR: LA 1 to LA 30 Connector (Baton Rouge, LA)</p> <p>Mr. Gratton is serving as Principal-in-Charge for the new crossing of the Mississippi River to alleviate traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new “south” Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. The new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.</p>			
(11/21 – Present)		<p>GDOT Engineering Design Review Services (Statewide, GA)</p> <p>Mr. Gratton is Principal-in-Charge and serves on plan reviews and higher-level initiatives on behalf of GDOT and reviews contracts. The Atlas team has performed over 400 project reviews worth more than \$4.5 billion in construction. Reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP), and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation and green sheet is also reviewed. Project types include traffic signal upgrades, widenings, interchanges, bridge replacements, and multi-purpose trails. Mr. Gratton performed plan reviews for signing and marking, traffic signals, and ITS plans.</p>			

Dates	Experience And Qualifications Relevant To The Proposed Contract
(02/09-present)	<p>I-16/I-75 Interchange (Bibb County, GA)</p> <p>The I-16/I-75 improvement project includes widening and reconstruction of I-75 from Hardeman Avenue to Pierce Avenue and I-16 from I-75 to Walnut Creek within the City of Macon in Bibb County, Georgia. Within this corridor are three interstate/arterial route interchanges (I-16 at Spring Street, Second Street, and Coliseum Drive), and a freeway-to-freeway interchange between I-16 and I-75. The primary objective of the project is to improve operational efficiency of each of the above interchanges.</p>
(2009-present)	<p>Statewide Preliminary Engineering Services and Engineering Development for Highway/Railroad Grade Crossings (Statewide, GA)</p> <p>Atlas has conducted field inventory of approximately 2,100 at-grade crossings working on 37 corridor crossing studies. Atlas prepared Highway Railroad Engineering Assessments (HREA's) for all 2,100 at-grade crossings and also prepared improvement recommendation alternatives and diagrams in close coordination with GDOT staff. Atlas prepared reports for all 37 corridor crossing studies including field inventory, PowerPoint pictures of crossings, data collection from local jurisdictions (cities and counties), school authorities, and both Class I railroads (CSX Transportation and Norfolk Southern).</p>
(02/09-Present)	<p>Gwinnett Program Management (Gwinnett County, GA)</p> <p>Mr. Gratton has been actively involved in managing the Gwinnett Program over the last 14 years. The county has undertaken an extensive program of road improvements dating back to 1986. This continuous program has been funded with SPLOST revenues and assistance from GDOT. Projects have included freeway interchanges and modifications, the addition of interstate CD lanes, major construction on primary roadways, resurfacing, paving of unpaved roads, intersection reconfigurations, and operational improvements. The Gwinnett County Department of Transportation has utilized Atlas' program management and construction management services for the past 30 years through five consecutive contracts to facilitate the completion of more than \$1.5 billion of projects. These services have included general program coordination, concept development, quality control, environmental permitting, and liaison with GDOT.</p>
(02/09-08/2010)	<p>I-95/Horse Stamp Church Road Interchange (Camden County, GA)</p> <p>The project proposes to construct a diamond interchange and replace the existing substandard bridge over I-95. The project would include the relocation of Spring Bluff Road, west of its existing location so that the road would not be next to the new interstate ramp. This project is to provide additional access to I-95 for future planned development and for future mandated emergency FEMA evacuations.</p>




MPR

#2


#3


Firm Employed by				<div>MPR</div> <div>#2</div> <div>#3</div>
Name	TODD LONG, PE, PTOE	Years of Relevant Experience with this Employer	5	
Title	SOUTHEAST VICE PRESIDENT & ENGINEERING LEAD	Years of Relevant Experience with Other Employers	28	
Degree / Year / Specialization		MS / 1990 / Civil Engineering, Georgia Institute of Technology BS / 1989 / Civil Engineering, Georgia Institute of Technology		
Active Registration Number / State / Expiration Date		#37234 / LA / 09-30-2024 Certified Professional Traffic Operations Engineer (PTOE)		
Year Registered	1993	Discipline	Professional Engineer: Civil	
Contract Roles / Brief Description of Responsibilities		Quality Assurance/Quality Control Mr. Long has 32 years of experience in government services with focused experience in planning, engineering, operations and administration for large governmental organizations and has served in leadership roles for most of his career. Todd currently manages road design, structure design, traffic and transportation engineering, survey, civil/site design and business development within Atlas. Mr. Long has served in many positions in his career that are traffic engineering related. He served as District Traffic Engineer and District Engineer. Mr. Long also served as District Preconstruction Engineer and later as the overall Director of Preconstruction. As Deputy Commissioner, he oversaw all of the District operations.		
Dates		Experience And Qualifications Relevant To The Proposed Contract		
(07/17 – Present)		US 84 Connector/Hinesville Bypass (Liberty Count, GA) Mr. Long is serving as Principal-in-Charge for this new alignment of the road that begins at US 84 and is located approximately a half mile south of the existing SR 119 in Liberty County. The alignment would continue east parallel to SR 119 and bridge over the CSXT railroad and two large wetlands on each side of the railroad. The bridge is 1,400 feet long and 49.25 feet wide. The proposed US 84 connector would intersect with Arnold Drive, Carter Drive, Walthourville Cemetery Road, and Tibet Road (also called Tibet Highway) and then tie into SR 119. The proposed project is 2.6 miles of new location.		
(07/22 – Present)		Clayton Interchange Feasibility Study: Conley I-285 (Clayton County, GA) Mr. Long is serving as Principal-in-Charge for this traffic study to determine the feasibility of the new Conley Rd interchange at I-285. New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport’s International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections.		
				

Dates	Experience And Qualifications Relevant To The Proposed Contract
(07/20 – Present)	<p>Mississippi River Bridge South GBR: LA1 TO LA30 Connector (Baton Rouge, LA)</p> <p>Mr. Long serves as Traffic QA/QC Engineer for a proposed new crossing of the Mississippi River for the purpose of alleviating traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new “south” Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.</p>
(2014 - Present)	<p>Effingham County/GDOT: Effingham Parkway (Effingham County, GA)</p> <p>Mr. Long served as Principal-in-Charge on this new location corridor, Effingham Parkway. The Parkway intended to facilitate regional travel through central Effingham County. It is also intended to relieve a high volume of traffic on SR 21. The proposed project would consist of constructing a two-lane new location roadway from SR 30 to Blue Jay Road. The project would begin at SR 30 approximately 1.5 miles west of SR 21 and be located across from Chatham County’s proposed Benton Boulevard Extension project. The end of the project would terminate at Blue Jay Road, approximately 3.2 miles west of SR 21. The intersection of Effingham Parkway at Blue Jay Road would be realigned to have Effingham Parkway tie into the east side of Blue Jay Road, and the west side of Blue Jay Road would form a T-intersection with Effingham Parkway. The total length of the project is approximately 6.4 miles.</p>
(2015-2020)	<p>McGinnis Ferry Road At GA 400 Interchange (Forsyth and Fulton Counties, GA)</p> <p>Mr. Long served as Principal-in-Charge on this project which includes a new interchange at GA 400, widening of McGinnis Ferry Road, and addition of auxiliary lanes on GA 400 from Windward Parkway to McFarland Parkway. Atlas providing design and environmental services. Mr. Long also oversaw all program management services, including plan reviews, GDOT liaison, environmental permitting, geotechnical services, construction engineering and inspection, stormwater engineering review, right of way services, budget and schedule tracking and complete contract administration.</p>
(2020-2021)	<p>City of Tucker: Flintstone Drive/New Smoke Rise Elementary School Driveway (Tucker, GA)</p> <p>Mr. Long served as Principal-in-Charge on this project. Atlas provided full design services for intersection improvements at the Flintstone Drive/New Smoke Rise Elementary School driveway intersection with Hugh Howell Road (SR 236). The project included the construction of a portion of the new school driveway, the widening of Hugh Howell Road to provide left and right turn lanes at the intersection, the widening of Flintstone Drive approaching the intersection to allow for both a left and a through/right turn lane, the addition of a new traffic signal, the installation of sidewalks and the associated drainage improvements. The project was under a very tight timeline (10 months from contract signing) with a hard deadline for the design and construction to be complete and open to traffic prior to the beginning of the school year. Atlas worked closely with the City, GDOT, the DeKalb County Water Department, the DeKalb County Board of Education and the construction contractor to complete the project. In addition to design services, Atlas also obtained the required right of way and easements and performed CEI services during construction.</p>
(07/18 – Present)	<p>Various Traffic Projects (Statewide, GA)</p> <p>Mr. Long oversees all traffic engineering activities in the Georgia office. He leads and oversees traffic studies, signal warrant analysis, signal timing and design, traffic simulation modeling, and planning studies. Clients include the Cities of South Fulton and Fairburn and Counties of Forsyth, Rockdale, Newton, Liberty, and Bryan.</p>
(08/96 – 09/99)	<p>Georgia Department of Transportation (GDOT) Traffic Engineer (Statewide, GA)</p> <p>Mr. Long served as District 1 Traffic Engineer and then District Engineer for northeast Georgia, where he oversaw operations of traffic signals, studies, traffic calming, and safety throughout the District. Mr. Long oversaw all traffic analyses for 21 counties of District 1. This included managing several large signal retiming projects. The largest was for 120 traffic signals in Gwinnett County. Mr. Long also permitted over 50 new traffic signals while serving in this position. He was hands-on and responsible for the design and operations of over 500 signals in the District at that time.</p>

Firm Employed by			
Name	BRANDON DeJEAN, PE, PTOE		Years of Relevant Experience with this Employer
Title	SENIOR TRANSPORTATION ENGINEER		Years of Relevant Experience with Other Employers
Degree / Year / Specialization		BS / 2007 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE #37234 / Louisiana / 09/30/2024 Professional Traffic Operations Engineer (PTOE) #4721 LADOTD Traffic Engineering Process & Report – Modules 1 -3 (2019) Traffic Control Supervisor and Technician / LA / ATSSA (2026)	
Year Registered	2012	Discipline	Professional Engineer: Civil
Contract Roles / Brief Description of Responsibilities		Mr. DeJean will serve as Project Manager, field data collection task lead, final report task lead as well as QA/QC for the Existing & No Build Analysis and Preliminary & Final Alternative Analysis tasks.	
<p>Mr. DeJean is a traffic engineer with 15 years of experience working for consultants and state government. This includes over 10 years of progressive experience with the Louisiana Department of Transportation (LADOTD) and Development's Traffic Engineering Division, where he provided traffic engineering direction and support through the planning, study, modeling, design, and review of geometric features (intersections and interchanges), traffic control (signs, traffic signals, and pavement markings), and changes in access (connections and impact studies) components of individual projects. During his time at LADOTD, Mr. DeJean was instrumental in the development and implementation of policy and procedures for the preparation of Traffic Engineering Reports and Interstate Access Justification Reports (IAJR). He provided expert assistance to LADOTD staff and consultants with scoping, performing, and reviewing traffic engineering reports and IAJs. He has a comprehensive knowledge of the Highway Capacity Manual, Manual on Uniform Traffic Control Devices, LADOTD engineering directives, standard plans and specifications, and traffic engineering policy. Mr. DeJean's experience includes intersection/corridor/network studies and interstate access justification requests with tasks that include data collection, safety analysis, and operational analysis utilizing HCS, Synchro, SIDRA Intersection and VISSIM, evaluating alternatives, and preparing final reports.</p>			


Dates	Experience And Qualifications Relevant To The Proposed Contract
(07/21 – 09/22)	<p>Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study (Hinesville, GA)</p> <p>Mr. DeJean served as QA/QC on this study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included initial & final data collection, review of existing plans, existing safety analysis, existing & no build analysis, incorporation of GDOT RSA recommendations, final alternative analysis, conceptual design layout, cost estimation, and preparation of a final report. A multi-lane roundabout was included at one location as an additional analysis. Tasks performed included an analysis that required data collection, warrant analysis, safety analysis, and traffic modeling and software runs in Synchro/ SIMTraffic. Alternatives included traditional intersections improvements as well as alternate designs such as roundabouts, median U-turns, restricted crossing U-turns, and superstreet corridors.</p>

Dates	Experience And Qualifications Relevant To The Proposed Contract
(07/22 – Current)	<p>Clayton Interchange Feasibility Study: Conley I-285 (Clayton County, GA)</p> <p>Study to determine the feasibility of the new Conley Rd interchange at I-285. New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area included approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. Mr. DeJean performed HCS freeway segment analysis and Synchro signalized intersection analysis, prepared a feasibility study to describe operational analysis methodology, existing and no-build conditions with MOE results, proposed alternative descriptions, and comparison of alternatives' Measures of Effectiveness to the no-build condition.</p> 
(06/13– 07/22)	<p>S.P. H.003931 I-10 Calcasieu River Bridge (Calcasieu Parish, LA)</p> <p>LADOTD Task Lead for traffic engineering study prepared for IAJR and in support of an Environmental Impact Statement. The IAJR was prepared in conjunction with the NEPA process and to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. The project included replacing the I-10 Calcasieu River Bridge, widening I-10 from I-210 to I-210, and modification of interchanges throughout the corridor. Study area and analysis included approximately 9 miles of the I-10 corridor from PPG Drive to US 171 as well as interchanges and arterial corridors of PPG Drive, Sampson St, Ryan St, and Enterprise Blvd. Tasks included data collection, existing/no build operational analysis of freeway facilities and arterials using Highway Capacity Software, and preparation of a final report to discuss findings and recommendations.</p>
(05/15 – 07/21)	<p>S.P H.003915 I-49 Inner City Connector (Caddo Parish, LA)</p> <p>LADOTD Task Lead for traffic engineering study prepared for IAJR and in support of an Environmental Impact Statement. The IAJR was prepared in conjunction with the NEPA process and to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. The project included the proposed connection of I-49 through Shreveport from I-220 to I-20, the modification of the two major freeway-to-freeway interchanges, and the addition of service interchanges at Hearne Ave and Ford St in Caddo Parish, LA. The combined study area and analysis included approximately 7.5 miles of the I-49 corridor from LA 3194 to Hollywood Ave, 3.5 miles of the I-20 corridor from US 79 to Diamond Jacks Blvd, 3 miles of the I-220 corridor from LA 173 to US 171 and a total of 14 interchanges. Tasks included data collection, existing/no build analysis of freeway facilities and arterials using Highway Capacity Software, and preparation of a final report to discuss findings and recommendations.</p>
(03/15 – 04/17)	<p>H.003370 I-220 at I-20 Interchange Improvements & Barksdale Air Force Base Access (Bossier Parish, LA)</p> <p>LADOTD Task Lead for traffic engineering study prepared for IAJR. The project included modification of the I-20 at the I-220 interchange and extension of I-220 to a new base entry control facility. The study area and analysis included I-20 and interchanges as well arterial corridors connected to multiple existing base entry control facilities. Tasks included initial data collection to determine peak periods, final data collection, operational analysis of study area freeway facilities and arterials using Highway Capacity Manual-based software, volume redistribution, special methodology for base entry facility operations, Tier 1 Analysis, Final Alternative Analysis, and final report writing with documentation. Mr. DeJean coordinated with local metropolitan planning organizations and the Federal Highway Administration to ensure the report adequately supported interstate modification requests as federal law and policy directed.</p>
(08/20 – 03/21)	<p>H.010753 US 90 at I-310 (St Charles Parish, LA)</p> <p>Responsible for the preparation of a traffic engineering study to evaluate alternatives that help alleviate traffic congestion at the I-310 northbound and southbound ramp terminal intersections at US 90 in St. Charles Parish, LA. The traffic study was prepared to satisfy LADOTD EDSMs and guidelines. Tasks included data collection, operational analysis of arterials using Highway Capacity Software, and preparation of a final report to discuss findings and recommendations.</p>


Firm Employed by			
Name	ROBINSON NICOL, PE, PTOE	Years of Relevant Experience with this Employer	1
Title	SENIOR TRAFFIC ENGINEER	Years of Relevant Experience with Other Employers	18
Degree / Year / Specialization		MS / 2010 / Civil Engineering BS / 2005 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE #44455 / Louisiana / 9/30/2024 Professional Traffic Operations Engineer (PTOE) #4070 (7/18/2025) International Municipal Signal Association (IMSA) Traffic Signal Technician Field Level III LADOTD Traffic Engineering Process & Report – Modules 1 -3	
Year Registered	2020 (LA) 2009 (GA)	Discipline	Professional Engineer: Civil
Contract Roles / Brief Description of Responsibilities		Mr. Nicol will serve as task lead for the Existing & No Build Analysis, & Preliminary & Final Alternative Analysis.	
<p>Mr. Nicol's background includes traffic engineering, signal operations, Intelligent Transportation System (ITS) design, signal design, strategic transportation planning, and roadway design. His experience includes traffic simulation, signal timing, signal design, ITS master planning and design, corridor evaluations, traffic impact analysis, interchange justification reports, geometric and staging design for rural and urban roadways, and drainage design. He is knowledgeable and familiar with Louisiana Department of Transportation (LADOTD) policies and procedures. He is experienced in managing traffic-responsive timing implementation that reacts to changes in traffic patterns and proactively adjusts timing plans accordingly. His technical skills include using HCS, Synchro, MaxTime, Tactics, ATSPM, MicroStation, CORSIM, VISSIM, and Transmodeler, and HCS software to perform signal timing, traffic analysis, and simulation modeling.</p>			

Dates	Experience And Qualifications Relevant To The Proposed Contract
(11/21 – 11/22)	<p>Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study (Hinesville, GA)</p> <p>Mr. Nicol served as a Project Manager on this study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included initial & final data collection, review of existing plans, existing safety analysis, existing & no build analysis, incorporation of GDOT RSA recommendations, final alternative analysis, conceptual design layout, cost estimation, and preparation of a final report. A multi-lane roundabout was included at one location as an additional analysis. The study also included extensive public involvement and coordination with the city, county, and GDOT. Recommendations were focused on safety and incorporated vehicle improvements, bicycle/pedestrian upgrades, street lighting, and signal upgrades.</p>
(07/22 – Present)	<p>Clayton Interchange Feasibility Study: Conley I-285 (Clayton County, GA)</p> <p>Mr. Nicol serves as Lead Traffic Engineer for a study to determine the feasibility of a new Conley Rd interchange at I-285. The New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. The study involved freeway and intersection analysis, concept design, public involvement, economic impact analysis, and environmental screening. Mr. Nicol led the traffic analysis effort, which included merge/diverge/weaving analysis (HCS), intersection analysis (Synchro), alternatives analysis, traffic projections, stakeholder engagement, public meetings, and detailed reporting.</p>

Dates	Experience And Qualifications Relevant To The Proposed Contract
(01/16 – 01/19)	<p>Bass Road Scoping Study and Concept Report (Bibb County, GA)</p> <p>Mr. Nicol served as Maintenance Lead on the widening and reconstruction of CR 742/Bass Road in Macon, from Zebulon Road to Northside Drive. Within the project limits is the I-75 interchange with Bass Road. The total project length is approximately 4.8 miles. We were responsible for preparing the scoping study with detailed traffic analysis that included both existing and future conditions, identified operational improvements at intersections and along the corridor, and prepared logical termini analysis to determine the phasing of the project. We were also responsible to prepare the concept layouts, typical sections, cost estimates for ROW, utilities, and construction. This GDOT design project consisted of improving 12 different intersections. Various solutions were implemented including single and multi-lane roundabouts.</p> 
(11/21 – Present)	<p>Georgia Department of Transportation: SigOps Traffic Signal Operations Program (West Metro Atlanta, GA)</p> <p>Mr. Nicol serves as Maintenance Lead to operate and maintain traffic signals in the west metro region. This project's scope includes actively managing traffic and signal operations in the west metro region. Atlas regularly coordinates with local jurisdictions, including the City of Smyrna, Marietta, and surrounding counties. We are responsible for optimizing the signal systems along these commuter routes to maximize efficiency and throughput to reduce congestion and increase travel time reliability. We are accountable for creating and maintaining a detailed inventory of all signal equipment malfunctions in the field; troubleshooting and repairing field hardware; performing routine preventative maintenance; installing new signal and ITS equipment as needed to benefit the operations and management of the systems, and actively managing the corridor both in the field and from central. Mr. Nicol manages a team of maintenance specialists who help develop and administer on-call requests (OCRs) for GDOT's signal maintenance contract and allocate a budget of \$850,000 by issuing work orders to several contractors. The position involves communicating closely with GDOT and contractors to ensure 1,450 signals are maintained. The additional project scope includes handling emergencies, getting contractors on site ASAP to keep operations running smoothly, and ensuring the traveling public arrives home safely to their families.</p>
(11/21 – Present)	<p>GDOT Engineering Design Review Services (Statewide, GA)</p> <p>Mr. Nicol serves as a QA/QC Engineer for field plan reviews on behalf of GDOT and reviews engineering plans for quality. The Atlas team has performed over 400 project reviews worth more than \$4.5 billion in construction. Reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP), and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation and green sheet are also reviewed. Project types include traffic signal upgrades, widenings, interchanges, bridge replacements, and multi-purpose trails. Mr. Nicol performed plan reviews for signing and marking, traffic signals, and ITS plans.</p>
(09/13 – 11/21)	<p>GDOT Regional Traffic Operations Program (RTOP2), (Metro Atlanta, GA)</p> <p>Mr. Nicol served as Corridor/Zone Manager in helping to actively manage, operate, and maintain the program's more than 500 traffic signals on regionally significant corridors throughout the metro Atlanta area. His firm actively managed 300+ traffic signals along Memorial Drive, Covington Highway, Ponce de Leon Avenue, Moreland Avenue, SR 10, South Candler Street, Hugh Howell, Mountain Industrial Blvd, E. Ponce de Leon, US 78, SR 124, and North Druid Hills, all of which are major commuter routes into metro Atlanta. They were responsible for optimizing the signal systems along these commuter routes to maximize efficiency and throughput to reduce congestion and improve commutes to and from Downtown Atlanta. Mr. Nicol also performed traffic engineering studies to evaluate operations, signal phasing, and safety. He was responsible for creating and maintaining a detailed inventory of all signal equipment in the field; performing standard and advanced signal timing; troubleshooting and repairing field hardware; performing routine preventative maintenance; installing new signal and ITS equipment as needed to benefit the operations and management of the systems; and actively managing the corridor both in the field and from central. Performance measures were collected regularly, including equipment failures, equipment repairs, proactive identification of malfunctions, throughput, and travel time/delay studies.</p>

Firm Employed by			
Name	DAVID FAIRLIE, PE	Years of Relevant Experience with this Employer	11
Title	TRAFFIC ENGINEER / AIR ANALYST	Years of Relevant Experience with Other Employers	4
Degree / Year / Specialization		BS / 2006 / Civil Engineering	
Active Registration Number / State / Expiration Date	PE #42773 / Georgia / 12/31/2022 Intersection Safety Workshop (FHWA-NHI 38007) Traffic Signal Design and Operation (FHWA-NHI-133028) Introduction to Context Sensitive Solutions (FHWA-NHI-142050) LADOTD Traffic Engineering Process & Report – Modules 1 -3		
Year Registered	2017	Discipline	Professional Engineer: Civil
Contract Roles / Brief Description of Responsibilities		Mr Fairlie will provide traffic engineering support for the Existing & No Build Analysis, Existing Safety Analysis, and Preliminary & Final Alternative Analysis.	
<p>Mr. Fairlie has experience working with traffic analysis software such as HCS, Synchro, SimTraffic, TSDWin, MicroStation, and AutoCAD. His duties include designing new or upgrading existing traffic control signals and traffic marking plans, reviewing consultant designs for their conformance with the Manual on Uniform Traffic Control Devices, optimizing timing, phasing, detection and coordination of traffic signals for better traffic flow results; investigating and initiating proper engineering actions in response to inquiries and concerns of the general public, local and state officials; preparing formal responses to the inquiries on behalf of the Department; conducting benefit/cost analyses of traffic safety related projects; performing illumination studies of intersections and highways to determine if publicly funded lighting is warranted; reviewing traffic impact studies prepared by private consultants for future and existing major traffic generators; ensuring any proposed traffic mitigation improvements are adequate and meet current design standards; reviewing existing traffic control devices, pavement markings, signing, sight line conditions, etc., of high accident rate locations, intersections, and highway sections and initiate any necessary corrective actions (project recommendations, maintenance work orders, etc).</p>			
Dates	Experience And Qualifications Relevant To The Proposed Contract		
(12/21 – 09/22)	<p>Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study (Hinesville, GA)</p> <p>Mr. Fairlie served as Senior Traffic Engineer on a study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included initial & final data collection, review of existing plans, existing safety analysis, existing & no build analysis, incorporation of GDOT RSA recommendations, final alternative analysis, conceptual design layout, cost estimation, and preparation of a final report. A multi-lane roundabout was included at one location as an additional analysis. Mr. Fairlie performed an analysis that required data collection, warrant analysis, safety analysis, and traffic modeling and software runs in Synchro/ SimTraffic. He compared traditional intersections improvements as well as alternate designs such as roundabouts, median u-turns, restricted crossing U-turns, and superstreet corridors.</p>		

Dates	Experience And Qualifications Relevant To The Proposed Contract
(04/19 – 07/22)	<p>Georgia Department of Transportation (GDOT) PI #522570, US 84 Connector EA (Liberty County, GA)</p> <p>Mr. Fairlie gathered and summarized accident data within the project boundaries. He performed service analyses for the road segments of the project corridor and the intersections along the project corridor for the existing, opening year, and design year conditions. He also conducted the air analysis with the most current software and analysis techniques and guidance provided by the Georgia Department of Transportation (GDOT) Office of Environmental Services (OES).</p>
(06/18 – 08/22)	<p>Freight Route 119 Safety and Operational Improvements (Liberty & Long Counties, GA)</p> <p>Mr. Fairlie gathered and summarized accident data within the project boundaries. He performed level of service analyses for the road segments of the project corridor and the intersections along the project corridor for the existing, opening year, and design year conditions.</p>
(07/22 – Present)	<p>Clayton Interchange Feasibility Study: Conley I-285 (Clayton County, GA)</p> <p>Mr. Fairlie served as Traffic Engineer for a study to determine the feasibility of a new Conley Rd. interchange at I-285. The new Conley Rd. interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. Atlas prepared this study with robust stakeholder and public involvement during the entire feasibility study process, as the selection of the preferred alternative for interchange access was extremely important for the community as a whole. Mr. Fairlie was involved with traffic modeling, network analysis, growth rate determination, future conditions forecasting, comparison of the performance of different alternatives, and benefit/cost study.</p>
(01/16 – 01/19)	<p>Bass Road Scoping Study and Concept Report (Bibb County, GA)</p> <p>Mr. Fairlie served as Traffic Engineer on the widening and reconstruction of CR 742/Bass Road in Macon, from Zebulon Road to Northside Drive. Within the project limits is the I-75 interchange with Bass Road, along with 5 other intersections. The total project length is approximately 4.8 miles. We were responsible for preparing the scoping study with detailed traffic analysis that included both existing and future conditions, identified operational improvements at intersections and along the corridor, and prepared logical termini analysis to determine the phasing of the project. We were also responsible to prepare the concept layouts, typical sections, cost estimates for ROW, utilities, and construction. This GDOT design project consisted of improving 12 different intersections. Various solutions were implemented including single and multi-lane roundabouts.</p>
(01/18 – 10/18)	<p>US 41/SR 3 Widening from Windy Ridge Parkway to North Marietta Parkway (PI 0010510) (Cobb County, GA)</p> <p>This project consists of six miles of widening US 41/SR 3 from a four-lane urban arterial with a two-way left turn lane to a six-lane urban arterial with a 20-foot raised median and a new bridge over SR 280/Delk Road. Mr. Fairlie supervised and assisted in the development of the projected opening and design year traffic with growth rates as well as the existing & no build analysis analysis of the corridor using SYNCHRO and HCS software. He also evaluated the intersections for improvements through the use of GDOT's newly adopted Intersection Control Evaluation (ICE) policy. This project proposes a Continuous Flow Intersection (CFI) at the intersection of Windy Hill Road and US 41/SR 3 and eight signalized Restricted Crossing U-Turns (RCUT).</p>
(01/21 – 05/21)	<p>Market Place Boulevard Traffic Study (Forsyth County, GA)</p> <p>The purpose of the study was study to determine necessary improvements at Market Place Boulevard from Buford Highway to Market Place Boulevard at the Wal-Mart/Lowe's north driveways. Twenty-four-hour traffic counts were conducted for several key locations in the study area. The data obtained was used to determine the Average Daily Traffic (ADT). Turning movement counts were also conducted for the peak hours at five intersections along Market Place Boulevard. The peak hour data was used to conduct a traffic analysis of the Market Place Boulevard corridor and identify operational issues within the study area. This data was also used to determine if the intersections within the study area would meet the peak hour warrant for signalization.</p>
(05/18 – 08/18)	<p>SR 20/Cumming Highway at Hampton Station Boulevard (Cherokee County, GA)</p> <p>Mr. Fairlie conducted a study to determine the feasibility of installing a traffic control signal at this intersection. He assessed whether a traffic signal would be warranted based on the criteria in the Manual on Uniform Traffic Control Devices.</p>


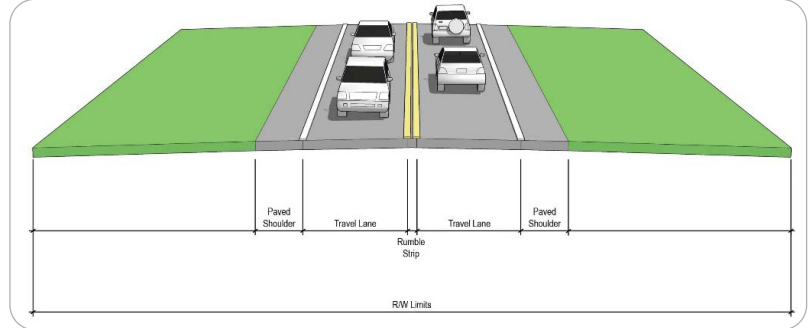
Firm Employed by			
Name	JACQUELINE "JACKIE" WOOD		Years of Relevant Experience with this Employer
Title	SENIOR CIVIL DESIGNER		Years of Relevant Experience with Other Employers
Degree / Year / Specialization		BS / 1980 / Home Economics, Southeastern Louisiana University	
Active Registration Number / State / Expiration Date		NA	
Year Registered	NA	Discipline	Civil
Contract Roles / Brief Description of Responsibilities		Ms. Wood will serve as Lead Designer for geometric considerations during Tier 1 alternative matrix development, footprint alternative layouts during Preliminary Tier 2, critical geometry layout and design guideline report during Final Alternative Analysis.	
<p>Ms. Wood's experience includes creating roadway plans (design and drafting). She assists contractors and engineers with coordinating field changes and creating work drawings and change orders. She has been responsible for feasibility studies and the training of engineer interns and CAD technicians. She is versed in working with LADOTD graphics to add symbology parameters for the Road Design Standards for CADconform. Her skills include proficiency in MicroStation, Inroads, OpenRoads, Autoturn, LADOTD CADconform, and AutoCAD Civil 3D.</p>			



Dates	Experience And Qualifications Relevant To The Proposed Contract
(11/22 - Current)	20-CP-HC-0014: MOVEBR Sherwood Forest Extension: Greenwell Springs to Joor Road (Baton Rouge, LA) Ms. Wood serves as Lead Designer for the development of the Phase 1 - Design Study of a new connector road extending Sherwood Forest Blvd approximately two miles from the existing Greenwell Springs intersection to the existing Joor/Mickens Rd. intersection. Her role includes civil road design (layout, grading, drainage, utility coordination, etc.), design of the existing intersection modifications, and new Sherwood Forest Blvd alignment layout.
(07/17 - 06/19)	S.P. H.010960 - LA 30 Roundabouts at Tanger and I-10 (Ascension Parish, LA) As Lead Designer, Ms Wood was responsible for development and completion of 30% preliminary plans and assisted in development of remaining preliminary submittals and final plan development for the project. The project includes 3 roundabouts on LA 30 with 2 at the I-10 ramps.
(07/17 - 06/19)	S.P. NO. H.011909 Traffic Engineering Management Roadway Projects - Roundabout: US 171 at Boone St. / LADOTD (Vernon Parish, LA) Ms. Wood served as the Lead Designer responsible for the design of intersection and corridor improvements along US 171. The design included a roundabout , J-turn, and turn lanes.
(03/14 - 06/17)	S. P. No. H.010572.1: Stage 0 Feasibility Study and Environmental Inventory for LA 30 (Ashland Rd. to LA 44) / LADOTD (Ascension Parish, LA) As lead designer, Ms. Wood assisted in completing the existing plan sheets. She assisted in creating plan views for approximately 20 interchanges considered in the Tier 1 interchange analysis. Interchange layouts included DDI, Roundabouts, partial and full cloverleafs, SPU, directional interchanges, and diamond interchanges. Once the final 3 interchanges were selected for continuance to Tier 2, she assisted with the plan and profile sheets for each proposed alternative.


Dates	Experience And Qualifications Relevant To The Proposed Contract
(04/15 – 07/16)	<p>S.P. No. H.005734: Stage 1 Environmental Assessment for LA 447 Corridor Study (Livingston Parish, LA)</p> <p>Ms. Wood served as the Lead Designer for this project, created proposed typical sections, and assisted with the determination of the existing roadway classification. She assisted with the plan preparation for the corridor improvements and the proposed partial cloverleaf interchange with double roundabouts.</p>
(07/17 – 01/20)	<p>S.P. No. H.011137 - I-12: LA 21 to US 190 Widening Design / LADOTD (St. Tammany Parish, LA)</p> <p>The design will widen I-12 between LA 21 to US 190 to provide a median barrier, inside additional lanes, and outside auxiliary lanes. Ms. Wood served as Senior Designer, responsible for roadway design, modeling, plan production, LADOTD formatting, and CADConform compliance. Restriping and pier protection were designed to avoid major realignment of roads passing under the interstate overpass, ultimately providing time and cost savings for the project. Many lane transitions and drops were part of this design, as well as auxiliary lane and transitions to existing ramp alignments. Coordination between the bridge engineers and the roadway designers was key to completing a cohesive design.</p>
(03/15 – 07/16)	<p>US 90 & Prater Road Turn Lane Improvements / LADOTD (Calcasieu, LA)</p> <p>Ms. Wood served as Lead Designer completing the preliminary and final plan sheets, creating baselines, sequence of construction and striping and signage plans for this project. This project involved the addition of turn lanes and an acceleration lane at the US 90 and Prater Road intersection.</p>
(2008-2011)	<p>S.P. No H.009250 - I-10 Widening Highland to LA 73 Design-Build (East Baton Rouge and Ascension Parishes, LA)</p> <p>As Lead Designer, Ms Wood was responsible for plan development of the I-10 WB on ramp from Highland Road which included all preliminary and final plan submittals. The project included widening I-10 a quarter mile west of the I-10/ Highland Road interchange to east of the I-10/ LA 73 interchange from two lanes in each direction to three.</p>
(2006-2007)	<p>S.P. No. 700-92-0011 - I-49 South: US 90 Raceland to Westbank Expressway (Lafourche and Jefferson Parishes, LA)</p> <p>Ms Wood developed conceptual layouts for the proposed upgrade of the US 90 corridor to meet interstate standards for the future I-49 corridor as well as interchange concepts for the future I-49 and I-310 interchange. Conceptual layouts were developed in support of preparation of the Final Environmental Impact Statement which included the US 90 corridor between the LA 1 / LA 308 interchange at Bayou Lafourche near Raceland in Lafourche Parish and the existing completed portion of the elevated Westbank Expressway near Ames Boulevard in Jefferson Parish, a distance of 36.3 miles. This includes an extension of Interstate Highway 310 (I-310) from its current alignment to the interchange with future I-49, a distance of approximately 2.3 miles. The total length of mainline interstate construction would be 38.6 miles.</p>




Firm Employed by			
Name	STEVEN GILLIAM, PE	Years of Relevant Experience with this Employer	1
Title	PROJECT ENGINEER	Years of Relevant Experience with Other Employers	6
Degree / Year / Specialization		BS / 2014 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE #46515 / Louisiana / 09/30/2024 LADOTD Traffic Engineering Process & Report – Modules 1 -3	
Year Registered	2022	Discipline	Professional Engineer: Civil
Contract Roles / Brief Description of Responsibilities		Mr. Gilliam will provide engineering support for field data collection during Final Data Collection and for geometric considerations during Tier 1 alternative matrix development, footprint alternative layouts during Preliminary Tier 2, critical geometry layout and design guideline report during Final Alternative Analysis.	
Mr. Gilliam is an experienced Civil Engineer with a demonstrated history of working in the civil engineering industry. Skilled in Civil 3D, AutoCAD, Microsoft Excel, Customer Service, Microsoft Word, and Engineering. Strong engineering professional with a Bachelor's Degree focused in Civil Engineering from Louisiana State University.			

Dates	Experience And Qualifications Relevant To The Proposed Contract
(08/21 - 11/22)	<p>20-CP-HC-0014: MOVEBR Sherwood Forest Extension: Greenwell Springs to Joor Road (Baton Rouge, LA)</p> <p>Mr. Gilliam provided engineering support during the development of the Phase 1 – Design Study for a new connector road extending Sherwood Forest Blvd approximately two miles from the existing Greenwell Springs Rd intersection to the existing Joor/Mickens Rd intersection. His role included civil road design (layout, grading, drainage, utility coordination, etc.) and project coordination, calculating pipe size for the subsurface drainage systems, and calculated cut and fill volume. Mr. Gilliam was responsible for analyzing existing site conditions for proper site grading.</p> <div>   </div>

Dates	Experience And Qualifications Relevant To The Proposed Contract
(08/19-05/21)	<p>MOVEBR Old Hammond Highway Expansion (Baton Rouge, LA)</p> <p>Mr. Gilliam was the designer, and his role included civil road design (layout, grading, drainage, utility coordination, etc.) and project coordination. He was responsible for the project's execution, budget, schedule, and design, including an alignment study, H&H, subsurface drainage, boxed culvert crossing analysis and design, and complete streets design concepts. The project design was of horizontal and vertical geometry and included DOTD turn lanes at both State Route Intersections. Mr. Gilliam's duties also included coordination of geotechnical reports, traffic study, and signal design from subconsultants. Additionally, he coordinated with the East Baton Rouge City-Parish's Department of Public Works during the project, obtained approvals from LADOTD, prepared all required documents, and supported the City-Parish through bidding, contracting, and construction. He led a small team to study, design, permit and approve the project on an accelerated schedule to meet tight funding timelines.</p> 
(08/21-09/22)	<p>American Rescue Acts Drainage Program Management (Baton Rouge, LA)</p> <p>Mr. Gilliam served as the Project Manager. His duties included site investigation, preparation of bid packages, preparation of quantities and cost estimates, and issuing the bid packages to the city for advertisement. This project included clearing and removing debris from over 16 miles of drainage channels located throughout East Baton Rouge Parish.</p>
(06/18-08/19)	<p>Ascension Parish Courthouse (Gonzales, LA)</p> <p>Mr. Gilliam served as the lead civil designer for a new three-story courthouse facility adjacent to the Parish Governmental Complex. His role included civil design, including site plan development, site grading, drainage design, and utility coordination, as well as construction administration for the facility, in coordination with Grace Hebert Architects. The project included vehicular and pedestrian circulation improvements, re-routing of a major drainage artery, expansion of an existing detention basin, as well as new culverts under E. Worthy St., which provided drainage relief to upstream neighborhoods, solving a regional drainage problem.</p> 

Firm Employed by			
Name	STEPHEN E. WILSON, JR, PE	Years of Relevant Experience with this Employer	1
Title	CIVIL ENGINEER	Years of Relevant Experience with Other Employers	18
Degree / Year / Specialization		BS / 2005 / Civil Engineering	
Active Registration Number / State / Expiration Date		PE.37821 / Louisiana / 9/30/2023	
Year Registered	2013	Discipline	Professional Engineer: Civil
Contract Roles / Brief Description of Responsibilities		Mr. Wilson will serve as Lead Engineer for geometric considerations during Tier 1 alternative matrix development, footprint alternative layouts during Preliminary Tier 2, critical geometry layout and design guideline report during Final Alternative Analysis.	
Mr. Wilson has 18 years of experience focused on civil/site design and transportation engineering. This includes roadway and drainage design for preliminary and final plan preparation of corridor and intersection improvement projects for LADOTD, municipalities and private clients.			

Dates	Experience And Qualifications Relevant To The Proposed Contract
(01/23 – Current)	<p>20-CP-HC-0014: MOVEBR Sherwood Forest Extension: Greenwell Springs to Joor Road (Baton Rouge, LA)</p> <p>Mr. Wilson serves as Lead Engineer for the development of the Phase 1 – Design Study of a new connector road extending Sherwood Forest Blvd approximately two miles from the existing Greenwell Springs Rd intersection to the existing Joor/Mickens Rd intersection. His role includes oversight of civil road design (layout, grading, drainage, utility coordination, etc.), oversight of design of the existing intersection modifications, new Sherwood Forest Blvd alignment layout, and project coordination.</p>
(4/18 – 1/23)	<p>H.013494: LA 52 Complete Streets Improvements (St. Charles Parish, LA)</p> <p>Mr. Wilson served as project engineer and has assisted with the performance of preliminary and final design for the redesign of LA 52 using LADOTD Complete Streets approach. Project involves engineering and design and all related supplemental services for drainage improvements and Complete Streets services along LA 52. As part of this work, Mr. Wilson has assisted with drainage calculations and roadway grade profiles. This project was partially grant funded and is being designed in accordance with FHWA and LADOTD design standards. Construction Cost: \$9.26m</p> 

Dates	Experience And Qualifications Relevant To The Proposed Contract
(7/16 - 10/21)	<p>MOVEBR: South Choctaw Drive Widening and Intersection Improvements (Flannery Road to Central Thruway), Baton Rouge, LA</p> <p>Mr. Wilson served as Project Engineer for the South Choctaw Drive project, part of the City/Parish of Baton Rouge's MOVEBR Program to improve traffic congestion in East Baton Rouge Parish. His responsibilities included roadway and drainage design. Project involves roadway widening and drainage improvements for an existing two (2) lane arterial roadway in East Baton Rouge Parish.</p>
(1/18 - 1/23)	<p>Indigo Trails, Phase III (Walker, LA)</p> <p>Mr. Wilson serves as Project Engineer on this 140+ acre residential subdivision development located in Livingston Parish, LA. In his role, Mr. Wilson has designed all roadway, subsurface drainage, sanitary sewer, water retention systems, traffic signage and striping and water/gas distribution systems required for the project. Mr. Wilson has coordinated with governmental agencies for various required permits and approvals of the development and has assisted construction personnel during construction.</p>



Firm Experience

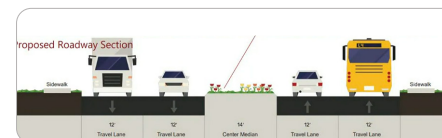
Firm Name		Past Performance Evaluation Discipline	Traffic
Project Name	HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION: EG MILES PARKWAY CORRIDOR STUDY	Firm Responsibility	Prime
Project Number	21-4000-21053	Owner's Name	Liberty County Planning Commission
Project Location	Hinesville, GA	Owner's Project Manager	Jeff Ricketson, AICP, Executive Director
Owner's Address Phone & Email	100 Main Street, Suite 7520 Hinesville Georgia 31313 (912) 408-2033 jricketson@thelcpc.org		
Services Commenced by Firm	11/21	Total Consultant Contract Cost (\$1,000s)	\$185
Services Completed by Firm	11/21	Cost of Consultant Services Provided by Firm (\$1,000s)	\$146

Atlas serves as a prime consultant to assess the SR 119/EG Miles Parkway corridor in Hinesville, Georgia, which runs between General Screven Way and SR 119/Airport Road. The main entrance to the Liberty Regional Medical Center, commercial shopping centers, residential communities, the City of Hinesville Public Works Department, and the headquarters of Liberty Transit are all located along this corridor. The corridor is also about a mile from the main access gate to the Fort Stewart Military Installation. With multiple at-grade intersections, one railroad crossing, business driveways, and cross sections ranging from four lanes with a center two-way left turn lane to four-lanes undivided without any existing center median, the route handles 17,000 to 21,700 vehicles per day (vpd).

The study focuses on capacity and safety improvements based on findings from a previous Road Safety Audit (RSA) performed by GDOT a few years prior. The scope included:

- Initial & final data collection
- Review of existing plans
- Existing safety analysis
- Existing & no build analysis
- Final alternative analysis incorporation of GDOT RSA recommendations
- Conceptual design layout
- Cost estimation
- Preparation of final report

A **multi-lane roundabout** was included at one location as an additional analysis. Atlas held stakeholder, public, and focus group meetings and presented to elected officials, technical committees, GDOT District staff, and policy committees for adoption.



SIMILARITIES TO CEDAR ST

- Initial & Final Data Collection
- Existing & No Build Analysis
- Preliminary & Final Alt Analysis
- Final Traffic Engineering Report

FIRM MEMBERS INVOLVED:

Todd Long, Principal-in-Charge | Robinson Nicol, Project Manager | David Fairlie, Senior Traffic Engineer | Brandon DeJean, QA/QC

Firm Name		Past Performance Evaluation Discipline	Planning / Traffic
Project Name	CLAYTON INTERCHANGE FEASIBILITY STUDY: CONLEY I-285	Firm Responsibility	Prime
Project Number	21-4000-21027	Owner's Name	Atlanta Regional Commission (ARC) and Clayton County
Project Location	Clayton County, GA	Owner's Project Manager	Keith Rohling, PE, PTOE
Owner's Address Phone & Email	7960 N. McDonough Street Jonesboro, GA 30236 (770) 473-5453 keith.rohling@claytoncountyga.gov		
Services Commenced by Firm	11/21	Total Consultant Contract Cost (\$1,000s)	\$400
Services Completed by Firm	Present	Cost of Consultant Services Provided by Firm (\$1,000s)	\$300



Atlas was selected by Clayton County to prepare the Clayton Interchange Feasibility Study that was funded by the Atlanta Regional Commission (ARC) and Clayton County. The study area included the area from Hartsfield Jackson Atlanta International Airport (HJIA) and City of Hapeville to SR 54 and south into Forest Park. The proposed improvement included the extension of the Conley Rd to 285 with a **new interchange**. The purpose of this feasibility study was to develop project concepts that improved safety, mobility and access to all roadway users.

Atlas conducted **detailed traffic counts** and **obtained information on existing projects and ongoing studies** to fully understand the existing conditions. An ARC activity-based model was used to develop existing, project opening year (2030), and design year (2050) traffic volumes for the no-build and build alternatives. The build alternatives were evaluated using Highway Capacity Software (HCS) for ramp junction analysis, merge/weave analysis, and Collector-Distributor (CD) lane requirements. **Atlas studied and developed various conceptual alignments before selecting the preferred alternative based on need and purpose, traffic operational analysis, and geometric considerations.**

While evaluating the six different alternatives, the weaving movements between the two existing interchanges along I- 285 were studied carefully to assess the need for braided ramps or an **extension** of the CD Road system. The feasibility study and final deliverables complied with all applicable State and Federal regulations and guidelines and serve as a natural precursor to an eventual Interchange Justification Report (IJR), and Plan preparation as the project advances to the future phases.

SIMILARITIES TO CEDAR ST

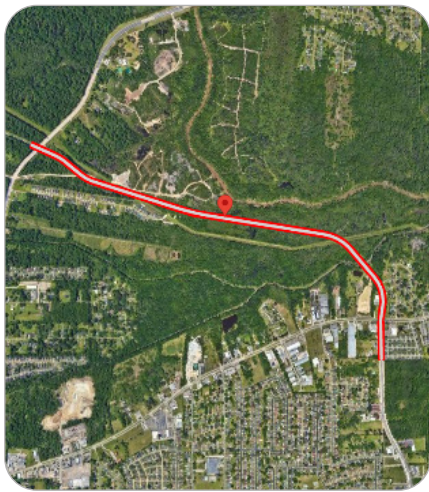
- ▶ Initial & Final Data Collection
- ▶ Existing & No Build Analysis
- ▶ Preliminary & Final Alt Analysis
- ▶ Final Traffic Engineering Report

FIRM MEMBERS INVOLVED:

Todd Long, Principal-in-Charge | Robinson Nicol, Traffic Engineering Task Leader (Traffic) | David Fairlie, Traffic Engineer
Brandon DeJean, Traffic Engineer and QA/QC

Firm Name		Past Performance Evaluation Discipline	Road
Project Name	SHERWOOD FOREST EXTENSION: GREENWELL SPRINGS ROAD (LA 37) TO JOOR ROAD (LA 946)	Firm Responsibility	Prime
Project Number	20-CP-HC-0014	Owner's Name	City of Baton Rouge, Parish of East Baton Rouge
Project Location	Baton Rouge, LA	Owner's Project Manager	Fred E. Raiford
Owner's Address Phone & Email	222 Saint Louis St., 8th Floor Baton Rouge, LA 70802 (225) 389-3000 fraiford@brgov.com		
Services Commenced by Firm	11/21	Total Consultant Contract Cost (\$1,000s)	\$950
Services Completed by Firm	Present	Cost of Consultant Services Provided by Firm (\$1,000s)	\$400

The City of Baton Rouge, Parish of East Baton Rouge selected Atlas to perform the engineering and related services for the construction of the Sherwood Forest Extension project. This project is part of the MOVEBR Program, designated as a New Capacity Improvement Project. Atlas is preparing the Phase 1 – Design Study of a **new connector road extending approximately two miles** from Greenwell Springs/Sherwood Forest to its connection to Joor/Mickens Road. Joor Road is identified as part of the LADOTD road transfer program and is a future Parish route. Greenwell Springs Road will remain a LADOTD roadway. The project includes a **new two-lane roadway** with shoulders and open ditch drainage. The work also includes **enhancing traffic flow within the intersection limits**. Upon completion of the Phase 1-Design Study, Atlas will continue with Phase II – Final Design.



Services Included:

- Line and grade
- Right-of-Way (ROW) mapping
- Feasibility with ten alternatives
- Conceptual cost estimates
- Environmental inventory
- Corridor topographic survey
- Subsurface Utility Engineering (SUE)
- Final construction plans and cost estimates
- Design study, including environmental and traffic considerations
- Support services during the construction phase



SIMILARITIES TO CEDAR ST

- Preparation of Design Study
- Conceptual alternative development
- Road extension with consideration of sensitive parcels and impacts
- Existing complex utilities

FIRM MEMBERS INVOLVED:

Stephen Wilson, Project Manager | Stephen Gilliam, Lead Engineer | Jackie Wood, Lead Designer

Firm Name		Past Performance Evaluation Discipline	Traffic/Road
Project Name	US 84 CONNECTOR, LIBERTY COUNTY	Firm Responsibility	Prime
Project Number	2-0200-19-LIB-001	Owner's Name	Joseph Brown, County Manager
Project Location	Hinesville, GA	Owner's Project Manager	Jeff Ricketson, AICP, Executive Director
Owner's Address Phone & Email	100 North Main Street, Suite 1320 Hinesville Georgia 31313 (912) 876-2164 joey.brown@libertycountyga.com		
Services Commenced by Firm	08/18	Total Consultant Contract Cost (\$1,000s)	\$2,500
Services Completed by Firm	To be completed by 06/23	Cost of Consultant Services Provided by Firm (\$1,000s)	\$2,200

The proposed US 84 Connector is a **new alignment** of the road that begins at US 84 and is located approximately a half mile south of the existing SR 119 in Liberty County. The alignment would continue east parallel to SR 119 and bridge over the CSXT railroad and two large wetlands on each side of the railroad. The bridge is 1,400 feet long and 49.25 feet wide. The proposed US 84 connector would intersect with Arnold Drive, Carter Drive, Walthourville Cemetery Road, and Tibet Road (also called Tibet Highway) and then tie into SR 119. The proposed project is 2.6 miles of **new location roadway** to handle the increased truck traffic in the future conditions.

Some key services performed on this GDOT Plan Development Process (PDP) compliant project relate to:

- Initial & final data collection
- Existing, no build, and alternative analysis on roadways and at study intersections
- Consideration for a roundabout and signal warrant analysis with the anticipated future development

Additionally, Atlas was responsible for roadway work on:

- Approved Database
- Concept and Design Variances
- Approved preliminary bridge layout
- Hydraulic studies
- Preliminary bridge plans
- CSX Railroad Coordination with approval of preliminary layout and plans
- Environmental special studies with resource identification tasks in ecology, history, archaeology
- Technical studies with Cultural Resources Assessment of Effects (AOE), Ecology AOE

Virtual, mail, and in-person public outreach for Environmental Justice population, and public hearing open house helped obtain input from the public and key stakeholders. Upon FHWA approval of the Draft EA and FONSI, ROW plans were approved and ROW acquisition is ongoing. Final roadway and final bridge plans have been completed and the project is on target to meet the P6 baseline let date of July 2023.

SIMILARITIES TO CEDAR ST

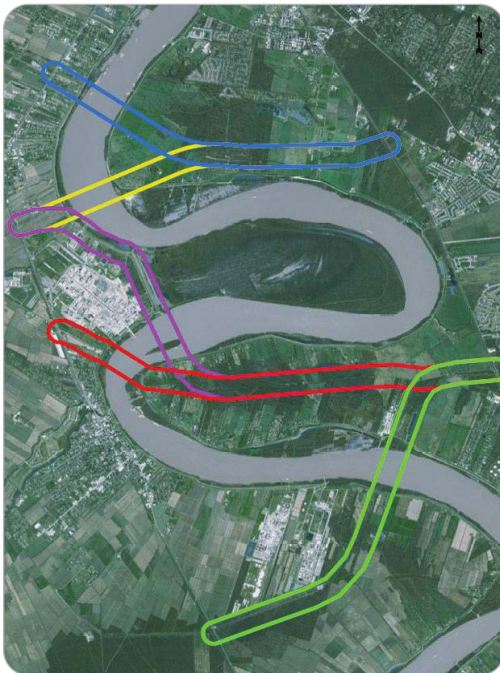
- Initial & Final Data Collection
- Existing & No Build Analysis
- Preliminary & Final Alt Analysis
- Final Traffic Engineering Report



FIRM MEMBERS INVOLVED:

Todd Long, Principal-in-Charge | David Fairlie, Senior Traffic Engineer

Firm Name		Past Performance Evaluation Discipline	Planning
Project Name	MISSISSIPPI RIVER BRIDGE SOUTH GBR: LA 1 TO LA 30 CONNECTOR	Firm Responsibility	Prime
Project Number	H.013284	Owner's Name	LADOTD
Project Location	Baton Rouge, LA	Owner's Project Manager	Paul Vaught III, PE
Owner's Address Phone & Email	1201 Capitol Access Road Baton Rouge, LA 70802 (225) 379-1816 paul.vaughtiii@la.gov		
Services Commenced by Firm	07/20	Total Consultant Contract Cost (\$1,000s)	\$3,280
Services Completed by Firm	Ongoing	Cost of Consultant Services Provided by Firm (\$1,000s)	\$722



Atlas is currently conducting an **Enhanced Planning Study** (contract Part 1) for LADOTD to identify a **new crossing** of the Mississippi River, **alleviating traffic congestion** in the Capital Region. Atlas is responsible for Quality Assurance and Quality Control of travel demand model development, base year mesoscopic modeling now through 2042, no-build mesoscopic modeling, travel and revenue modeling, and traffic analysis using mesoscopic modeling. The project encompasses the Five-Parish Baton Rouge Metropolitan Area including Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "South" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. Atlas has provided Phase I - Enhanced Planning with Traffic Engineering services that include:

- Developing a project-specific macroscopic **travel demand model** for developing **traffic forecasts** for the initial screening of 32 preliminary alternatives and sufficient for toll analysis. QA/QC of deliverables performed by Atlas.
- Developing base year, no build, and 10-build alternative **mesoscopic traffic models** for **operational analysis** and MOE reporting for the study area. QA/QC of deliverables performed by Atlas.
- Level 1 "Sketch" Toll Analyses for 10 build alternatives and preliminary cost estimates **reporting traffic** & revenue for the study area. QA/QC performed by Atlas.

The project will continue with Atlas providing preparation for Phase II - NEPA and Environmental Impact Statement. This includes Traffic Engineering services such as Level 2 - Intermediate Toll study and a traffic study with a Final Traffic Engineering Report per LADOTD's Traffic Engineering Process and Report guidelines. Atlas will perform QA/QC of these deliverables.

SIMILARITIES TO CEDAR ST

- Initial & Final Data Collection
- Existing & No Build Analysis
- Preliminary & Final Alt Analysis
- Final Traffic Engineering Report

FIRM MEMBERS INVOLVED:

Buddy Gratton, Principal-In-Charge | Todd Long, Traffic QA/QC | Brandon DeJean, Project Management support and Traffic QA/QC

Approach and Methodology

TASK 01

PROJECT INITIATION MEETING

Initial Meeting – The kick-off meeting will be coordinated and held at the DOTD District 62 office to discuss details of the project, such as purpose and need, project scope, Measures of Effectiveness to be used for analysis, and data exchange. Meeting attendees will consist of LADOTD staff and local stakeholders.

Monthly Reports – Monthly progress reports will be prepared to ensure the schedule is kept with indicators for the percent time elapsed and percent of work completed.

The Atlas team understands the importance of continued coordination and open communication with LADOTD Project Management and team members. This is critical to project delivery and will be maintained to ensure the frequent and accurate transfer of information related to the project.

A **Quality Assurance and Quality Control** project plan will be submitted within ten business days of the award notification. The plan will be implemented to ensure the Atlas team's services and deliverables are reviewed from a technical, organizational, and supervisory perspective.

TASK 02

INITIAL DATA COLLECTION

To determine peak periods for the study area, two (2) 7-day 24-hour counts will be taken with one at LA 22 (Mulberry St) west of Cedar St and another on LA 21 (Covington St) between Dendinger Memorial Cemetery and Rene St.

Initial Data Collection data and documentation will be packaged as the **Appendix A** deliverable to include:

- Raw Counts
- Count Location Map with Aerial
- Peak Period determination chart with explanation,
- Additional documentation to explain any discrepancies
- QA/QC documentation

TASK 03

FINAL DATA COLLECTION

After determination and approval of peak periods, final data collection will be performed to capture existing field conditions. This will include 48-hour approach counts, turning movement counts, peak period observations, and geometric field checks at the following locations:

- LA 21 at Morgan/Rampart St
- LA 21 at St Ann St
- LA 21 at St Paul St
- LA 21/LA 1077 at Cedar St
- LA 1077 at Pine St
- LA 1077 at Main St
- Main St at St Mary St
- Main St at St Tammany St
- Main St at St Joseph St
- LA 22 at Morgan St
- LA 22 at Pine St
- LA 22 at Main St
- LA 22 at Water St
- LA 22 at Marina Del Rey Dr

Peak period observations will also include capturing pedestrian activity along LA 21 and 22 as well as the operation of the LA 22 swing bridge and its impact to vehicle operations within the study area.

When considering the built environment of the historic downtown area of the City of Madisonville and the proposed extension through the existing Cedar St corridor, the Atlas team understands the importance of the geometric field check in capturing existing conditions. This task is critical and will assist in developing conceptual layouts that consider ROW, utility conflicts, access, and other constraints of the corridor to determine geometric feasibility of proposed improvements.

Growth rate for the study area roadway network will be determined utilizing the New Orleans Regional Planning Commission's travel demand model for the currently approved existing model and future fiscally constrained model.

Appendix B–Final Data Collection deliverable to include:

- 48 HR counts with classifications
- Raw turning movement counts
- QA/QC checklist & documentation
- Peak period observations
- Geometric field checklist
- Demand calculation table

Chapter 1 – Data Collection will be written to explain the methodology for collecting the study area data & summarize the establishment of peak hours.

As a value add, Atlas will coordinate with LADOTD's Data Collection & Management Systems unit to submit the approved data collected in the project study area for incorporation into the MS2 Transportation Data Management System.

TASK 04

EXISTING SAFETY ANALYSIS

An **Existing Safety Analysis** will be performed to identify and summarize the results, patterns, trends, and highlight any issues in the study area due to roadway features. Crash data for the study area will be pulled for the latest 3 years of available certified data. The analysis will include a review of crash data over multiple years utilizing LADOTD Safety Section's CATScan Tool across all 3 years to investigate trends of crash rates, location, and severity with comparison to the statewide averages. Quality Assurance shall be performed to a Quality Assurance Index of 90% in the CATScan tool.

If a consistent trend is identified across the 3-year data analysis, the findings will be submitted to LADOTD prior to proceeding to any further detailed analysis. After LADOTD concurrence of the CATScan analysis findings, a detailed crash analysis will be performed for 1-year of typical data with all crash reports read in detail. This detailed review will assist in preparing a collision diagram for the study area. The collision diagram will illustrate crashes that are grouped by relevant factors as determined by the analyst.

An additional CATScan analysis will also be performed for the latest 5 years of pedestrian and bicycle crash data to identify and summarize any trends that are discovered.

Appendix C – Existing Safety Analysis deliverable will include:

- CATScan Tool analysis
- Crash report documentation
- Collision diagrams
- Crash analysis summary

TASK 05

EXISTING AND NO-BUILD ANALYSIS

An **Existing and No-Build Operational Analysis** using the Highway Capacity Software (HCS7) will be performed to help define problems within the study area and serve as a base of comparison to proposed alternatives. Data and documentation from **Appendix B** will be used to develop and calibrate a model of representative existing field conditions during the study area's peak periods. After the existing models have been verified, the no-build models will be created with existing volume data and the approved growth rate. The no-build-model will be used to report the appropriate Measures of Effectiveness (MOEs) for the study area.

Appendix D – Existing & No-Build Analysis deliverable will include:

- Existing and No-build HCS7 Analysis Files
- HCS7 Software Output
- Documentation Detailing Model Development
- Maps Displaying Results of MOEs with Queue Lengths
- Intersection Descriptions Including Context-Sensitive Details
- Peak Period Observation Summary
- Crash History Summary
- MOE Tables of Results
- QA/QC Documentation

The Atlas team understands the importance of documenting the results of Existing and No-Build Analysis to effectively communicate study area issues to all stakeholders involved. To facilitate discussion and input on documenting the results of the Existing and No-Build Analysis, the **Chapter 2 deliverable**, which summarizes the Existing and No-Build analysis results, will be submitted after the Existing and No-Build Results Meeting.

TASK 06

EXISTING AND NO-BUILD RESULTS MEETING

After the submittal and approval of **Appendices B, C, and D** deliverables; an **Existing and No-Build Results Meeting** will be held to present an overview of the existing conditions and analysis results of the study area, confirm or modify the purpose and need of the project, and present alternatives screened through **Preliminary Tier 1** analysis that meet the purpose and need.

After the existing and no-build results meeting, **Chapter 2 – Existing and No-Build Analysis** will be prepared to clearly define any problems that may exist in the study area and submitted as a deliverable.

TASK 07

PRELIMINARY TIER 2 ALTERNATIVE ANALYSIS

Alternatives selected from the Tier 1 analysis will then be advanced to **Preliminary Tier 2** analysis for further screening to identify feasible alternatives for advancement to Final Alternative Analysis.

The Preliminary Tier 2 analysis will include footprint sketches of alternatives, display show-stopping impacts with the proposed Cedar Street extension, and redistributed volumes. Recommended weighting factors based on the purpose and need with a rating scale for Final Alternative Analysis Comparative Evaluation will also be submitted at this time.

The Atlas team understands the importance of screening a wide range of alternatives through a multi-tiered analysis approach to address the needs of the study area and has valuable experience in applying LADOTD's ICE (Intersection Control Evaluation) EDSM as well as other State DOTs similar ICE policies and tools.

TASK 09

FINAL REPORT

After approval of this deliverable, a **Final Alternative Analysis Meeting** will be held to present an overview of the final alternative analysis and results of the study area. The **Final Traffic Engineering Report** will be compiled from previous Chapter and Appendix deliverables and then submitted as a deliverable. A sealed report will be submitted after LADOTD approval of the Final Report.

TASK 08

FINAL ALTERNATIVE ANALYSIS

After submittal and approval of the Preliminary Tier 2 Analysis, the **Final Alternative Analysis** will be performed to include operational analysis using approved software from the Existing and No Build Meeting, critical geometry layout, and safety analysis. **Operational Analysis** will utilize models created with the approved software for each build alternative during the approved peak periods and design year. These models will be used to report the appropriate MOEs for the study area and comparison to the no-build alternative.

The **Alternative Safety Analysis** will identify any correctable crashes with removal or addition of conflicts for each alternative illustrated on the existing collision diagram for comparison. The **Critical Geometry Layout** will be developed to scale using design criteria for controlling geometry and operational analysis results to identify lane requirements. The Atlas team understands the importance of coordination between operational analysis and geometric design task. Our team works in an environment that is highly collaborative and will allow the project team to develop feasible alternatives based on this philosophy. Alternatives will conform to LADOTD Design Guidelines and consider LADOTD's Complete Streets policy. Tier 2 Analysis will conclude with the completion of the **Alternative Comparative Evaluation** for decision making purposes or coordination with stakeholders.

Appendix E – Alternative Analysis deliverable to include:

- HCS7 alternative analysis files
- HCS7 software output
- Documentation detailing model development
- Maps displaying results of MOEs with queue lengths
- Intersection descriptions including context-sensitive details with alternative modifications
- Alternative safety analysis diagram with existing crash overlay
- MOE tables of results
- QA/QC documentation

Chapter 3 – Alternative Analysis will be prepared to provide an overview of the study area network alternative analysis with a direct comparison to the no-build analysis from Chapter 2 – Existing and no-build analysis with details of alternatives that address the project's purpose and need. Appendix E, Chapter 3, the **Introduction**, and the **Executive Summary** will all be submitted as a deliverable for review.

Section 19

WORKLOAD

Firm	Past Performance Evaluation Discipline(s) *	Contract Number State Project Number	Project Name	Remaining Unpaid Balance**
Atlas Technical Consultants LLC	Planning	H.013284	MRB SOUTH GBR:LA 1 TO LA 30 CONNECTOR ROUTE	\$616,036

Section 20

CERTIFICATIONS/LICENSES

Transportation Professional Certification Board, Inc.

certifies that

Robinson P. Nicol

*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 4070 issued in Washington, DC, USA

7/18/2016


Kenneth W. Acheret
Chair




Jeffrey F. Paniati
Executive Director

Transportation Professional Certification Board Inc.

certifies that

Todd Huey Long

*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, this certificate number 1030
issued in Washington, D.C. is subject to the provisions for renewal
November 6, 2008*

Steven D. Hofener
Chair



James W. [Signature]
Executive Director

Transportation Professional Certification Board, Inc.

certifies that

Brandon Scott DeJean

*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 4721 issued in Washington, DC, USA

12/09/2019


Diane W. Morabito
Chair



**PROFESSIONAL TRAFFIC
OPERATIONS ENGINEER**


Jeffrey F. Paniati
Executive Director

Certificate of Completion

presented to

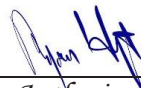
Todd Long

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: February 1, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3

A handwritten signature in blue ink, appearing to read "Dylan B...", is positioned above a horizontal line.

Authorized Instructor

A handwritten signature in blue ink, appearing to read "Dylan B...", is positioned above a horizontal line.

Authorized instructor



Certificate of Completion

presented to

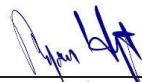
Todd Long

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: February 1, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 2

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Authorized Instructor

A handwritten signature in blue ink, likely of the Authorized Instructor, written over a horizontal line.

Authorized instructor



Louisiana Transportation Research Center

Thank you for submitting your student registration. Please review the below information. Feel free to keep this email for your records.

Course: Traffic Engineering Process & Report Class Series - Series 22 (April 27-28, 2023 TTEC, Baton Rouge)

Schedule Date: 04/27/2023

First Name: Todd

Last Name: Long

Company: Atlas

Title: Atlanta Hub Leader

Phone: 770-530-9194

Payment Type: card

Payment Status: completed

Payment Amount: 35.00

If you need assistance with managing your submission, please contact Layne Brown at layne.brown@la.gov.

Visit Website | (225) 767-9183

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July1, 2019
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 2.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: July 1, 2019
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: July 2, 2019
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 3.5



Authorized Instructor



Authorized Instructor



Authorized instructor



Congratulations!

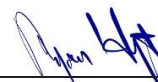
Robinson Nicol

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 & 3

Date: February 1-2, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



Authorized Instructor



Authorized instructor



Congratulations!

David Fairlie

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: February 1-2, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



Authorized Instructor



Authorized instructor



Congratulations!

Steven Gilliam

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: February 1-2, 2023
Location: Baton Rouge, Louisiana

*Professional Development
Hours (PDHs) Awarded:* 8.50



Authorized Instructor



Authorized instructor



Louisiana Transportation Research Center

Thank you for submitting your student registration. Please review the below information. Feel free to keep this email for your records.

Course: Traffic Engineering Process & Report Class Series - Series 22 (April 27-28, 2023 TTEC, Baton Rouge)

Schedule Date: 04/27/2023

First Name: Stephen

Last Name: Wilson

Company:

Title:

Phone:

Payment Type: card

Payment Status: completed

Payment Amount: 35.00

If you need assistance with managing your submission, please contact Layne Brown at layne.brown@la.gov.

Visit Website | (225) 767-9183



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean

has attended

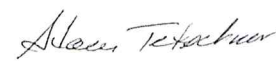
Traffic Control Technician-LA State Specific

Training Course

9/13/2022 to 9/13/2026
Training Valid Through

Monroe, LA
Location


Director of Training


President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean

has attended

Traffic Control Supervisor-LA State Specific

Training Course

9/14/2022 to 9/14/2026
Training Valid Through

Monroe, LA
Location

Ramona Smith
Director of Training

Allen T. Johnson
President, CEO

ATSSA provides training and certification but neither constitutes employment by ATSSA.



American Traffic Safety Services Association ATSSA.com

Section 21

QA/QC PLAN AND/OR WORK PLAN

Section 22

SUBCONSULTANT INFORMATION

Section 23

LOCATION