

An aerial photograph of a roundabout interchange. The roundabout has a central grassy island with a red-paved border. Several vehicles, including cars and large trucks, are visible on the roads. In the bottom left, a building with a 'WAFFLE HOUSE' sign is partially visible. A green rounded rectangle is overlaid on the top half of the image, containing white text.

US 190 @ LA 25 Roundabout (PH 2A) US 190: LA 25 - Bogue Falaya (PH 2B)

Routes: US 190 & LA 25
St. Tammany Parish
Contract No. 4400035081

LA 447/I-12 INTERCHANGE





May 27, 2026

Attention:

Joseph Brown

LADOTD Contract Manager

Reference:

US 190 @ LA 25 Roundabout (Ph 2a)

US 190: LA 25 - Bogue Falaya (Ph 2b)

Routes: US 190 & LA 25

St. Tammany Parish

Contract No. 4400035081

State Project Nos. H.012398.5 &
H.012382.5

Federal Aid Project Nos. H012398 &
H012382

Submitted by:

Stantec Consulting Services Inc.

1200 Brickyard Lane, Suite 400
Baton Rouge, LA 70802



Contact Person:

Mary Frances (Bratton) O'Rourke, PE

Project Manager

Mobile: (318) 805-6802

maryfrances.orourke@stantec.com

Dear Mr. Brown,

Stantec brings LADOTD a well-known and strong local team for this roadway project with several team members having roundabout expertise and specific talents such as complete streets experience and traffic control plan design. Given the current climate of our industry, we appreciate that LADOTD will need the Consultant community to function more than ever as an extension of their staff's experience and expertise to deliver projects with the level of quality and standard of care that the Department expects and that the traveling public demands. Our strategy is to leverage our past experience, successes, and lessons learned through implementing roundabout intersections in a wide range of project site conditions to deliver a highly functional, constructable, and resilient project for all users impacted, from the students using the sidewalk to the evacuating vehicles on the roadway during a regional emergency.

Stantec and its teaming partners collaborated to develop a comprehensive approach which addresses the operational and access challenges at hand, particularly during construction. We have also met with the various LADOTD stakeholders prior to the advertisement to gain an understanding of their key concerns that will influence how the traveling public as well as existing businesses are impacted by the project. As a result, the Stantec team:

- » understands the objectives, local challenges, and needs of LADOTD
- » has proven success with delivering LADOTD projects, including 8 roundabouts on 7 separate LADOTD projects that currently operate well today.
- » provides a fully capable bench of staff to respond to this project's needs and provide redundancy if needed to meet project scope and schedule demands should funding become available
- » maintains strong local relationships and a reputation for accountability and trust with local community members, leaders, and stakeholders

Please review the details of our team's size in Sections 14 & 15 and applicable project experience in Section 17, which illustrate the purpose of each teaming partners' participation in the project. MPR staff resumes are in Section 16 with left-hand orange border ribbons for quick reference.

Thank you for considering our proposal. We look forward to the opportunity to work with LADOTD.

Stantec Consulting Services Inc.

Gary Heitman, PE

Principal-in-Charge

gary.heitman@stantec.com | (225) 215-5105

Mary Frances (Bratton) O'Rourke, PE

Project Manager

maryfrances.orourke@stantec.com | (318) 805-6802



I-210 COVE LANE

Sections 1-13

DOTD FORM: 24-102

(Revised August 11, 2025)

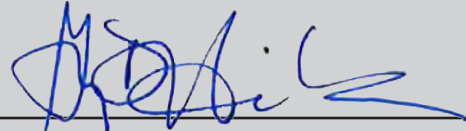
PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1.	Contract Name as shown in the advertisement.	US 190 @ LA 25 ROUNDABOUT (PH 2A) US 190: LA 25 - BOGUE FALAYA (PH 2B) ROUTES: US 190 & LA 25
2.	Contract Number(s) as shown in the advertisement	No. 4400035081
3.	State Project Number(s), if shown in the advertisement	Nos. H.012398.5 & H.012382.5
4.	Prime consultant name (name must match <u>exactly</u> as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; <u>include screenshot from SOS at the end of Section 20</u>)	Stantec Consulting Services Inc. 
5.	Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003506
6.	Prime consultant mailing address	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
7.	Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
8.	Name, title, phone number, and email address of prime consultant's contract point of contact	Mary Frances (Bratton) O'Rourke, PE, Project Manager (225) 215-5123 MaryFrances.O'Rourke@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	Gary Heitman, PE, Senior Principal (225) 215-5105 Gary.Heitman@stantec.com

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

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled 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. Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.	 Signature above shall be the same person listed in Section 9: Date: May 27, 2026
11.	If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	No DBE goal has been set for this project

12. **Discipline Table:**

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

The only disciplines to be used are listed in the drop down in each row (Appraiser, Bridge, CE&I/OV, CPM, Data Collection, Environmental, Geotech, ITS, Other (must specify), Planning, Right-of-Way, Road, Survey, and Traffic). **Remove rows as needed.**

Past Performance Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	N-Y Associates, Inc.	APS Engineering and Testing, LLC	Quality Counts LLC		Each Discipline must total to 100%
Road	92%	70%	30%				100%
Geotech	6%			100%			100%
Data Collection	2%				100%		100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.							
Percent of Contract	100%	64.4%	27.6%	6%	2%		100%

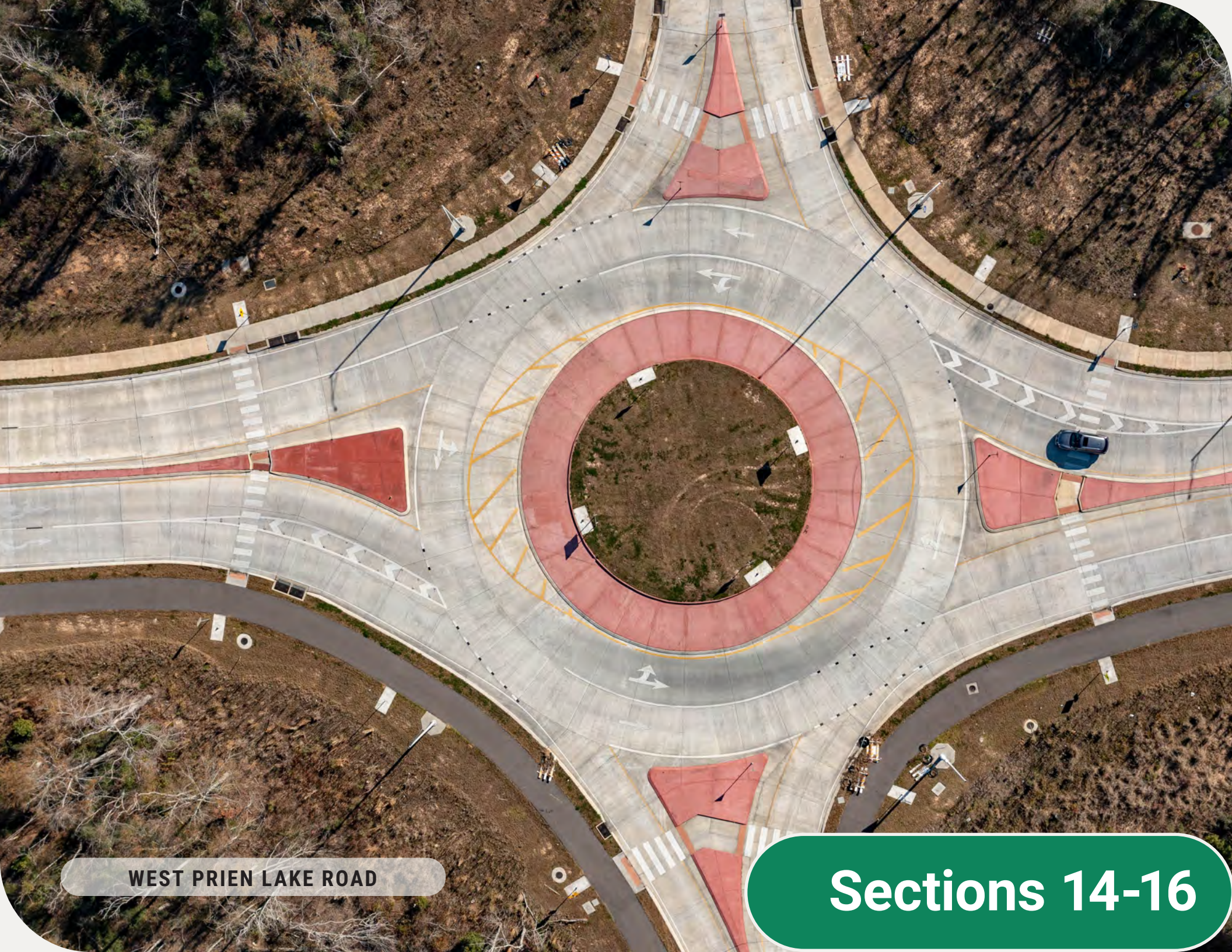
13. **Team Size:**

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (must specify)" and include the classification title inside the parentheses. The DOTD Job Classification(s) to be used can be found at the following link: <https://bit.ly/DOTDJobClassifications>

Firm Name	DOTD Job Classification	Number of personnel committed to this contract*	Total number of personnel available in this DOTD Job Classification (if needed)
Stantec Consulting Services Inc.	Principal	1	3
Stantec Consulting Services Inc.	Supervisor - Eng	1	3
Stantec Consulting Services Inc.	Engineer	4	5
Stantec Consulting Services Inc.	Engineer Intern	2	3
Stantec Consulting Services Inc.	Senior Technician	1	2
Stantec Consulting Services Inc.	CADD Technician	1	6
N-Y Associates, Inc.	Principal	1	2
N-Y Associates, Inc.	Supervisor - Eng	1	2
N-Y Associates, Inc.	Engineer	4	6
N-Y Associates, Inc.	Engineer Intern	1	1
N-Y Associates, Inc.	Senior Technician	1	1
N-Y Associates, Inc.	CADD Technician	2	2
APS Engineering and Testing, LLC	Supervisor - Eng	1	2
APS Engineering and Testing, LLC	Engineer	2	3
APS Engineering and Testing, LLC	Engineer Intern	1	1
APS Engineering and Testing, LLC	CADD Technician	1	2
APS Engineering and Testing, LLC	Senior Technician	2	3
APS Engineering and Testing, LLC	Inspector	1	1
APS Engineering and Testing, LLC	Clerical	1	2
Quality Counts LLC	Project Office Manager	1	12
Quality Counts LLC	Senior Technician	1	11
Quality Counts LLC	Technician	1	40
Quality Counts LLC	Administrative	1	5

(Add rows as needed)

***For evaluation purposes only**, and as referenced in the Scope of Services on page 2 of IDIQ advertisements only, the consultant shall assume the number of concurrently active task orders specified in the advertisement and shall identify the number of **committed** personnel accordingly.



WEST PRIEN LAKE ROAD

Sections 14-16

14. **Organizational Chart:**

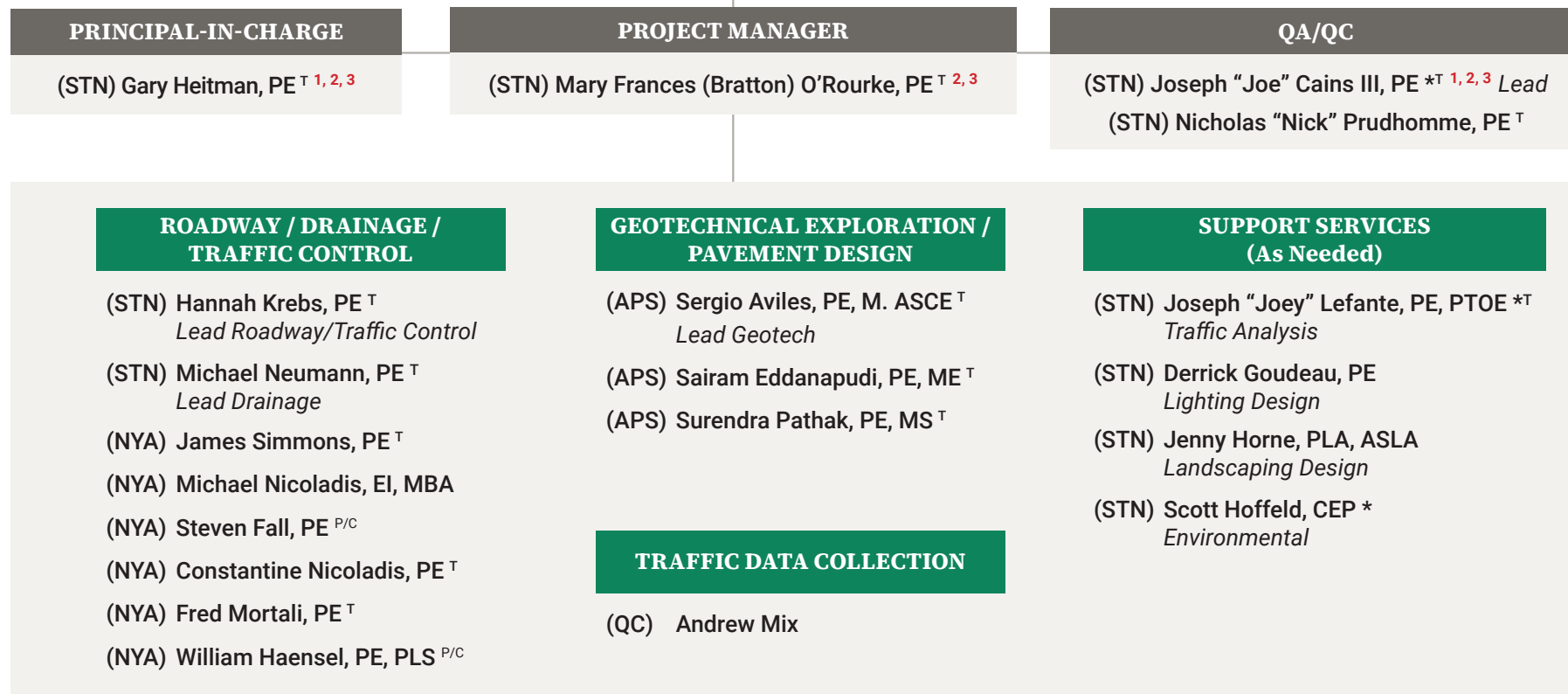
Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract. An individual's role does not necessarily have to match their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

Project Team

STN: Stantec Consulting Services Inc.
 NYA: N-Y Associates, Inc.
 APS: APS Engineering and Testing, LLC
 QC: Quality Counts LLC

Legend

Denotes MPR No.
 * Traffic Engineering Process and Report Training
 † Has Work-Zone Training
 P/C Part-time/Contract Employee



15. **Minimum Personnel Requirements:**

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

MPR No. <i>Do not insert wording from ad</i>	Personnel being used to meet the MPR <i>(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)</i>	Firm employed by	Type of license and discipline meeting MPR/certification & number <i>(Ex: PE # - Civil)</i>	State of license	License/certification expiration date
1.	Gary Heitman, PE Joseph "Joe" Cains III, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil PE No. 33670 - Civil	LA LA	09/30/2026 03/31/2028
2.	Gary Heitman, PE Joseph "Joe" Cains III, PE Mary Frances (Bratton) O'Rourke, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil PE No. 33670 - Civil PE No. 41444 - Civil	LA LA	09/30/2026 03/31/2028 09/30/2027
3.	Gary Heitman, PE Joseph "Joe" Cains III, PE Mary Frances (Bratton) O'Rourke, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil PE No. 33670 - Civil PE No. 41444 - Civil	LA LA	09/30/2026 03/31/2028 09/30/2027

(Add rows as needed)

16. **Staff Experience:**

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Gary Heitman, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	26	
TITLE	Senior Principal	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	12	
DEGREE(S) / YEARS / SPECIALIZATION		BS 1986 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 24670 LA 9/30/2026		
YEAR REGISTERED	1992	DISCIPLINE	Civil Engineer, Environmental Engineer	
Contract role(s) / brief description of responsibilities	Gary brings more than 38 years of expertise to his role as Transportation Business Operations Leader, overseeing business metrics and projects across Louisiana, Mississippi, Alabama, Tennessee and Arkansas. Throughout his career, he has guided the planning and design of a wide range of transportation infrastructure—from interstates and interchanges to arterials, local roads, and bridge replacements—on both existing alignments and new corridors. His hands-on experience with Design-Build and Construction Administration gives him a unique perspective, enabling him to integrate lessons learned from the construction site into the design process. This approach ensures more practical alternatives and stronger construction plans. In addition to technical leadership, Gary plays a key role in client engagement and business development, fostering strong relationships with public agencies and private partners to deliver innovative, cost-effective solutions. His ability to align client needs with strategic objectives has contributed to growth across the region. Gary will serve as PRINCIPAL IN CHARGE for this contract, and he meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2, and 3			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/18 - Ongoing	DIJON DRIVE PHASE I & PHASE II City of Baton Rouge Baton Rouge, LA Project Manager. This fast-paced project includes a 4-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization, and off-site intersection improvements. Gary led the team in the environmental study, line and grade, and the design/plan development phases of the project. He also led construction support services for Phase I provided by Stantec.			
07/15 - Ongoing	I-49 CONNECTOR LADOTD Lafayette, LA Assistant Program Manager and Geometrics Task Manager, The Department plans to extend I-49 from its current terminus at I-10 south to New Orleans, by converting the existing US90 corridor to a controlled access facility. This project, a 5-mile segment from existing I-10 south through Lafayette, is a critical link, as it passes through a heavily congested urbanized area of the city. Stantec performed a re-evaluation of the Final EIS through the corridor, began an extensive context sensitive solutions (CSS) process, and analyzed the horizontal and vertical geometry concepts developed in the previous phases of the project. Through this process, additional concepts are being considered, and in addition to the CSS component, a formal SEIS process is being followed to document the changes identified for the project. Gary is assisting with the Program Management task, including overseeing the implementation of an extensive QC/QA plan. He is also managing the geometric design of the corridor, which includes segments of at-grade and elevated mainline, frontage roads, urban interchanges and slip ramps, as well as connections/modifications to the existing roadway network. The Geometric team's task also includes conceptual constructability and maintenance of traffic plans, conceptual drainage design, and estimates of probable construction costs throughout the project.			
02/13 - 07/16	LADOTD RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT LADOTD Statewide, LA Contract Manager and QA/QC. Gary provided overall management and QA/QC for this Traffic Engineering Retainer in addition to geometric guidance and oversight during plan development. The Task Orders included design and plan development for five roundabout projects.			
10/12 - 09/17	LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS LADOTD Statewide, LA Contract Manager. Gary provided overall management and Quality Assurance for this contract that completed 3 significant projects - Essen Lane Widening, Government Street (included roundabout intersection) and West Prien Lake Road Relocation (included roundabout intersection). He was involved in all project meetings, supervised the design, plan development and the preparation of exhibits, and coordinated directly with LADOTD and City personnel to ensure the project schedules, quality goals, and other LADOTD requirements were met. Gary supervised all phases of work including: completion of the environmental phase, development of final roadway, signal, and bridge plans, and continued coordination with all parties to ensure timely delivery of the final construction documents. The contract also included design and plan development for five roundabout projects.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Mary Frances (Bratton) O'Rourke, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		15
TITLE	Associate, Transportation Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2012 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 41444 LA 09/30/2027			
YEAR REGISTERED	2017	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Mary has 15 years of direct experience in the design of roundabouts, interchanges, and realignments of urban roadways. Mary's roadway engineering experience includes preparing roadway plans, quantity calculations, hydraulic analysis, striping and signing design, coordination of utility relocation for design-build projects, and geometric design such as horizontal and vertical alignments for a variety of projects in Louisiana. Mary is knowledgeable in a number of software programs including Microstation, InRoads and SignCad. Mary will serve as PROJECT MANAGER for this contract. Mary meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 2 and 3				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
03/23 - Ongoing	TARBUTTON ROAD IMPROVEMENTS & I-20 FRONTAGE ROAD LADOTD Ruston, LA Project Manager. This project upgrades the Tarbutton Road interchange in Ruston, Louisiana, to support the future Buc-ee's convenience store. Key improvements included widening Tarbutton Road and the interchange ramps to increase capacity and add turn lanes. New traffic signals will be installed at the interchange ramp intersections, and the future access road to Buc-ee's. The project also includes a new 1.82-mile, two-lane frontage road connecting Tarbutton Road and LA 149, traversing mostly undeveloped land. This road features open-ditch drainage, a major cross drain, and a future roundabout. Stantec is currently designing this second phase. Mary is the project manager and is leading the roadway design efforts including horizontal and vertical design, drainage design, striping & signage, and traffic control design efforts for this project. Mary is coordinating closely with the City of Ruston, LADOTD, and FHWA to deliver this phased project for construction.				
01/18 - Ongoing	DIJON DRIVE PHASE I & PHASE II City of Baton Rouge Baton Rouge, LA Assistant Project Manager. Stantec extended Dijon Drive, Mancuso Lane, and Midway Boulevard to support growth in the Baton Rouge Health District. The 1.25-mile Dijon Drive connects Essen Lane to Bluebonnet Boulevard as a four-lane divided roadway with sidewalks and a shared-use path. Stantec provided all services except geotechnical and environmental. The project included subsurface drainage, sewer utilities, and wetland permitting under a 2017 EA/FONSI, reevaluated in 2021 (performed by Stantec). Over 10 feet of fill was used to meet 50-year flood requirements for emergency access. Stantec also designed traffic signals at key intersections and improvements at the Bluebonnet/I-10 interchange. To meet the opening of the Our Lake of the Lake Children's Hospital, construction was accelerated and split into two phases. Phase 1 (0.60 miles) was completed in 2019. Mary's responsibilities include project management, designing the horizontal and vertical alignment, designing the signing and striping layout, calculating quantities to develop a construction cost estimate, and assisting with plan development to produce typical section sheets, plan and profile sheets, summary of quantity sheets, drainage map sheets, geometric detail sheets, signing and striping sheets, and suggested sequence of construction sheets. Mary provided construction support for Dijon Phase I and is currently providing construction support for Phase II.				
07/14 - 06/16	US 79 BYPASS AT LA 9 ROUNDABOUT LADOTD Claiborne Parish, LA Roadway Engineer. Project replaced a signalized intersection with a roundabout while maintaining traffic. Mary's responsibilities included managing plan development, client coordination, and the design of all areas of plan development including horizontal and vertical alignments, earthwork modeling, drainage design, signing and striping layout, sequence of construction which required three detour roads and a temporary subsurface drainage system, quantity calculations, and cost estimate for the construction. Mary's design overcame challenges due to the significant rolling terrain at the intersection.				

05/12 - 12/21	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. This project converted a 4-lane roadway into a 2-lane complete-streets facility with turn lanes, bike lanes, and sidewalks through the project corridor. Stantec implemented LADOTD's access management policy to reduce conflict points throughout. Mary designed bike lane facilities and signing/stripping layout for this project to upgrade a four-mile portion of Government Street which included converting the signalized intersection at Government St. and Lobdell Ave. to a roundabout. She assisted with designs/plan development including typical sections, plan sheets, geometric details, signing and striping, and sequence of construction. Mary also calculated quantities, developed the cost estimate for construction, and provided construction support. Mary led the signing and striping plans for the roundabout at Lobdell, including shared use paths.
10/12 - 09/17	LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS LADOTD Statewide, LA Roadway/Drainage Engineer. Under this contract, Stantec completed 3 significant projects - Essen Lane Widening, Government Street (included roundabout intersection) and West Prien Lake Road Relocation (included roundabout intersection). Mary provided Roadway and Drainage design for each of the projects. Task orders focused primarily on major corridors in congested areas. Stantec provided topographic surveys, roadway design, hydraulic analysis and design, structural design, traffic analysis and modeling, traffic control, signal design, and construction plans for these projects as required. Prior to each submittal, we performed internal and independent quality reviews to ensure seamless integration of all disciplines in well-organized, constructible plan sets. In addition, we evaluated these corridors for complete streets implementation in accordance with LADOTD and local policies and guidance.
10/17 - 05/22	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Lead Roadway Engineer. Stantec is lead designer for this new, high-level bridge and its approaches over the navigational channel of Contraband Bayou. The project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Mary was responsible for the geometric design which included an at-grade railroad crossing, roadway modeling, drainage design, signing and striping, joint layout, and sequence of construction. Mary also assisted with the NEPA Environmental Assessment process and coordination between all stakeholders and provided construction support for this project.
08/19 - 04/24	I-10 / LOYOLA DR. INTERCHANGE IMPROVEMENTS DESIGN BUILD PROJECT LADOTD Kenner, LA Design-Build ROW/Utilities Manager. Design-Build ROW/Utilities Manager for this multimillion-dollar design-build project that improved access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. Project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange. Mary's responsibilities also included developing the signing and striping layout, assisting with the geometric layout, assisting with the drainage design which included using HYDRWIN to design to DOTD standards, developing joint layouts, quantity calculations, and coordination with the contractor to answer RFIs.
07/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Roadway Engineer. Mary assisted with the plan development of this project which constructed a diamond interchange with frontage roads to replace the current, at-grade, signalized intersection of US90 and LA 318. This included developing horizontal and vertical alignments, drainage design, signing and striping design, maintenance of traffic design, and quantity calculations. Mary also coordinated with utility companies for all required utility relocations on the project, as well as LADOTD Headquarters and the District office to ensure the utilities were relocated in a timely manner to mitigate utility conflicts with the roadway construction.
11/12 - 01/14	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Roadway Engineer. During the EA and Preliminary Phase, Mary assisted with line & grade studies, EA, plan development and design of subsurface drainage systems by using LADOTD Hydraulics Manual and LADOTD HYDRO Software. She calculated quantities for a construction cost estimates. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting.
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Roadway Engineer. Mary is responsible for developing permanent interchange and ramp terminal signage concepts of the five-and-a-half-mile urban corridor, which includes segments of at-grade and elevated mainline, parallel frontage roads, urban interchanges, slip ramps, and connection/modifications to the existing roadway network. Mary is also assisting with the geometric roadway designs, quantity and cost estimating, drainage designs, conceptual signing layout, and MOT concepts.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Joseph "Joe" Cains, III, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	22	
TITLE	Senior Associate	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2003 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 33670 LA 03/31/2028		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Joe has 22 years of experience for various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects, and other similar transportation systems, on both existing highway alignments and new locations. He also has experience with innovative intersections including roundabouts, DDIs, and CFIs, and has been involved in several major projects involving compressed schedules and quick turnaround deadlines. He has experience in both traditional and alternative delivery types as well as Construction Administration services, allowing him to help lead the charge in the transportation industry for Stantec in the State of Louisiana. Joe will serve as PROJECT OVERSIGHT & QA/QC LEAD for this contract. Joe meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2, and 3			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/13 - 01/15	LA 447/I-12 INTERCHANGE LADOTD Livingston Parish, LA Project Manager. Joe managed the roadway design of improvements to the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. The proposed roundabout improvements at both ramp terminals facilitate traffic movements in all directions, as well as provide bypass lanes for I-12 eastbound & westbound traffic, which increase the overall operation of the interchange. Both roundabout locations proposed are multilane roundabout intersections, featuring two circulating lanes for the north and south approaches. The roundabout approaches expand from two to four lanes on each side of the existing LA 447 bridge that overpasses I-12. The location of the roundabout intersections were strategically placed to expedite construction and maintain traffic during the construction phase. Joe designed all horizontal and vertical geometry including the roundabout intersection and other roadway improvement elements, and lead the plan development efforts for this interchange improvement, which included study and investigation of future phased construction including the partial cloverleaf improvement planned at the I-12 interchange, assuring that the design would provide space for minimal reconstruction in the future.			
03/07 - 12/12	RIVER ROAD (LA 327) RELOCATION LADOTD Baton Rouge, LA Lead Roadway Engineer and Assistant Project Manager. Joe led roadway design and plan development efforts to relocate River Road for approx. 1.1 miles and install three new, single-lane, roundabout intersections for the proposed development access that mitigated impacts for this \$400M+ casino development. In addition to the River Road Relocation effort, he led the management, design, and plan development for five offsite intersections also associated with the traffic impact for this development. In addition to designing the horizontal and vertical geometry for these improvements, Joe also designed the drainage elements for the project (paved gutter drains, culvert design, and open ditch design), striping and signage, maintenance of traffic plans, and assisted with coordination of utilities and lighting for the project. He was heavily involved in the client coordination and project coordination efforts during the planning of the development. Joe was also heavily involved in the construction phase of the project, including construction support and construction administration. This project made history for being the first roundabouts in Baton Rouge.			
08/14 - 08/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Project Manager. Joe served as Project Manager for the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approx. 1.4 miles to improve interchange operations at I-210 and Nelson Road. Joe designed the original horizontal and vertical geometry for the project that included a multi-lane roundabout, and a 4-lane divided highway section between Nelson Road and the W. Prien Lake Road @ Holly Hill roundabout intersection. He also oversaw the final design of the horizontal and vertical geometry, as well as provided general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, structural design, traffic signal design, and lighting design performed by a subconsultant. Joe helped with construction support for this project.			

07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Lead Roadway Engineer. Joe's responsibilities include assisting with the delivery of Task 4 Geometrics, of a 15 task project that is being carried out with a team of 15 design firms. Task 4 involves the evaluation and recommendations for previously proposed geometry, (interchanges, frontage roads, intersections, horizontal, and vertical alignments, design vehicles and criteria, etc.). The project also evaluated new alternatives during the SEIS phase of the project, which included design & conceptual layout of a roundabout corridor, and various roundabout configurations including dogbone roundabouts and roundabout interchanges.
01/14 - 03/18	LA 86 AT LA 320 ROUNDABOUT LADOTD H.009142 New Iberia, LA Quality Control. Joe provided technical guidance during the plan development process, helping with constructability, quality control/quality assurance, and maintenance of traffic solutions.
05/12 - 08/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. Joe provided QA/QC and roundabout design oversight services for this project that rehabilitated and re-striped existing roadway from a four-lane section to a three-lane section (Road Diet). Restriping the roadway allowed the reclaimed pavement to be used for multi-modal and streetscape improvements. Bike lane improvements and vegetative median islands were added to the corridor and sidewalks were brought up to ADA compliance. This project included a single-lane roundabout with bypass lanes designed for the Lobdell Avenue intersection, complete street improvements, access management, and community enhancements.
04/11 - 06/15	I-210: COVE LANE INTERCHANGE AND ROUNDABOUT PROJECT LADOTD Lake Charles, LA Assistant Project Manager and Lead Roadway Engineer. During the Stage 0 and IMR phases of the project, Joe developed 29 full interchange alternatives and coordinated with traffic engineers during the analysis and modeling efforts to modify the alternatives as needed to satisfy DOTD needs. In the environmental phase, he provided the exhibits and materials necessary to support the Environmental Assessment document. During the Preliminary and Final Design Phases of the project, he designed the horizontal geometry for the entire project that upgraded the existing partial interchange exit ramp at Cove Lane to a full access interchange, including a new roundabout intersection at W. Prien Lake Road, and connections to the access road leading to the Golden Nugget Casino & Resort Development. Joe also led the roadway design plan development efforts, designed and coordinated multiple disciplines including hydraulic analysis and design, striping and signing design, bridge and structural design, geotechnical design, and maintenance of construction, as well as ROW acquisition, Utility Coordination and Relocation, and implemented environmental commitments into the design. Joe was also involved with the development of the Transportation Management Plan, and the development and approval of several Special Provisions for the project. Lastly, he was heavily involved in the construction process, which included frequent trips to the project site, answering RFIs, and assisting LADOTD with maintaining the project schedule.
08/19 - 04/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD New Orleans, LA Lead Roadway Engineer. Joe serves as lead roadway engineer of this multimillion-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange and flyover ramps leading to/from the Airport on the east side of the interchange.
11/10 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Project Manager. Joe served as Project Manager for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project, that proposes to construct a new high-level bridge over Contraband Bayou. During the environmental phase, Joe coordinated all environmental tasks and developed the line and grade study which included three (3) alternative solutions for the connection to W. Sallier Street after crossing the proposed high-level bridge structure, one of which was a multi-lane roundabout intersection. Joe also performed a vessel survey to better understand navigational requirements for the proposed bridge, assisted with development of the Section 404 and Section 10 permits (USACE and USCG), and coordinated the compilation of the entire EA document, which included three subconsultants. Joe also designed the horizontal and vertical geometry for the project and providing general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, maintenance of traffic, bridge design, traffic signal design, railroad design, lighting design, and assisted District 07 with the coordination of utility impacts. Joe is currently providing roadway construction support for this project.
03/14 - 10/16	US 11 @ CLEO ROAD ROUNDABOUT Slidell, LA Quality Control. Joe provided technical guidance during the plan development process, helping with constructability, quality control/quality assurance, and maintenance of traffic solutions.
04/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT LADOTD St Mary Parish, LA Lead Roadway Engineer. Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median, and constructing a new overpass bridge for US 90 over LA 318. This project also included a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe's duties included leading the effort for plan development of the various design units, development of the TMP, design of frontage road and ramp geometry, as well as construction support during the process.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Nicholas "Nick" Prudhomme, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	20	
TITLE	Associate, Transportation Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2006 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 35996 LA 03/31/2027		
YEAR REGISTERED	2011	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Nick has experience in feasibility/alternative studies and preliminary and final design of interstates, entrance and exit ramps, arterials, local roads, bridge replacement projects, and other similar transportation systems along both existing and proposed alignments. His experience also includes training courses for Traffic Control Supervisor, Traffic Control Design Specialist, and training in the Highway Safety Manual. Nick will provide QA/QC services for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/14 - 03/18	LA 86 AT LA 320 ROUNDABOUT LADOTD New Iberia, LA Roadway Lead. As a task order for a Safety Retainer Contract with LADOTD, this project proposed to install a single lane roundabout at the intersection of LA 86 and LA 320 located on the outskirts of New Iberia, LA. This project site had a history of high-crash frequency, and a roundabout was proposed to mitigate these safety issues, as well as address excessive queuing of vehicles due to the existing 4-way stop control. The intersection design also included special consideration for windmill transport vehicles over 155 feet long. Additionally, to address the concerns of the public, special consideration was made for the timing of construction in this heavily agricultural community by ensuring that sugarcane transport vehicles were not impeded during harvest season. Nick headed the effort for project delivery including all roadway design aspects such as horizontal and vertical geometry, striping, signing, drainage, roadway modeling, and cost estimation. Stantec was able to deliver the plans in less than 2 years, with construction lasting for about 3 years. Construction support was provided during the construction phase to address contractor questions, RFIs, etc.			
04/15 - Ongoing	LA 30/NICHOLSON DRIVE FROM SOUTH BOULEVARD TO W. CHIMES STREET LADOTD Baton Rouge, LA Project Manager and Lead Roadway. Nick oversaw all aspects of the roadway design including horizontal and vertical geometry, roadway modeling, drainage, striping, sequence of construction, and quantities. As both a member of the MOVEBR Program Management Team and the Nicholson Drive project manager, Nick worked closely with the City of Baton Rouge Plank-Nicholson Bus Rapid Transit (BRT) project, coordinating bus pad designs, locations, and construction sequencing between both projects. Additional scope would later include the realignment of the Interstate 10 off-ramp to Nicholson Dr. and Highland Rd. and the widening of Oklahoma St. from a 2-lane to 4-lane section. During construction, Nick provided construction including shop drawing checks, field visits, and RFI responses.			
09/12 - 06/15	I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT LADOTD Lake Charles, LA Roadway Engineer. This project began as a location and feasibility study for exit ramp modifications at a rural local road approximately half a mile in length. The project progressed to design and development for modifications to the existing interstate exit ramp and adjacent local roads, approximately 2500 feet total length, all to LADOTD standards. Nick assisted in the design and plan development for the proposed full tight diamond interchange at Cove Lane and I-210. He was responsible for all the earthwork calculations for the interchange improvements, as well as the extension of existing Cove Lane to the north. The project included retaining walls and a load transfer platform which were included in Nick's cross section design.			
05/12 - 12/21	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. Nick assisted with the roundabout design for a four-mile upgrade to a portion of Government Street. He assisted with designs/plan development including typical sections, plan sheets, geometric details, signing and striping, sequence of construction, and quantity calculations. He also developed the cost estimate for construction and provided construction support.			
01/12 - 01/17	PERKINS ROAD (LA 427) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT, PRELIMINARY PLANS, AND RIGHT-OF-WAY MAPS Baton Rouge, LA Lead Roadway and Drainage Engineer. This project involved an environmental evaluation and the engineering services study required to assess the construction of improvements to 1.8 miles Perkins Road from the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with raised median, sidewalks, sewer and subsurface drainage. During the environmental evaluation, Nick assisted with the alternatives analyses, conceptual drainage design, public meeting materials and presentations, and the Environmental Assessment report and documentation. During plan development, Nick assisted in all areas of design and development including client interaction, drainage design, drainage report, roadway modeling and earthwork analyses using InRoads, and quantities.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Hannah Krebs, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	11	
TITLE	Roadway Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2017 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 45917 LA 3/31/2028		
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Hannah has 11 years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans. Hannah will serve as LEAD ROADWAY/TRAFFIC CONTROL ENGINEER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.			
06/17 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 Lafayette, LA Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, developing geometry for the roundabout corridor alternative, C3, line and grade exhibits, reports, and project organization. She also developed a Conceptual Maintenance of Traffic Report and exhibits. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy.			
11/15 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. This project converted a 4-lane roadway into a 2-lane complete-streets facility with turn lanes, bike lanes, and sidewalks through the project corridor. Stantec implemented LADOTD's access management policy to reduce conflict points throughout. Hannah assisted in providing analysis of existing project conditions through field work. She also developed temporary traffic control plans for the Final Plan set. Hannah analyzed pedestrian accessibility through the corridor, ensured clear sight lines at intersections, and evaluated design vehicle accessibility in parking lots modified by the project. She also coordinated with stakeholders and business owners to maintain accessibility during construction, including developing a carpool management plan with a local high school.			
11/15 - 8/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Roadway Engineer. Hannah assisted with the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approximately 1.4 miles to improve interchange operations at I-210 and Nelson Road. This project included a multi-lane roundabout and a large drainage structure improvement.			
09/18 - 04/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD New Orleans, LA Roadway Engineer. Hannah was responsible for creating traffic control plans and modifying as needed during construction. Hannah worked closely with the contractor on an accelerated timeline to modify traffic control as needed to keep the project moving forward. This project improved access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport and included a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange.			
06/20 - 03/23	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Roadway/Traffic Engineer. Hannah's responsibilities included final plan development, geometric design, and traffic control plans. Under the MOVEBR Program, Stantec completed Final Plans for Perkins Road from Siegen Lane to Pecue Lane. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec was responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting.			
08/25 - Ongoing	I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR Northwest Louisiana Council of Governments Shreveport, LA Roadway Engineer. Hannah's responsibilities include geometric design (horizontal and vertical) for the overall corridor, including design of roundabouts at the Ford St / Caddo St interchange with I-49. She also led production of the line and grade exhibits for the SEIS document. The 3.5-mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/I-220 interchange. Stantec is leading the traffic study and impacts effort along with development of an implementation plan and strategy for the Stage 0 Feasibility Study. Stantec will also provide input to concept development and evaluation, development of environmental investigations, and ultimately the context sensitive design elements.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Michael Neumann, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		10
TITLE	Roadway Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2015 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 45396 LA 9/30/2027			
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Michael has 10 years of experience in designing subsurface and open channel drainage systems, roadway geometry through intersections, and striping plans along a major corridor. His work has encompassed both improvements to existing roadways and roadways on new alignments. Michael has also had a hand in analyzing existing conditions for a high-profile rehabilitation of an existing roadway. He has had both governmental and private client experience in his projects. Michael is familiar with technical programs including: MicroStation, AutoCAD, ArcGIS, InRoads, AutoTURN, StormCAD, and HYDR2009. Michael will serve as LEAD DRAINAGE ENGINEER for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
06/17 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Roadway Engineer. Michael is responsible for the conceptual drainage plan and developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, horizontal and vertical geometry, project organization, and modeling and cross-section development. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy.				
04/15 - Ongoing	LA 30: SOUTH BOULEVARD TO W. CHIMES STREET LADOTD Baton Rouge, LA Drainage Engineer. The Nicholson Drive (LA 30) corridor from Louisiana State University to Downtown Baton Rouge is being developed into a multimodal corridor to accommodate traffic demand that will grow with proposed development of new facilities including office and residential space. Michael was responsible for performing existing drainage analysis and subsurface drainage design. For the roadway itself, he has performed roadway striping design, plan profile, typical section, drainage map, and geometrics sheet development.				
08/19 - 04/24	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Roadway/Drainage Engineer for this multi-million-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange in addition to flyover ramps leading to/from the Airport on the east side of the interchange. Michael modeled the cross sections in InRoads and calculated earthwork quantities. He also designed the subsurface drainage systems along Loyola/Airport Access Road.				
10/17 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway/Drainage Engineer. This project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Stantec has led the design effort for this new, high-level bridge (56-ft. clearance) and approaches over the navigational channel of Contraband Bayou. Michael assisted with the NEPA Environmental Assessment process and coordination between stakeholders, led the drainage design and roadway modeling efforts, and assisted with plan development. He also assisted with drainage and earthwork design. Michael is currently providing roadway construction support for this project.				
06/20 - 03/23	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Drainage Design Engineer. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This two-lane to four-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Michael led the design of five subsurface drainage systems, culvert design, and the drainage report.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Joseph "Joey" Lefante, PE, PTOE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17	
TITLE	Senior Associate, Traffic Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2008 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 37244 LA 09/30/2026		
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering PTOE #3560	
Contract role(s) / brief description of responsibilities	Joey has over 17 years of experience working on major traffic projects, preparing feasibility studies and interchange modification reports, and leading improvements through plan design and signal construction. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey will provide TRAFFIC ANALYSIS SUPPORT SERVICES for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/14 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Task Manager. Joey is responsible for coordination with DOTD traffic staff and managing analysis of various geometric design alternatives. This project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. It follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations. Joey is responsible for documenting the project to follow DOTD Traffic Engineering Process and Report (TEPR) Guidelines.			
08/14 - 08/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Lead Traffic Engineer. Joey led traffic services on this project that featured a new signalized intersection at the relocated roadway and Nelson Rd., which required Stantec to develop traffic signal warrants, signal timing analyses and signal plans. Since the improvements impacted certain areas near the Nelson Rd. Interchange at I-210, Stantec developed a Level 2 TMP document. This project improved traffic flow in this very congested area of Southwest Lake Charles.			
04/11 - 06/15	I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT LADOTD Lake Charles, LA Lead Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges on Port of Lake Charles property. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development north of I-210. Joey coordinated the collection of traffic counts and performed field calibration of the traffic models by collecting data such as queues and travel times. Once the alternatives were narrowed down to the final, Joey performed HCS and SIDRA analyses on over 50 locations per alternative. The recommended alternative included innovative interchange configurations including roundabout ramp terminals at Cove Lane and a Diverging Diamond Interchange (DDI) at Nelson Road.			
01/12 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Lead Traffic Engineer. Joey served as Traffic Analyst responsible for examining improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. Joey collected traffic data and developed models in VISSIM, Synchro, and SIDRA to analyze different operational improvements alternatives. Joey also prepared materials for and participated in public meetings under the DOTD public involvement process. Joey also prepared permanent and temporary signal plans.			
05/13 - 03/19	ESSEN LANE WIDENING LADOTD Baton Rouge, LA Lead Traffic Engineer. Joey was responsible for traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Derrick Goudeau, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	
TITLE	Senior ITS/Electrical Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	15	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2003 Electrical Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 33288 LA 09/30/2027		
YEAR REGISTERED	2007	DISCIPLINE	Electrical and Computer Engineering	
Contract role(s) / brief description of responsibilities	Derrick has over 23 years of experience in the design and development of ITS and electrical power, lighting, control, and related systems. He has been responsible for the preparation of plans and specifications (design and development) of ITS, lighting and electric power engineering projects, from design to final construction inspection. Other design experience includes QC/QA review, calculations, data collection, and report preparation. During the construction phase, Derrick has provided CE&I services to support the owner and verify general conformance with the design including review of shop drawing and equipment submittals, respond to request for information, review/prepare as-built drawings, and perform periodic inspection and final system acceptance. He is also well-versed in industry codes and standards, including the 2020 NEC (NFPA 70) and 2018 NFPA 70E in which he has recently completed training courses. Derrick will provide LIGHTING DESIGN SUPPORT SERVICES for this contract			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.			
04/23 - Ongoing	I-12 TO BUSH LA 3241 (I-12 - LA 36) LIGHTING LADOTD Lacombe, LA Quality Control Reviewer. Derrick is providing detailed reviews of lighting design and construction plans for the updated I-12/LA-434 Interchange geometry, including a new roundabout on north end of the interchange. The lighting design also includes photometric analysis of existing to remain lighting system and recommendations for other lighting and electrical improvements.			
03/24 - 05/25	STEAM MILL ROAD IMPROVEMENTS (BUENA VISTA ROAD TO PINECREST DRIVE) City of Columbus Columbus, GA Engineer of Record for Lighting/Electrical. Derrick led the preliminary lighting design for two miles of roadway and sidewalks/shared-use paths in this safety improvement project. The project included 3 new roundabouts, 3 new midblock crossings, and 14 intersections. The photometric analysis included over 120 calculation zones for roadway, crosswalk and sidewalk/shared-use paths in accordance with IES RP-8 and AASHTO Roadway Lighting Design guide and GDOT DPM.			
06/18 - 02/20	HARVESTON WAY Burtville Development Corporation Baton Rouge, LA Engineer of Record (Lighting/Electrical). This roadway design project provides approximately 1.5 miles of new roadway as part of the East Baton Rouge Parish long-range improvement plan. The proposed urban collector extends from Bluebonnet drive to the future extension of University Club Drive (existing residential development) and includes a roundabout for access to future residential developments. Derrick designed the decorative LED lighting for both the roadway and pathways. He also provided engineering support during construction.			
01/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD H.004273 Lafayette, LA Lighting Task Lead. This project extends I-49 from the I-10 interchange 5 miles south to Kaliste Saloom Road along the existing US-165 alignment through urban sections of Lafayette. As task lead, Derrick is responsible for establishing lighting criteria and standards for the project through a Context Sensitive Solutions process which solicits feedback from agency stakeholders and the public. The project includes lighting for a wide range of classifications including interstate, freeway, collector, and local streets. He is also leading the preliminary photometric analysis for interim interchange improvement projects that will facilitate future phases on construction.			
06/18 - 03/21	STATE HIGHWAY 288 TOLL LANES TxDOT - Houston District East Baton Rouge Parish, LA Roadway Lighting Subject Matter Expert (SME). Stantec was selected as one of two Program Managers to oversee projects to relieve traffic congestion and enhance community roadway corridors throughout East Baton Rouge Parish, Louisiana. As part of the overall program, the Stantec Team will focus on projects that address three different categories: improving existing corridors, community enhancement, and parish-wide signalization/synchronization. The intent of these projects are to improve traffic flow, safety, pedestrian and bicycle mobility, and transit accessibility. . Derrick supports all phases of roadway lighting projects from scoping, through design reviews and construction support.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Jenny Horne, PLA, ASLA	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	
TITLE	Principal, Landscape Architect	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	16	
DEGREE(S) / YEARS / SPECIALIZATION		BA 1996 Landscape Architecture		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PLA #0746 LA 01/31/2027		
YEAR REGISTERED	2017	DISCIPLINE	Landscape Architecture	
Contract role(s) / brief description of responsibilities	Jenny is a land planner and landscape architect with extensive project management experience with the National Park Service in addition to state and local park and recreation departments, K-12, and higher education clients, as well as commercial and private developers. She is accustomed to working with diverse groups in the planning stages of design as well as with governmental agencies regarding procurement policies, regulatory issues such as rezoning, variance requests and approvals, planning commission, and site permitting. Jenny will provide LANDSCAPE ARCHITECTURE SUPPORT SERVICES as needed for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
02/23 - 02/24	MATHIS FERRY ROAD Town of Mount Pleasant Mount Pleasant, SC Reviewer/Client Liaison. Reviewer/client liaison for this section of the Mount Pleasant Way trail system. The project includes public outreach, landscape architecture, engineering, and right-of-way acquisitions.			
03/22 - Ongoing	MOUNT PLEASANT WAY MULTI-USE PATH Mount Pleasant, SC Project Manager. The Stantec project team worked with the Town of Mount Pleasant, stakeholders, and the community to determine the best route/alignment and design for Mount Pleasant Way (MPW), with a multi-use path at the core of the project. Once it's constructed, MPW will be a transportation corridor for bicyclists and pedestrians to access town centers, places of employment, and local schools. Through this feasibility study, the first several segments of the path proceeding into technical design, ~1.5 miles along Mathis Ferry Road from Wingo Way intersection to Eagle Street. This segment includes two pocket parks along this routing, both of which are within the Historical Scanlonville Community.			
10/17 - 11/18	CHESTNUT STREET (US 178/US 21 BYPASS) CORRIDOR IMPROVEMENT Orangeburg, SC Project Manager. Stantec worked with SCDOT to design corridor enhancements for US -178/US 21 Bypass (Chestnut Street) from the busy intersection of US 601 (Magnolia) to SC 33 (Russell Street) in Orangeburg, SC. Since the entrance to SC State University is along the corridor, special attention to pedestrian safety improvements were vital. Proposed corridor improvements include the design of a 10' multi-use path, pedestrian lighting, an additional stair connection to the existing pedestrian overpass, and median improvements. The multi-use path weaves along the road and a stream that runs parallel to the roadway and terminates at the community park. The existing sidewalks are being shifted away from the back of curb to allow for a 5' planted verge and new street lighting to provide more pedestrian safety. The intersections are being improved with new crosswalks and decorative mast arms. Chestnut Street requires coordination with multiple jurisdictions and agencies including South Carolina Department of Transportation, Orangeburg County, City of Orangeburg, and SC State University.			
01/20 - 04/21	PLANTERSVILLE MULTI-USE PATH Georgetown County, SC Land Planner/Landscape Architect. Land Planner/Landscape Architect for a master plan/feasibility study for a multi-use path along the Historic Plantersville Road and Choppee Roads in Georgetown County. Approximately 12 miles and stakeholder/public meetings were held to help guide the preferred route			
05/17 - 05/19	CITY OF HANAHAN DOWNTOWN REVITALIZATION (YEAMANS HALL ROAD STREETScape) Hanahan, SC Project Manager/Landscape Architect. Project Manager for this project, which consists of streetscape improvements along a section of Yeamans Hall Road from Remount Road to Sledge Street. Improvements include, but are not limited to, sidewalk improvements, placing overhead utility poles underground, continue the acorn-style lighting along Yeamans Hall Road, and new plant material. Potential traffic signal upgrades at the intersection of Yeamans Hall Road, Loftis Road, and Carolyn Street to include powder coated mast arms. Assisted with the public engagement program.			
01/15 - 11/19	HUTCHINSON SQUARE PARK REVITALIZATION Town of Summerville Summerville, SC Project Manager/Landscape Architect. Project manager/landscape architect for a master plan to restore the historic central green in downtown Summerville. The newly developed park master plan includes upgrades to the existing utilities (electrical, water, street lighting) landscaping, hardscape and a covered pavilion and entry gateway feature. Public meetings were held to help guide the vision of the accepted master plan. Phase I included the technical construction documents to the existing parks and street lighting and hardscape along Little Main. Project received the ACEC-SC Engineering Excellence Award.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.	
NAME	Scott Hoffeld, CEP	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	6
TITLE	Senior Project Manager, Environmental	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	26
DEGREE(S) / YEARS / SPECIALIZATION		MS 1994 Resource Management and Administration; BA 1989 Economics	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		CEP No. 02040408 LA N/A	
YEAR REGISTERED	2002	DISCIPLINE	Certified Environmental Professional of the Academy of Board-Certified Environmental Professionals
Contract role(s) / brief description of responsibilities	Scott is a Senior Environmental/Transportation Planner and Economist with 32 years of NEPA and permitting experience for LADOTD, spanning from EAs, CEs and re-evaluations to complete multi-phased and 3rd party EISs and supplemental EISs. His project experience has included IJR's; hazardous materials; community impact, outreach/involvement, impact and mitigation analyses; and the use of benefit-cost analysis in public-project alternative investment and decision-making. He has completed the NHI Transportation NEPA Decision-Making course among many others and is an ABCEP CEP and Vice Chair of the ABCEP CRB. Scott will provide ENVIRONMENTAL SUPPORT SERVICES as needed for this contract.		
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Assistant Program Manager and Prime Env. Program Lead. Scott is assisting with the program management task, including overseeing staff and agency coordination, schedule maintenance/adherence, contracting, invoicing, and other. As the program prime's Environmental SME, Scott coordinates closely with the LCP task and firm leads on Environmental SEIS tasks/deliverables content, quality and schedule. Scott's work also includes the close coordination of LCP strategy to comply with evolving NEPA expectations based on FHWA and FAA concerns; as well as strategizing to expedite delivery of the project through various NEPA compliance and construction phasing options. Work will ultimately involve LCP coordination of a LADOTD Joint Use Agreement with the Lafayette Consolidated Government for under-structure use of viaduct's rights of way.		
04/11 - 06/15	I-210 AT COVE LANE INTERCHANGE IMPROVEMENTS AND EA LADOTD Lake Charles, LA NEPA Project Manager. Scott worked with Stantec, formerly ABMB during this project. He served as served as NEPA Project Manager for this aggressive 7-month NTP to FONSI, high-profile interstate interchange improvement project in Lake Charles. Project need is related to a new casino special traffic generator. Expedited work included completion of outreach, field work, and analysis of six build alternatives within six weeks of the NTP. Special NEPA documentation and review protocols were proposed and approved by LADOTD and FHWA, enabling environmental streamlining and reduction of schedule by over 55 percent.		
01/07 - 06/08	BATON ROUGE LOOP PROJECT Baton Rouge, LA Project Transportation and Environmental Planner. Scott worked with Stantec, formerly ABMB during this project, responsible for agency and stakeholder coordination, environmental inventory, corridor development and screening, and evaluation of corridors. With its limited east-west arterials and explosive growth since Hurricane Katrina, City of Baton Rouge residents and officials relegated themselves to the need for a new loop roadway. Traffic and revenue forecasts were completed to determine the potential feasibility and priority of various sections of the Loop. Best corridors were retained for study in a two-tier NEPA documentation process.		
10/15 - 03/17	EA AND REEVALUATION FOR DIJON EXTENSION IMPROVEMENTS City of Baton Rouge Baton Rouge, LA Project Manager. Responsible for EA and public outreach for short connector roadway between LA 3064 (Essen Lane) and LA 1248 (Bluebonnet Boulevard) in Baton Rouge. The project involved coordination with the Our Lady of the Lake and The General hospitals regarding future development plans, as well as consideration of future bikeway plans for the City of Baton Rouge.		
04/25 - Ongoing	IDIQ CONTRACT FOR BRIDGE PRESERVATION STATEWIDE (TASK ORDER NO. 2) LADOTD Acadia, Evangeline, Jackson, St. Landry Parishes, LA Environmental Lead. Environmental Lead responsible for marshalling resources, scheduling efforts, direction and quality control related to FHWA CEs / DOTD EEs and environmental permitting for the replacement of 13 bridges with precast concrete box culverts. Environmental services included preparing the solicitation of views, categorical exclusion (CE) and Environmental Exclusion (EE) documentation, wetland study, cultural resources study, threatened and endangered survey, and navigability determination packet for each site. Using these results, Stantec prepared and facilitated obtaining necessary permits.		



FIRM EMPLOYED BY		N-Y Associates, Inc.			
NAME	James Simmons, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		32
TITLE	Vice President and Civil Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		17
DEGREE(S) / YEARS / SPECIALIZATION		BS 1977 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #19891 LA 09/30/2027			
YEAR REGISTERED	1982	DISCIPLINE	Civil Engineering; NHI 142005		
Contract role(s) / brief description of responsibilities	James has almost 50 years of experience with transportation engineering projects. He will provide ROADWAY, DRAINAGE, AND TRAFFIC CONTROL services for this project. James provided Geometric Design, Roadway/Bridge/Drainage Design, Rights-of-Way and Cost Estimates for each project listed below.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
12/08 – 03/14	LA 1085 (BOOTLEGGER ROAD) St. Tammany Parish, LA Design of a single-lane roundabout to replace the existing intersection of Bootlegger Road with Francis Road on the north and the newly completed Ochsner Boulevard on the south. The project also includes relocation of utilities, a temporary detour road and phased construction of the roundabout to maintain traffic flow through the intersection during construction.				
06/99 – 04/10	LA 1088 INTERCHANGE, ROUTE INTERSTATE 12 St. Tammany Parish, LA Design for an addition of a fully directional interchange to I-12 at LA 1088. The interchange includes: 6,585 LF of widening LA 1088 from a 2-lane roadway to a 4-lane divided roadway with a 30' depressed median; 8,648 LF of single lane ramps; A new 446 LF westbound 2-lane bridge using AASHTO Type IV precast pre-stressed concrete girders; Drainage included 24", 36", 42", 54", 60" and 72" diameter reinforced concrete and reinforced concrete arch pipes.				
08/11 – 12/26	LA HIGHWAY 23 (HAPPY JACK TO N. PORT SULPHUR) ENVIRONMENTAL ASSESSMENT AND DESIGN Plaquemines Parish, LA Environmental Assessment, Topographic Survey and Design for the reconstruction and widening of the existing 4-mile two-lane roadway to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards.				
06/13 – 12/16	TYLER DRIVE ROADWAY AND DRAINAGE IMPROVEMENTS St. Tammany Parish, LA Feasibility Study, Design, Bidding and Construction Administration for the full pavement rehabilitation of 1,183 LF of Tyler Drive consisting of cold mill and overlay as well as segments of full reconstruction. The project included reconfiguration of the median to add an additional left turn lane from Tyle Drive onto Gause Boulevard to maintain traffic flow. Additional left turn lanes were also added from Tyler Drive onto Manzella Drive for access to businesses and from Tyler Drive onto Natchez Drive to maintain traffic flow.				
06/18 – Ongoing	CARNEY ROAD REALIGNMENT AND NEW BRIDGE East Baton Rouge Parish, LA The realignment of approx. 1 mile of Carney Road which includes a new 270 LF, 3-span bridge crossing Bayou Baton Rouge using LADOTD LG girders. The new bridge will have 11' travel lanes and 8' shoulders/bicycle lanes to match the roadway width and meet East Baton Rouge's Complete Streets requirement.				
06/25 – 06/27	TERMINAL ACCESS ROADS AND E. JUDGE PEREZ DRIVE INTERCHANGE FOR THE LOUISIANA INTERNATIONAL TERMINAL Violet, LA Design, bidding and construction administration of the new Terminal Access Roads and E. Judge Perez Drive interchange at the proposed Louisiana International Terminal (LIT) on the Mississippi River in Violet, Louisiana. The project includes raising existing E Judge Perez Drive, utility relocations, design of new terminal access roads and RFID portals, and the design of a new signalized intersection at E Judge Perez Drive (subconsultant).				
01/22 – Ongoing	REPLACEMENT OF RURAL BRIDGES LADOTD Districts 08, 58 and 05 Winn, Grant, Natchitoches, Rapides, Vernon, Catahoula, Caldwell, Franklin and Jackson Parishes, LA H&H Modeling utilizing use of LADOTD HYDRWIN software as well as the USACE HEC-RAS and design for the replacement of fifteen (15) rural bridges crossing creeks and bayous on the State Highway System in LADOTD Districts 08, 58 and 05. Pre-cast concrete box culvert alternatives are considered and recommended to LADOTD to replace bridges where appropriate. Solicitation of Views and Preparation of the Categorical Exclusion document in compliance with NEPA and FHWA criteria and guidelines. This project includes Preliminary and Final Bridge Plans and Bridge Load Rating Reports.				

FIRM EMPLOYED BY		N-Y Associates, Inc.		
NAME	Michael Nicoladis, EI, MBA	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	42	
TITLE	President	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 1982 Civil Engineering; MBA 1984		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		EI # 8705 LA 09/30/2027		
YEAR REGISTERED	1982	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Michael has over 42 years of experience with transportation engineering projects. He will provide ROADWAY, DRAINAGE, AND TRAFFIC CONTROL services for this project. Michael provided Contract and Subconsultant Management for each project listed below.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/08 – 03/14	LA 1085 (BOOTLEGGER ROAD) St. Tammany Parish, LA Design of a single-lane roundabout to replace the existing intersection of Bootlegger Road with Francis Road on the north and the newly completed Ochsner Boulevard on the south. The project also includes relocation of utilities, a temporary detour road and phased construction of the roundabout to maintain traffic flow through the intersection during construction.			
06/99 – 04/10	LA 1088 INTERCHANGE, ROUTE INTERSTATE 12 St. Tammany Parish, LA Design for an addition of a fully directional interchange to I-12 at LA 1088. The interchange includes: 6,585 LF of widening LA 1088 from a 2-lane roadway to a 4-lane divided roadway with a 30' depressed median; 8,648 LF of single lane ramps; A new 446 LF westbound 2-lane bridge using AASHTO Type IV precast pre-stressed concrete girders; Drainage included 24", 36", 42", 54", 60" and 72" diameter reinforced concrete and reinforced concrete arch pipes.			
08/11 – 12/26	LA HIGHWAY 23 (HAPPY JACK TO N. PORT SULPHUR) ENVIRONMENTAL ASSESSMENT AND DESIGN Plaquemines Parish, LA Environmental Assessment, Topographic Survey and Design for the reconstruction and widening of the existing 4-mile two-lane roadway to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards.			
06/13 – 12/16	TYLER DRIVE ROADWAY AND DRAINAGE IMPROVEMENTS St. Tammany Parish, LA Feasibility Study, Design, Bidding and Construction Administration for the full pavement rehabilitation of 1,183 LF of Tyler Drive consisting of cold mill and overlay as well as segments of full reconstruction. The project included reconfiguration of the median to add an additional left turn lane from Tyle Drive onto Gause Boulevard to maintain traffic flow. Additional left turn lanes were also added from Tyler Drive onto Manzella Drive for access to businesses and from Tyler Drive onto Natchez Drive to maintain traffic flow.			
06/18 – Ongoing	CARNEY ROAD REALIGNMENT AND NEW BRIDGE East Baton Rouge Parish, LA The realignment of approx. 1 mile of Carney Road which includes a new 270 LF, 3-span bridge crossing Bayou Baton Rouge using LADOTD LG girders. The new bridge will have 11' travel lanes and 8' shoulders/bicycle lanes to match the roadway width and meet East Baton Rouge's Complete Streets requirement.			
06/25 – 06/27	TERMINAL ACCESS ROADS AND E. JUDGE PEREZ DRIVE INTERCHANGE FOR THE LOUISIANA INTERNATIONAL TERMINAL Violet, LA Design, bidding and construction administration of the new Terminal Access Roads and E. Judge Perez Drive interchange at the proposed Louisiana International Terminal (LIT) on the Mississippi River in Violet, Louisiana. The project includes raising existing E Judge Perez Drive, utility relocations, design of new terminal access roads and RFID portals, and the design of a new signalized intersection at E Judge Perez Drive (subconsultant).			
01/22 – Ongoing	REPLACEMENT OF RURAL BRIDGES LADOTD Districts 08, 58 and 05 Winn, Grant, Natchitoches, Rapides, Vernon, Catahoula, Caldwell, Franklin and Jackson Parishes, LA H&H Modeling utilizing use of LADOTD HYDRWIN software as well as the USACE HEC-RAS and design for the replacement of fifteen (15) rural bridges crossing creeks and bayous on the State Highway System in LADOTD Districts 08, 58 and 05. Pre-cast concrete box culvert alternatives are considered and recommended to LADOTD to replace bridges where appropriate. Solicitation of Views and Preparation of the Categorical Exclusion document in compliance with NEPA and FHWA criteria and guidelines. This project includes Preliminary and Final Bridge Plans and Bridge Load Rating Reports.			

FIRM EMPLOYED BY		N-Y Associates, Inc.		
NAME	Steven Fall, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	18	
TITLE	Civil Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	24	
DEGREE(S) / YEARS / SPECIALIZATION		MS 1989 Civil Engineering; BS 1984 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #23634 LA 03/31/2028		
YEAR REGISTERED	1990	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Steven has 42 years of experience with transportation engineering projects. He will provide ROADWAY, DRAINAGE, AND TRAFFIC CONTROL services for this project. Steven provided Roadway / Bridge Design and Cost Estimates for each project listed below.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/08 – 03/14	LA 1085 (BOOTLEGGER ROAD) INTERSECTION IMPROVEMENTS St. Tammany Parish, LA A single-lane roundabout to replace the existing intersection of Bootlegger Road with Francis Road on the north and the Ochsner Boulevard on the south. The project also included relocation of utilities, a temporary detour road and phased construction of the roundabout to maintain traffic flow.			
06/99 – 04/10	LA 1088 INTERCHANGE, ROUTE INTERSTATE 12 St. Tammany Parish, LA Design for an addition of a fully directional interchange to I-12 at LA 1088. The interchange includes: 6,585 LF of widening LA 1088 from a 2-lane roadway to a 4-lane divided roadway with a 30' depressed median; 8,648 LF of single lane ramps; A new 446 LF westbound 2-lane bridge using AASHTO Type IV precast prestressed concrete girders; Drainage included 24", 36", 42", 54", 60" and 72" diameter reinforced concrete and reinforced concrete arch pipes			
06/18 – Ongoing	CARNEY ROAD REALIGNMENT AND NEW BRIDGE East Baton Rouge Parish, LA The realignment of approx. 1 mile of Carney Road which includes a new 270 LF, 3-span bridge crossing Bayou Baton Rouge using LADOTD LG girders. The new bridge will have 11' travel lanes and 8' shoulders/bicycle lanes to match the roadway width and meet East Baton Rouge's Complete Streets requirement.			
06/18 – 12/24	COMITE RIVER DIVERSION PROJECT – US 61 HIGHWAY BRIDGES East Baton Rouge Parish, LA Design for new north bound and south bound bridges for the US 61 Highway crossing. The northbound and southbound bridges will each have a five (5) span precast prestressed girder and concrete deck, including bridge abutments, bents, superstructure and sub-structure with a 30 foot scour requirement. All work was performed to LADOTD standards and was reviewed by the LADOTD.			
02/21 – 12/25	FIVE (5) NEW "WASKEY-TYPE" BRIDGES ASSOCIATED WITH THE WEST SHORE LAKE PONTCHARTRAIN FLOOD PROTECTION SYSTEM, WSLP-114 St. Charles and St. John the Baptist Parishes, LA Design of five (5) new "Waskey-type" access bridges ranging in length from 60 feet to 160 feet using precast deck panels, precast pile bent caps, and precast barrier rails supported on precast concrete piles. The bridges vary in width: 24 foot, 16 foot and 12 foot clear width, gutter to gutter. The bridges are being designed for an AASHTO HS20 truck load (HL-93 loading).			
2015 – 2016	MISSISSIPPI RIVER LNG FLOOD PROTECTION PROJECT, LA 39 Bohemia, LA A proposed 9300 LF reinforced concrete, pile supported floodwall with two 30' vehicular access swing gates, pedestrian gates, and a 70' wide stop log access for future equipment. The height of the floodwall was approx. 27' above grade in accordance with the 100 year Base Flood Elevation and USACE HSDRSS standards.			
2008 – 2013	WBV-74 WESTERN TIE-IN CLOSURE STRUCTURE AT BAYOU VERRET (SELLARS CANAL) NAVIGABLE SECTOR GATE, SLUICE GATES, LEVEES AND FLOODWALLS Jefferson and St. Charles Parishes, LA A 56 ft. wide, navigable sector gate; by-pass channel; 450 LF of T-wall; 1700 LF of earthen levee, a 5-gate sluice gate structure and a permanent access road.			
2001 – 2006	DIRECTOR OF ENGINEERING, GREATER NEW ORLEANS EXPRESSWAY COMMISSION, CAUSEWAY BRIDGE Jefferson and St. Tammany Parishes, LA Provided oversight of all engineering work for the Causeway Bridge, which spans 24 miles and is the longest bridge over water in the world. The movable bridge's parallel spans are made of prestressed panels supported by over 9,000 concrete pilings. Mr. Fall was responsible for the oversight, design review, project/program management and administration of all engineering consultants providing design, bidding, construction administration and resident inspection services.			
1998 – 2000	DIRECTOR OF ENGINEERING, CITY OF SLIDELL; St. Tammany Parish, LA Responsible charge of all engineering work including the oversight, design review, project/program management and administration of all engineering consultants providing design, bidding, construction administration and resident inspection services.			

FIRM EMPLOYED BY		N-Y Associates, Inc.			
NAME	Constantine Nicoladis, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		39
TITLE	Senior Vice President and Civil Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		MS 1987 Business Administration; BS 1985 Civil & Environmental Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #27095 LA 09/30/2027			
YEAR REGISTERED	1997	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Constantine has 39 years of experience with transportation engineering projects. He will provide ROADWAY AND DRAINAGE DESIGN services for this project. Constantine provided Roadway and Drainage Design and Cost Estimates for each project listed below.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
12/08 – 03/14	LA 1085 (BOOTLEGGER ROAD) St. Tammany Parish, LA Design of a single-lane roundabout to replace the existing intersection of Bootlegger Road with Francis Road on the north and the newly completed Ochsner Boulevard on the south. The project also includes relocation of utilities, a temporary detour road and phased construction of the roundabout to maintain traffic flow through the intersection during construction.				
06/99 – 04/10	LA 1088 INTERCHANGE, ROUTE INTERSTATE 12 St. Tammany Parish, LA Design for an addition of a fully directional interchange to I-12 at LA 1088. The interchange includes: 6,585 LF of widening LA 1088 from a 2-lane roadway to a 4-lane divided roadway with a 30' depressed median; 8,648 LF of single lane ramps; A new 446 LF westbound 2-lane bridge using AASHTO Type IV precast pre-stressed concrete girders; Drainage included 24", 36", 42", 54", 60" and 72" diameter reinforced concrete and reinforced concrete arch pipes.				
08/11 – 12/26	LA HIGHWAY 23 (HAPPY JACK TO N. PORT SULPHUR) ENVIRONMENTAL ASSESSMENT AND DESIGN Plaquemines Parish, LA Environmental Assessment, Topographic Survey and Design for the reconstruction and widening of the existing 4-mile two-lane roadway to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards.				
06/13 – 12/16	TYLER DRIVE ROADWAY AND DRAINAGE IMPROVEMENTS St. Tammany Parish, LA Feasibility Study, Design, Bidding and Construction Administration for the full pavement rehabilitation of 1,183 LF of Tyler Drive consisting of cold mill and overlay as well as segments of full reconstruction. The project included reconfiguration of the median to add an additional left turn lane from Tyle Drive onto Gause Boulevard to maintain traffic flow. Additional left turn lanes were also added from Tyler Drive onto Manzella Drive for access to businesses and from Tyler Drive onto Natchez Drive to maintain traffic flow.				
06/13 – 12/23	IMPROVEMENTS TO DUNCAN CANAL AND WEST ESPLANADE AVENUE Kenner, LA A Hydraulic Study and Preliminary & Final Design of the double barrel, 3000 CFS, 300 LF box culvert which will replace the existing bridges crossing the Duncan Canal. The project also includes the reconstruction of approx. 700 LF of eastbound & westbound W. Esplanade Avenue. This project was designed using LADOTD standards.				
09/10 – 12/17	VETERANS ADMINISTRATION MEDICAL CENTER (VAMC) AND UNIVERSITY MEDICAL CENTER (UMC) INFRASTRUCTURE IMPROVEMENTS Roadway pavement complete with curbs; base; subsurface utilities, including but not limited to, drainage, water, and sanitary sewer installation; and, adjustments as required at driveways, intersecting streets, and project termini.				
06/08 – 06/16	NORTH GALVEZ STREET FROM TENNESSEE ST. TO DELERY ST. New Orleans, LA The complete reconstruction of the street pavement including concrete pavement and curb, crushed stone base course, sidewalks, driveways, handicapped ramps; and replacement of subsurface utilities. Also included is CIPP Lining of 2,550 LF of 8" sewer mains and 2,000 LF of 6" sewer house connections.				
06/13 – 06/14	STAGE 0 FEASIBILITY STUDY, TCHOUPITOULAS CORRIDOR SIGNAGE AND STRIPING New Orleans, LA The purpose of this Stage 0 study was to identify all damaged, worn or missing traffic control signage and pavement marking on 4.53 miles of the Tchoupitoulas Street corridor and recommend improvements to the overall operational safety of this corridor. Twenty-eight (28) signs were found to be missing and fifty-three (53) signs were identified to be in a deteriorated condition or vandalized, for a total of 81 signs that need to be replaced. Pavement markings along the entire corridor were observed to be in a deteriorated condition.				

FIRM EMPLOYED BY		N-Y Associates, Inc.		
NAME	Fred Mortali, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17	
TITLE	Civil Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	16	
DEGREE(S) / YEARS / SPECIALIZATION		BS 1989 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #35111 LA 03/31/2028		
YEAR REGISTERED	2009	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Fred has 33 years of experience with transportation engineering projects. He will provide ROADWAY AND DRAINAGE DESIGN services for this project. Fred provided Roadway and Drainage Design and Cost Estimates for each project listed below.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/11 – Ongoing	LA HIGHWAY 23 (HAPPY JACK TO N. PORT SULPHUR) ENVIRONMENTAL ASSESSMENT AND DESIGN Plaquemines Parish, LA Environmental Assessment, Topographic Survey and Design for the reconstruction and widening of the existing 4-mile two-lane roadway to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards.			
06/13 – 12/16	TYLER DRIVE ROADWAY AND DRAINAGE IMPROVEMENTS St. Tammany Parish, LA Feasibility Study, Design, Bidding and Construction Administration for the full pavement rehabilitation of 1,183 LF of Tyler Drive consisting of cold mill and overlay as well as segments of full reconstruction. The project included reconfiguration of the median to add an additional left turn lane from Tyle Drive onto Gause Boulevard to maintain traffic flow. Additional left turn lanes were also added from Tyler Drive onto Manzella Drive for access to businesses and from Tyler Drive onto Natchez Drive to maintain traffic flow.			
06/20 – Ongoing	BREWSTER ROAD/LA 1077 DETENTION POND St. Tammany Parish, LA H&H Modeling utilizing SWMM & HEC-RAS and Design for a 10-acre detention pond including drainage improvements to facilitate connectivity to the pond and new subsurface drainage along Brewster Road.			
06/13 – 12/23	IMPROVEMENTS TO DUNCAN CANAL AND WEST ESPLANADE AVENUE Kenner, LA A Hydraulic Study and Preliminary & Final Design of the double barrel, 3000 CFS, 300 LF box culvert which will replace the existing bridges crossing the Duncan Canal. The project also includes the reconstruction of approx. 700 LF of eastbound and westbound W. Esplanade Avenue.			
01/10 – 12/18	PROGRAM MANAGEMENT OF THE EASTBANK FEMA SUBMERGED ROADS PROGRAM Jefferson Parish, LA Program Manager for the Design and Construction Management of \$83 million of FEMA funded concrete and asphalt street improvements. Responsible for overall program implementation including the oversight of 5 design engineers and approx. 20 construction contractors. Scope of work included providing the Parish with the necessary documentation for FEMA's Project Worksheets (PWs) – including periodic updates and re-versioning to ensure proper cost reimbursements.			
06/14 – 12/16	VETERANS ADMINISTRATION MEDICAL CENTER (VAMC) AND UNIVERSITY MEDICAL CENTER (UMC) INFRASTRUCTURE IMPROVEMENTS Roadway pavement complete with curbs; base; subsurface utilities, including but not limited to, drainage, water, and sanitary sewer installation; and, adjustments as required at driveways, intersecting streets, and project termini.			
06/14 – 06/16	NORTH GALVEZ STREET FROM TENNESSEE STREET TO DELERY STREET New Orleans, LA The complete reconstruction of the street pavement including concrete pavement and curb, crushed stone base course, sidewalks, driveways, handicapped ramps; and replacement of subsurface utilities. Also included is CIPP Lining of 2,550 LF of 8" sewer mains and 2,000 LF of 6" sewer house connections.			
2015 – 2018	Alton Area Drainage Study and Phase I Improvements St. Tammany Parish, LA Hydraulic Modeling of Existing Conditions and Proposed Improvements to alleviate street and nuisance flooding, utilizing SWMM. N-Y also designed Phase I of these proposed drainage improvements.			
2016 – 2017	1077/1085 DRAINAGE STUDY St. Tammany Parish, LA Hydraulic Modeling of existing conditions and proposed improvements utilizing the HEC-RAS Program of the following tributaries in the western area of St. Tammany Parish: East Bedico Creek, Tributary #3, Fox Run, Soap and Tallow Creek, and Black River. The improvements would alleviate overland flooding and included enlarged culverts and bridge crossings and new detention ponds.			

FIRM EMPLOYED BY		N-Y Associates, Inc.		
NAME	William Haensel, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5	
TITLE	Senior Civil Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	50	
DEGREE(S) / YEARS / SPECIALIZATION		BS 1968 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #13375 LA 03/31/2028		
YEAR REGISTERED	1972	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	William has over five decades of experience with transportation engineering projects. He will provide ROADWAY AND DRAINAGE DESIGN services for this project. William provided Roadway / Bridge and Drainage Design for each project listed below.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/22 – Ongoing	REPLACEMENT OF RURAL BRIDGES LADOTD DISTRICTS 08, 58 AND 05 Winn, Grant, Natchitoches, Rapides, Vernon, Catahoula, Caldwell, Franklin and Jackson Parishes, LA H&H Modeling utilizing use of LADOTD HYDRWIN software as well as the USACE HEC-RAS and design for the replacement of fifteen (15) rural bridges crossing creeks and bayous on the State Highway System in LADOTD Districts 08, 58 and 05. Pre-cast concrete box culvert alternatives are considered and recommended to LADOTD to replace bridges where appropriate. Solicitation of Views and Preparation of the Categorical Exclusion document in compliance with NEPA and FHWA criteria and guidelines. This project includes Preliminary and Final Bridge Plans and Bridge Load Rating Reports.			
06/25 – 06/27	TERMINAL ACCESS ROADS AND E. JUDGE PEREZ DRIVE INTERCHANGE FOR THE LOUISIANA INTERNATIONAL TERMINAL Violet, LA Design, bidding and construction administration of the new Terminal Access Roads and E. Judge Perez Drive interchange at the proposed Louisiana International Terminal (LIT) on the Mississippi River in Violet, Louisiana. The project includes raising existing E Judge Perez Drive, utility relocations, design of new terminal access roads and RFID portals, and the design of a new signalized intersection at E Judge Perez Drive (subconsultant).			
09/24 – Ongoing	FPA-E: LPV-111 BRIDGE ASSESSMENT AND REHABILITATION DESIGN New Orleans, LA The LPV-111 Access Bridge is a contractor design that was erected for the LPV ARM-09 armoring and levee enlargement project in eastern Orleans Parish in 2018 using existing abutments. The contractor installed intermediate steel pile bents, to create a 4-span (35'-16'-16'-35') bridge, with a steel framing superstructure and timber matting for the decking. Since that time, the timber matting has deteriorated, and the bridge has been closed to vehicular access. N-Y assessed the steel superstructure and steel pile bents and prepared two alternatives for a new deck and repairs for a HS-20 design load necessary for future levee lifts. N-Y is preparing design plans and specifications for the selected alternative.			
02/22 – 08/23	TANGIPAHOA ROADS IMPROVEMENTS Tangipahoa Parish, LA Pavement Rehabilitation (asphalt patching, milling, overlay, and signage) S.P No. H.014048 (2020-2023) Analysis and design of pavement overlays and signage on rural roads in southern Tangipahoa parish. Attended meetings, performed site reconnaissance, assisted in plan development, and reviewed plans for construction. Design conformed to Tangipahoa Parish, AASHTO, and DOTD requirements. <i>Completed at prior firm.</i>			
05/12 – 10/14	AUDUBON BOULEVARD RECONSTRUCTION St. Tammany Parish, LA Design of the complete reconstruction of a divided multilane collector roadway for the City of Slidell. Project included removal of existing asphalt overlaid PCC Pavement and replacement with new 8" thick PCC pavement including drainage upgrades and signage. <i>Completed at prior firm.</i>			
09/95 – 02/10	LAKESHORE ROADWAYS IMPROVEMENTS St. Tammany Parish, LA Design for divided roadways serving a residential development including West End Blvd., Lakeshore Marina Dr., Marina Villa Blvd., Lakeshore Blvd., Sunrise Blvd., Sunset Blvd., East End Blvd., Marina Villa East Blvd., Lakeshore Village Blvd., Lakeshore Village Dr., and East Lake Court. Approximately 46,000 linear feet of 8" thick PCC pavement on a 12" thick cement treated base was constructed. <i>Completed at prior firm.</i>			
03/08 – 10/09	OAK HARBOR BOULEVARD EAST WIDENING (I-10 SERVICE ROAD TO LAKESHORE BOULEVARD) St. Tammany Parish, LA Design of additional travel lanes for an existing 2,600 foot long divided roadway including drainage. The design conformed to DOTD and AASHTO requirements. <i>Completed at prior firm.</i>			

FIRM EMPLOYED BY		APS Engineering and Testing, LLC		
NAME	Sergio Aviles, PE, M.ASCE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	14	
TITLE	President/Geotechnical Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	10	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2001 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #33571 LA 03/31/2028		
YEAR REGISTERED	2007	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Sergio has over 24 years of experience providing services as a Geotechnical Manager, Designer, Field Crew, and Lab Manager. He will provide GEOTECHNICAL EXPLORATION AND PAVEMENT DESIGN services for this project.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/19 – Ongoing	US 90 RAILROAD OVERPASS SE OF LA 85 LADOTD Project No. H.010155 A P S was selected to provide geotechnical investigation, foundation design support, and construction-phase engineering services. The project required detailed subsurface characterization and engineering evaluation to support the design and construction of bridge foundations, approach embankments, and retaining wall systems within a corridor influenced by both highway and railroad operations. A P S performed a comprehensive subsurface exploration program consisting of twelve (12) deep borings strategically located along the proposed overpass alignment. The investigation was conducted to evaluate soil stratigraphy, groundwater conditions, and engineering properties influencing deep foundation installation, embankment performance, and retaining structure stability. Field operations were carefully coordinated with site access constraints, drilling equipment logistics, and transportation corridor safety requirements to maintain efficiency while minimizing impacts to surrounding infrastructure. Laboratory testing programs included soil classification, strength testing, and consolidation evaluations to support the development of foundation design parameters and constructability recommendations. The resulting geotechnical analyses provided the design team with essential data to develop safe, economical, and constructible foundation systems and earthwork specifications for the bridge structure and associated roadway improvements. During the construction phase, A P S has provided ongoing geotechnical engineering and construction support services to assist with the implementation of the design and to verify field performance of installed foundations and embankments. A P S also provides settlement monitoring and analysis using settlement plates installed within approach embankments, allowing engineers to evaluate consolidation behavior and verify that settlement rates are consistent with project design assumptions. These monitoring activities support construction sequencing decisions and risk mitigation strategies to ensure long-term performance of the roadway embankment systems. In addition, A P S performs engineering review of contractor retaining wall submittals, including evaluation of design calculations, material specifications, and installation procedures to confirm compliance with project specifications and geotechnical design parameters. These reviews support the project's quality assurance and quality control (QA/QC) program, helping ensure that constructed elements meet the design intent and applicable engineering standards. Sergio serves as Manager for the project. In this role, he provides direct oversight of field exploration activities, construction monitoring, PDA testing operations, settlement monitoring programs, laboratory testing, and engineering evaluations. He works closely with the contractor, field crews, and project engineers to coordinate construction activities, address subsurface conditions encountered during construction, and maintain alignment with project schedule and safety requirements.			
03/19–05/25	US 190: LA 437 TO US 190 BUS LADOTD Project No. H.001344 A P S provided geotechnical investigation, foundation design support, and construction-related testing services for the proposed bridge improvements along the US 190 corridor. The work focused on delivering subsurface information and engineering recommendations necessary to support safe and efficient bridge construction operations. A P S performed an extensive field exploration program consisting of nineteen (19) deep borings drilled along the proposed bridge alignment to evaluate subsurface conditions affecting bridge pier and abutment foundation installation. Field activities required coordination with construction access, traffic control operations, drilling crews, and heavy equipment. In addition to the deep foundation investigation, A P S performed construction-phase materials evaluation and laboratory testing to assess subsurface soils, structural fill materials, base layers, and concrete placement areas associated with bridge construction. During foundation installation activities, A P S provided Pile Driving Analyzer (PDA) instrumentation and field monitoring of pile driving operations. Real-time PDA data collection was used to evaluate pile driving stresses, hammer performance, and foundation capacity. CAPWAP analyses were performed to verify pile capacity and driving criteria, providing the contractor and design team with immediate feedback to support construction decisions and confirm foundation performance. These services helped reduce construction risk by verifying foundation behavior during installation and ensuring that pile capacities met design requirements without unnecessary overdriving or delays to construction operations. Sergio served as Manager for the investigation and construction support team. In this role, he directed field drilling operations, construction monitoring activities, PDA testing, laboratory testing programs, and engineering evaluations. He coordinated closely with drilling crews, testing personnel, contractors, and project engineers to ensure efficient field execution and maintain alignment with project schedule and construction sequencing.			

FIRM EMPLOYED BY		APS Engineering and Testing, LLC		
NAME	Sairam Eddanapudi, PE, ME	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	14	
TITLE	Chief Geotechnical Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	9	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2002 Civil Engineering / BS 1999 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #35129 LA 03/31/2028		
YEAR REGISTERED	2009	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Sairam has 23 years of experience providing services as a Chief Geotechnical Engineer, Design Engineer, and Laboratory QA Manager. He will provide GEOTECHNICAL EXPLORATION AND PAVEMENT DESIGN services for this project.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/19 – Ongoing	US 90 RAILROAD OVERPASS SE OF LA 85 LADOTD Project No. H.010155 A P S was selected to provide geotechnical investigation, foundation design support, and construction-phase engineering services. The project required detailed subsurface characterization and engineering evaluation to support the design and construction of bridge foundations, approach embankments, and retaining wall systems within a corridor influenced by both highway and railroad operations. A P S performed a comprehensive subsurface exploration program consisting of twelve (12) deep borings strategically located along the proposed overpass alignment. The investigation was conducted to evaluate soil stratigraphy, groundwater conditions, and engineering properties influencing deep foundation installation, embankment performance, and retaining structure stability. Field operations were carefully coordinated with site access constraints, drilling equipment logistics, and transportation corridor safety requirements to maintain efficiency while minimizing impacts to surrounding infrastructure. Laboratory testing programs included soil classification, strength testing, and consolidation evaluations to support the development of foundation design parameters and constructability recommendations. The resulting geotechnical analyses provided the design team with essential data to develop safe, economical, and constructible foundation systems and earthwork specifications for the bridge structure and associated roadway improvements. During the construction phase, A P S has provided ongoing geotechnical engineering and construction support services to assist with the implementation of the design and to verify field performance of installed foundations and embankments. A P S also provides settlement monitoring and analysis using settlement plates installed within approach embankments, allowing engineers to evaluate consolidation behavior and verify that settlement rates are consistent with project design assumptions. These monitoring activities support construction sequencing decisions and risk mitigation strategies to ensure long-term performance of the roadway embankment systems. In addition, A P S performs engineering review of contractor retaining wall submittals, including evaluation of design calculations, material specifications, and installation procedures to confirm compliance with project specifications and geotechnical design parameters. These reviews support the project's quality assurance and quality control (QA/QC) program, helping ensure that constructed elements meet the design intent and applicable engineering standards. Sairam serves as Chief Engineer for the project design team, providing technical design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.			
03/19–05/25	US 190: LA 437 TO US 190 BUS LADOTD Project No. H.001344 A P S provided geotechnical investigation, foundation design support, and construction-related testing services for the proposed bridge improvements along the US 190 corridor. The work focused on delivering subsurface information and engineering recommendations necessary to support safe and efficient bridge construction operations. A P S performed an extensive field exploration program consisting of nineteen (19) deep borings drilled along the proposed bridge alignment to evaluate subsurface conditions affecting bridge pier and abutment foundation installation. Field activities required coordination with construction access, traffic control operations, drilling crews, and heavy equipment. In addition to the deep foundation investigation, A P S performed construction-phase materials evaluation and laboratory testing to assess subsurface soils, structural fill materials, base layers, and concrete placement areas associated with bridge construction. During foundation installation activities, A P S provided Pile Driving Analyzer (PDA) instrumentation and field monitoring of pile driving operations. Real-time PDA data collection was used to evaluate pile driving stresses, hammer performance, and foundation capacity. CAPWAP analyses were performed to verify pile capacity and driving criteria, providing the contractor and design team with immediate feedback to support construction decisions and confirm foundation performance. These services helped reduce construction risk by verifying foundation behavior during installation and ensuring that pile capacities met design requirements without unnecessary overdriving or delays to construction operations. Sairam served as Chief Engineer for the project design team, providing technical design leadership and managing quality assurance for all laboratory testing to ensure accuracy, compliance, and reliability of geotechnical data.			

FIRM EMPLOYED BY		APS Engineering and Testing, LLC		
NAME	Surendra Pathak, PE, MS	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	11	
TITLE	Senior Supervisor Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	10	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2013 Civil Engineering / BS 1998 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE #43487 LA 09/30/2027		
YEAR REGISTERED	2019	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Surendra has 21 years of experience providing services as a Senior Supervisor Engineer, Design Engineer, QA-QC Field Testing Leader, and PDA testing leader. He will provide GEOTECHNICAL EXPLORATION AND PAVEMENT DESIGN services for this project.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/19 – Ongoing	US 90 RAILROAD OVERPASS SE OF LA 85 LADOTD Project No. H.010155 A P S was selected to provide geotechnical investigation, foundation design support, and construction-phase engineering services. The project required detailed subsurface characterization and engineering evaluation to support the design and construction of bridge foundations, approach embankments, and retaining wall systems within a corridor influenced by both highway and railroad operations. A P S performed a comprehensive subsurface exploration program consisting of twelve (12) deep borings strategically located along the proposed overpass alignment. The investigation was conducted to evaluate soil stratigraphy, groundwater conditions, and engineering properties influencing deep foundation installation, embankment performance, and retaining structure stability. Field operations were carefully coordinated with site access constraints, drilling equipment logistics, and transportation corridor safety requirements to maintain efficiency while minimizing impacts to surrounding infrastructure. Laboratory testing programs included soil classification, strength testing, and consolidation evaluations to support the development of foundation design parameters and constructability recommendations. The resulting geotechnical analyses provided the design team with essential data to develop safe, economical, and constructible foundation systems and earthwork specifications for the bridge structure and associated roadway improvements. During the construction phase, A P S has provided ongoing geotechnical engineering and construction support services to assist with the implementation of the design and to verify field performance of installed foundations and embankments. A P S also provides settlement monitoring and analysis using settlement plates installed within approach embankments, allowing engineers to evaluate consolidation behavior and verify that settlement rates are consistent with project design assumptions. These monitoring activities support construction sequencing decisions and risk mitigation strategies to ensure long-term performance of the roadway embankment systems. In addition, A P S performs engineering review of contractor retaining wall submittals, including evaluation of design calculations, material specifications, and installation procedures to confirm compliance with project specifications and geotechnical design parameters. These reviews support the project's quality assurance and quality control (QA/QC) program, helping ensure that constructed elements meet the design intent and applicable engineering standards. Surendra serves as the Senior Supervisor Engineer on the project design team, providing foundation design expertise.			
03/19–05/25	US 190: LA 437 TO US 190 BUS LADOTD Project No. H.001344 A P S provided geotechnical investigation, foundation design support, and construction-related testing services for the proposed bridge improvements along the US 190 corridor. The work focused on delivering subsurface information and engineering recommendations necessary to support safe and efficient bridge construction operations. A P S performed an extensive field exploration program consisting of nineteen (19) deep borings drilled along the proposed bridge alignment to evaluate subsurface conditions affecting bridge pier and abutment foundation installation. Field activities required coordination with construction access, traffic control operations, drilling crews, and heavy equipment. In addition to the deep foundation investigation, A P S performed construction-phase materials evaluation and laboratory testing to assess subsurface soils, structural fill materials, base layers, and concrete placement areas associated with bridge construction. During foundation installation activities, A P S provided Pile Driving Analyzer (PDA) instrumentation and field monitoring of pile driving operations. Real-time PDA data collection was used to evaluate pile driving stresses, hammer performance, and foundation capacity. CAPWAP analyses were performed to verify pile capacity and driving criteria, providing the contractor and design team with immediate feedback to support construction decisions and confirm foundation performance. These services helped reduce construction risk by verifying foundation behavior during installation and ensuring that pile capacities met design requirements without unnecessary overdriving or delays to construction operations. Surendra served as Senior Supervisor Engineer on the project design team, providing foundation design expertise, and acted as Team Leader for Pile Dynamic Analyzer (PDA) testing and analysis.			

FIRM EMPLOYED BY		Quality Counts LLC		
NAME	Andrew Mix	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	11	
TITLE	Associate Vice President of Operations	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2015 Management; BS 2014 Bioengineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		N/A		
YEAR REGISTERED	N/A	DISCIPLINE	N/A	
Contract role(s) / brief description of responsibilities	Andrew oversees projects across the states of Louisiana, Texas, North Carolina, South Carolina, and Georgia. He manages all aspects of traffic data collection projects including creating estimates, determining proper collection methods, managing field technicians, data QA/QC, and data delivery. Andrew has extensive experience both in the office and in the field, making his collection recommendations practical and appropriate in a variety of traffic scenarios. He will provide TRAFFIC DATA COLLECTION services for this project.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/20 – Present	ON-CALL TRAFFIC DATA COLLECTION North Carolina Department of Transportation Various Locations, NC Since 2010, QC has been part of NCDOT's On-Call Traffic Count Program, conducting various data collection surveys such as turning movement counts, tube counts, and spot speed surveys across all 14 NCDOT divisions. The data collected supports NCDOT's planning, design, and safety activities, with QC adhering to strict protocols and delivering hundreds of counts annually. As Project Manager, Andrew oversees the coordination and execution of these efforts, ensuring timely and accurate data delivery for the contract.			
01/24 – 04/24	SAFETY PLAN TRAFFIC COUNTS Sandy Springs, GA Andrew led the collection of 580 48-hour AADT counts for the City of Sandy Springs, Georgia, utilizing an innovative approach by filming intersections and processing data through QC's proprietary software, DataLens, instead of traditional tubes. Despite the project's scale, Andrew efficiently managed it using only 30 cameras, all coordinated from QC's Charlotte office.			
07/20 – 07/23	CRTPO TRAFFIC DATA COLLECTION ON-CALL Charlotte, NC Since 2018, Andrew has overseen the collection of approximately 700 48-hour mid-block traffic counts annually across the City of Charlotte, also managing the data upload to MS2. During the COVID-19 pandemic in 2020, QC partnered with the City to analyze the impact of shutdowns on traffic patterns, providing crucial data for study.			
03/23 – 06/23	CENTRAL NEW ORLEANS TRAFFIC COUNTS New Orleans, LA As Principal-in-Charge, Andrew oversaw QC's collection of 58 volume and class counts, 1 volume/speed/class count via radar, and 61 turning movement counts (TMCs) for Stantec, focusing on traffic around cruise line departures. The project utilized Spack Count Cameras, Jamars, and Houston Radar units to improve collection efficiency, with backup equipment deployed to ensure successful data collection.			
02/23 – 06/23	LOUISIANA STATE UNIVERSITY (LSU) INTERCHANGES STUDY Baton Rouge, LA As Principal-in-Charge, Andrew oversaw collection for LSU's Department of Civil and Environmental Engineering, covering 8 highway interchanges from Lake Charles to Hammond, LA. The project involved 10-16 count locations per interchange, with a mix of turning movement counts (TMCs) and volume counts collected over a 4-week period using Spack Count Cameras and JVCs. Andrew ensured weekly data deliveries and custom reports tailored to the client's needs, successfully completing the project within the agreed timeframe.			
03/21 – 03/23	CITY OF ROUND ROCK ON-CALL DATA COLLECTION Round Rock, TX As Principal-in-Charge, Andrew oversaw the collection of approximately 120 two-day traffic counts annually, along with additional on-call counts for various purposes. The project required the use of Jamar tube counters for volume, speed, and classification data, and video data for peak-hour turning movement counts. Andrew ensured coordination with the City's Transportation Department, timely delivery of data, and enhanced safety measures for night work on high-speed facilities.			



GOVERNMENT ST. AT LOBDELL AVE.

Section 17

17. **Firm Experience:**

FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic
PROJECT NAME	LADOTD RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.4400002787	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Statewide, Louisiana		OWNER'S PROJECT MANAGER	Joshua Harrouch, PE
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 70808 225-242-4640 joshua.harrouch@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	02/13	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$2,024
SERVICES COMPLETED BY THIS FIRM (MM/YY)	03/18	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,724

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

Under this retainer, Stantec designed four roundabout projects, including: Cleo Road (Pearl River), US 79 Bypass at LA 9 (Homer), LA 86 & LA 320 Roundabout (New Iberia) and LA 75 Roundabouts (Plaquemine). Stantec also designed the LA 447 / I-12 Interchange (Walker) under this contract.

US 11 at Cleo Road: Stantec was chosen to perform the design and construction plans for the proposed single-lane roundabout at the unsignalized intersection. Because of the proximity to the interstate and truck-related businesses, the roundabout was designed to ensure that interstate-sized trucks can maneuver through and around the roundabout. To maintain all movements during construction of the roundabout, Stantec developed a maintenance-of-traffic plan that included the use of **runaround detours and temporary signalization** for US 11, as well as Cleo Road. While the initial intersection is a three-leg roundabout, Stantec designed a fourth leg for a future connection. The temporary and permanent designs considered the existing properties to avoid relocations or unnecessary impacts. As with all our projects, our team worked closely with DOTD to meet all project goals.

US 79 Bypass at LA 9 Roundabout: This project replaced an existing signalized intersection in Claiborne Parish with a single-lane roundabout. The roundabout improvement addressed safety and congestion issues at the existing intersection. The traffic control plan required for construction included three detour roads and **a temporary subsurface drainage system** to make room to construct the new intersection.

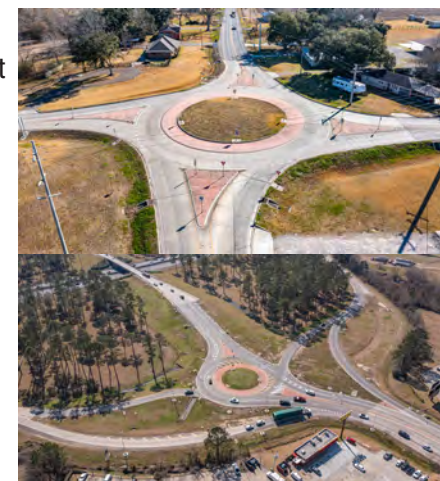
LA 86/320 Roundabout: Stantec provided the full design of the roundabout and developed detailed construction phasing plans using the latest LADOTD and FHWA guidance. The project included rural drainage design, utility coordination, joint layouts, graphical grades, maintenance of traffic with phased construction, diversions, detours, and striping and signing. The large farm vehicles and trailers that use the roads required special consideration in the **roundabout design to accommodate larger vehicle maneuvering**. Additionally, to address the concerns of the public, special consideration was made for the timing of construction in this heavily agricultural community by ensuring that sugarcane transport vehicles were not impeded during harvest season. Working closely with LADOTD to meet project goals and the needs of the roadway users, Stantec delivered the plans in less than two years, with construction lasting for about three years.

LA 447 / I-12 Interchange: This project improved the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. All improvements were within the existing right-of-way, which saved DOTD time and money, and prevented property impacts to residents and business owners. Our design offset both roundabouts from the existing ramp terminal intersections maintaining traffic patterns and shortening the duration of construction. The multi-lane roundabout feature two circulating lanes which expand to four lanes on each side of the existing LA 447 bridge that overpasses I-12. Bypass lanes were designed for eastbound and westbound traffic to and from I-12 to improve the overall operations of the **roundabout ramp terminals**.

TEAM MEMBERS INVOLVED: G. HEITMAN, M. O'ROURKE, J. CAINS, N. PRUDHOMME, J. LEFANTE

TASK RELEVANCE:

- ☒ Roundabout Design & Plans (Single/Multilane)
- ☒ Ramp Terminal Design
- ☒ Traffic Analysis
- ☒ Maintenance of Traffic/TMP
- ☒ Utility Conflicts Identified
- ☒ Quantities & Cost Estimates
- ☒ Quality Review



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Bridge, Traffic
PROJECT NAME	LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	H.4400002748	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Statewide, Louisiana			OWNER'S PROJECT MANAGER Ryan McMillan
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 70808 225.379.1388 ryan.mcmillan@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	10/12	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$2,835.2
SERVICES COMPLETED BY THIS FIRM (MM/YY)	12/21	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$2,567.3

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

Under this retainer, Stantec helped LADOTD deliver improvements on major congested roadway corridors, providing relief to these areas for years to come. Projects included widening and improving two existing roadways and a roadway on new alignment.

W. Prien Lake Road Relocation: task order was initiated through a third-party stakeholder (developer) who was willing to donate the right-of-way for the project in exchange for access related to their development. Stantec was asked to develop **preliminary and final plans** for the project, which included complete streets features such as a separated shared use path and sidewalk to promote bicycle and pedestrian mobility as well as **a multi-lane roundabout**. The project also featured a new signalized intersection at the relocated roadway and Nelson Road, which required our team to develop traffic signal warrants, signal timing analyses, and signal plans. Due to the planned urban setting for this area, this project also provided subsurface drainage as well as hydraulic analysis of a 12'x12' multi-barrel box culvert which was also designed by Stantec's structures group. Since the improvements impacted certain areas near the Nelson Road interchange at I-210, Stantec developed a **Level 2 TMP** document. Stantec also provided construction support during the construction phase of the project, providing timely answers to contractor RFIs and questions, as well as reviewing shop drawings. Now complete, this project has improved traffic flow in this very congested area of Southwest Lake Charles. This project was part of the LADOTD Road Transfer program, which was turned over to the City of Lake Charles upon completion of construction.

Government Street: included extensive traffic analysis, modeling, and safety analysis to develop conceptual alternatives to increase traffic safety and improve access management in this highly commercial corridor. Considerations of the LADOTD Complete Streets policy played a key role in deciding the alternative chosen for implementation. A "road diet" was identified as the preferred alternative including **a roundabout at the intersection of Government St. and Lobdell Ave.**, and Stantec developed final construction plans for these improvements. The construction plans consisted of roadway plans (including hydraulic analysis and design) as well as pavement rehab, railroad coordination, ADA improvements, signal warrants and plans, and landscaping plans for enhancement of this corridor. During the construction phase, we provided construction support by answering contractor questions, providing design clarifications, and coordinating with stakeholders about access.

Essen Lane Widening: included Roadway Design **support for environmental clearance**, providing exhibits, cost estimates, and technical discussions of the project, in addition to participating in the public meeting. Following environmental clearance, we provided final roadway plans (including hydraulic analysis and design), **bridge inspection and widening**, and signal plans for the project, and coordinated with all parties to make sure the final construction documents were delivered in a timely manner. This project also included the development of a Level 2 TMP document. During the construction phase, we also assisted District 61 with construction support by **coordinating solutions for utility conflicts**, as well as answering RFIs and providing any design clarifications requested to assist the contractor in completing construction. The project has greatly reduced congestion along the corridor and improved mobility and accessibility for this principal arterial in Baton Rouge.

TEAM MEMBERS INVOLVED: G. HEITMAN, M. O'ROURKE, J. CAINS, N. PRUDHOMME, J. LEFANTE, M. NEUMANN, H. KREBS

TASK RELEVANCE:

- ☒ Roundabout Design & Plans (Single/Multilane)
- ☒ Bridge Widening & Structural Design
- ☒ Traffic Analysis
- ☒ Maintenance of Traffic/TMP
- ☒ Exhibits for Permits/Environmental Clearance
- ☒ Quantities & Cost Estimates
- ☒ Quality Review



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic
PROJECT NAME	RIVER ROAD RELOCATION			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	257-03-0024, 817-16-0030	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Baton Rouge, Louisiana			OWNER'S PROJECT MANAGER Robert Isemann
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 70808 225-379-1398 robert.isemann@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	03/07	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$7,338
SERVICES COMPLETED BY THIS FIRM (MM/YY)	12/12	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$4,110

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

To assist the casino developer with access to the proposed L'Auberge Casino & Hotel resort facility, we used our extensive knowledge of LADOTD policies and requirements to facilitate a partnership between the two entities and developed a plan to have the resort open within the timeline imposed by the Gaming Commission.

Stantec led the charge to develop a plan that resulted in having construction plans, permitting, and construction completed within the three years allowed before the developer would be required to relinquish their license for that site.

The proposed improvements included relocating River Road (LA 327) for approximately one mile, which was a two lane rural high-speed roadway that paralleled the Mississippi River in Baton Rouge, LA. The proposed development required access to their site as well as improved access for roadways leading to the site. From a design standpoint, the project proposed **three roundabout intersections which would be the first in the City of Baton Rouge** and included multi-disciplinary elements that needed to be coordinated, including roadway, drainage, bridge, geotechnical, and traffic design for the relocation of River Road. The goal of implementing roundabouts was to provide a traffic calming effect through the limits of the development property.

Stantec set the groundwork for understanding the needs of the proposed development through a Traffic Impact Study, which at the time required the developer to identify critical intersections to improve within a 10 mile radius of the project site. Joe Cains led the project delivery and roadway design efforts for horizontal and vertical geometry (including the three proposed roundabout intersections within the limits of the proposed site) **striping, signing, drainage**, and close coordination with the proposed roadway lighting design elements. He was able to work closely with Nick Prudhomme who assisted with plan development and drainage design efforts. Stantec's multi-discipline team worked well together and was able to satisfy the Client while making an impression on LADOTD and the City of Baton Rouge with our expedited plan delivery.

TEAM MEMBERS INVOLVED: **G. HEITMAN, M. O'ROURKE, N. PRUDHOMME, J. CAINS, J. LEFANTE**



TASK RELEVANCE:

- ☒ Roundabout Design & Plans
- ☒ Bridge Design
- ☒ Traffic Analysis
- ☒ Maintenance of Traffic
- ☒ Exhibits for Permits/Environmental Clearance
- ☒ Utility Conflicts Identified
- ☒ Quantities & Cost Estimates
- ☒ Quality Review



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic
PROJECT NAME	I-49 LAFAYETTE CONNECTOR			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	H.004273.5 (4400004128)	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Lafayette, Louisiana			OWNER'S PROJECT MANAGER Timothy Nickel, PE
OWNER'S ADDRESS, PHONE, EMAIL		1201 Capital Access, Baton Rouge, LA 70808 225-379-1110 timothy.nickel@la.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	07/15	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$32,500
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$17,000

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

Connecting communities and improving interstate access is what the I-49 Connector project is all about.

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

In the fall of 2015, LADOTD decided it was time to move forward with the project, Stantec embraced this as a true community project with a plan to weave the Connector into the neighborhood fabric and engage the impacted residents in creating a roadway that could truly become a community asset.

Our first activity was to complete the functional plan that started in 2006, which included an extensive community outreach and public input phase. Refinement concepts to the Selected Alternative generated by the public and other stakeholders were investigated and a final design concept was adopted. The functional plan phase included **final geometrics**, traffic and ITS analyses, **EIS re-evaluation**, **bridge-type selection**, lighting, rail and airport coordination, and underpass planning, along with preliminary geotechnical investigation, SUE and topographic survey, and mapping.

The CSS process continued by using the refined concept to set the attributes of 55 CSS design elements to be incorporated into the project, including parks, plazas, landscaping, hardscaping and brick pavers, and bridge aesthetic treatments. The CSS process concluded with a Design Guidelines document to direct the design and construction of the project.

Analysis of different alignments and interchange configurations were performed using TransCAD, Vistro, HCS, SIDRA, and VISSIM software. The traffic evaluation included a detailed Vistro model of 60 intersections along the project corridor. Each intersection was evaluated for potential control type changes to either unsignalized, signalized, or **roundabout control**. Stantec's Team has recently started preliminary design of the Kahlil Saloom and Willow Interchanges.

TEAM MEMBERS INVOLVED: G. HEITMAN, M. O'ROURKE, J. CAINS, N. PRUDHOMME, J. LEFANTE, H. KREBS, M. NEUMANN, S. HOFFELD

TASK RELEVANCE:

- ☒ Roundabout Design & Analysis
- ☒ Bridge Design
- ☒ Traffic Analysis
- ☒ Exhibits for Permits/Environmental Clearance
- ☒ Utility Conflicts Identified
- ☒ Quantities & Cost Estimates
- ☒ Quality Review



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Bridge, Traffic
PROJECT NAME	I-210 COVE LANE EXTENSION AND INTERCHANGE		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.010151	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Lake Charles, Louisiana		OWNER'S PROJECT MANAGER	Timothy Nickel
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 70808 225-379-1110 timothy.nickel@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	04/11	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$6,000 (estimated)
SERVICES COMPLETED BY THIS FIRM (MM/YY)	03/15	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$4,400

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

"I also want to thank the consultant, Stantec... I want to recognize you all for your forward thinking and your help in partnering and bringing everyone together to make this project successful." - Former LADOTD Secretary, Sherri Lebas

A fast-tracked implementation schedule for a proposed \$600M casino/resort facility created the immediate need for improved interstate access and local street connectivity in Southwest Lake Charles. The new casino development was obligated to be open three years from the date the Gaming Commission approved the development. Our relationships with the Developer, LADOTD, and FHWA combined with our knowledge of the policies and procedures required by the state and federal agencies allowed us to facilitate a partnership to help identify the type of access needed and move quickly to a shovel-ready project.

Stantec began with the traffic analysis necessary to satisfy FHWA IMR policy points and DOTD's alternative development process, which resulted in 29 different interchange alternatives being analyzed individually along I-210. Once all alternatives were vetted through the process, 5 alternatives were selected to move forward into the environmental process. Stantec provided the supporting **roadway design exhibits and information necessary to obtain environmental clearance** (EA/FONSI), while designing preliminary plans AT-RISK parallel to the environmental process so that once environmental clearance was obtained, final plans could ensue in short order to allow construction of the interchange to begin as soon as possible and be open to traffic in time for the casino's opening.

The design was complex, including a tight urban diamond interchange, retaining walls on top of a load transfer platform due to poor soils, and tight right-of-way constraints which made phasing of construction and maintenance of traffic challenging. A **Level 2 TMP** was developed for this project, as this section of I-210 did not affect adjacent properties or access due to limited development at the time.

The project included **two roundabouts**, one in close proximity to the ramp terminal on the south side of I-210 and the other close to a new bridge structure on the north side of I-210. With quick turnarounds for limited milestone submittals, **quality review** was particularly critical to the success of the project. Stantec implemented a special "review workshop" format periodically between milestones to inform and update reviewers of the design elements, challenges, and design justifications during the delivery process. As a result, a typical eight to ten year process of planning through construction letting was reduced to just over two years.

In 2016, **ENR awarded the project Regional Best Project Award of Merit: Highway/Bridge**. For our **project management** efforts on the project, we received a 4.9 out of 5.0 rating score from LADOTD.

TEAM MEMBERS INVOLVED: G. HEITMAN, M. O'ROURKE, J. CAINS, N. PRUDHOMME, J. LEFANTE, S. HOFFELD (W/ PREVIOUS FIRM)

TASK RELEVANCE:

- ☒ Roundabout Design & Analysis
- ☒ Bridge Design
- ☒ Traffic Analysis
- ☒ Conceptual Maintenance of Traffic / TMP
- ☒ Exhibits for Permits/Environmental Clearance
- ☒ Utility Conflicts Identified
- ☒ Quantities & Cost Estimates
- ☒ Quality Review



FIRM NAME	N-Y Associates, Inc.		DISCIPLINE(S)*		Road
PROJECT NAME	LA 1085 (BOOTLEGGER ROAD)			FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A	OWNER'S NAME	St. Tammany Parish		
PROJECT LOCATION	St. Tammany Parish			OWNER'S PROJECT MANAGER	Daniel Hill, PE
OWNER'S ADDRESS, PHONE, EMAIL		P. O. Box 628, Covington, LA 70434/ (985) 898-2552 / dhill@stpgov.org			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	12/08	TOTAL CONSULTANT CONTRACT COST (\$1,000's)			\$120
SERVICES COMPLETED BY THIS FIRM (MM/YY)	03/14	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)			\$110
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

N-Y Associates provided design of a single-lane roundabout to replace the existing intersection at Bootlegger Road and Francis Road on the north and the newly completed Ochsner Boulevard on the south. The project also included relocation of utilities, a temporary detour road and phased construction of the roundabout to maintain traffic flow through the intersection during construction.

SAFETY IMPROVEMENTS

- Eliminated high-speed, right angle and head-on collisions.
- Reduced vehicle conflict points from "32" to "8".
- Enhanced Pedestrian and Bicycle Safety
- Left-Turn Lanes for U-turns

TEAM MEMBERS INVOLVED: **J. SIMMONS, M. NICOLADIS, S. FALL, C. NICOLADIS**



FIRM NAME	N-Y Associates, Inc.		DISCIPLINE(S)*	Road, Bridge
PROJECT NAME	LA 1088 INTERCHANGE, ROUTE I-12			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	700-26-0076	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	St. Tammany Parish			OWNER'S PROJECT MANAGER Mark Chenevert, PE *
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capitol Access Road, Baton Rouge, LA 70802 / (225) 379-1591 / mark.chenevert@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	06/99	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$2,500
SERVICES COMPLETED BY THIS FIRM (MM/YY)	04/10	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,936
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)				

N-Y completed all aspects of this \$15 million project, which modified an overpass to a fully directional interchange at Interstate 12 at LA 1088. N-Y's managed all components from conceptual design to final design, including:

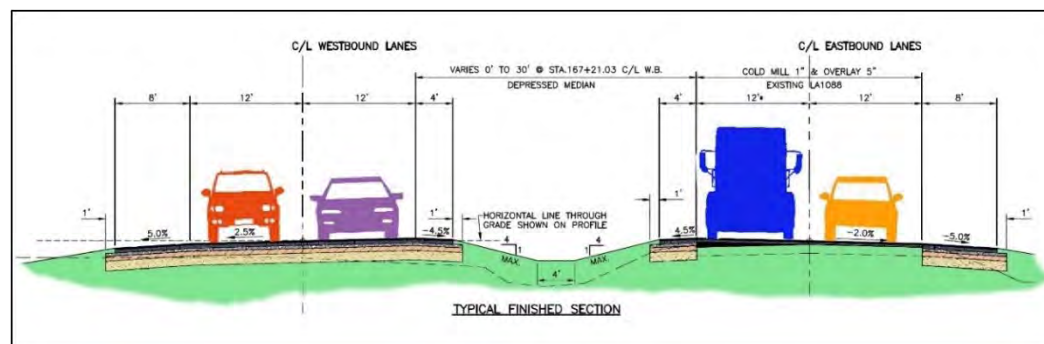
- Geometric Design Study (including engineering feasibility of alternatives);
- Interstate Access Point Request (APR) Report;
- Environmental Assessment;
- Public Outreach including Public Meetings and Public Hearings;
- Topographic Surveys, and
- Preliminary and Final Roadway and Bridge Plans: including the addition of a fully directional interchange at I-12 and LA 1088. The interchange includes: 6,585 LF of widening LA 1088 from a 2-lane roadway to a 4-lane divided roadway with a 30' depressed median; 8,648 LF of single lane ramps; A new 446 LF westbound 2-lane bridge using AASHTO Type IV precast pre-stressed concrete girders. Drainage included 24", 36", 42", 54", 60" and 72" diameter reinforced concrete and reinforced concrete arch pipes.

* The LADOTD PM was Jeff Burst, PE. Mr. Burst is no longer with LADOTD.

SAFETY IMPROVEMENTS

- Reconfigured Interchange
- Enhanced Striping and Signage

TEAM MEMBERS INVOLVED: **J. SIMMONS, M. NICOLADIS, S. FALL, C. NICOLADIS**



FIRM NAME	N-Y Associates, Inc.		DISCIPLINE(S)*	Road
PROJECT NAME	LA HIGHWAY 23 WIDENING (HAPPY JACK TO N. PORT SULPHUR)			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	H.001399	OWNER'S NAME	A. Regional Planning Commission; B. Plaquemines Parish	
PROJECT LOCATION	Plaquemines Parish, LA			OWNER'S PROJECT MANAGER A. Jeffrey Roesel, AICP B. Ken Dugas, PE *
OWNER'S ADDRESS, PHONE, EMAIL		A. 10 Veterans Blvd., New Orleans, LA 70124 / (504) 483-8528 / jroesel@norpc.org B. 333 F Edward Hebert Blvd., Belle Chasse, LA 70037 / (504) 934-6116 / kdugas@ppgov.net		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	A. 08/11; B. 06/16	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,934
SERVICES COMPLETED BY THIS FIRM (MM/YY)	A. 12/14; B. 12/26	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,614
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)				

LA 23 is the only highway access to the residential areas and the oil and fishing industry in southern Plaquemines Parish. LA 23 is also the Official Evacuation Route for Plaquemines Parish. For most of its length, LA 23 exists as a four-lane section. However, between the communities of Happy Jack and Port Sulphur, a 3.8 mile stretch of highway consists of only two lanes.

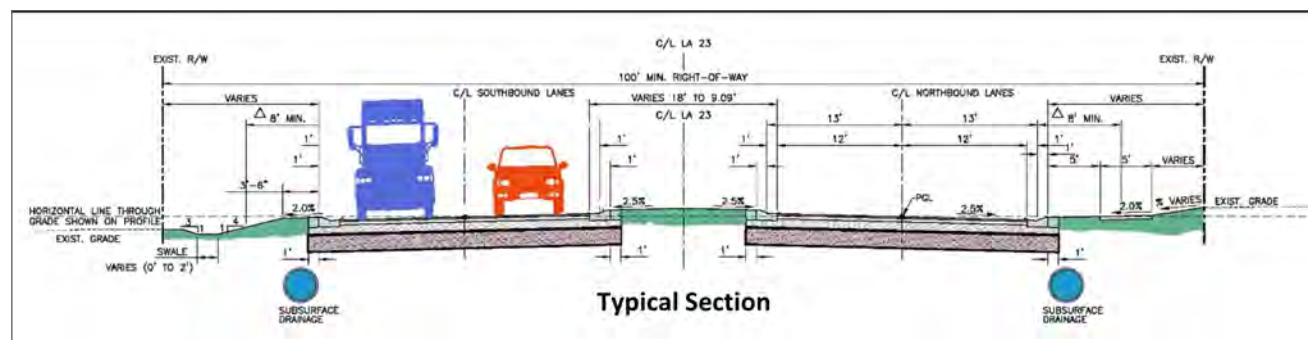
- Plaquemines Parish, the LADOTD, and the RPC determined the need to widen this segment to four lanes, and thus commissioned a Stage 1 Environmental Assessment. The EA included the development, refinement, and analysis of alternatives, conceptual roadway and drainage plans, cost estimates and an analysis of likely impacts.
- After completion of the EA, N-Y was selected to prepare the topographic survey and the construction plans and specifications for reconstructing the existing 3.8-mile two-lane undivided roadway with open ditches to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards and reviewed by LADOTD.

* The LADOTD PM is Kurt Brauner, PE.

SAFETY IMPROVEMENTS

- Four Lanes Divided by Median
- Eliminated Road Side Ditches
- Added Left-Turn Lanes for U-turns

TEAM MEMBERS INVOLVED: **J. SIMMONS, M. NICOLADIS, C. NICOLADIS, F. MORTALI**



FIRM NAME	APS Engineering and Testing, LLC		DISCIPLINE(S)*		Geotech
PROJECT NAME	I-10 WIDENING LA 415 TO ESSEN LANE			FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.004100	OWNER'S NAME	Louisiana Department of Transportation and Development		
PROJECT LOCATION	Baton Rouge, LA			OWNER'S PROJECT MANAGER	Kristy Smith, PE
OWNER'S ADDRESS, PHONE, EMAIL		1201 Capital Access Rd., Baton Rouge, LA 70802-4438 / (225) 379-1016 / kristy.smith2@ls.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	09/19	TOTAL CONSULTANT CONTRACT COST (\$1,000's)			N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	05/25	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)			\$600
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

SCOPE- Comprehensive Geotechnical Investigation and Design Support

A P S Engineering and Testing, LLC performed a comprehensive geotechnical investigation to provide the client with all necessary subsurface information for the planning and design of the I-10 widening project between the Washington Street Exit and LSU Lakes. The scope included the drilling and sampling of 77 deep borings, consisting of 16 over-water borings and 61 land borings, strategically located to address anticipated deep foundation and MSE Walls design needs. Our field operations incorporated multiple drilling techniques to address varying site conditions, and all sampling was conducted in accordance with ASTM and DOTD standards. The project required complex over-water operations with specialized equipment mobilization and safety compliance procedures. Laboratory testing was performed exclusively in our AASHTO-Accredited Geotechnical Laboratory, including:

- Soil Classification – ASTM D2487 (Unified) / ASTM D3282 (AASHTO)
- Natural Moisture Content – ASTM D2216
- Liquid limit, plastic limit, and plasticity index (ASTM D4318)
- Grain Size Analyses – ASTM D422
- Minus No. 200 Wash Sieve Analysis – ASTM D1140
- Unconsolidated Undrained (UU) Triaxial Tests – ASTM D2850
- One-Dimensional Consolidation Testing – ASTM D2435
- Specific Gravity – ASTM D854

All results were subjected to QA/QC review by senior geotechnical engineers, ensuring that the design team received reliable engineering parameters for design. As a result, a geotechnical report was prepared with site-specific design recommendations for deep foundations, embankment stability, and MSE wall structures, enabling the client to move forward with confidence in the design phase.

TEAM MEMBERS INVOLVED: S. AVILES, S. EDDANAPUDI, S. PATHAK

SIMILARITIES:

- ✓ Geotechnical Explorations (GE)
- ✓ Geotechnical Design (GD)
- ✓ Geotechnical Construction (GC)
- ✓ Roadway
- ✓ Constructability
- ✓ Contract Management (CM)



FIRM NAME	APS Engineering and Testing, LLC		DISCIPLINE(S)*		Geotech
PROJECT NAME	COMITE RIVER DIVERSION BRIDGE AT LA-67, LA-19 AND LA-19 RAILROAD BRIDGE			FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	H.001352; H.002273	OWNER'S NAME	Huval & Associates, Inc.		
PROJECT LOCATION	East Baton Rouge, LA			OWNER'S PROJECT MANAGER	Thomas M. Gattles III, PE
OWNER'S ADDRESS, PHONE, EMAIL		922 West Don't des Mouton Rd., Lafayette, LA 70507 / (337) 264-3798 / tgattle@huvalassoc.com			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	11/19	TOTAL CONSULTANT CONTRACT COST (\$1,000's)			N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	06/22	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)			\$150
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

SCOPE – Comprehensive Geotechnical Investigation and Design Support

A P S Engineering and Testing, LLC provided complete geotechnical services to support the planning, design, and construction of multiple structures along the LA-19 corridor, including the LA-19 bridge (slope stability/embankment), LA-19 railroad bridge (embankment/MSE wall settlement/retaining wall), LA-19 twin bridges, and the LA-67 bridge (prestressed concrete piles). The investigation included drilling and sampling of 19 deep borings ranging from 50 ft to 120 ft along with shallow roadway borings soil survey, followed by an extensive laboratory testing program in our AASHTO-accredited laboratory including:

- Moisture content (ASTM D2216)
- Liquid limit, plastic limit, and plasticity index (ASTM D4318)
- Unconsolidated-Undrained triaxial compression (ASTM D2850)
- One-Dimensional Consolidation (ASTM D2435)

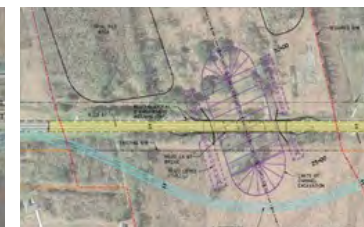
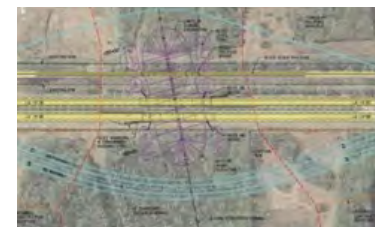
All data was analyzed to develop the geotechnical design parameters for Slope Stability, Settlement, MSE wall, and Deep Foundations design. As the project advanced into construction, A P S was also retained by DOTD to provide full geotechnical engineering services during construction, services included:

- PDA instrumentation and CAPWAP analysis for driven piles
- Field inspection and verification of test piles
- Construction Materials Testing (CMT) for soils, concrete, and aggregates

TEAM MEMBERS INVOLVED: **S. AVILES, S. EDDANAPUDI, S. PATHAK**

SIMILARITIES:

- ✓ Geotechnical Explorations (GE)
- ✓ Geotechnical Design (GD)
- ✓ Geotechnical Construction (GC)
- ✓ Roadway
- ✓ Constructability
- ✓ Contract Management (CM)



FIRM NAME	APS Engineering and Testing, LLC		DISCIPLINE(S)*		Geotech
PROJECT NAME	US-90 RAILROAD OVERPASS (S. EAST OF LA-85)			FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	H.010155	OWNER'S NAME	Shread-Kurykendall & Associates, Inc.		
PROJECT LOCATION	Iberia Parish, LA			OWNER'S PROJECT MANAGER	Nicci D. Gill
OWNER'S ADDRESS, PHONE, EMAIL		13016 Justice Ave., Baton Rouge, LA 70816 / (225) 296-1335 / ngill@skanger.com			
SERVICES COMMENCED BY THIS FIRM (MM/YY)		11/19	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)		12/23	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$105
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

SCOPE – Comprehensive Geotechnical Investigation and Design for 2,400-Foot Span Bridge

A P S Engineering and Testing, LLC performed full-service geotechnical investigation and engineering analysis to support the planning and design of a 2,400-foot bridge. The scope work included drilling twelve (12) borings to depths of 120 ft, with continuous undisturbed sampling from the ground surface to 20 ft and at 5-ft intervals thereafter to ensure high-quality data for design purposes.

All laboratory testing was performed in our AASHTO-accredited laboratory following ASTM standards, including:

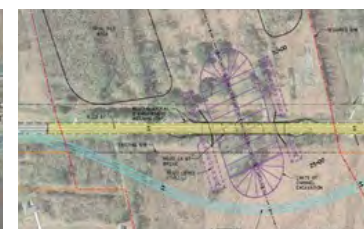
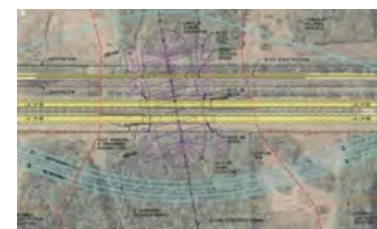
- Visual description and classification of soils (ASTM D2488)
- Moisture content (ASTM D2216)
- Minus No. 200 Wash Sieve Analysis – ASTM D1140
- Liquid limit, Plastic limit, and Plasticity index (ASTM D4318)
- Unconsolidated-Undrained triaxial Compression (ASTM D2850)
- One-Dimensional Consolidation (ASTM D2435)

The engineering analysis included Slope Stability, Settlement analysis, MSE wall design, and deep Pile foundations design recommendations, ensuring a complete geotechnical design report. Recommendations were also provided for constructability and long-term performance of the bridge foundations.

TEAM MEMBERS INVOLVED: **S. AVILES, S. EDDANAPUDI, S. PATHAK**

SIMILARITIES:

- ✓ Geotechnical Explorations (GE)
- ✓ Geotechnical Design (GD)
- ✓ Geotechnical Construction (GC)
- ✓ Roadway
- ✓ Constructability
- ✓ Contract Management (CM)



FIRM NAME	Quality Counts LLC		DISCIPLINE(S)*	Data Collection
PROJECT NAME	ST. TAMMANY PARISH TRAFFIC COUNTS			FIRM RESPONSIBILITY (prime or sub?) Sub
PROJECT NUMBER	N/A	OWNER'S NAME	St. Tammany Parish (Volkert)	
PROJECT LOCATION	St. Tammany Parish, LA			OWNER'S PROJECT MANAGER Jonathan Gambino
OWNER'S ADDRESS, PHONE, EMAIL	4141 Bienville Street, Suite 102, New Orleans, LA / (985) 231-6501 / jonathan.gambino@volkert.com			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	12/24	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	02/25	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$62,470
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)				

As a subconsultant to Volkert, Quality Counts completed a comprehensive traffic data collection effort across St. Tammany Parish, Louisiana. The project included Average Daily Traffic (ADT) volume counts at 168 locations and 24-hour Turning Movement Counts (TMCs) at 6 intersections. Data was collected throughout the parish, including areas near Mandeville, Covington, Lacombe, and Eden Isle.

Andrew Mix served as Project Manager and was responsible for overseeing all aspects of project delivery. He coordinated with Volkert and local stakeholders, managed scheduling and deployment logistics, and ensured that data collection was executed safely, efficiently, and on time across the dispersed set of locations.

TEAM MEMBERS INVOLVED: **A. MIX**

FIRM NAME	Quality Counts LLC		DISCIPLINE(S)*	Data Collection
PROJECT NAME	CENTRAL NEW ORLEANS TRAFFIC COUNTS		FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	N/A	OWNER'S NAME	Stantec Consulting Services Inc.	
PROJECT LOCATION	New Orleans, LA		OWNER'S PROJECT MANAGER	Joseph Lefante, PE, PTOE
OWNER'S ADDRESS, PHONE, EMAIL	1340 Poydras Street, Suite 1420, New Orleans, LA 70112-1274/ (504) 654-1760 / joey.lefante@stantec.com			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	03/23	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	06/23	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$77,401
<i>Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)</i>				

To closely examine traffic surrounding cruise line departures, Stantec contracted QC to collect 58 volume and class counts, 1 volume/speed/class count via radar, and 61 Turning Movement Counts (TMCs) simultaneously, with many counts efficiently combined to streamline the process. Andrew Mix, as Project Manager, led the effort, overseeing the deployment of Spack Count Cameras for most TMCs and combined counts, Jamars for additional volume/class counts, and Houston Radar units for the volume/speed/class count. Andy also ensured that backup equipment was in place as a precaution, given the critical collection date, resulting in a successful and timely project that met both budget and deadlines.

TEAM MEMBERS INVOLVED: **A. MIX**

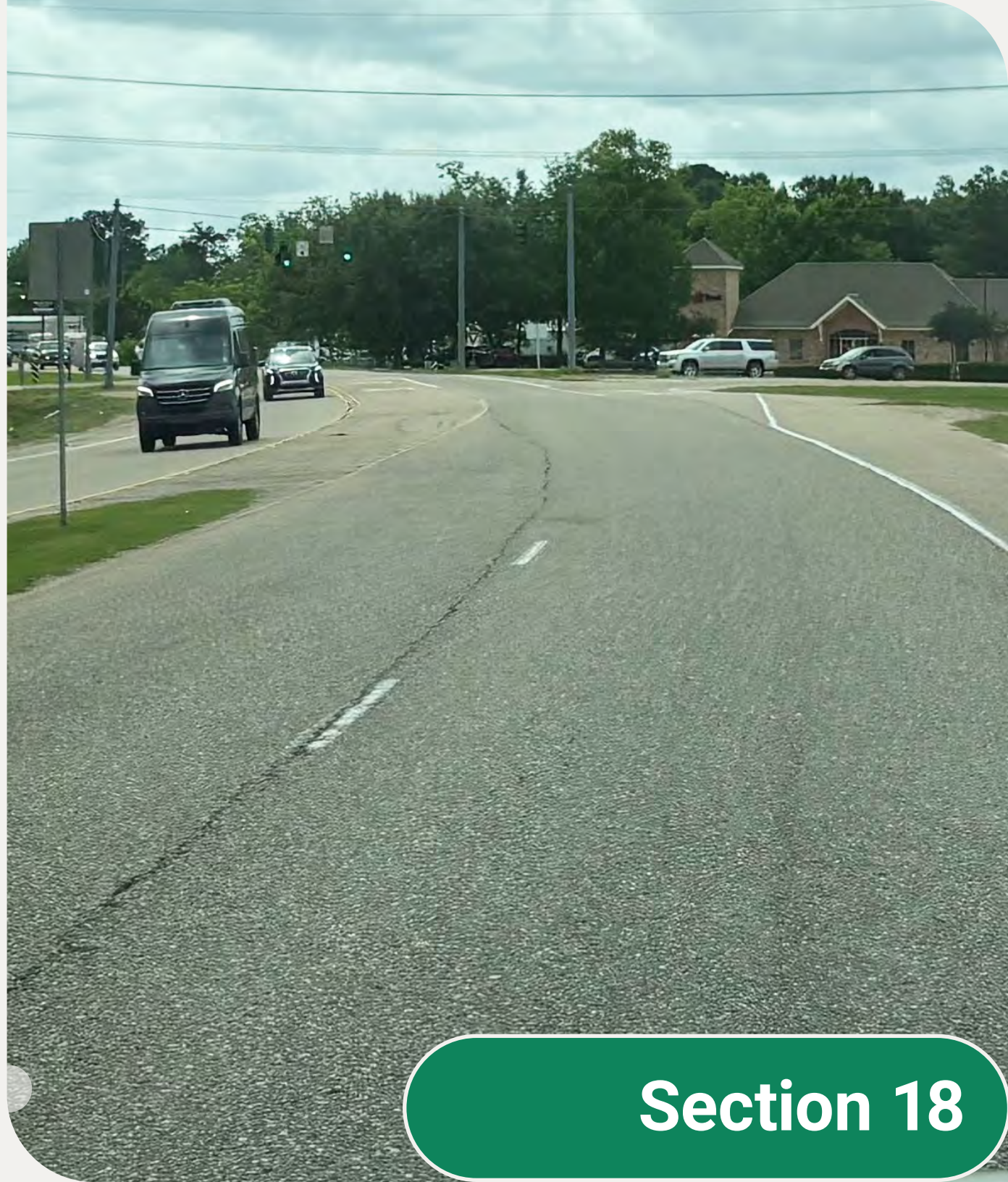
FIRM NAME	Quality Counts LLC		DISCIPLINE(S)*		Data Collection
PROJECT NAME	LSU INTERCHANGES			FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A	OWNER'S NAME	Louisiana State University (LSU)		
PROJECT LOCATION	Baton Rouge, LA			OWNER'S PROJECT MANAGER	Hany Hassan
OWNER'S ADDRESS, PHONE, EMAIL		3240R Patrick F. Taylor Hall, LSU, Baton Rouge, LA 70803 / (225) 578-6588 / hassan1@lsu.edu			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	02/23	TOTAL CONSULTANT CONTRACT COST (\$1,000's)			N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	06/23	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)			\$47,760
Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.)					

QC was contracted by LSU's Department of Civil and Environmental Engineering to collect traffic data at 8 highway interchanges, covering areas from Lake Charles, LA to Hammond, LA. Each interchange had 10-16 count locations, including a mix of Turning Movement Counts (TMCs) and volume counts. QC completed the 4-week collection period on schedule, thanks to thorough planning and coordination. Andrew Mix oversaw the deployment of a combination of Spack Count Cameras and JVCs, ensuring the project's success. Weekly data deliveries were made to the client, and Andrew managed the development of strategic custom reports to meet the client's specific needs.

TEAM MEMBERS INVOLVED: **A. MIX**



PROPOSED PROJECT SITE PHOTOS



Section 18

18. **Approach and Methodology:****EXISTING CONDITIONS**

US 190 (N Collins Blvd) in Covington, LA is an urban arterial, two-lane asphalt roadway with a center two-way left turn lane between N Lee Rd and LA 25. This corridor provides both local and regional connectivity and provides a key link to major routes in the area, including Interstate 12 and the Lake Pontchartrain Causeway. US 190 is listed on the National Highway System and is a designated truck route. This corridor's land use has transitioned over time from rural to a more rural town/suburban context, featuring residential development bordering the corridor. This roadway features open shoulders and ditches as well as superelevation rates accommodating higher speeds, although the existing posted speed is 45 mph. A school zone is present just north of W 33rd Ave to E 35th Ave, with a school zone speed of 25 mph when active, slowing traffic down near EE Lyon Elementary School. Sidewalks are not present currently along the corridor, and existing shoulder widths are typically 4-ft. wide which is the only available space to accommodate pedestrian and/or bicyclist use. The corridor features primarily commercial development with over 60 driveway connections, and experiences traffic congestion due to the capacity of this corridor as mentioned in the Purpose and Need Section of the Environmental Assessment with FONSI document approved in May 2017. Existing traffic volumes along the US 190 corridor range from approximately 21,000 vehicles per day near LA 25 to over 29,000 vehicles per day between N. Lee Road and the Bogue Falaya River bridge. The corridor currently experiences recurring daily congestion, particularly during peak travel periods with Levels of Service (LOS) between LOS C to LOS F, with the most severe delays occurring at the N Lee Road and 32nd Avenue intersections. This corridor is also a part of a critical east-west evacuation route, functioning as an alternative to I-12 for moving traffic out of southeast Louisiana. US 190 is the main artery in this area that serves several local road connections at



both signalized and unsignalized intersections. The intersection of US 190 and E Magee St provides access to notable traffic generators, including St. Tammany Parish Fairgrounds, EE Lyon Elementary School, and Collins Boulevard Baptist Church.

PROPOSED IMPROVEMENTS

The project is proposed to be constructed in two phases:

- Phase 2A will construct a two-lane roundabout at the US 190 and LA 25 intersection
- Phase 2B will construct roundabouts at the following intersections:
 - » US 190 at LA 437 (Lee Rd)
 - » US 190 at 32nd Ave
 - » US 190 at E Magee St
 - » US 190 at Columbia St
 - » Poole Dr at Columbia St

This project will convert the existing rural roadway section to a more suburban one, expanding US 190 to a four-lane, divided facility with open shoulders and multi-modal accommodations. Roadway geometry will be designed in accordance with (but not limited to) LADOTD Minimum Design Guidelines for an urban arterial roadway, as well as the LADOTD Road Design Manual, the LADOTD Access Connections Policy, and FHWA NCHRP Report 1043 – Guide for Roundabouts, implementing strategies to align with the current and anticipated land use while improving capacity, reducing safety conflict points through access management improvements, and calming traffic throughout this proposed roundabout corridor. To transform this existing corridor into a facility that aligns with project goals, cross slope corrections in some areas are warranted to discourage higher speeds through existing curves with steep superelevation in the alignment, reducing the maximum superelevation rate to 4% e_{max} in compliance with LADOTD Design Guidelines for urban roadways and AASHTO Context Classification guidance. From a roadway section standpoint, the proposed typical section will consist of 12-foot lanes, 8-foot shoulders, and a raised median dividing opposing lanes of traffic. Although wider travel lanes tend to encourage higher operating speeds, we recommend 12-foot lanes. Multi-modal accommodations are proposed due to the complex geometry and the many functions this corridor supports including heavy truck volumes and the emergency evacuation route designation for this region.

With the exception of the Columbia St. roundabout, all roundabouts will be designed as multi-lane roundabouts for the US 190 mainline, while providing single leg connections to the local side streets that connect to them. The existing roadway section will likely have to be modified or fully reconstructed in areas where roundabouts are proposed and steep superelevation exists to meet roundabout cross slope requirements, which we recommend not exceed 1.5% per LADOTD guidance for roundabouts. In these superelevated areas (such as US 190 at E Magee St and

US 190 at Columbia St), the “high side” of the existing superelevated roadway will be used as the controlling elevation from an overlay standpoint to limit significant overlay sections. As a result, the side street connections on the “low side” of these roundabouts will likely have to be longer to tie back in to existing pavement.

ACCESS MANAGEMENT

From an access management standpoint, the addition of a raised median and dividers in the proposed 4-lane section supports the LADOTD Access Management Policy while also aligning with the rural town/suburban context of the project area. The width of the median is also critical to setting the basis of design for the traffic control plan. In the final condition, this feature will disallow left turns out from intersecting streets and driveways, thereby reducing conflict points along US 190. Driveways will be consolidated or relocated to remain at least 50-ft. from the yield point of any roundabout. Roundabouts and partial median openings featuring bulb outs or loons are spaced approximately ¼-mile apart, allowing opportunities to U-turn along the corridor at regular intervals and in accordance with LADOTD EDSM IV.2.1.4 “Median Openings on Divided Multi-Lane Roadways”. Left turn lanes into side streets will be designed to provide design vehicles, such as firetrucks and smaller vehicles, the opportunity to perform a U-turn maneuver. Median openings will be designed using LADOTD’s “Directional Crossover with Median U-Turns” detail. All roundabouts will be designed to accommodate large truck movements (WB-67) and will be used as primary U-turn locations.

COMPLETE STREETS

This project also proposes multi-modal facilities for pedestrians and bicyclists, which aligns with LADOTD’s Complete Streets Policy. Though the preferred alternative shows a sidepath along both sides of US 190 for the length of the project, we recommend bicycles be accommodated on the roadway with escape ramps leading to a sidepath provided at the roundabouts to both provide an alternative for bicyclists who may not be skilled in maneuvering through these complex geometry areas, and accommodate pedestrian activity. Additionally, due to the length of the project, design exceptions may be required to implement a sidepath for the approximate 1.7-mile project to satisfy the LADOTD Minimum Design Guidelines considering that one-way sidepaths may not be the most practical option for non-vehicular users given the existing commercial development and traffic volume in the project area. Since the proposed shoulder is 8-ft. wide, separated bike lanes should be considered. The sidepath could be reduced to a standard width sidewalk between roundabout locations, where bicyclists would be combined with pedestrians to cross roundabout leg(s) to reach their destination. This potential solution could reduce project costs and right-of-way (ROW) impacts. The Preferred Alternative in the approved EA document currently shows crosswalks at N Lee Rd, Magee St, and LA 25 roundabouts, providing opportunities for bicyclists and pedestrians to cross the street at approximately ½-mile intervals. Splitter islands will be designed to provide adequate refuge in accordance with LADOTD Road Design Manual Chapter 6 – “At Grade Intersections” supplemented by guidance from FHWA, AASHTO, MUTCD, and NACTO documents.

DRAINAGE

Drainage design will be primarily based on open channel design, which will accommodate the existing watershed and increased impervious areas. The goal is to maintain or improve existing drainage conditions and avoid creating new drainage patterns in the project area. US 190 crosses Mile Branch just north of E 35th Ave, with the major outfall in the area being the Bogue Falaya River south of this corridor. The roadway lies in Flood Zones B and C, but the area east of US 190 from E 32nd St to the north end of the project lies in Flood Zone AE and experiences flooding during heavy rain events (roadside ditches on the east side of US 190 are known to flood in this area). Open channels will be designed to contain the flow of the roadside ditches to the extent practical. In areas where flooding is common/anticipated, sidewalks and/or sidepaths could be placed closer to the roadway so that non-vehicular users are accommodated during inclement weather conditions. Although the goal is to minimize subsurface drainage improvements, it may be needed in some areas to reduce impacts from a ROW or a utility relocation standpoint. We will also attempt to minimize ground excavation/penetration so as to not adversely affect groundwater quality of the Southern Hills Aquifer System. All drainage design will be in accordance with LADOTD’s Hydraulics Manual. Drainage calculations will be provided using HYDRWIN software.

MAINTENANCE OF TRAFFIC

A comprehensive maintenance of traffic (MOT) and construction sequencing plan is crucial to overall project success. Constructability, safety, minimizing impacts, and maintaining access to existing roads and businesses will be the primary focus of the traffic control plan. The plan will be designed in compliance with the current LADOTD Temporary Traffic Control (TTC) Standard Plans and the MUTCD. Although certain areas may dictate otherwise, our goal is to maintain two through lanes and a two-way left turn lane during construction to accommodate access and not adversely impact the capacity of the corridor. Widening of existing pavement to construct roundabouts is recommended where possible to minimize traffic disruptions and the quantity of temporary diversion pavement to the extent practical. Initial assessment suggests that by constructing a median width that places the new lanes (westbound or eastbound) on a new alignment, a minimum of two lanes can be maintained and constructed at the same time. When transitioning from one construction phase to the next, traffic can simply be shifted to/from the new lanes as needed through temporary diversion pavement. To maintain three lanes of traffic at all times, a full lane of temporary diversion pavement between the new and existing lanes could be constructed to fully maximize access and traffic flow within the work zone.

Roundabout intersection construction should also be carefully planned from both a constructability and MOT standpoint, particularly for side street access where superelevation occurs through the intersection. Existing superelevated areas within the footprint of the roundabout intersections can be flattened to the desired cross slope through installing asphalt layers to make up the elevation difference between the low side and the high side of the existing roadway using asphalt lifts that can be installed consecutively over time (preferably during off-peak hours) while maintaining traffic. These areas may need to be fully reconstructed if the required amount of

asphalt to accomplish the cross slope correction is considered excessive or cost-prohibitive. Alternatively, if reconstruction of these areas is the recommended solution, construction will likely require more temporary diversion pavement and sub-phases/stages of construction to shift traffic around the work to complete the improvement. Side street connections on the “low side” of the intersection may need temporary diversion pavement widening as well to maintain two lanes of traffic at all times while the new connections are constructed. At existing signalized intersections, temporary signals may be required to better accommodate traffic demand. In these instances, wood poles with strain wire is recommended to minimize costs and allow flexibility in the fluid traffic control plan.

Drainage will be maintained at all times during construction, with a temporary drainage plan provided in the Suggested Sequence of Construction. Where needed, temporary pipes or drainage structures will be provided to facilitate flow during construction. Proposed drainage structures will consider MOT, with jacking and boring operations considered to avoid closures or open cutting across the roadway (dependent on the required culvert size). Temporary erosion control practices will be placed to protect surrounding properties and waterways, limiting sediment runoff from disturbed soil. Business and residential access will be maintained at all times through traffic maintenance aggregate, strategic use of multiple driveways, and possibly split-phase driveway construction. The MOT design will also consider design vehicles, ensuring heavy trucks can make necessary turns in the work zone and provide minimum 11-foot lane widths at all times to minimize vehicle off-tracking, in accordance with updated LADOTD Temporary Traffic Control standard plans. A Level 2 Transportation Management Plan (TMP) was identified for this project; however, the existing conditions suggest that a Level 3 TMP may be needed, if not a “hybrid” Level 2 TMP. The TMP will be performed in accordance with LADOTD EDSM VI.1.1.8. For a Level 2 TMP, no analyses are required. Stakeholder involvement may be considered to understand operational impacts to surrounding businesses and institutions. Coordination is recommended for large traffic generators as well as businesses with

unique access needs such as large delivery trucks or site circulation requirements to confirm access is maintained and delays are not significant during construction. Outside of US 190 Bus and LA 437 Spur, there is no comparable alternative route to divert or detour traffic around the proposed work. Both US 190 Bus and LA 437 lead to downtown Covington, and it is unlikely that traffic volumes diverted from US 190 would be properly accommodated at signalized intersections. LA 437 does provide some “back door” access to businesses along US 190; however, these access points cut through neighborhoods and would be more preferable to not sign as a detour, letting it serve as a local “shortcut”. This highlights the importance of maintaining existing capacity on US 190 during construction if at all possible.

TRAFFIC

The last known traffic counts were performed in 2013 for the US 190 Environmental Assessment process. Traffic count updates are likely needed to confirm accurate traffic analysis, verify lane requirements, and best inform geotechnical design. Traffic signal design may be warranted on this project, such as temporary signal design for maintenance of traffic during construction. The addition of a signalized crosswalk for pedestrians at E Magee St. should also be considered. This particular roundabout is located in a horizontal curve, and it may be prudent to provide a controlled crossing if warranted by traffic volumes.

GEOTECH

Geotechnical Exploration and Analysis is needed to provide pavement design recommendations, understand pipe material selection, and identify areas where any sensitive soil areas exist. The existing pavement section will be cored to understand whether or not the existing roadway can be salvaged and/or potentially rehabilitated to save project costs. Shallow borings will be taken in the project area at intervals recommended in the LADOTD Pavement Subsurface Investigation Guidelines.

The following is a high-level conceptual approach to how the project can be potentially constructed.

PHASE 1:	PHASE 2:	PHASE 3:
• Maintain traffic on existing lanes and construct drainage, new 2 lanes, partial roundabout pavement, and temporary widening (10-ft. temporary pavement; 42-ft. total) with temporary foreslope. • Construct temporary pavement connections to/from existing pavement as required for roundabouts and side roads. • Maintain access through traffic maintenance aggregate or permanent driveway construction.	• Shift traffic to new and temporary pavement and construct drainage. Reconstruct/rehabilitate/overlay remaining two lanes of the existing pavement as required in the plans. • Continue partial construction of roundabouts as traffic shift allows and construct temporary pavements connections to/from existing pavement as required for roundabouts and side roads. • Maintain access through traffic maintenance aggregate or permanent driveway construction. • Partially construct median improvements as required while maintaining traffic and access to the extent possible.	• Complete roundabout construction and connections to side roads, driveways, and incidental construction. • Install permanent striping, signing, sidewalks/paths, and remaining items to complete the work.

The data collected from the geotechnical exploration combined with the updated traffic data will be used to inform pavement recommendations in accordance with LADOTD Pavement Design Manual and applicable Asphalt Pavement Policy Memorandums.

UTILITIES

Utility impacts and relocations are another important consideration for this project. Utility companies that service the Covington area are CLECO Power or Washington-St. Tammany Electric Co-op (electricity), Atmos or CenterPoint Energy (natural gas), and City of Covington or St. Tammany Parish Utilities (West) (water and sewer). Overhead electric lines are present on either the east or west side of US 190, mostly near the outer limits of LADOTD's ROW. However, there is an existing overhead electric line closer to the road on the west side of US 190 from E 35th Avenue to Poole Dr. Fiber optic poles are also present in the southwest quadrant of the US 190/LA 25 intersection. Our team will provide a Utility Conflict Matrix during plan development, which will detail existing utility information, including contact information, type, size, location, extent of conflict, and recommendations. Stantec will also work collaboratively with the LADOTD District 62 Utility Coordinator and potentially impacted utility companies to develop and implement relocation plans, as necessary.

ROW IMPACTS/CONSTRAINTS

US 190 features a wide apparent ROW, varying from 200 ft. to 230 ft. throughout the corridor, reducing north of Branch Crossing Drive. A majority of the proposed improvement can be constructed within the existing ROW. New ROW is anticipated at proposed roundabout and bulb out locations, and north of the LA 25 roundabout where apparent ROW is constricted. The EA document identified 26 potential non-residential relocations and three (3) potential residential relocations. Our team will review and refine the EA Preferred Alternative's design to eliminate as much ROW taking as possible, while allocating space for drainage and pedestrian and/or bicycle facilities. The EA document also noted impacts to property parking where ROW takings were needed, requiring innovative solutions to reduce impacts and facilitate flow through these areas, such as Northlake Assembly of God near N Lee Rd and Collins Boulevard Baptist Church near E Magee St. Joint use agreements may be required between LADOTD and property owners to continue allowing parked cars on state ROW.

UNIQUE DESIGN CONSIDERATIONS

Our team includes structural engineering capabilities, in the event we would need specialized drainage structures, headwalls, box culverts, or retaining walls. If roadway lighting along the corridor is desired, our team also includes staff that can analyze, design, and develop lighting plans. At a minimum, the project will provide conduit for future lighting and/or irrigation implementation, both within the roundabout as well as within the raised median areas. Environmental and landscape design services can also be provided if needed for any reason during the design process.

PRELIMINARY PLANS DELIVERY

This project is expected to have traditional preliminary project phases necessary for LADOTD Stage 3 Design, Part I Preliminary Plans. To initiate the preliminary design phase, Stantec will review the existing site data, available studies and traffic data, Stantec will also review the LADOTD-provided topographic survey in detail to make sure the coverage is adequate and to note any utilities or special situations that will require attention during design. Preliminary plans will be submitted through ProjectWise for LADOTD's review and will include milestone checklists, QA/QC certifications, and a cost estimate at completion of preliminary plans. After the plan-in-hand comments are incorporated, the design is considered to have progressed enough to have defined the geometry and scope of the improvement, set the ROW taking needs, approved any design waivers or exceptions, and calculated all major quantities on the project. We anticipate preparing 30%, 60%, 95%, and 100% preliminary plan sets, with distribution of drainage calculations, master summary sheet, and plan-in-hand meeting comments and responses submitted at appropriate milestones. A preliminary project design report (PDR) will be submitted with the 30% preliminary plan set, and a final PDR will be submitted with the 100% preliminary plan set. A Hydraulics Report will be prepared for the project and submitted with the 60% preliminary plan set. The Level 2 TMP will be submitted with the 95% milestone.

From a production standpoint, although the advertisement identifies the work product to be developed using Microstation and InRoads software, our team is well aware of Bentley's pending discontinuation of product support for these programs, and are capable of developing the project in OpenRoads Designer (ORD) instead. In fact, we have been working closely with LADOTD's ORD transition team through Stantec's ORD pilot projects, which has been a beneficial collaboration. We believe our team is equipped to convert/transition from Microstation/InRoads to deliver in ORD.

CONTRACT EXECUTION AND SCHEDULE

The US 190 project timeline is considered typical. The following schedule summarizes our understanding of the progression of work during the 1-year design contract. Line items showing milestone submittals include timeframes for Quality Control and Plan Reviews by LADOTD and other invited stakeholders. If at any time LADOTD decides that the schedule needs to be accelerated, our team has the depth to mobilize additional manpower to exceed LADOTD's expectations.

Project Schedule	MONTH											
	1	2	3	4	5	6	7	8	9	10	11	12
Project Startup (Kickoff Mtg, Data Gathering, etc)												
30% Submittal (Incl. Preliminary Design Report)												
60% Submittal (Incl. Preliminary Hydrology Report)												
95% Submittal (Incl. Final Design Report, Construction/Bidding Form, Final ROW, and PIH Mtg.)												
100% Submittal												

Assumes plan development will proceed towards the next submittal stage during LADOTD review periods.

We are excited to deliver for LADOTD again and believe our Project Team is equipped and ready for this opportunity!



LA 327 AT RIVER ROAD

Sections 19-23

19. **Workload:**

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s)*	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Stantec Consulting Services Inc.	Road	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Striping Pln. Changes	\$1,506
		440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Geometric Design/Analysis	\$257,369
		4400024461, H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage	\$10,626
		4400022901, H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Roadway	\$606,161
		4400017033, H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Roadway	\$264,626
		4400022582, H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$86,150
		4400022582, H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$89,321
		4400022582, H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$9,028
		4400022582, H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$1,639
		4400023922, H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$194,015
		4400029196, H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]; Roadway	\$533,534
		4400029196, H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]; Roadway	\$102,474
Stantec Consulting Services Inc.	Bridge	440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	\$80,924
		4400022901, H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Bridge	\$753,632
		4400023922, H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	\$104,588
		4400023922 H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$114,367
		4400023922 H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	\$41,205
		4400023922, H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	\$102,507
		4400023922, H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$86,807
		4400023922, H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	\$63,799

Stantec Consulting Services Inc.	Bridge	4400023922, H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	\$38,615
		4400023922, H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$165,967
		4400023922, H.016327	IDIQ Contract for Bridge Preservation; LA 792: Drain [Bienville Parish]	\$43,622
		4400023922, H.016329	IDIQ Contract for Bridge Preservation; LA 830-6: Creek [Morehouse Parish]	\$43,528
		4400023922, H.016330	IDIQ Contract for Bridge Preservation; LA 343: Creek [Vermilion Parish]	\$122,884
		4400023922, H.016331	IDIQ Contract for Bridge Preservation; LA 4: Drain [Bienville Parish]	\$43,541
		4400023922, H.016332	IDIQ Contract for Bridge Preservation; LA 520: Drain [Claiborne Parish]	\$43,542
		4400023922, H.016333	IDIQ Contract for Bridge Preservation; LA 95: Bayou [Evangeline Parish]	\$122,881
		4400022582, H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$17,314
		4400022582, H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$82,803
		4400022582, H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$101,200
		4400022582, H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$3,663
		4400029196, H.016255.5	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$433,903
		4400029196, H.016496.6	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$136,752
Stantec Consulting Services Inc.	Traffic	440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering	\$87,399
		4400024461, H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design	\$15,425
		4400029196, H.016421.2	I-20: Interchange at Rough Edge Rd. [Lincoln Parish]; Traffic Engineering	\$132,479
Stantec Consulting Services Inc.	Other (Lighting)	4400024629, H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting	\$20,025
		440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation	\$6,537
		4400017033, H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Other/Vessel Survey	\$17,117
		44-04761, H.004957.5	I-12 to Bush Corridor, LA 3241: I-12 to LA 36 (Sub to Evans-Graves Engineering, Inc.) [St. Tammany Parish]; I-12/LA 434 Lighting Project	\$6,149
Stantec Consulting Services Inc.	CE&I/OV	4400024629, H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support	\$287,967

Stantec Consulting Services Inc.	Right-of-Way	440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ROW Acquisition	\$69,646
Stantec Consulting Services Inc.	Survey	440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Survey	\$22,731
Stantec Consulting Services Inc.	Planning	440004128, H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies	\$526,226
		4400017033, H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]	\$112,467
		4400022582, H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$38,647
		4400022582, H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$38,818
		4400022582, H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$40,933
		4400022582, H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$35,195
		4400029196, H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$98,744
		4400029196, H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$225,513
Stantec Consulting Services Inc.	Environmental	4400023972, H.012543.2	IDIQ Contract for Cultural Resources; Phase I/II Cultural Survey; LA 8: Big Creek Bridge [Grant Parish]	\$91,343
		4400023922, H.016311	IDIQ Contract for Bridge Preservation; LA 1123: Creek Bridges [Acadia Parish]	\$36,211
		4400023922, H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$29,037
		4400023922, H.016314	IDIQ Contract for Bridge Preservation; LA 3048: Creek Bridge [Richland Parish]	\$26,049
		4400023922, H.016318	IDIQ Contract for Bridge Preservation; LA 3149: Bayou Bridges [Evangeline Parish]	\$21,283
		4400023922, H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$28,325
		4400023922, H.016320	IDIQ Contract for Bridge Preservation; LA 3187: Creek Bridge [Evangeline Parish]	\$27,758
		4400023922, H.016325	IDIQ Contract for Bridge Preservation; LA 358: Creek Bridge [St. Landry Parish]	\$18,820
		4400023922, H.016327	IDIQ Contract for Bridge Preservation; LA 792: Drain [Bienville Parish]	\$45,136
		4400023922, H.016329	IDIQ Contract for Bridge Preservation; LA 830-6: Creek [Morehouse Parish]	\$46,006
		4400023922, H.016330	IDIQ Contract for Bridge Preservation; LA 343: Creek [Vermilion Parish]	\$45,139
		4400023922, H.016331	IDIQ Contract for Bridge Preservation; LA 4: Drain [Bienville Parish]	\$46,020
		4400023922, H.016332	IDIQ Contract for Bridge Preservation; LA 520: Drain [Claiborne Parish]	\$45,126
		4400023922, H.016333	IDIQ Contract for Bridge Preservation; LA 95: Bayou [Evangeline Parish]	\$46,032

Stantec Consulting Services Inc.	Environmental	4400022582, H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$12,747
		4400022582, H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$30,828
		4400022582, H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$21,041
		4400022582, H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$11,895
		4400029196, H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$66,562
		4400029196, H.016421.2	I-20: Interchange at Rough Edge Rd. [Lincoln Parish]; Environmental	\$650,973
Stantec Consulting Services Inc.	ITS	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ITS	N/A
		4400029583, T.O. 1 H.015137.5	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Bonnet Carre ITS Upgrades [Statewide, LA]	\$573,477
		4400029583, T.O. 2 H.011507.5	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Monroe ITS Phase 3 [Statewide, LA]	\$286,751
N-Y Associates, Inc.	Bridge	4400019337, H.014243	Rural Bridge Replacement Initiative - Phase II - LA 472, Grant Parish	N/A
		4400019337, H.014245	Rural Bridge Replacement Initiative - Phase II - LA 119, Natchitoches Parish	\$33,173
		4400019337, H.014246	Rural Bridge Replacement Initiative - Phase II - LA 1199, Rapides Parish	N/A
		4400019337, H.014248	Rural Bridge Replacement Initiative - Phase II - LA 124, Catahoula Parish	\$756
		4400019337, H.014250	Rural Bridge Replacement Initiative - Phase II - LA 577, Franklin Parish	\$420
	Environmental	4400019337, H.014247	Rural Bridge Replacement Initiative - Phase II - LA 399, Vernon Parish	N/A
APS Engineering and Testing, LLC	Geotech	4400024653, H.004005.5	I-10 LA415 to Essen Lane on I-10 and I-12	\$55,00
	CE&I/OV	4400014913, H.010155.6	US 90 RR Overpass SE of LA 85	\$233,076
		4400032793, H.014239.6	LA-589 Alligator Bayou Bridge	\$36,710
		4400024653, H.014560.6	LA-94 Vermillion River Bridge	\$14,987
Quality Counts LLC	Data Collection	N/A	N/A	N/A

(Add rows as needed)

DO NOT SUM

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

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

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

STANTEC CONSULTING SERVICES INC.



Louisiana

SECRETARY OF STATE

NANCY LANDRY


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Name	Type	City	Status
STANTEC CONSULTING SERVICES INC.	Business Corporation (Non-Louisiana)	ALBANY	Active

Previous Names

STANTEC CONSULTING GROUP INC. (Changed: 4/12/2005)

STANTEC CONSULTING GROUP, INC. (Changed: 4/12/2005)

THE SEAR-BROWN GROUP, INC. (Changed: 4/12/2005)

Business: STANTEC CONSULTING SERVICES INC.

Charter Number: 34554273F

Registration Date: 3/17/1997

Domicile Address

80 STATE STREET
ALBANY, NY 12207

Mailing Address

10220 - 103 AVENUE NW
SUITE 300
EDMONTON, AB, T5J 0K4
CANADA

Principal Business Office

410 17TH STREET
SUITE 1400
DENVER, CO 80202

Registered Office in Louisiana

450 LAUREL STREET, 8TH FLOOR
BATON ROUGE, LA 70801

Principal Business Establishment in Louisiana

1340 POYDRAS STREET
SUITE 1420
NEW ORLEANS, LA 701121274

Status

Status: Active

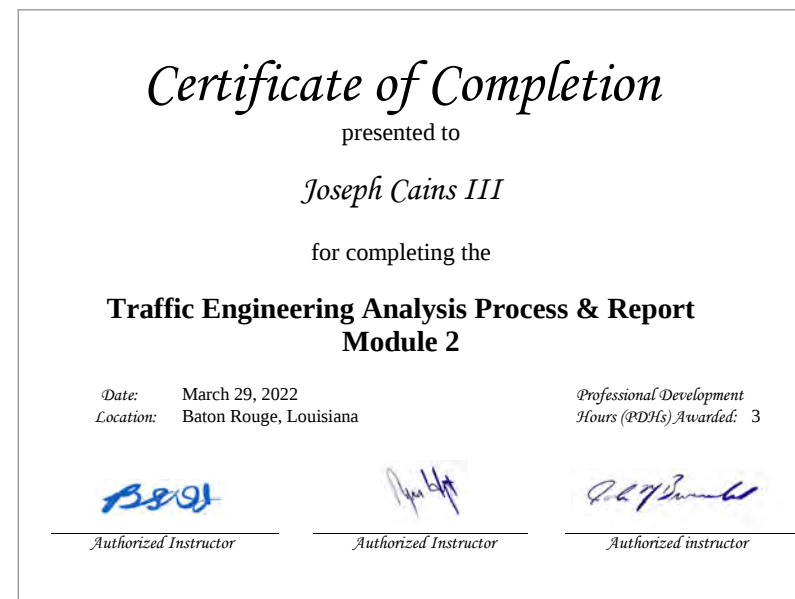
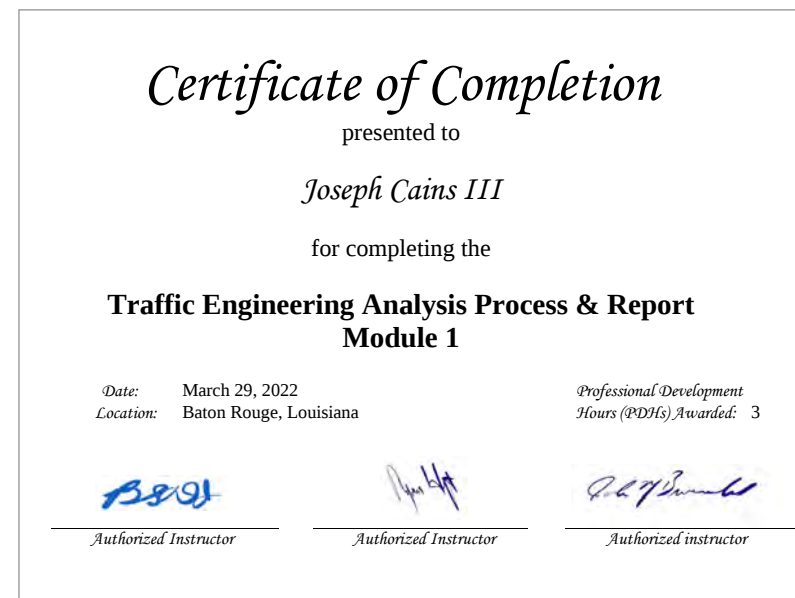
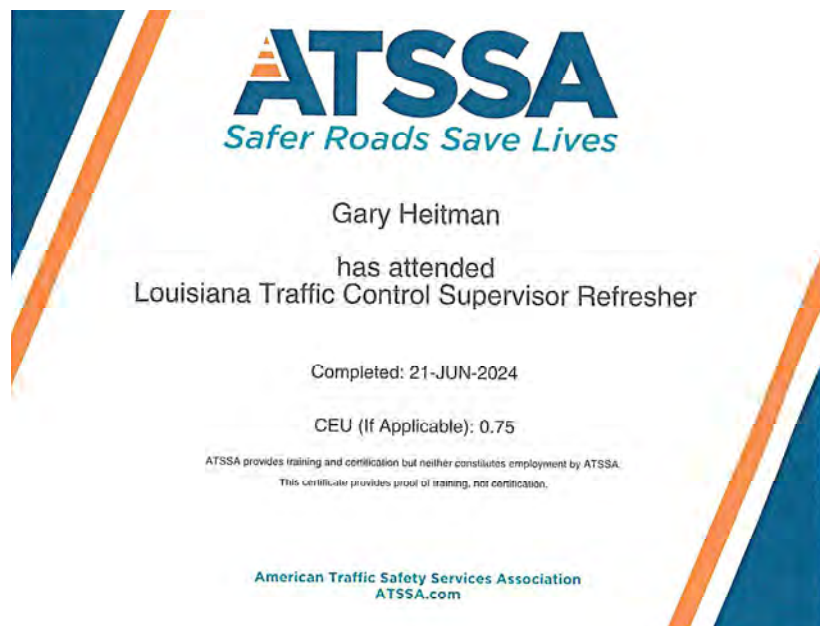
Annual Report Status: In Good Standing

Qualified: 3/17/1997

Last Report Filed: 3/8/2026

Type: Business Corporation (Non-Louisiana)





Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: March 30, 2022

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Hannah Krebs

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

6/24/2022 to 6/24/2026

Training Valid Through

Baton Rouge, 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

Nick Prudhomme

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

6/24/2022 to 6/24/2026
Training Valid Through

Baton Rouge, 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

Michael Neumann

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

6/24/2022 to 6/24/2026
Training Valid Through

Baton Rouge, LA
Location

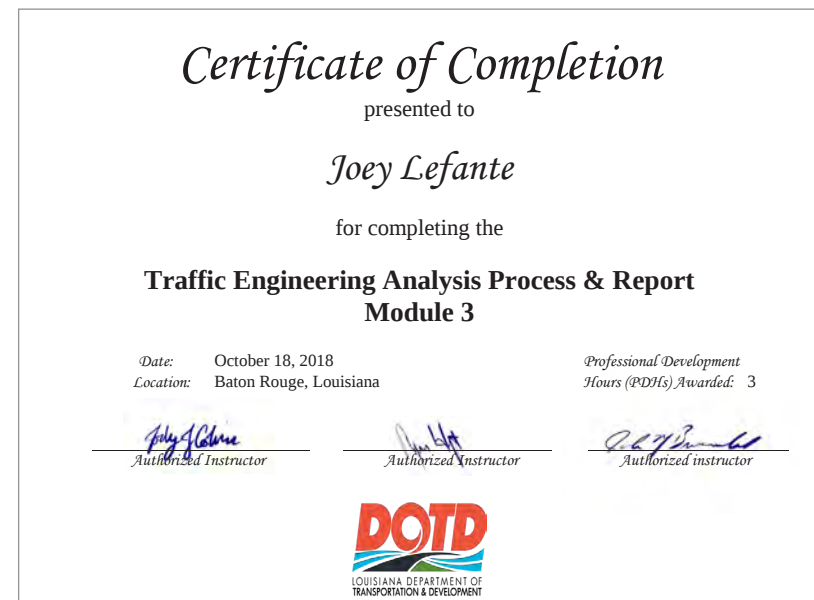
Director of Training

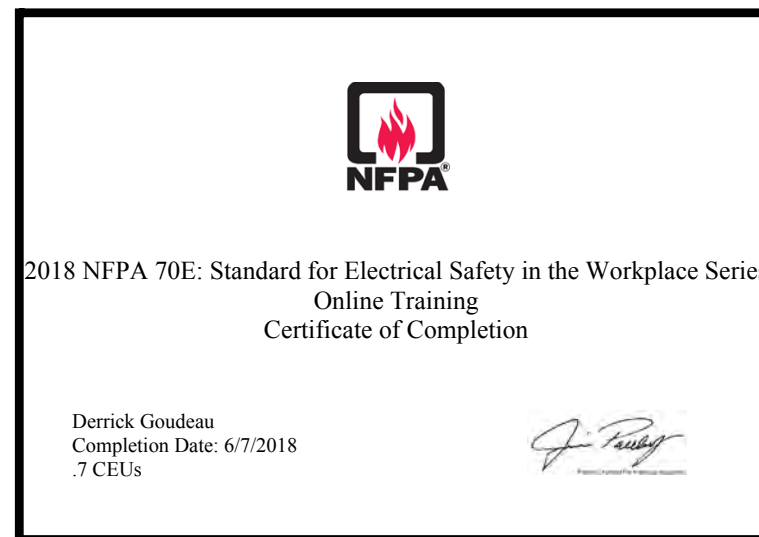
President, CEO

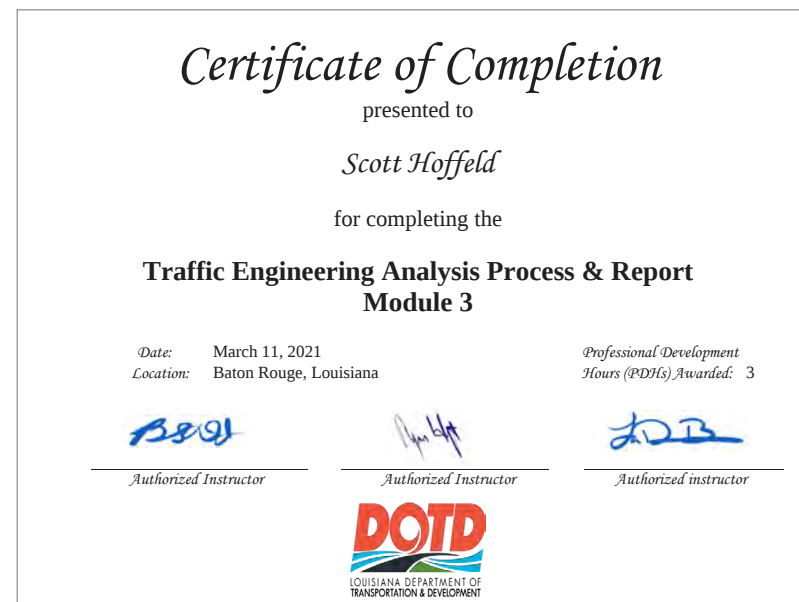
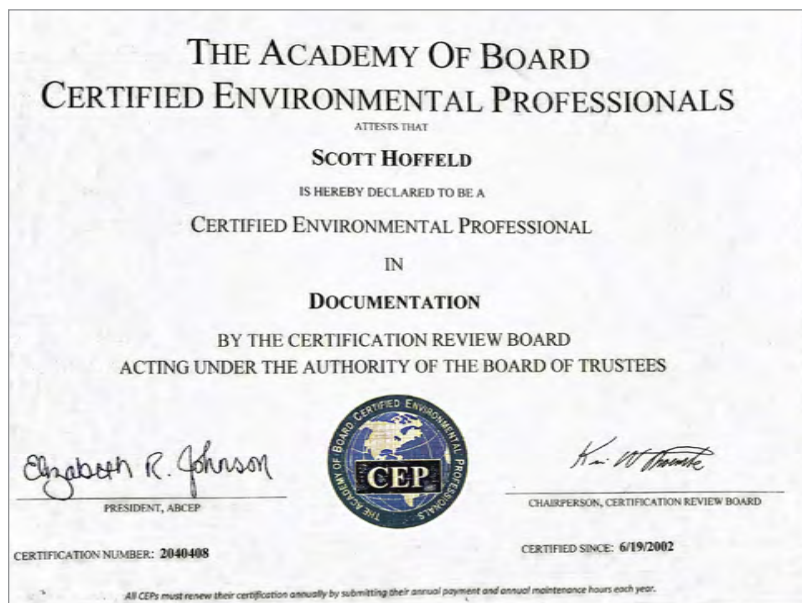
ATSSA provides training and certification but neither constitutes employment by ATSSA



American Traffic Safety Services Association ATSSA.com







N-Y ASSOCIATES, INC.

 **LOUISIANA**
SECRETARY OF STATE **NANCY LANDRY**

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Name	Type	City	Status
N-Y ASSOCIATES, INC.	Business Corporation	METAIRIE	Active

Previous Names
N Y ASSOCIATES, INC. (Changed: 10/10/2007)
N Y ENGINEERING COMPANY, INC. (Changed: 4/22/1970)

Business: N-Y ASSOCIATES, INC.
Charter Number: 28626840D
Registration Date: 6/24/1969

Domicile Address
2750 LAKE VILLA DRIVE
METAIRIE, LA 70002

Mailing Address
C/O MICHAEL F. NICOLADIS
2750 LAKE VILLA DR.
METAIRIE, LA 70002

Principal Office Address
2750 LAKE VILLA DRIVE
METAIRIE, LA 70002

Status
Status: Active
Annual Report Status: In Good Standing
File Date: 6/24/1969
Last Report Filed: 5/25/2025
Type: Business Corporation

Registered Agent(s)
Agent: MICHAEL F. NICOLADIS
Address 1: 2750 LAKE VILLA DR.
City, State, Zip: METAIRIE, LA 70002
Appointment Date: 5/28/2003

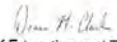


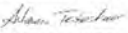
PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

James E Simmons
has attended
Louisiana Traffic Control Supervisor
Training Course

9/6/2023 to 9/6/2027
Training Valid Through

Baton Rouge, LA
Location


Vice President of Education and Technical Services


President, CEO

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

 American Traffic Safety Services Association ATSSA.com

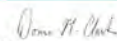


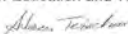
PROOF OF TRAINING
THIS CERTIFICATE HEREBY RECOGNIZES THAT

James E Simmons
has attended
Louisiana Traffic Control Technician
Training Course

9/5/2023 to 9/5/2027
Training Valid Through

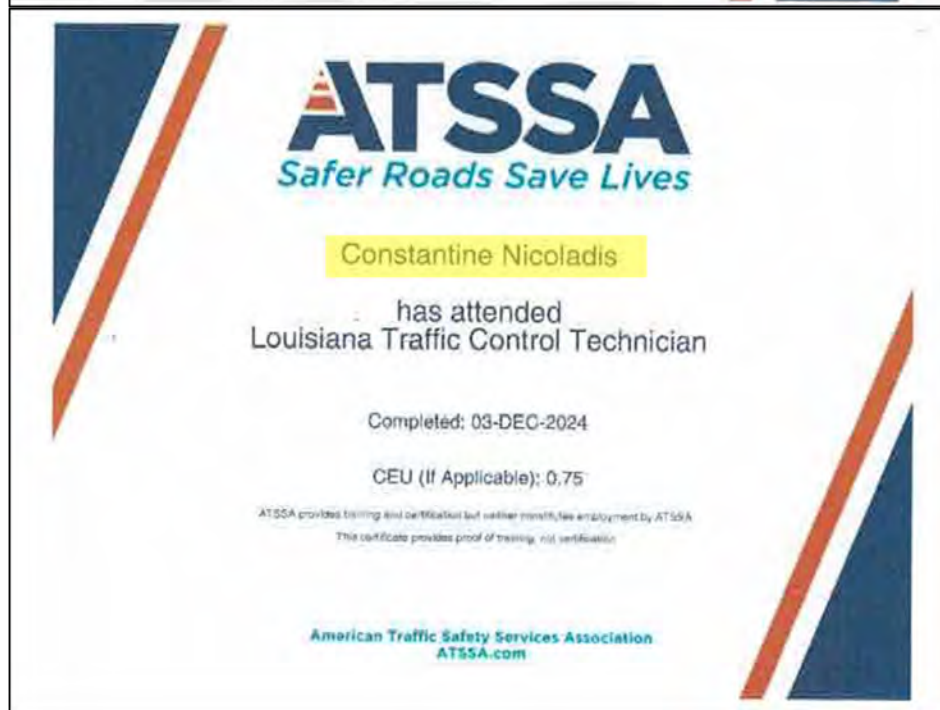
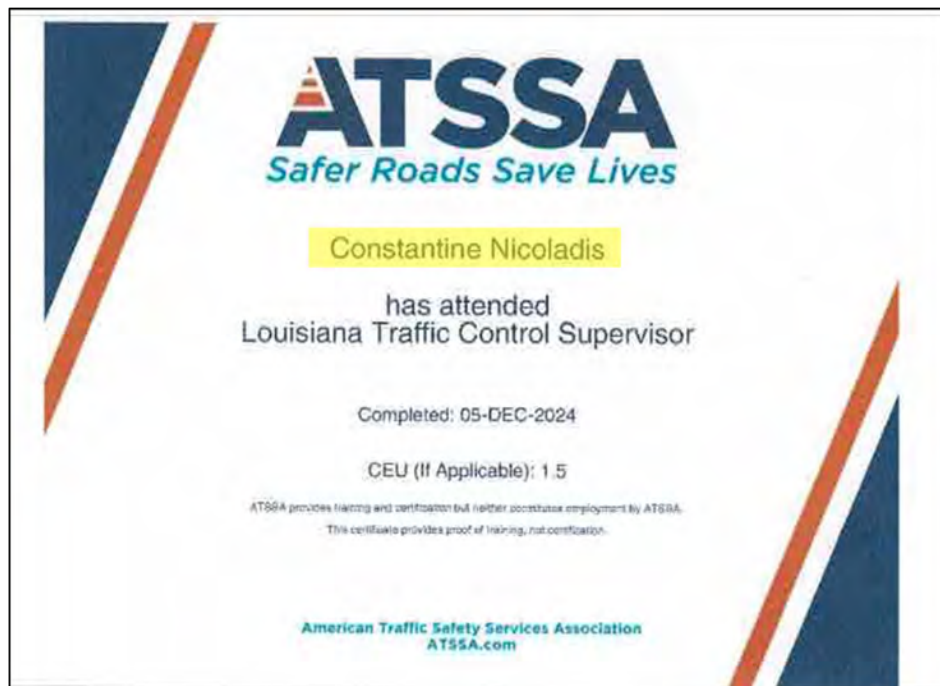
Baton Rouge, LA
Location


Vice President of Education and Technical Services


President, CEO

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

 American Traffic Safety Services Association ATSSA.com





State of Louisiana

Department of Transportation and Development

This certificate is presented to

Fred Mortali

for successfully completing

**The Local Public Agency (LPA) Qualification Program:
Construction, Engineering, & Inspection (CE&I)
Training (Parts 1-9) on**

June 10, 2025



APS ENGINEERING AND TESTING, LLC

Name	Type	City	Status
APS ENGINEERING AND TESTING, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names
 Business: APS ENGINEERING AND TESTING, LLC
 Charter Number: 40911984K
 Registration Date: 8/9/2012

Domicile Address
 1645 NICHOLSON DR
 BATON ROUGE, LA 70802

Mailing Address
 5261 HIGHLAND RD. #320
 BATON ROUGE, LA 70808

Status
 Status: Active
 Annual Report Status: In Good Standing
 File Date: 8/9/2012
 Last Report Filed: 7/15/2025
 Type: Limited Liability Company

Registered Agent(s)
 Agent: SERGIO AVILES
 Address 1: 5261 HIGHLAND RD. #320
 City, State, Zip: BATON ROUGE, LA 70808
 Appointment Date: 6/25/2018

Officer(s) Additional Officers: No
 Officer: SERGIO AVILES
 Title: Member
 Address 1: 5261 HIGHLAND RD. #320
 City, State, Zip: BATON ROUGE, LA 70808



CERTIFICATE OF ACCREDITATION



APS Engineering and Testing, LLC.

in

Baton Rouge, Louisiana, USA

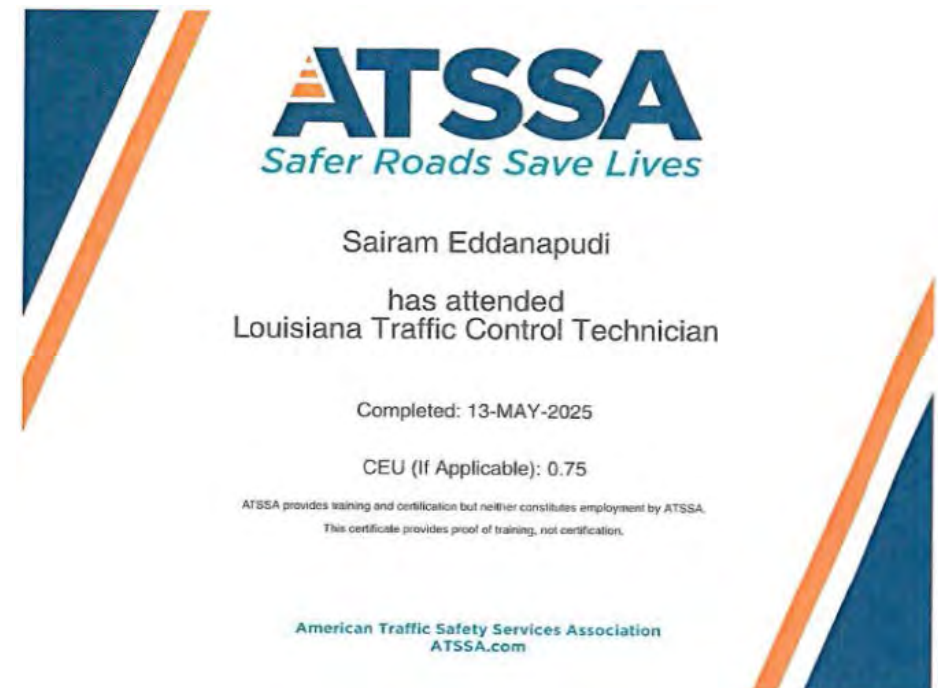
has demonstrated proficiency for the testing of construction materials and has conformed to the requirements established in AASHTO R 18 and the AASHTO Accreditation policies established by the AASHTO Committee on Materials and Pavements.

The scope of accreditation can be viewed on the Directory of AASHTO Accredited Laboratories (aashtoresource.org).

Jim Tymon
 Jim Tymon,
 AASHTO Executive Director

Matt Linneman
 Matt Linneman,
 AASHTO COMP Chair

STATE OF LOUISIANA DEPARTMENT OF ENVIRONMENTAL QUALITY	
Is hereby granting a Louisiana Environmental Laboratory Accreditation to	
APS Engineering and Testing LLC 1645 Nicholson Dr Baton Rouge, Louisiana 70802	
Agency Interest No. 182994 Activity No. ACC20250001	
According to the Louisiana Administrative Code, Title 33, Part 1, Subpart 3, LABORATORY ACCREDITATION, the State of Louisiana formally recognizes that this laboratory is technically competent to perform the environmental analyses listed on the scope of accreditation detailed in the attachment. The laboratory agrees to perform all analyses listed on this scope of accreditation according to the Part 1, Subpart 3 requirements and acknowledges that continued accreditation is dependent on successful ongoing compliance with the applicable requirements of Part 1. Please contact the Department of Environmental Quality, Louisiana Environmental Laboratory Accreditation Program (LELAP) to verify the laboratory's scope of accreditation and accreditation status. Accreditation by the State of Louisiana is not an endorsement or a guarantee of validity of the data generated by the laboratory. Accreditation of the environmental laboratory does not imply that a product, process, system, or person is approved by LELAP. To be accredited initially and maintain accreditation, the laboratory agrees to participate in two single-blind, single-concentration PT studies, where available, per year for each field of testing for which it seeks accreditation or maintains accreditation as required in LAC 33:14711.	
 Tonya Landry Administrator Public Participation and Permit Support Division	Issued Date: 5/14/2025 Effective Date: July 1, 2025 Expiration Date: June 30, 2026 Certificate Number: 05100





QUALITY COUNTS LLC



Louisiana

SECRETARY OF STATE

NANCY LANDRY



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Name	Type	City	Status
QUALITY COUNTS LLC	Limited Liability Company (Non-Louisiana)	TIGARD	Active

Previous Names

Business:

QUALITY COUNTS LLC

Charter Number:

40425311Q

Registration Date:

2/9/2011

Domicile Address

15615 SW 74TH AVE #100
TIGARD, OR 97224

Mailing Address

15615 SW 74TH AVE #100
TIGARD, OR 97224

Principal Business Office

15615 SW 74TH AVE #100
TIGARD, OR 97224

Registered Office in Louisiana

4358 JEFFREY DR, STE A-2
BATON ROUGE, LA 70816

Principal Business Establishment in Louisiana

4358 JEFFREY DR, STE A-2
BATON ROUGE, LA 70816

Status

Status:

Active

Annual Report Status:

In Good Standing

Qualified:

2/9/2011

Last Report Filed:

1/13/2026

Type:

Limited Liability Company (Non-Louisiana)

Registered Agent(s)

Agent:

ROBERT BROWNING

Address 1:

4358 JEFFREY DR, STE A-2

City, State, Zip:

BATON ROUGE, LA 70816

Appointment Date:

4/23/2019

Officer(s)

Officer:

PETER KURTZ

Title:

Manager

Address 1:

15615 SW 74TH AVE #100

City, State, Zip:

TIGARD, OR 97224

Additional Officers: No

21. **QA/QC Plan and/or Work Plan:**

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

22. **Sub-consultant Information:**

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

Firm Name (Name must match exactly as registered with Louisiana's Secretary of State (SOS): including punctuation. include screenshot(s) from SOS at the end of Section 20)	Address	Point of Contact and Email Address	Phone Number
N-Y Associates, Inc.	2750 Lake Villa Drive Metairie, LA 70002	Michael F. Nicoladis, President mnicoladis@n-yassociates.com	(504) 885-0500
APS Engineering and Testing, LLC	1645 Nicholson Drive Baton Rouge, LA 70802	Sergio Aviles, President sergio@aps-testing.com	(225) 456-5714
Quality Counts LLC	4358 Jeffrey Drive, Suite A2 Baton Rouge, LA 70816	Andy Mix, Associate Vice President of Operations amix@qualitycounts.net	(614) 738-3679

23. **Location:**

If location is an evaluation criterion for this advertisement (see page 2) and the prime consultant intends to establish a local presence, describe the plan for doing so. **Otherwise, leave this section blank. Any information included in this section will be redacted if not required by the Evaluation Criteria section of the advertisement.**



LA 86 AT LA 320