Gresham Smith

Request for Proposal

LADOTD

IDIQ Contracts for Safety Studies Statewide
Contract Numbers: 4400023689 & 4400023690 | February 22, 2022

Genuine Ingenuity

10000 Perkins Rowe
Suite 280
Baton Rouge, LA 70810

225.757.5849
GreshamSmith.com

February 22, 2022

Ms. Darhlene Major
Consultant Contract Services Administrator
Department of Transportation and Development
1201 Capitol Access Road, Room 405-E
Baton Rouge, LA 70802

RE: Advertisement for Engineering and Related Services IDIQ Contracts for Safety Studies Statewide
Contract Numbers: 4400023689 & 4400023690

Gresham Smith has been honored to partner with LADOTD for Safety related projects in the past, having completed numerous studies and design projects for the Local Road Safety Program / Safe Routes to Public Places Program Retainer Contract over the past five (5) years. Under those contracts, we have teamed with LADOTD and numerous municipalities on 24 task orders that include design reports, traffic studies, preliminary and final plan designs, and construction inspection and engineering tasks. Our key local staff all have experience successfully completing the road, bridge, complete street, and traffic projects assigned under these task orders and we look forward to the opportunity to continuing to do so under this IDIQ Contract for Safety Studies. From our Baton Rouge office, and also at the corporate level, we share in the stake that the LADOTD holds in carrying out its responsibilities in the most effective manner possible.

To support you in this endeavor, we have assembled an extremely strong and experienced team. Our team brings added value over and above your vision for the contract, and offers a winning formula based on the following:

- Project Executive (Principal) Herbert “Bert” Moore II, P.E., PLS, PTOE , this contract will be managed under Bert’s leadership from our Baton Rouge office, where the work will be performed. Bert is experienced in performing Stage 0 studies and leading Road Safety Assessment Teams.
- Project Manager Richard Savoie, P.E. will supervise the day to day operations of the project to ensure that the work is progressing in accordance with the contract scope, schedule and budget. Richard has managed a number of successful LRSP and SRTPPP projects under the current retainer contract.

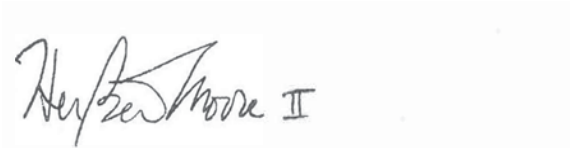
Gresham
Smith

- Brennon Hughes, P.E., will lead our road design tasks. Brennon's experience as a former LADOTD road design engineer and as a construction project engineer, make him a prime candidate to lead the design. Brennon has led our design efforts on the majority of the projects under the current retainer contract.
- Rebecca Murray, PE, PTOE, RSP1 will lead our traffic and safety study efforts. Rebecca is a traffic engineer and a Road Safety Professional who is experienced with the HSM, the LADOTD CRASH database, the Safety Toolbox and the CATSCAN tools.
- Mike Sewell, P.E., L.C.I., will lead our multimodal planning and design efforts. Mike's multimodal expertise is documented in published articles and recently with his co-authoring of the NCHRP 880, Guidelines for Designing Low- and Intermediate-Speed Roadways that Serve All Users. His efforts and focus have helped to establish Gresham Smith's Louisville office as a regional leader in multimodal design and has attained a gold level bicycle friendly status in the process.
- Joel Morrill, P.E., RSP1 and Mario Dipola, P.E., PTOE, RSP1 will serve as technical advisors sharing with our team regional expertise in safety studies and designs.

Our team is aligned to provide the perfect blend of highly qualified staff and workforce availability. We can assure the stakeholders that we will deliver the project on-time with high quality. We respectfully ask for your consideration and appreciate the opportunity to present this proposal. Please feel free to contact me with any questions. You may reach me by phone at 225.757.5849 or by email at bert.moore@greshamsmith.com.

By way of this letter, we also acknowledge receipt of Addendum #1 (February 1, 2022).

Sincerely,



Herbert "Bert" Moore, II, P.E., PLS, PTOE
State Transportation Leader - Louisiana

Gresham
Smith

DOTD FORM: 24-102

(Revised June 1, 2021)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

Prime consultant shall complete the DOTD Form 24-102 without altering the Form's text; however, the instruction and/or guidance for Sections 12 through 23 can be removed but do not remove Section title and number. ANY CONSULTANT FAILING TO SUBMIT ANY OF THE INFORMATION REQUIRED ON THE DOTD FORM 24-102, OR PROVIDING INACCURATE INFORMATION ON THE DOTD FORM 24-102, MAY BE CONSIDERED NON-RESPONSIVE. Prime consultant should enter the firm name in the footer at the bottom of this page. (It will carry over to subsequent pages.)

1. Contract title as shown in the advertisement	IDIQ Contracts for Safety Studies
2. Contract number(s) as shown in the advertisement	4400023689 & 4400023690
3. State Project Number(s), if shown in the advertisement	N/A
4. Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Gresham Smith
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.0003429 DUNS number: 059153676
6. Prime consultant mailing address	10000 Perkins Rowe, Suite 280, Baton Rouge, LA 70810
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	10000 Perkins Rowe, Suite 280, Baton Rouge, LA 70810
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Richard Savoie, P.E., Senior Roadway Engineer 225.960.5483 / richard.savoie@greshamsmith.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Herbert "Bert" Moore, II, P.E., PLS, PTOE State Transportation Leader - Louisiana 225.757.5849 / bert.moore@greshamsmith.com

10. This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.

Signature (shall be the same person as #9):

Date: February 22, 2022

11. If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.

Firm(s):

Firm(s)' %:

12. Past Performance Evaluation Discipline Table:

Past Performance Rating Categories	% of Overall Contract	Gresham Smith (Prime)
Traffic	10%	100%
Road	90%	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%**	**100%**

13. Firm Size:

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Gresham Smith	Principal	1	2
Gresham Smith	Supervisor-Engineer	4	8
Gresham Smith	Supervisor-Other	2	5
Gresham Smith	Engineer	4	11
Gresham Smith	Engineer-Other	1	4
Gresham Smith	Planner	2	3
Gresham Smith	Engineer Intern	4	8
Gresham Smith	Senior Technician	2	3
Gresham Smith	GIS Analyst	0	1
Gresham Smith	CADD-Operator	0	2
Gresham Smith	Clerical	1	1
Gresham Smith	Professional	1	1

14. Organizational Chart:

LADOTD Project Manager
Trey Jesclard, P.E.

Project Executive

Herbert "Bert" Moore, II, P.E., PLS, PTOE
Gresham Smith

Project Manager

Richard Savoie, P.E.
Gresham Smith

Technical Advisors & QA/QC

Joel Morrill, P.E., RSP1
Mario Dipola, P.E., PTOE, RSP1
Gresham Smith

Task 1: Stage 0 Feasibility Studies

Task Lead
Richard Savoie, P.E.

Purpose and Need
Richard Savoie, P.E.
Herbert "Bert" Moore, II, P.E., PLS, PTOE
Ronnie Robinson, P.E.

Traffic Analysis
Rebecca Murray, P.E., PTOE, RSP1
Tait Karlson, P.E.
Herbert "Bert" Moore, II, P.E., PLS, PTOE

Safety Analysis
Rebecca Murray, P.E., PTOE, RSP1
Tait Karlson, P.E.
Kendra McCoy
Payton Nickles

Conceptual Design & Probable Costs
Brennon Hughes, P.E.
Richard Savoie, P.E.
Ronnie Robinson, P.E.

Bicycle and Pedestrian Considerations
Mike Sewell, P.E., LCI
Erin Thoresen, AICP

Stage Zero Checklist / Environmental
Sandy Layne-Sclafani, P.E.

Stakeholder Meetings / Public Outreach (if necessary)
Erin Thoresen, AICP
Herbert "Bert" Moore, II, P.E., PLS, PTOE
Richard Savoie, P.E.

Task 2: Road Safety Assessments

Task Lead
Herbert "Bert" Moore, II, P.E., PLS, PTOE

Rebecca Murray, P.E., PTOE, RSP1
Brennon Hughes, P.E.
Erin Thoresen, AICP
Kendra McCoy

Task 3: Development of Plans Specs and Estimate for Low-Cost Safety Improvements

Task Lead
Brennon Hughes, P.E.

Richard Savoie, P.E.
Ronnie Robinson, P.E.

Task 4: Safety Effectiveness Evaluation

Task Lead
Rebecca Murray, P.E., PTOE, RSP1

Herbert "Bert" Moore, II, P.E., PLS, PTOE
Tait Karlson, P.E.
Kendra McCoy
Payton Nickles

Cost / Benefit Analysis
Rebecca Murray, P.E., PTOE, RSP1
Brennon Hughes, P.E.
Ronnie Robinson, P.E.
Payton Nickles

15. Minimum Personnel Requirements:

MPR (Do not insert wording from ad)	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license / certification required	State of license	License / certification expiration date
1.	Herbert "Bert" Moore, II, P.E., PLS, PTOE	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 31065 Exp. 9/30/2022
			PLS	Louisiana	PLS LA 5043 Exp. 9/30/2022
			PTOE	International	PTOE 2728 Exp. 9/30/2024
2.	Herbert "Bert" Moore, II, P.E., PLS, PTOE	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 31065 Exp. 9/30/2022
			PLS	Louisiana	PLS LA 5043 Exp. 9/30/2022
			PTOE	International	PTOE 2728 Exp. 9/30/2024
3.	Richard Savoie, P.E.	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 20936 Exp. 9/30/2022
	Ronnie Robinson, P.E.	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 24040 Exp. 3/31/2024
	Brennon Hughes, P.E.	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 39985 Exp. 3/31/2024
4.	Herbert "Bert" Moore, II, P.E., PLS, PTOE	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 31065 Exp. 9/30/2022
			PLS	Louisiana	PLS LA 5043 Exp. 9/30/2022
			PTOE	International	PTOE 2728 Exp. 9/30/2024
	Rebecca Murray, PE, PTOE, RSP1	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 43788 Exp. 3/31/2022
			PTOE	International	PTOE 4861 Exp. 3/26/2023
			RSP1	International	RSP1, 611 Exp. 4/5/2024
	Tait Karlson, P.E., PTOE	Gresham Smith	P.E. (Civil)	Louisiana	P.E., LA 40438 Exp. 9/30/2022
			PTOE	International	PTOE 3091 Exp. 3/26/2023

16. Staff Experience:

Gresham Smith

Herbert "Bert" Moore, II, P.E., PLS, PTOE

Project Executive

Years of experience with this firm/employer	6
Years of experience with other firm(s)/employer(s)	16

	Bachelor of Science / 1999 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date	P.E.0031065 / LA / Exp. 9/30/22 | PTOE 2728 / Exp. 9/30/24 | PLS 5043 / LA / Exp. 9/30/22		
Year registered	2004(PE); 2009(PTOE); 2010(PLS)	**Discipline**	P.E./Civil, PLS, PTOE
Contract role(s) / brief description of responsibilities	Project Executive / Bert will support the purpose and need development, traffic analysis, public outreach and the safety effectiveness teams and lead the RSA tasks 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 time specified in the applicable MPR(s).
Career	Through his consulting career and while at LADOTD, Bert led a number of Stage 0 studies and Road Safety Assessments. While the District Traffic Operations Engineer of District 61, Bert completed these tasks initiated by request from internally, the public or an elected official. Some of these Stage 0 studies include LA 75 Roundabouts in Plaquemine, LA, Access Management Improvements at LA 42 at US 61, Improvements to LA 427 (Acadian), and TSM Turn Lane Installation on LA 30 at LA 74. RSA that were performed included Stringer Bridge Road, LA 431 at Valentine Road, LA 427 (Acadian) From I-10 to LA 73 (Government), and I-210 at LA 1138 (Nelson Road).
05/17 – 03/19	**LADOTD, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA | *Project Executive.*** Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. The project included data collection, development of growth rates, lead the Road Safety Assessment, developing and calibrating an existing VISSIM model and evaluation of the proposed alternative. Bert was responsible for the overall study, overseeing data collection, conducting safety analysis, development of VISSIM models, development of alternatives and the report.
02/16 – 06/20	**LADOTD, SRTS/LRSP Task Order 2: McMillan Road Intersection Traffic Study, West Monroe, LA | *Project Manager*.** Bert utilized his knowledge of LADOTD's traffic signal program to identify areas for improvement in the local roadway network and to work with local officials and LADOTD Maintenance staff to identify the most appropriate intersection improvements to meet the project needs.
2/17 – Ongoing	**LADOTD, SRTS/LRSP Task Order 6 & 21: Endom Bridge, West Monroe, LA | *Project Executive.*** Bert is responsible for overseeing the data collection, analyzing the traffic counts to determine appropriate lane configuration and geometry, and support and coordination of overall design.
05/18 – 12/21	**LADOTD, LA 37: Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA | *Project Executive.*** Gresham Smith collected and reviewed over 580 crash reports over a span of three years from the state highway crash database and collected ADT data on 21 segments of LA 37 and intersecting streets, peak hour turning movement counts at 12 significant intersections and 15-minute counts along 38 driveways and insignificant side streets. Crash reports were reviewed

	and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis were performed using mainly HCS and Synchro and other software tools as needed. Gresham Smith reviewed historic traffic volumes counts and TransCAD models and performed an extensive count analyses to develop regional growth rates for the study area. Bert was the supervising professional who was responsible for the traffic and safety portions of the study.
8/17 – 2/19	**LADOTD, SRTS/LRSP Task Orders 9 & 14: Farmerville Sidewalks Report and Design, Farmerville, LA | *Project Executive.*** Bert was responsible for support and coordination of design report and QA/QC.
9/17 – 11/17	**LADOTD, SRTS/LRSP Task Order 8: Design Reports for LR West Feliciana Striping, West Feliciana, LA | *Project Executive.*** Bert was responsible for support and coordination of design report and QA/QC.
02/16 – 06/20	**LADOTD, SRTS/LRSP Task Order 1: Vidalia Traffic Study, Vidalia, LA | *Project Manager*.** Bert worked closely with the local municipality and all stake holders to determine all critical project issues and to develop solutions that could be implemented in a cost-effective project to improve safety and traffic flow.
10/17 – 5/19	**LADOTD, SRTS/LRSP Task Orders 5 & 11: Ouachita Schools Report and Design, Ouachita Parish, LA | *Project Executive.*** Bert was responsible for support and coordination and QA/QC of project report and the design plans.
12/17 – 2/18	**LADOTD, SRTS/LRSP Task Order 10: Design Reports for Foster/Greenwell Springs Road Diets and Sidewalks, Baton Rouge, LA | *Project Executive.*** Bert was responsible for support and coordination of design report and QA/QC.
7/18 – 8/18	**LADOTD, SRTS/LRSP Task Order 15: Denham Springs Project Report, Denham Springs, LA | *Project Executive.*** Bert was responsible for support and coordination of project report and QA/QC.
9/18 – Ongoing	**LADOTD, SRTS/LRSP Task Order 16: Tangipohoa Striping Design, Tangipohoa Parish, LA | *Project Executive.*** Bert is responsible for support and coordination of overall design and QA/QC. Bert will also assist by providing his traffic engineering experience for the signing and striping of the road and pedestrian facilities.
02/16 – 06/20	**LADOTD, SRTS/LRSP Task Order: Constitution Drive Traffic Study, West Monroe, LA | *Project Executive*.** Bert was responsible for leading the traffic study. Bert oversaw the data collection and peak hour field observations, analyzed the traffic data, reviewed crash reports, development of recommended improvements and the report. Also led meetings with the mayor to discuss recommendations outlined within the traffic study.
03/16 – 10/17	**LADOTD, Farmerville State and Local Road Traffic Study, Farmerville, LA | *Project Executive*.** Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around Farmerville. The project included data collection, crash review, development of growth rates, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Bert was responsible for the overall study and led meetings with local officials and agencies.
1/17 – 5/18	**LADOTD, SRTS/LRSP Task Order 3: Desiard Street Striping, Monroe, LA | *Project Executive.*** Bert was responsible for support and coordination of overall design, providing the traffic engineering experience for signing and striping the road and pedestrian facilities, construction engineering and inspection, and QA/QC.
11/16 – Ongoing	**LADOTD, SRTS/LRSP Task Order 4, Monroe Guardrail, Monroe, LA | *Project Executive.*** Bert was responsible for maintaining client relationships and project schedules and budgets.
Certifications (See section 20)	• DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3 • U.S. Department of Transportation Federal Highway Administration – DPFA Certification • LADOTD – Highway Safety Manual Workshop NCHRP 17-38 • Louisiana Local Technical Assistance Program – Regional Crash Data Workshop • American Traffic Safety Services Association –Traffic Control Supervisor, LA State Specific

16. Staff Experience:

Gresham Smith

Richard Savoie, P.E.

Project Manager

Years of experience with this firm/employer	3.5
Years of experience with other firm(s)/employer(s)	40

Degree(s) / Years / Specialization	Bachelor of Science / 1978 / Civil Engineering, McNeese State University		
Active registration number / state / expiration date	P.E.0020936 / LA / 9/30/22		
Year registered	1983 (LA)	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Project Manager / Richard will lead project management operations and will lead the coordination of the Stage 0 tasks and support the development of the plans, specifications, and estimates.		

09/18 – 12/19	**LADOTD, SRTS/LRSP Task Order 14: Farmerville Sidewalks Design, Union Parish, Farmerville, LA | *Senior Engineer.*** Richard provided quality control review for the Final Plan submission for this Safe Routes to Public Places Project. The review was to ensure that the plans were developed in accordance with standard DOTD policy and procedure. Plans included installation of sidewalks along various local roadways, driveway adjustments to ensure ADA compliance and utility relocation avoidance.
09/18 –Ongoing	**LADOTD, SRTS/LRSP Task Order 6 and 21: Endom Bridge Preliminary and Final Design, West Monroe, LA | *Senior Engineer.*** The project consisted of roadway realignment at the bridge approach to improve roadway geometry and safety. Right-of-way is being acquired at one quadrant of the intersection and Richard is assisting with the coordination between the right-of-way plans and the roadway requirements. Richard performed Quality Control reviews on the final preliminary design submission and is overseeing Quality Control on the final design process.
09/18 – 01/20	**LADOTD, SRTS/LRSP Task Order 18: Denham Springs Striping Design, Livingston Parish, LA | *Senior Engineer.*** This project includes the site evaluation of 9 local roadways with the highest accident rate history in the City of Denham Springs. Gresham Smith performed ball bank evaluations for every curve on the 9 routes and evaluated driveway locations, intersection geometry and signing issues. Richard was responsible for overall Quality Control on the project. He mentored the engineering staff on the field evaluation requirements, reviewed all potential improvements, and performed QC review on the preliminary and final design plan submissions.
10/18 – 05/21	**LADOTD, SRTS/LRSP Task Order 16: Tangipahoa Striping Design, Tangipahoa Parish, LA | *Senior Engineer.*** This project includes the site evaluation of 39 state and local roadways with the highest accident rate history in the Parish. Gresham Smith performed ball bank evaluations for every curve on the 39 routes. Richard was responsible for overall Quality Control on the project. He mentored the engineering staff on the field evaluation requirements, reviewed all potential improvements, and performed QC review on the preliminary and final design plan submissions.

09/18 – 06/19	**Parish of Ascension, SRTPP/LRSP Applications	*Project Manager.*** The Parish of Ascension selected Gresham Smith to review their capital plan, investigate the accident rates and safety history of the locally maintained roadways, and to develop a proposed plan, and to submit applications to LADOTD for Safe Routes to Schools and Public Places and Local Road Safety Plans to acquire construction funding. Richard coordinated with the Parish officials and LTAP personnel on the submission requirements for the funding applications and ensured that all Parish and state guidelines and requirements were adhered to for the application process.
06/21 – Ongoing	**EBR DTD, MovEBR-Plank Road Corridor Enhancement, Baton Rouge, LA	*Project Manager*.** Gresham Smith was selected to perform the corridor enhancement of Plank Road between Dawson Drive to Harding Boulevard. This project will include a topographic survey, a design study for bicycle and pedestrian facilities, improved drainage, transit facilities, new traffic signals and street lighting. Once the design study is complete the project will move into the development of design plans. The project will result in a revitalized corridor with improvements for all users. Richard is managing the project on a day to day basis and leading the coordination with our sub-consultants.
04/20 – Ongoing	**City of Central (LA), Hooper Road (LA 408) at Sullivan Road (LA 3034) Roundabout Design	*Senior Engineer.*** Gresham Smith is tasked with the full roundabout design which will be in accordance with LADOTD's Roadway Design Manual geometric requirements and LADOTD's Complete Streets Policy to accommodate both pedestrians and bicycles through this intersection. Richard is responsible for overall Quality Control on the project. He is mentoring the engineering staff on the field evaluation requirements, reviewing all potential improvements, and will perform QC reviews on the preliminary and final design plan submissions.
03/21 – Ongoing	**MSY, Task 4: Entrance Road Capacity, Kenner, LA	*Senior Engineer*.** Gresham Smith is currently providing design and project management for the City of New Orleans to widen the main exit road at Louis Armstrong New Orleans International Airport (MSY) from 2 lanes to 3 lanes. The project includes widening of approximately 1/4-mile of roadway, extending the roundabout slip lane exit from the roundabout and tying into the design-build flyover project currently under construction (S.P. H.011670). The completed widened road will connect the design-build freeway operated by LADOTD to the existing roundabout on the airport property, improving the flow of traffic from MSY. Richard performed Quality Control reviews on the final preliminary design submission and is overseeing Quality Control on the final design process.
02/90 – 03/14	**LADOTD, Project and Program Delivery.** Richard was the PM for the I-49 North project in Caddo Parish, from I-220 to the Arkansas State Line. The project started with the Corridor Selection Study and progressed to the Environmental Impact Study. Once the alignment was selected plan development began and thence project delivery for this $670 million project. As the Deputy Chief and Chief Engineer, he met with program managers in the Engineering Division and approved and recommended changes to their budget partitions and project schedules. Worked with District Administrators to exchange mileage with local entities when new roadways were being added to the department's roadway mileage. Was the Engineering Division's voting member on the LADOTD's Project Delivery Steering committee responsible for the department's different programs budget partition approval and overall project delivery. Richard was the LADOTD's 1st Value Engineering Director beginning in 1998 when the department was recognized by FHWA with the "Big Kahuna Award" for an outstanding program.
05/80 – 02/06	**LADOTD, Road Design	*Design Engineer/Project Manager*.** Richard spent 26 of his 34-year LADOTD career in Road Design. Starting as an EIT 1 progressing to Asst. Road Design Engineer responsible for project management of roadway design by staff and design consultants preparing roadway plans and developing roadway design projects.
Career	Richard's 40+-year career includes 34 years with LADOTD in increasing roles culminating as the LADOTD Chief Engineer. As Chief Engineer, Richard was responsible for establishing engineering directives and standards, policies, budgets, expenditures, programs and procedures that guided project and program delivery, construction, and preservation of all transportation-related projects and systems.

16. Staff Experience:

Gresham Smith

Joel Morrill, P.E., RSP1
Technical Advisor & QA/QC

Years of experience with this firm/employer	7
Years of experience with other firm(s)/employer(s)	20

Degree(s) / Years / Specialization	Bachelor of Science / 1994 / Civil Engineering, Union College		
Active registration number / state / expiration date	PE. 21234 / KY / 6/30/2022, 113174 / TN / 9/30/2022 | RSP1 422 / Exp. 3/26/23		
Year registered	2000 (KY) 2009 (TN) 2020 (RSP1)	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Joel will serve as Technical Advisor and QA/QC.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; ***i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).**
06/17 – Ongoing	**KYTC, Highway Safety Improvement Program (HSIP), Statewide, KY** | ***Project Manager***. Joel is responsible for helping to manage the development of safety improvement alternatives to various intersections and corridors throughout the Commonwealth of Kentucky that are experiencing a higher-than-average number of injury crashes. Each project includes an inventory of existing site conditions, crash data collection and analysis, and development of improvement alternatives to help reduce crashes.
10/17 – Ongoing	**KYTC, KY 22, Performance-Based Practical Design, Owen County, KY | *Project Manager.*** Joel is responsible for managing the development of safety improvement alternatives to this 5-mile corridor. In addition to pavement deterioration, the corridor was experiencing roadway departure crashes, which were analyzed and considered in the proposed improvements.
11/13 – 06/15 With Another Firm	**Louisville Metro, US 31W (Dixie Highway), Louisville, KY | *Project Manager.*** Joel managed the design and plan development for this safety, mobility, multimodal, and access management improvement project along US 31W. This corridor experiences significantly more crashes than comparable roadways, particularly pedestrian crashes.
12/15 – Ongoing	**Louisville Metro, Rangeland Road, Louisville, KY | *Project Manager.*** Joel managed the development of construction plans, estimates, and technical specifications for safety, mobility, and multimodal improvements to this 1.25-mile urban roadway with two schools that was experiencing a high amount of crashes. Improvements included widening of the roadway, a new multi-use path, sidewalks, drainage, signal modifications, water quality treatment, utility relocations, and right-of-way acquisition.

16. Staff Experience:

Gresham Smith

Mario Dipola, P.E., PTOE, RSP1

Technical Advisor & QA/QC

Years of experience with this firm/employer	1
Years of experience with other firm(s)/employer(s)	12

Degree(s) / Years / Specialization	Master of Business Administration / 2013 / Business Administration, University of Florida Bachelor of Science / 2008 / Civil Engineering, University of Central Florida		
Active registration number / state / expiration date	PE. 76418 / FL / 2/28/2023		
Year registered	2013	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Mario will serve as Technical Advisor and QA/QC.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; ***i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).**
12/18 – 05/21 With Another Firm	**FDOT D5, Safety D/W, FL	*Team Lead*.** Mario provided traffic engineering services on three task work orders that consisted of intersection and safety studies throughout District 5.
06/17 – 12/18 With FDOT	**FDOT D2, District Safety Engineer, Jacksonville, FL	*District Safety Engineer*.** Mario managed the District's safety studies contract, the off-system safety program and the SRTS program.
11/14 – 06/17 With FDOT	**FDOT D2, Safety Program Engineer, Jacksonville, FL	*Safety Program Engineer*.** Mario managed the Work Program for District 2's Office of Safety, as well as the design-build pushbutton contract. He also assisted with Road Safety Audits and Safety Studies and participated in Technical Review Committees.
12/18 – 05/21 With Another Firm	**FDOT District 3, I-10 and I-110 Interchange, Pensacola, FL	*Lead Signing & Pavement Marking Engineer, Project Manager*.** Mario was the signing and pavement marking EOR for this project which implemented High Friction Surface Treatment (HFST) at the I-10 & I-110 interchange in District 3. Mario brought his Project Manager experience to this project, as he recently managed 5 overlapping contracts as D2 Safety Engineer.
12/18 – 05/21 With Another Firm	**FDOT D2, SR 152 (Baymeadows Rd) Turn Lane & Signals Project, Jacksonville, FL	*QC*.** Mario assisted with design variation preparation and QC review on this project to enhance safety and efficiency at SR 152 (Baymeadows Road). The project included signal and turn lane design.
Career	Mario has abundant experience specializing in project management and traffic operations. His technical work varies from pedestrian improvements to interstate reconstruction via multiple roles. He managed FDOT's Value Engineering program in D1 (major projects) while he was PM for minor projects (resurfacing, traffic operations, safety, sidewalk). Mario has experience with Intersection Control Evaluation (ICE) analyses, benefit/cost studies, net present value analyses and other traffic and safety studies.

16. Staff Experience:

Gresham Smith

Rebecca Murray, P.E., PTOE, RSP1

Lead Traffic Engineer

Years of experience with this employer	6
Years of experience with other employer(s)	0

Degree(s) / Years / Specialization	Bachelor of Science / 2015 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date	P.E.0043788 / LA / Exp. 3/31/22 | PTOE 4861 / Exp. 3/26/23 | RSP1 611 / Exp. 4/5/24		
Year registered	2019 (LA) 2020 (PTOE) 2021 (RSP1)	**Discipline**	P.E./Civil; PTOE; RSP1
Contract role(s) / brief description of responsibilities	Lead Traffic/Safety Engineer / Rebecca will lead the traffic and safety subtasks for the Stage 0 task and the Safety Effectiveness Evaluation task and participate on the RSA team 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 time specified in the applicable MPR(s).
10/16 – 03/17	**LADOTD, SRTS/LRSP Task Order 2: McMillan Street Traffic Study, Monroe, LA | *Pre-Professional.*** Rebecca's role on the project was to review and analyze traffic count data, distribute trips throughout the study area, evaluate crash data and analyze proposed improvement alternatives.
05/17 – 03/19	**LADOTD, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA | *Pre-Professional.*** Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. The project included data collection, development of growth rates, conduct a Road Safety Assessment, developing and calibrating an existing VISSIM model and evaluation of the proposed alternative. Rebecca was responsible for overseeing data collection, participated on the RSA team, conducting safety analysis, development of VISSIM models, development of alternatives and development of the report.
07/18 – 12/21	**LADOTD, LA 37: Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA | *Engineer.*** Gresham Smith collected and reviewed over 580 crash reports over a span of three years from the state highway crash database and collected ADT data on 21 segments of LA 37 and intersecting streets, peak hour turning movement counts at 12 significant intersections and 15-minute counts along 38 driveways and insignificant side streets. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis was performed using mainly HCS and Synchro and other software tools as needed. We reviewed historic traffic volumes counts and TransCAD models and performed an extensive count analyses to develop regional growth rates for the study area. Our team evaluated the effectiveness of safety improvements using the Highway Safety Manual (HSM), and we identified Safety Performance Functions (SPFs) to determine Level of Service of Safety. To compare alternatives, benefit-cost ratio and net present value analyses were performed. Rebecca assisted with review of the count data, development of growth rates, crash data analysis, performed the existing and future traffic analysis, performed the safety effectiveness evaluation and developed the benefit-cost ratios for the alternatives.

11/17 – 01/18	**LADOTD, SRTS/LRSP Task Order 12: Constitution Drive Safety Study, West Monroe, LA | *Pre-Professional.*** Rebecca's role was to review traffic and crash data, perform traffic analysis, develop alternatives and the project report as well as assist with the design of pedestrian improvements and traffic signal plans
05/17 – 01/19	**LADOTD, US 171 MLK Boulevard Traffic Study, Lake Charles, LA | *Pre-Professional.*** Rebecca's role was to oversee data collection, develop a data collection report, perform the safety analysis, develop VISSIM models for 6 alternatives and calibrate the models, develop presentation material for the public meeting and development of the final report.
02/17 – 08/17	**LADOTD, SRTS/LRSP Task Order 1: City of Vidalia, Vidalia, LA | *Pre-Professional.*** Rebecca's role was to review traffic and crash data, perform traffic analysis, develop alternatives, and prepare the project report.
Certifications (See section 20)	• Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3 • American Traffic Safety Services Association – Traffic Control Technician, LA State Specific; Certified Flagger; Traffic Control Supervisor, LA State Specific

16. Staff Experience:

Gresham Smith

Tait Karlson, P.E., PTOE
Senior Traffic Engineer

Years of experience with this employer	10
Years of experience with other employer(s)	6

Degree(s) / Years / Specialization	Master of Engineering / 2005 / Transportation Engineering, University of Florida Bachelor of Science / 2001 / University of Florida		
Active registration number / state / expiration date	PE.0040438 / LA / Exp. 9/30/22 | PTOE 2213 / Exp. 7/30/23		
Year registered	2016 (LA) 2011 (PTOE)	**Discipline**	P.E./Civil; PTOE
Contract role(s) / brief description of responsibilities	Senior Transportation Engineer / Tait will support the traffic and safety analysis portions of the 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 time specified in the applicable MPR(s).**
02/17 – 12/20	**LADOTD, SRTS/LRSP Task Order 6: Endom Bridge Preliminary and Final Design, West Monroe, LA | *QA/QC.*** Tait assisted with the development of the final report and performed QA/QC review.
02/16 – 10/19	**LADOTD, SRTS/LRSP Task Order 2: McMillan Road Intersection Traffic Study, West Monroe, LA | *QA/QC*.** Tait assisted with the development of the final report and performed QA/QC review.
05/18 – 12/21	**LADOTD, LA 37: Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA | *QA/QC*.** Gresham Smith collected and reviewed over 580 crash reports over a span of three years from the state highway crash database and collected ADT data on 21 segments of LA 37 and intersecting streets, peak hour turning movement counts at 12 significant intersections and 15-minute counts along 38 driveways and insignificant side streets. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis was performed using mainly HCS and Synchro and other software tools as needed. Gresham Smith reviewed historic traffic volumes counts and TransCAD models and performed an extensive count analysis to develop regional growth rates for the study area. Our team evaluated the effectiveness of safety improvements using the Highway Safety Manual (HSM), we identified Safety Performance Functions (SPFs) to determine Level of Service of Safety. To compare alternatives, benefit-cost ratio and net present value analyses were performed. Tait assisted with the development of the final report and performed QA/QC review.
05/17 – 03/19	**LADOTD, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA | *QA/QC.*** Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. The project included data collection, development of growth rates, conduct a Road Safety Assessment, developing and calibrating an existing VISSIM model and evaluation of the proposed alternative. Tait assisted with the development of the final report and performed the QA/QC reviews.
Certifications (See section 20)	• DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2, and 3

16. Staff Experience:

Gresham Smith

Kendra McCoy

Safety Specialist

Years of experience with this employer	8
Years of experience with other employer(s)	23

Degree(s) / Years / Specialization	Bachelor of Science / 2012 / Project Management, DeVry University		
Active registration number / state / expiration date	N/A		
Year registered	N/A	**Discipline**	N/A
Contract role(s) / brief description of responsibilities	Safety Specialist / Kendra will support the safety analysis for the Stage 0 tasks and the Safety Effectiveness Evaluation tasks 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 time specified in the applicable MPR(s).
05/17 – 03/19	**LADOTD, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study, Lake Charles, LA | *Safety Specialist.*** Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. The project included data collection, development of growth rates, conduct a road safety assessment, developing and calibrating an existing VISSIM model and evaluation of the proposed alternative. Kendra was responsible for reviewing crash reports, data collection and document development.
05/18 – 12/21	**LADOTD, LA 37: Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA | *Safety Specialist.*** Gresham Smith collected and reviewed over 580 crash reports over a span of three years from the state highway crash database and collected ADT data on 21 segments of LA 37 and intersecting streets, peak hour turning movement counts at 12 significant intersections and 15-minute counts along 38 driveways and insignificant side streets. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis was performed using mainly HCS and Synchro and other software tools as needed. Gresham Smith reviewed historic traffic volumes counts and TransCAD models and performed an extensive count analyses to develop regional growth rates for the study area. Our team evaluated the effectiveness of safety improvements using the Highway Safety Manual (HSM), we identified Safety Performance Functions (SPFs) to determine Level of Service of Safety. To compare alternatives, benefit-cost ratio and net present value analyses were performed. Kendra was responsible for review of crash reports, data collection and document development.
11/18 –12/19	**CRPC, Baker and Denham Springs Bike / Ped Master Plan | *Safety Specialist.*** Gresham Smith was selected by CRPC to develop distinctive Bike and Pedestrian Master Plans for the Cities of Baker and Denham Springs. Kendra was responsible for review of crash reports, data collection and document development.
05/17 – 01/19	**LADOTD, US 171 MLK Boulevard Traffic Study, Lake Charles, LA | *Safety Specialist.*** Kendra was responsible for review of crash reports, data collection and document development.
04/18 – 05/19	**LADOTD, I-10 TMP West of LA 108 to I-210 Interchange TMP, Lake Charles, LA | *Senior Technician.*** Gresham Smith developed a TMP for the Rubbelization and Overlay on I-10 between I-210 and the LA 108 Interchange. This project included the mill and overlay of I-10, widening two flat deck bridges on I-10 to add a lane, and replacing all of the concrete panels on I-10

	through the LA 108 interchange. In order to replace the concrete panels on I-10, traffic was moved to a C/D road within the interchange and cloverleaf ramps were closed during construction. Two temporary traffic signals were designed to facilitate traffic at this interchange. This project included data collection and queue and safety analyses and traffic signal design. Kendra was responsible for review of crash reports, data collection and document development.
03/16 – 10/17	**LADOTD, Farmerville State and Local Road Traffic Study, Farmerville, LA | *Safety Specialist.*** Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around the City of Farmerville on both state and local routes. The project included data collection, safety/crash review, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Kendra was responsible for review of crash reports, data collection and document development.
Certifications (See section 20)	• DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3

16. Staff Experience:

Gresham Smith

Payton Nickles

Professional

Years of experience with this employer	<1
Years of experience with other employer(s)	0

Degree(s) / Years / Specialization	Bachelor of Science / 2021 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date	N/A		
Year registered	N/A	**Discipline**	Civil
Contract role(s) / brief description of responsibilities	Professional / Payton will support the roadway design and traffic teams.		

Experience dates (mm/yy–mm/yy)	**Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).**
03/21 – Ongoing	**LADOTD, Complex Bridge Inspections Task Order 3, Statewide, LA | *Professional*.** Payton assisted in the development of the traffic control plans for various bridge inspection projects. The traffic control plans included single lane closures with alternating traffic with flaggers for projects in urbanized areas. Projects included the Charenton Truss Swing Bridge in St. Mary's Parish and the Jeanerette Truss Swing Bridge in Iberia Parish. Peyton worked closely with the bridge inspection team to develop the parameters for the lane closures to ensure that adequate protection was provided to the field inspection team while meeting requirements from LA DOTD's traffic control standards.
03/21 – 04/21	**Edinburg Regional Medical Center, Traffic Impact Analysis, Edinburg, TX | *Professional*.** Payton assisted in the development of the traffic impact letter by performing analysis and preparing figures to support the traffic impact analysis for roadway expansion associated with the buildout of a regional medical center. Payton worked under the supervision of the lead traffic engineer to develop roadway capacity analysis and documentation of existing conditions to support the proposed roadway build outs.
06/21 – Ongoing	**LADOTD, Present LADOTD, LRSP Task Order #1: Vernon and Sabine Signing & Striping, LA | *Professional.*** This project includes preliminary and final design for proposed signing and striping improvements throughout several routes within Sabine and Vernon Parish. Payton is responsible for preparing the line diagrams for each of the routes. She is also responsible for importing aerial images and developing intersection detail sheets.
06/21 – Ongoing	**EBR DTD, MovEBR-Plank Road Corridor Enhancement, Baton Rouge, LA | *Professional.*** This project is a design study along a portion of the Plank Road corridor between Dawson Drive and Harding Blvd. Payton's responsibilities include assisting the design engineer with the development of Typical Sections and Plan and Profile Sheets. She is also responsible for addressing general markups in MicroStation.

16. Staff Experience:

Gresham Smith

Brennon Hughes, P.E.

Lead Roadway Design Engineer

Years of experience with this firm/employer	4
Years of experience with other firm(s)/employer(s)	6.5

Degree(s) / Years / Specialization	Bachelor of Science / 2011 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date	P.E.0039985 / LA / 3/31/24		
Year registered	2015	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Lead Roadway Design Engineer / Brennon will lead the conceptual design and cost estimates for the Stage 0 tasks, participate on the RSA team and lead the development of the roadway design plans, specs and estimate tasks 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 time specified in the applicable MPR(s).
04/18 – 12/19	**LADOTD, SRTS/LRSP Task Order 14: Farmerville Sidewalks Design, Farmerville, LA | *Lead Roadway Design Engineer.*** Brennon was responsible for leading the design and the preparation of preliminary and final plans and cost estimates. Brennon led the plan-in-hand meeting with local officials for the preliminary design review and served as engineer-of-record for the design development.
08/17 – Ongoing	**LADOTD, SRTS/LRSP Task Order 6 and 21: Endom Bridge Preliminary and Final Design, West Monroe, LA | *Lead Roadway Design Engineer.*** Brennon led the design and the preparation of preliminary and final plans and cost estimates. This project involves safety and operations improvements for the intersection realignment, curb and gutter drainage design, sidewalks, and turnouts. The project is currently under construction.
09/17 – 06/19	**LADOTD, SRTS/LRSP Task Order 7: McMillan Street at Blanchard Street Design, West Monroe, LA | *Lead Roadway Design Engineer.*** This was a striping and intersection improvement project in West Monroe, LA. Brennon's role was to lead the design and the preparation of preliminary and final plans and cost estimates. The scope included the design and installation of an ADA ramp and a new crosswalk for pedestrian safety.
11/19 – Ongoing	**LADOTD, SRTS/LRSP Task Order 22: Local Road Safety Upgrades (West Feliciana) | *Lead Roadway Design Engineer.*** Brennon is responsible for planning and coordinating staffing, scheduling, and budgeting for this project. He also led the design and the installation and preparation of preliminary and final plans which includes new signing, striping along 10 local routes within the parish and guardrail replacement at 12 bridge and cross drain locations along with cost estimates. The project is currently under construction.
11/17 – 06/19	**LADOTD, SRTS/LRSP Task Order 11: Ouachita Sidewalks, Monroe, LA | *Lead Roadway Design Engineer.*** This was a sidewalks and drainage with cross sections project in Ouachita Parish, Louisiana, to enhance pedestrian safety. Brennon's role was to lead the design and the preparation of preliminary and final plans and cost estimates.

07/18 – 01/20	**LADOTD, SRTS/LRSP Task Order 18: Denham Springs Striping Design, Livingston Parish, LA | *Lead Roadway Design Engineer.*** Brennon was responsible for planning and coordinating staffing, scheduling, and budgeting for this project. He also led the design and the preparation of preliminary and final plans and cost estimates. Brennon led the plan-in-hand meeting with local officials for the preliminary design review and served as engineer-of-record for the design development.
10/18 – Ongoing	**LADOTD, SRTS/LRSP Task Order 16: Tangipahoa Striping Design, Tangipahoa Parish, LA | *Lead Roadway Design Engineer.*** Brennon is responsible for planning and coordinating staffing, scheduling, and budgeting for this project. He is also leading the design and the preparation of preliminary and final plans and cost estimates. Brennon led the plan-in-hand meeting with local officials for the preliminary design review and served as the engineer of record for the design development. The project is currently under construction.
08/13 – 08/17	**LADOTD, LA 44 Turn Lanes, Ascension Parish, LA | *Lead Roadway Design Engineer.*** This was an intersection improvements project located at five separate intersections which Brennon designed during his time working in the LADOTD Road Design section. This project included the addition of turn lanes, access management, and improved turnout geometry at the intersections. Brennon's role was to lead the design and the preparation of preliminary and final plans and cost estimates.
06/21 – Ongoing	**EBR DTD, MovEBR-Plank Road Corridor Enhancement, Baton Rouge, LA | *Lead Roadway Design Engineer*.** Gresham Smith was selected to perform the corridor enhancement of Plank Road between Dawson Drive to Harding Boulevard. This project will include a topographic survey, a design study for bicycle and pedestrian facilities, improved drainage, transit facilities, new traffic signals and street lighting. Once the design study is complete the project will move into the development of design plans. The project will result in a revitalized corridor with improvements for all users.
04/20 – Ongoing	**City of Central (LA), Hooper Road (LA 408) at Sullivan Road (LA 3034) Roundabout Design | *Lead Roadway/Roundabout Design Engineer.*** Gresham Smith is tasked with the full roundabout design which will be in accordance with LADOTD's Roadway Design Manual geometric requirements and LADOTD's Complete Streets Policy to accommodate both pedestrians and bicycles through this intersection. Brennon is leading the design and the preparation of preliminary and final plans and cost estimates.
03/21 – Ongoing	**MSY, Task 4: Entrance Road Capacity, Kenner, LA | *Lead Roadway Design Engineer*.** Gresham Smith is currently providing design and project management for the City of New Orleans to widen the main exit road at Louis Armstrong New Orleans International Airport (MSY) from 2 lanes to 3 lanes. The project includes widening of approximately 1/4-mile of roadway, extending the roundabout slip lane exit from the roundabout and tying into the design-build flyover project currently under construction (S.P. H.011670). The completed widened road will connect the design-build freeway operated by LADOTD to the existing roundabout on the airport property, improving the flow of traffic from MSY.
Certifications (See section 20)	• DOTD FHWA-NHI-380096V Modern Roundabouts: Intersections Designed for Safety • American Traffic Safety Services Association –Traffic Control Supervisor, LA State Specific

16. Staff Experience:

Gresham Smith

Ronnie Robinson, P.E.

Senior Transportation Engineer

Years of experience with this firm/employer	6
Years of experience with other firm(s)/employer(s)	33

Degree(s) / Years / Specialization	Bachelor of Science / 1982 / Civil Engineering, Louisiana State University		
Active registration number / state / expiration date	P.E.0024040 / LA / 3/31/24		
Year registered	1988	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Senior Transportation Engineer / Ronnie will support the conceptual design and cost estimates for the Stage 0 tasks and the development of the roadway design plans, specs and estimate tasks 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 time specified in the applicable MPR(s).
02/17 – Ongoing	**LADOTD, SRTS/LRSP Task Order 6 and 21: Endom Bridge Preliminary and Final Design, West Monroe, LA | *Senior Engineer.*** Ronnie's responsibilities include developing preliminary and final plans and construction cost estimates. His efforts included coordination of the contaminated waste investigation, drainage layout and quality control for the preliminary design.
07/17 – 06/19	**LADOTD, SRTS/LRSP Task Order 7: McMillan at Blanchard Design, West Monroe, LA | *Senior Engineer.*** Ronnie's responsibilities included conducting field traffic observations and collecting field data for the study portion. For the design portion, his responsibilities included developing conceptual designs, preliminary and final plans and construction cost estimates.
04/18 – 12/19	**LADOTD, SRTS/LRSP Task Order 14: Farmerville Sidewalks Design, Farmerville, LA | *Senior Engineer.*** Ronnie was responsible for coordination with State and Local officials on the location of the proposed improvements and developing the Project Report which includes defining project scope and preparing construction cost estimates to determine the feasibility of the project.
11/19 – Ongoing	**LADOTD, SRTS/LRSP Task Order 22: Local Road Safety Upgrades, West Feliciana Parish, LA | *Senior Engineer.*** Ronnie is responsible for the development of the guardrail design (preliminary and final plans) for the 12 bridge and cross drain sites along 10 local routes within the parish.
12/16 – 06/19	**LADOTD, SRTS/LRSP Task Order 5 & 11: Ouachita Parish Schools Report and Design, Monroe, LA | *Senior Engineer.*** Ronnie's responsibilities included coordination with State and Local officials on the location of the proposed improvements, developing preliminary and final plans, and reviewing cost estimates. Ronnie provided quality control for the preliminary design phase, participated in the plan-in-hand meeting, and provided design assistance for the development of the final design plans.

02/17 – 11/17	**LADOTD, SRTS/LRSP Task Order 1: City of Vidalia – Traffic Study, Vidalia, LA | *Senior Engineer.*** Ronnie was responsible for providing construction cost estimates.
11/16 – 02/18	**LADOTD, SRTS/LRSP Task Order 4: Monroe Guardrail, Monroe, LA | *Senior Engineer.*** Ronnie's responsibilities included coordination with State and Local officials on the location of the proposed improvements, collecting field data, developing preliminary plans, final plans and construction cost estimates.
11/16 – 05/18	**LADOTD, SRTS/LRSP Task Order 3: Desiard Street Striping, Monroe, LA | *Senior Engineer.*** Ronnie's responsibilities included developing preliminary and final plans and construction cost estimates. He also served as the Project Engineer during the construction phase, responsible for quantities and payments, oversight of the inspectors and project control and closeout.
12/17 – 02/18	**LADOTD, SRTS/LRSP Task Order 10: N. Foster Drive to Greenwell Springs Road (Pedestrian Improvements), Baton Rouge, LA | *Senior Engineer.*** Ronnie was responsible for coordination with State and Local officials on the location of the proposed improvements and developing the Project Report which included defining project scope and preparing construction cost estimates to determine the feasibility of the project.
03/16 – 10/17	**LADOTD, Farmerville State and Local Road Traffic Study, Farmerville, LA | *Senior Engineer.*** Gresham Smith was selected to perform a formal traffic study of all the intersections (57) within and around the City of Farmerville on both state and local routes. The project included data collection, safety/crash review, developing alternatives, analysis of existing and proposed conditions and benefit/cost analysis. Ronnie assisted with the development of alternatives and was responsible for developing construction cost estimates for various alternatives.
Career	Ronnie has 33 years of experience with the Louisiana Department of Transportation and Development. He worked 11 of his 16 years in construction as a project engineer, eight years as manager of the design and permit sections and nine years as administrator for the design, water resources, permit and materials testing sections.

16. Staff Experience:

Gresham Smith

Sandy Layne-Sclafani, P.E.

Planning/Environmental

Years of experience with this firm/employer	10
Years of experience with other firm(s)/employer(s)	21

Degree(s) / Years / Specialization	Bachelor of Science / 1988 / Civil Engineering, Tennessee Technological University Master of Science / 1996 / Industrial Engineering, The University of Tennessee		
Active registration number / state / expiration date	PE.100962 / TN / 07/31/2023		
Year registered	1997	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	NEPA Specialist / Sandy will lead the environmental/NEPA for the Stage 0 tasks 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 time specified in the applicable MPR(s).**
Career	Sandy brings over 30 years of environmental and civil engineering experience, including project, program and department management. Her work involves transportation-related NEPA documents; transportation planning reports; environmental permitting (NPDES, ARAP, UIC, USACE 404); stormwater management and design; and environmental site assessments.
06/10 – Ongoing	**Tennessee Department of Transportation, NEPA Environmental Documentation Contract, Statewide TN | *Contract Manager/Project Manager.*** Sandy is currently working with TDOT Environmental Division on the fifth two-year NEPA Document preparation task-order contract. This first beginning in June of 2010. Under these five contracts, Sandy has managed over 80 work orders consisting of Environmental Assessments, D-List CEs, PCEs/C-List CEs, Minor TEER Documents, document reviews, technical assistance tasks and NEPA Document Re-Evaluations. These TDOT projects have consisted of new roadways, roadway widening, bridge replacements, bridge maintenance, and interchange redesign.
02/10 – 02/19	**City of Jackson, Southern Extension of US 45 Bypass Environmental Assessment (EA), Finding of No Significant Impact, and Reevaluation, Jackson, Madison County, TN | *Project Engineer.*** Sandy was responsible for preparing the EA that included the analysis of the selected alternative considering many issues – present and future traffic patterns, impacts to the natural and built environments, sensitive cultural sites, and the needs of citizens and businesses in Jackson, Madison County and the surrounding area. This project includes approximately nine miles of new and existing alignment through residential, commercial, industrial and rural areas, and will tie to existing US 45 at Seavers Road on the south end of the project and to the existing US 45 Bypass at Airways Boulevard on the north end of the project. The project included the replacement of two bridges and the construction of 15 new bridges throughout the wetland area and at the new interchange.
08/18 – 02/19	**Campbell County Highway Department, Programmatic Categorical Exclusions (PCE) for Replacement of two Bridges (Log Miles 5.00 and 5.27) over Davis Creek on Davis Creek Road, Campbell County, TN | *Project Manager.*** Sandy led the efforts for developing the two Programmatic Categorical Exclusions (PCE) to replace the Davis Creek Road bridges over Davis Creek in Campbell County. The project was needed to address safety concerns due to lack of signing, approach rails and bridge rails and an overall low bridge sufficiency rating. Environmental commitments were developed in the NEPA document due to the creek being habitat for the Backside Dace.

16. Staff Experience:

Gresham Smith

Mike Sewell, P.E., LCI

Bike/Ped Facility Design

Years of experience with this employer	19
Years of experience with other employer(s)	7

Degree(s) / Years / Specialization	Bachelor of Civil Engineering / 2002 / University of Louisville Master of Engineering / 2003 / Civil Engineering, University of Louisville		
Active registration number / state / expiration date	27572 / KY / 6/30/22		
Year registered	2010 (KY)	**Discipline**	P.E./Civil
Contract role(s) / brief description of responsibilities	Bicycle and Pedestrian Specialist / Mike will lead the bike and pedestrian considerations for the Stage 0 tasks.		

Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; ***i.e.***, **"designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).**
11/18 – 12/19	**CRPC, Baker and Denham Springs Bike / Ped Master Plan	*Project Manager.*** Gresham Smith was selected by CRPC to develop distinctive Bike and Pedestrian Master Plans for the Cities of Baker and Denham Springs. Mike was responsible for the gathering of the public information and development of the Master Plan document.
02/17 – 11/17	**LADOTD, SRTS/LRSP Task Order 1: City of Vidalia – Traffic Study, Vidalia, LA	*Complete Streets Engineer.*** Mike was responsible for providing guidance and expert advice on Complete Streets concepts for this project.
02/15 – Ongoing	**Louisville Metro, Urban Bike Network Design Services, Louisville, KY	*Project Manager.*** Louisville Metro asked Gresham Smith to serve as their partner on a five-year task order based contract—UBN—to assist in the planning and design of every new bicycle facility in the metropolitan area. We started with formulating a process that allows all stakeholders from the various Metro departments to weigh in, and developed subsequent flowcharts to help establish levels of public involvement based on lane reconfiguration. Lastly, Gresham Smith helped to develop a standardized green paint guideline specific for the Louisville region, working closely with friends at NACTO and sister cities.
10/16 – Ongoing	**LFUCG, Town Branch Commons Coordination, Lexington, KY	*Project Manager.*** The Town Branch Commons Corridor is a 2.5-mile multimodal path and park system that will wind through downtown Lexington, following the path of historic Town Branch Creek. It is being funded and built through a public/private partnership. Through its unique design and stormwater management systems, this project will create an environmentally friendly livable, sustainable public space network through Downtown Lexington, KY. Gresham Smith developed preliminary Phase 1 design plans for the Town Branch Commons. This complex urban infrastructure project combines streetscape, water, public space, and transportation elements.

16. Staff Experience:

Gresham Smith

Erin Thoresen, AICP

Public Outreach

Years of experience with this employer	5
Years of experience with other employer(s)	12

Degree(s) / Years / Specialization	Master of Urban Planning / 2008 / University of Michigan Bachelor of Arts / 2002 / Art History Kalamazoo College		
Active registration number / state / expiration date	AICP 026658 / National / No exp.		
Year registered	N/A	**Discipline**	AICP
Contract role(s) / brief description of responsibilities	Public Outreach Specialist / Bike Ped / Erin will lead the public outreach, support bike and pedestrian considerations for the Stage 0 tasks and participate on the RSA team 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 time specified in the applicable MPR(s).**
03/17 – 06/18	**Cobb County, Greenways and Trails Master Plan, Marietta, GA | *Project Manager*.** As project manager and lead project planner, Erin was responsible for day-to-day oversight of the project, including serving as the primary client liaison and overseeing tasks performed by project team members and the sub-consultant.
04/15 – 10/16	**ALDOT, Statewide Bicycle & Pedestrian Plan, Birmingham, AL | *Project Planner, Public Involvement*.** Erin focused on public engagement, including development of key messages and outreach materials, and quality review of materials presented during public meetings.
07/16 – 03/18	**City of Sandy Springs, Last Mile Connectivity Study, Sandy Springs, GA | *Deputy Project Manager*.** Erin served as the day-to-day manager for the project, overseeing work tasks and acting as the primary client liaison. She led most work tasks, including project reconnaissance and inventory, development of the unified project list, and the overall Last Mile Connectivity Study report. She was also responsible for coordination among four client partners, preparation of stakeholder and public engagement materials, and overseeing subconsultants.
07/16 – 03/18	**City of Sandy Springs, Last Mile Connectivity-Transportation Planning Services TO #2, Mount Vernon Highway Transit Feasibility Study, Sandy Springs, GA | *Planner*.** Erin was responsible for assisting with multiple tasks associated with the project, including preparation of materials for the Public Information Open House to gather input and present ideas to community members, as well as for quality review of the draft and final reports.
03/17 – 06/18	**Cobb County, Bike to Transit Guidebook, Marietta, GA | *Project Planner*.** Working directly with Gresham Smith's project manager, the client project manager, and our subconsultant, Erin helped to assess bicycle transit connections at two Cumberland-area sites. She participated in a field visit, helped compile a photo inventory and identify potential improvements at each location. She was also responsible for researching potential innovative treatments, such as the use of green paint at sidepath trail crossings and for quality review of the draft and final Bike to Transit Guidebook.

17. Firm Experience:

Gresham Smith	**Past Performance Evaluation Category(ies)***	Planning

LADOTD, SRTS/LRSP Various TO's Project Reports

Firm responsibility (prime or sub?)	Prime

Project number	Various	**Owner's name**	Louisiana Department of Transportation and Development	
Project location	Monroe, LA	**Owner's Project Manager**		Mark Morvant
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1205 / mark.morvant@la.gov			
Services commenced by this firm (mm/yy)	12/16	**Total consultant contract cost ($1,000's)**		$3 (each)
Services completed by this firm (mm/yy)	8/19	**Cost of consultant services provided by this firm ($1,000's)**		$3 (each)

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

Once a project is selected by LADOTD, the first step may be the development of a Project Feasibility Report (Project Report). The Project Report will be initiated if the LADOTD Project Manager (PM) determines that additional information, not provided within the application, may be required to develop an accurate scope of work and man hour estimate for the proposed project to determine a "go/no-go" decision similar to a Stage 0 report. These reports developed a base of information necessary regarding the allocation of available funds from among competing projects. The Project Report is a lump sum task order and typically includes a meeting/pre-design conference and a visit to the project site(s) along with the report.

Under the LADOTD Local Road Safety Program / Safe Routes To School Retainer contract, Gresham Smith has been assigned project reports for the following projects:

- **Task Order #5:** Ouachita Parish Police Jury Sidewalks
- **Task Order #8:** Road Striping & Signs (W. Feliciana)
- **Task Order #9:** Town of Farmerville Sidewalks
- **Task Order #10:** N. Foster Dr. - Greenwell Springs Rd. Pedestrian improvements
- **Task Order #15:** Denham Springs Safety Study
- **Task Order #19:** Bonner Street Study

Each report included an existing conditions analysis, a crash anaylsis, a benefit/cost analysis, cost estimates, and concept development.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.
Firm members involved include: Ronnie Robinson, Brennon Hughes, Bert Moore, Rebecca Murray and Richard Savoie.

17. Firm Experience:

Gresham Smith	**Past Performance Evaluation Category(ies)***	Road

LADOTD, LRSP Task Orders #8, West Feliciana Signing & Striping

Firm responsibility (prime or sub?)	Prime		
Project number	H.012527.1-2	**Owner's name**	Louisiana Department of Transportation and Development
Project location	West Feliciana Parish, Louisiana	**Owner's Project Manager**	Mark Morvant
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1143 / 225.379.1205 / mark.morvant@la.gov		
Services commenced by this firm (mm/yy)	07/18	**Total consultant contract cost ($1,000's)**	$66
Services completed by this firm (mm/yy)	04/19	**Cost of consultant services provided by this firm ($1,000's)**	$66

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

As part of Local Road Safety Program (LRSP) / Safe Routes to Schools (SRTS) retainer contract, Gresham Smith was tasked to investigate safety issues on 10 local routes in West Feliciana Parish and to develop recommendations for signing and stripping of curves along the roadways, based on ball bank analysis. Gresham Smith was also requested to perform field inspections on 15 off-system bridges, including timber, rail car, and concrete structures. The study recommended barrier improvements for the timber and steel bridge railings to meet current MASH standards.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.
Firm members involved include: Ronnie Robinson, Brennon Hughes, Bert Moore, Rebecca Murray, and Richard Savoie.

17. Firm Experience:

Gresham Smith	Past Performance Evaluation Category(ies)*	Road

LADOTD, SRTS/LRSP Task Orders #14: Farmerville Sidewalk Design

Firm responsibility (prime or sub?)	Prime

Project number	H. 013079.5	**Owner's name**	Louisiana Department of Transportation and Development	
Project location	Farmerville, Louisiana	**Owner's Project Manager**		Mark Morvant
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1205 / mark.morvant@la.gov			

Services commenced by this firm (mm/yy)	04/18	**Total consultant contract cost ($1,000's)**	$157
Services completed by this firm (mm/yy)	10/19	**Cost of consultant services provided by this firm ($1,000's)**	$113

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

LADOTD initially contracted with Gresham Smith to prepare and coordinate a design study report which presents a project scope, progress schedule and preliminary cost estimate for engineering and construction of sidewalks and other ADA compliant safety enhancements in the vicinities of the Library and downtown Farmerville, Louisiana. Subsequently, a design project was initiated which included the following engineering services: topographic surveying, right-of-way locating, the preparation of cost estimates, and construction plans. A submittal was made at 95% preliminary plans, followed by a plan-in-hand meeting in which all relevant parties could provide comments, which were incorporated into Final Design.

Project Highlights

- Project Management
- Sidewalk Design
- Driveway Access Management
- Signing & Pavement Markings
- Drainage Design

The scope of this project was to develop design plans that will remove existing sidewalks that are in poor condition and the installation of new concrete sidewalks from the Union Parish Library to the Union Parish Junior High School and the Union Parish High School. This project connects to major areas of commerce, governmental buildings including the Town Hall and the Union Parish Courthouse, library, shopping, restaurants, etc. It will connect this portion of town to an existing project that the Town of Farmerville is currently designing to enhance the appearance of the downtown area adding accessible walkways with lighting that will make the downtown area more attractive for visitors and residents as well as making more areas available for walking for health. This includes topographic survey, preliminary and final design plans, and construction cost estimates for over 4,000 linear feet of new sidewalks.

Nature of firm's responsibility:
Prime Consultant; Overall responsibility for entire contract.
Firm members involved include:
Ronnie Robinson, Brennon Hughes, Bert Moore, Rebecca Murray, and Richard Savoie.

17. Firm Experience:

Gresham Smith	Past Performance Evaluation Category(ies)*	Road

LADOTD, SRTS/LRSP Task Order #2 Bonner Street Design				Firm responsibility (prime or sub?)	Prime
Project number	H.013720	**Owner's name**	Louisiana Department of Transportation and Development		
Project location	Ruston, LA	**Owner's Project Manager**		Mark Morvant	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1205 / mark.morvant@la.gov				
Services commenced by this firm (mm/yy)	9/21	**Total consultant contract cost ($1,000's)**		$154	
Services completed by this firm (mm/yy)	Ongoing	**Cost of consultant services provided by this firm ($1,000's)**		$144	

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

LADOTD initially contracted with Gresham Smith to prepare and coordinate a design study report which presents a project scope, progress schedule and preliminary cost estimate for engineering and construction of curbing, bulb-outs, pavement markings, signs, walkway lighting, and other safety enhancements at the Bonner Street Bridge in downtown Ruston, Louisiana. Subsequently, a design project was initiated which included the following engineering services: topographic surveying along with the preparation of preliminary and final plans and cost estimates. A submittal was made at 60% preliminary plans which included proposed drainage design and geometric layout. 95% preliminary plans have been submitted, followed by a plan-in-hand meeting in February 2022 in which all relevant parties could provide comments, which are now being incorporated into Final Design.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.
Firm members involved include: Ronnie Robinson, Brennon Hughes, Bert Moore, Rebecca Murray, and Richard Savoie.

The scope of this project is to build curb extensions at the intersections north and south of the Bonner Street bridge to provide shelter for the pedestrians and to improve the safety and operation of the intersections, as the existing roadway is very wide. Pedestrian lighting shall be installed to illuminate the bridge walkways, and rectangular rapid flashing beacons will be included to alert motorists of the crossing conditions. This project is currently in final design.

17. Firm Experience:

Gresham Smith	**Past Performance Evaluation Discipline(s)***	Road

SRTS/LRSP Task Order #6 and #21: Endom Bridge

Firm responsibility (prime or sub?)	Prime

Project number	H.012279; H.012279.5	**Owner's name**	Louisiana Department of Transportation and Development	
Project location	West Monroe, Louisiana	**Owner's Project Manager**		Laura Riggs, P.E.
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1143 / laura.riggs@la.gov			

Services commenced by this firm (mm/yy)	12/17	**Total consultant contract cost ($1,000's)**	$251
Services completed by this firm (mm/yy)	12/20	**Cost of consultant services provided by this firm ($1,000's)**	$222

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

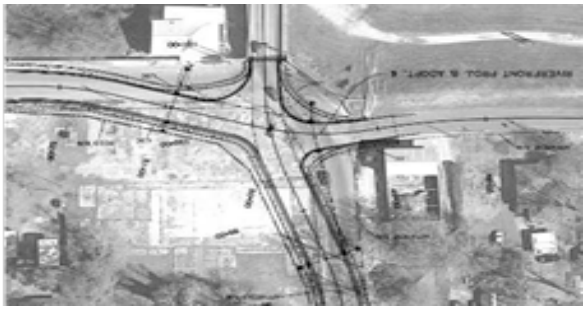
As part of LADOTD's Local Road Safety Program (LRSP) retainer contract, Gresham Smith was tasked to develop operational and safety improvements at the west approach to the Endom Bridge located in West Monroe, Ouachita Parish. After a technical review of this intersection, Gresham Smith was selected to perform engineering and related services to prepare preliminary and final plans for proposed safety and operational improvements to the intersection of Coleman Avenue with North and South Riverfront Streets at the Endom Bridge approach.

The purpose of the improvements is to realign the Coleman Avenue approach to the Endom Bridge to improve intersection sight distance and safety for pedestrians and vehicles. This project will include pedestrian facilities including walking paths long Endom Bridge and the Ouachita River.

Gresham Smith's responsibilities were to oversee the topographic survey, coordinate with the local municipality, develop preliminary and final design plans to realign the intersection, right-of-way maps, specifications and construction cost estimates. This project was let for construction on December 9, 2020 with the apparent low bid only 5.14% over the estimate.

Project Highlights

- Milling Asphalt Pavement
- Traffic Maintenance
- Intersection Realignment
- Subsurface Drainage Design
- Truck Island Design
- Improved sight distance and safety



Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.
Firm members involved include: Bert Moore, Richard Savoie, Brennon Hughes, Ronnie Robinson and Rebecca Murray.

17. Firm Experience:

Gresham Smith	**Past Performance Evaluation Discipline(s)***	Planning / Traffic / Road

LRSP McMillan at Blanchard Traffic Study & Design

Firm responsibility (prime or sub?)	Prime

Project number	H.012297.5, H.012297	**Owner's name**	Louisiana Department of Transportation and Development
Project location	West Monroe, Louisiana	**Owner's Project Manager**	Laura Riggs
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1143 / laura.riggs@la.gov		

Services commenced by this firm (mm/yy)	02/17	**Total consultant contract cost ($1,000's)**	$133
Services completed by this firm (mm/yy)	06/19	**Cost of consultant services provided by this firm ($1,000's)**	$133

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

LADOTD contracted with Gresham Smith to prepare and coordinate a formal traffic study of the intersection of McMillan Street and Blanchard Street in West Monroe, Louisiana. The objectives of the study were to analyze the existing traffic conditions at the intersection and develop design concepts and alternatives that would improve the safety and efficiency of the intersection for both pedestrians and vehicles.

Following acceptance of the study, LADOTD contracted with Gresham Smith to prepare topographic survey, preliminary and final design plans, specifications and opinions of estimated construction costs for improvements recommended in the traffic study Gresham Smith previously performed. The project included the design of the following improvements:

McMillan Road Improvements at Bell Lane Approach

A new traffic signal at the McMillan Road at Blanchard Street intersection with pedestrian signal heads, pedestrian push buttons and ADA compliant crosswalks. Realignment of the curb line on the northwest side of the intersection of McMillan Road at Bell Lane, install an ADA-compliant crosswalk, relocate the stop bar and stop sign to improve sight distance for southbound traffic and restripe the eastbound approach to include an exclusive left turn storage lane.

- Replacement of the existing striping on McMillan Road from 400 feet west of the intersection of Bell Lane up to the stop bar on the eastbound approach of McMillan Road at Thomas Road, including 250 feet from McMillan Road on Bell Lane and Blanchard Street.
- Back-to-back rollover curbing between opposing travel lanes along McMillan Road approaching Thomas Road from the west.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.
Firm members involved include: Bert Moore, Richard Savoie, Brennon Hughes, Ronnie Robinson and Rebecca Murray.

17. Firm Experience:

Gresham Smith	Past Performance Evaluation Discipline(s)*	Planning

Bicycle and Pedestrian Masterplans: Cities of Baker and Denham Springs, LA				**Firm responsibility (prime or sub?)**	Prime
Project number	N/A	**Owner's name**	Capital Region Planning Commission (CRPC)		
Project location	Cities of Baker and Denham Springs, LA	**Owner's Project Manager**		Jamie Setze, Executive Director	
Owner's address, phone, email	14734 South Harrell's Ferry Road, Baton Rouge, LA 70816 / 225.383.5203 / jsetze@crpcla.org				
Services commenced by this firm (mm/yy)	11/18	**Total consultant contract cost ($1,000s)**		$100	
Services completed by this firm (mm/yy)	12/19	**Cost of consultant services provided by this firm ($1,000s)**		$60	

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

In August 2016, the Cities of Baker and Denham Springs suffered a devastating flood event. Nearly three quarters of the residential structures – a significant portion of the tax base – were directly affected by the flood. Many homes were destroyed outright.

In the wake of this tragic event, the communities undertook the Community Recovery Strategic Plan, Baker Strong and Denham Strong, to identify projects and strategies for flood recovery, disaster resilience, and community development, all informed by the community's vision of the future a family-focused, well connected, clean, safe, active and resilient community.

During the preparation of the Community Recovery Strategic Plan, residents identified projects and strategies that generated a great deal of community support. As part of the Community Development suite of solutions, "Improve Street Safety and Mobility" emerged as the highest priority project of the eight identified in the Community Development category. Specifically, the project description states: "develop a plan to increase road safety for people traveling by car, foot or bike."

The Baker and Denham Springs Bicycle and Pedestrian Master Plans are one of five action steps identified in service of the larger project. The cities, in partnership with the Capital Region Planning Commission (CRPC), developed the plan to satisfy this high priority initiative as the cities continue to recover.

We were selected by the Capital Region Planning Commission and the Cities of Baker and Denham Springs to develop bicycle and pedestrian master plans for each city that will help implement the recovery efforts from the devastating flood.

Nature of firm's responsibility:
Prime Consultant; Overall responsibility for entire contract.
Firm members involved include:
Bert Moore, Mike Sewell and Rebecca Murray.

Gresham Smith gathered demographic data and held multiple public meetings in each city as well as sending out electronic surveys and hosting a mapping website to collect public input for the distinctive master plans that were developed for each city.

17. Firm Experience:

Gresham Smith	Past Performance Evaluation Discipline(s)*	Planning / Traffic

LA 37 (Sullivan to Liberty Road) Stage 0

Firm responsibility (prime or sub?)	Sub

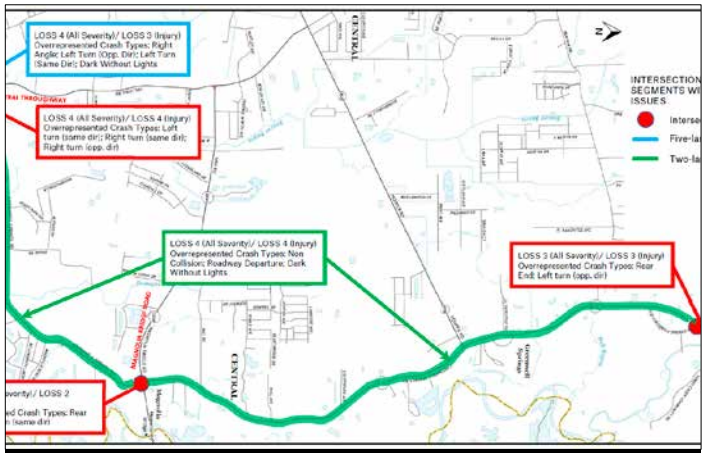
Project number	4400007319, H.002297.1	**Owner's name**	Louisiana Department of Transportation and Development
Project location	Central, Louisiana	**Owner's Project Manager**	Hong Zhang
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1421/ Hong.Zhang@LA.GOV		

Services commenced by this firm (mm/yy)	08/18	**Total consultant contract cost ($1,000's)**	$207
Services completed by this firm (mm/yy)	12/21	**Cost of consultant services provided by this firm ($1,000's)**	$137

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

Gresham Smith was selected as part of a team to perform the traffic study portion of the LA 37 study in Central, Louisiana. The goal of this traffic study was to collect data along the corridor, determine growth rates for traffic volumes, perform safety and capacity analysis of existing and future traffic volumes and develop alternatives for improved capacity and safety along the corridor.

The corridor in question is over 8 miles in length with varying roadway sections and widths. The majority of the corridor is a two lane asphalt roadway that carries over 16,000 ADT with no shoulders and an open ditch. During the peak hours a portion of LA 37 within the study area operates near capacity with commuters traveling the route from Livingston Parish to Baton Rouge. The corridor contains four signalized intersections and a number of driveways and local street intersections that are stop controlled on the minor approaches. In addition, there are four intersections with other state routes.



LA 37 from Sullivan to Liberty Road Safety Issues

Gresham Smith performed the analysis for Existing, Future No Build and Future Build Alternatives. Crash reports were reviewed and evaluated using the LADOTD safety triage and the safety tool box. Traffic analysis was performed using mainly HCS and Synchro software and other software tools as needed. Some of the proposed alternatives included: widening the existing roadway to a multi-lane configuration, installation of a superstreet or j-turn configuration, roundabouts, traffic signals, the addition of paved shoulders or other geometric improvements.

Our team evaluated the effectiveness of safety improvements using the Highway Safety Manual (HSM), we identified Safety Performance Functions (SPFs) to determine Level of Service of Safety. To compare alternatives, benefit-cost ratio and net present value analyses were performed.

Project Highlights

- Data Collection
- Traffic Forecasting
- Capacity Analysis
- Safety Analysis
- Corridor Modeling
- Developing Alternatives

Nature of firm's responsibility:
Subconsultant; responsible for the traffic study.

Firm members involved include:
Bert Moore, Rebecca Murray, and Brennon Hughes, Ronnie Robinson, Tait Karlson, Kendra McCoy, and Richard Savoie.

17. Firm Experience:

Gresham Smith	Past Performance Evaluation Discipline(s)*	Planning / Traffic

I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re-Evaluation Study	Firm responsibility (prime or sub?)	Prime

Project number	H.011065.5	**Owner's name**	Louisiana Department of Transportation and Development		
Project location	Lake Charles, Louisiana		**Owner's Project Manager**	Brandon DeJean, P.E.	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.242.4643 / brandon.dejean@la.gov				
Services commenced by this firm (mm/yy)	03/17		**Total consultant contract cost ($1,000's)**		$290
Services completed by this firm (mm/yy)	11/18		**Cost of consultant services provided by this firm ($1,000's)**		$208

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

The approval for revised access at the I-210 at Cove Lane and Nelson Road interchanges was granted under several conditions by the FHWA Louisiana Division. One of these conditions being the re-evaluation of the I-210 at Nelson Road interchange upon completion of the I-210 at Cove Lane interchange. The goal of the final plan was to identify any issues with the Nelson Road and Cove Lane intersections. The calibrated VISSIM models were created to model existing conditions during the AM and PM peaks for three interchanges along I-210: Cove Lane, Nelson Road (LA 1138-2) and Lake Street.

Gresham Smith was responsible for overseeing the data collection, conducting field investigations, travel time runs, reviewing crash reports, developing VISSIM models for existing conditions, determining a regional growth rate, developing and modeling a future No Build condition, and developing a project report.

Traffic count data was collected and used to create VISSIM models of the study area. These models were calibrated to accurately represent existing traffic patterns along the corridor. A Road Safety Assessment was performed to determine the need for the existing U-turn lane and I-210 slip ramp. Gresham Smith staff led the RSA which was comprised of 21 participants from variosu divisions of LADOTD, Calcasieu Parish, LA State Police, the City of Lake Charles Calcasieu Office of Homeland Security, and Calcasieu Parish School Board.

Crash Data Excerpts for I-210 at LA 1138-2 (Nelson Road)

Project Highlights

- Interstate Interchange Analysis
- Interstate Interchange Modeling
- Capacity Analysis
- Traffic Forecasting
- Roadway Safety Assessment
- Developing a Project Report

Nature of firm's responsibility: Prime Consultant; Overall responsibility for the studies. **Firm members involved include:** Bert Moore, Tait Karlson and Rebecca Murray.

17. Firm Experience:

Gresham Smith	**Past Performance Evaluation Discipline(s)***	Planning / Traffic / Road

Statewide Highway Safety Improvement Plan (HSIP)

Firm responsibility (prime or sub?)	Prime

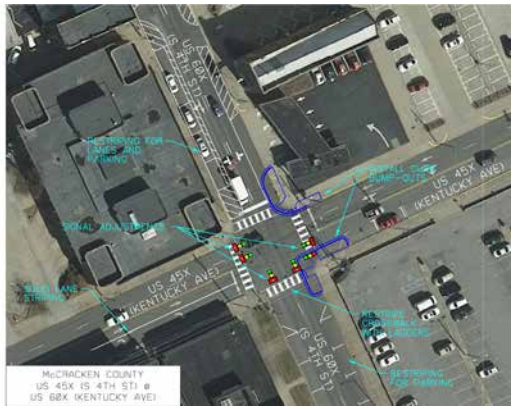
Project number	N/A	**Owner's name**	Kentucky Transportation Cabinet
Project location	Statewide, Kentucky	**Owner's Project Manager**	Michael Vaughn
Owner's address, phone, email	200 Mero Street, Frankfort, KY 40602 / 502.782.4923 / mike.vaughn@ky.gov		

Services commenced by this firm (mm/yy)	06/17	**Total consultant contract cost ($1,000's)**	$2,500
Services completed by this firm (mm/yy)	Ongoing	**Cost of consultant services provided by this firm ($1,000's)**	$2,500

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

Gresham Smith was selected to provide professional engineering design services aimed at reducing the number of fatal and serious injury crashes along Kentucky's highways. Provided in task orders, we're analyzing routes and intersections that KYTC has calculated and identified as high crash rate locations. This analysis allows Gresham Smith to develop design details that significantly improve the safety performance of these intersections and corridors.

The analysis process begins with a field review, followed by a thorough crash history breakdown. Additionally, interviews with local KYTC engineers, citizens, business leaders, and local emergency responders help identify their experiences and "near misses" on the corridor. These steps have led Gresham Smith to develop specific remedies, for both rural and urban routes and intersections, that demonstrate our enhanced safety training and experience. These remedies help protect the life, health, and property of the travelers, including all modes and are possible because our safety engineers identify the critical factors and develop specific cost-effective measures that provide the necessary safety improvements.



Nature of firm's responsibility:
Prime; responsible for the entire improvement plan.
Firm members involved include:
Bert Moore, Joel Morrill, Brennon Hughes and Rebecca Murray.

18. Approach and Methodology:

Stage 0 Feasibility Study

The first task that is anticipated within this contract is a Stage 0 feasibility study to be performed to identify the best solution and scope to address an existing safety concern.

DOTD identifies projects by both reviewing data, such as crash history, traffic patterns, and pavement conditions, and also by gathering input from elected officials, MPOs, and the general public. Safety Studies are the first step in the delivery process, making a go / no-go decision on the project and determining if it should advance to the next stage of the delivery process.

There are several different project types for which Safety Studies are completed. Typical highway safety projects include lane and shoulder widening, alignment improvements, roadside recovery area improvements, intersection improvements, and statewide / regional / corridor safety improvements (e.g., delineation, guardrail/attenuator upgrades, enforcement pullouts, etc.). All Safety Studies will be coordinated with the DOTD District Traffic Operations Engineer, hereinafter referred to as “DTOE”, for the District in which the engineering study is being performed. The locations for study may include segments, intersections, or both. The locations for study will be selected and approved by the DOTD Project Manager and the DTOE. The complexity of the Stage 0 study is directly proportionate to the complexity of the project. For instance, while working as the DTOE at District 61, Bert Moore and his staff completed short Stage 0 studies in order to program Transportation Systems Management (TSM) and low-cost safety projects that could be constructed within the existing Right-Of-Way (ROW) with dedicated funds. More complex Stage 0 studies, such as the one Gresham Smith recently completed for LA 37 (Greenwell Springs Road) from Sullivan Road to Liberty Road, require significantly more data, analysis and documentation.

While the depth and detail of each Safety Study varies by type of project, all projects go through the same general steps. They are as follows:

1. Preliminary Purpose and Need

The first step is to determine a purpose and need statement. Why is the project needed? What is the problem that needs to be solved? Information must be gathered to help formulate this statement. For example, after collecting the traffic counts, performing the traffic and crash analysis for the existing conditions on the LA 37 Stage 0 project, our data showed that the southern section south of Magnolia Bridge Road was over capacity causing this section to experience congestion related crashes and delays while the northern portion north of Magnolia Bridge Road contained a significant number of run off the road crashes resulting in injuries. The purpose and need for this project would be to improve safety and capacity throughout the corridor. Also, one must discuss and explain the purpose and need for the project in detail in the feasibility study and the Stage 0 Preliminary Scope and Budget Checklist. This shall include an overview of observed crash rates and crash types for the last 3 to 5 years, if available.

2. Project Alternatives

The second step is to determine the project alternatives. An alternative is a potential solution to the problem identified in the step above. Several alternatives must be developed. The alternatives should provide a range of differing options which ultimately address the project’s preliminary purpose and need. Each alternative developed should be analyzed and information should be provided including alignment information, potential Right-of-Way impacts, potential utility relocations, and estimated construction costs.

Some of the alternatives that were developed for our Farmerville State and Local Street Study included widening of LA 33 (Main Street) in order to install a Two Way Left Turn Lane (TWLTL), converting LA 33 (Main Street) and the adjacent N Lafayette Street into a one-way couplet with LA 33 as the northbound portion and Lafayette Street as the southbound, the dedication of existing roadway segments as a by-pass around the congested center of town and the construction of new connections to allow traffic to reroute around congested intersections.

A conceptual design plan will be developed, in accordance with DOTD design standards, for each of the alternatives that have been identified. This conceptual design will facilitate the establishment of the anticipated

Right-of-Way requirements, if necessary, for each of the alternatives. However, we anticipate that most concepts for this safety retainer will consist of designs fully constructed within existing ROW.

3. Environmental Impacts

The third step is to determine the potential environmental impacts. Each of the alternatives, including the no build, developed in the step above must be reviewed. In the Stage 0 process, the environmental impact review is “big picture.” A more detailed environmental review will be completed in Stage 1. DOTD has a Stage 0 Environmental checklist which should be completed as a part of the Stage 0 environmental review. Additionally, there are approximately 20 websites listed on the checklist which should be used as a resource for researching potential environmental impacts. Ultimately, the goal of the Stage 0 environmental review is to determine if there are any known environmental impacts which will affect the feasibility of the project.

Smaller projects that would not require additional ROW typically have minimal environmental impacts while larger projects that do require additional ROW could require significant research. The ROW required for the alternative will be assessed to identify the project’s potential impacts to wildlife, vegetation, farmlands, wetlands or drainage, community elements such as churches, schools or cemeteries, archeological or historic sites, or environmental sites such as landfills, storage tanks or contaminated sites. Analysis results and any information collected will be documented in a manner consistent with the requirements of the National Environmental Policy Act (NEPA). These items must all be identified to help with the decision making process of the Stage 0 study.

4. Preliminary Scope and Cost Estimate

The fourth step is to determine the cost estimate for each alternative. The cost estimate should incorporate all items mentioned above including right-of-way acquisition including the costs of relocation for residential or commercial properties, additional environmental studies and mitigations, and utility relocation. Cost estimate should also include the estimated engineering design cost, construction costs and contingencies. The experienced roadway and bridge engineers on our team will develop these costs along with the conceptual design plans for the alternatives identified within the Stage 0 study. A value engineering and constructability review will also be performed.

5. Agency and Public Coordination

The Gresham Smith team will maintain constant communication and coordination with DOTD throughout this IDIQ contract on each and every project assigned. If the project warrants, we will work with DOTD to identify key stakeholders from other state agencies, municipalities, local agencies, or elected officials and form a Technical Advisory Committee (TAC) for each project. Regular meetings with the TAC will be scheduled to coincide with key benchmarks and deliverables through the study. Data, results and decisions will be presented to the TAC for input or concerns prior to proceeding to the next step in the process.

This will assist in garnering support for our efforts from the public administrations effected by the project. Should public meeting(s) be necessary to either gather public input on the project or to share our results, thoughts and findings, the Gresham Smith team has years of experience completing numerous in-person public meetings.

In today’s day and age, with the effects of Covid-19 limiting personal contact and public interaction, there has been a shift in dynamics. Gresham Smith has adapted to meet these challenges by utilizing emergent technology to interact virtually with the public and host fully virtual (both live and recorded) and hybrid public meetings, utilizing websites, remote meeting tools such as MS Teams and Zoom, virtual whiteboards such as Miro, and applications such as Wiki Maps and Mentimeter, to get public input.

An example of all of these items coming together can be found within the work that Gresham Smith performed for the Capital Region Planning Commission (CRPC) Bike and Pedestrian Master Plans for the Cities of Baker and Denham Springs. The team, in coordination with the CRPC established a TAC to assist with the development of this plan and as a sounding board. The team met regularly with the TAC, keeping them informed of the progress of the project and prior to public meetings. The public meetings that were held in Denham Springs were well attended and achieved the public interactions and input desired by CRPC. After poor attendance at the Baker public meetings, additional steps were taken to collect public input virtually. A website and a wiki map were

developed to assist those unable to attend public meetings in person to contribute to the project virtually.

Road Safety Assessment

Another tool to identify low cost safety improvements is through the use of a Road Safety Assessment (RSA). Receiving approval from the DOTD Project Manager on potential RSA locations will be reviewed in conjunction with the DTOE and/or the Area Engineer, who is over both Construction and Maintenance for that portion of the District.. Locations to consider are those with high potential for safety improvement or abnormal sites identified from a statewide network screening and/or over-representative percentage of crash types, local sites listed on the top 20 parish crash data profiles and formal requests from the regional safety coalitions. Upon completion of the Road Safety Assessment Checklist, identifying the qualifying locations, and receiving approval from the DOTD Project Manager, the Consultant will notify the DTOE, the Area Engineer, District Design Engineer, and DOTD's Law Enforcement Expert (LEE) that an RSA needs to be scheduled. Once the stakeholders are identified thence the consultant will conduct the RSA, prepare the report according to the established procedure, distribute the draft report, receive and address comments and then submit it to the respective District Administrator (DA) for approval and signature. Once received from the DA the approved report will be submitted to the DOTD Project Manager.

From the completed Road Safety Assessment, Stage 0 Feasibility Study, or other locations as identified by the DOTD Project Manager the consultant shall prepare preliminary and final plan sheets, specifications and engineer's estimate (by a licensed professional engineer) for low cost safety improvements.

Development of Plans, Specifications and Estimates of Construction Costs for Low-cost Safety Improvements

To begin low cost safety improvements designs such as a striping and signing project, lead design engineer Brennon Hughes, P.E., and supporting staff will conduct a thorough field inventory to observe and document the existing conditions along the project limits. In lieu of a topo survey, striping and signing plans for this program will utilize tables and details superimposed upon aerial photos.

Additionally, ball bank analysis video tests will be performed at multiple speeds in order to determine the necessary curve and turn signing as per the AASHTO Green Book, the MUTCD and DOTD guidelines. These videos also help supplement our field visit by providing an up to date inventory of roadway characteristics which can be accessed at any time, as many times Google Maps images are several years old and cannot be relied on.

Preliminary and Final Plans are delivered using the standard delivery schedule, 60% Preliminary Plans (for more complex projects), 95% Preliminary in coordination with a Plan-In-Hand (PIH) meeting, 95% Final Plans, 98% Final Plans, and 100% Final (Sealed) Plans.

Safety Effectiveness Evaluation

A process to determine if a single project or groups of similar projects are performing is to conduct a safety effectiveness evaluation in accordance with the recommended practices outlined in the Highway Safety Manual. This evaluation is the process of developing quantitative estimates of how these low cost safety improvements are affecting crash frequencies or severity in comparison to the cost of the projects.

Safety effectiveness evaluations may use several different performance measures, such as a percentage reduction in crashes, a shift in the proportions of crashes by collision type or severity level, a CMF for a treatment, or a comparison of the safety benefits achieved to the cost of a project or treatment.

It is anticipated that for this contract the Safety Effectiveness Evaluation will be used to predict the overall safety effectiveness that the alternative improvements will have on the reduction of crashes throughout the project. This will allow our team to determine the savings due to the reductions in the number and/or severity of crashes over the project lifetime. These benefits will be compared to the project costs to determine a cost benefit ratio for the alternatives. Additionally, our team could use a Safety Effectiveness Evaluation to evaluate the effectiveness of previously implemented safety improvements to assist the DOTD in the establishment of Local Calibration Factors or with the development of Crash Modification Factors (CMF).

Schedule

Our Louisiana office will manage 100% of the work assigned under this contract and the majority of the work will be performed by our 15 local transportation professionals in our Baton Rouge office. Should additional support or a specific expertise be necessary our local team is supported by the entire Gresham Smith transportation market, which is comprised of more than 220 transportation professionals. While we have the ability to deliver an unparalleled diversity and depth of resources rivaling those of much larger national firms, we provide the dedicated, personalized service and responsiveness of a smaller, local firm.

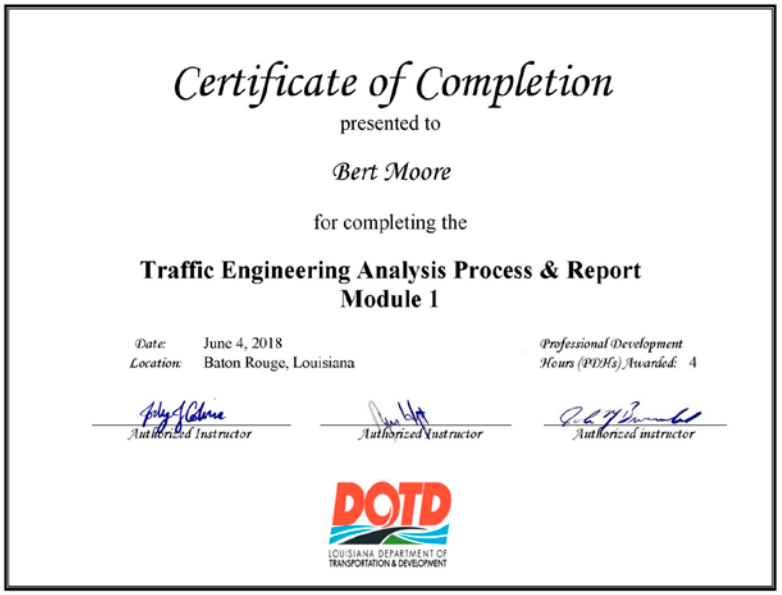
Typical Timeline for Standard Safety Study & Task Deliverables

Stage 0 Feasibility Studies/Checklist			Road Safety Assessments	Safety Effectiveness Evaluation	Development of Plans, Specifications, and Engineer's Estimate
Develop Preliminary Purpose and Need	**Organize and Review Engineering Data**	**Identify Project Concepts**			
1 Month	**1 Month**	**3 Months**	**2 Months**	**2 Months**	**6 Months**
• Description of existing facility • Background/ history of the project • Air quality context • Justification of need • Multi-modal considerations • Context sensitive concepts • Roadway deficiency data • Demographic data • Transportation demand & traffic forecasts • Adjacent project indentification	• Existing traffic data • Crash data • Existing highway plans (as-builts) • Utility information • Previous studies and reports • Unit cost data • Map to identify project site • Aerial photography	• Develop alternatives • Geometric layouts following DOTD's Design Guidelines • ROW Limits • Preliminary Cost Estimates • Environmental Checklist • Submit to DOTD PM for review and approval	• High Potential for Safety Improvement • Abnormal sites identified • Review of sites on top 20 Parish crash data profiles • Request from regional safety coalitions • Meetings with stakeholders • Draft Report to attendees of the RSA • Final Report to DA for approval • Submit approved report to DOTD PM	• Evaluate single project at specific site • Evaluate group of similar projects • CMF for countermeasure • safety effectiveness vs. costs assessments	• Kick-off Meeting • 95% Preliminary Plans • Plan-in-Hand Meeting • 95% Final Plans • 98% Final Plans • 100% Final Plans and Engineer's estimate • DOTD Reviews

19. Workload:

Firm	Past Performance Evaluation Disciplines(s) *	State Project Number	Project Name and Location	Remaining unpaid balance**
4400005890 - LADOTD Retainer Contract for Traffic Engineering				
Gresham Smith	Traffic	H.12018.5	Lafayette Adaptive Traffic Signals	$201,360
Gresham Smith	Road	H.013271.5-2	LRSP/SRTS Tangipahoa Striping and Signage	$7,414
Gresham Smith	Road	H.012279.5	LRSP/SRTS Endom Bridge Construction Support Supplement	$4,450
Gresham Smith	Road	H.012527.5	LRSP/SRTS West Feliciana Signs, Striping and Guardrail	$3
Gresham Smith	Road	H.013763.5	LRSP Signs and Stripping - Vernon and Sabine Parishes	$1,374
Gresham Smith	Road	H.013720.5	LRSP Signs and Stripping - Bonner Street Bridge Pedestrian Improvements	$29,509
Gresham Smith	CE&I/OV / ITS	H.011500.6	Lake Charles ITS Phase 3	$49,490
Gresham Smith	CE&I/OV / ITS	H.012381.6	Fiber Optic Mapping and Management Services – Lafayette, West Baton Rouge, point Coupee, St. Landry and Rapides	$46,072
Gresham Smith	CE&I/OV	H.009308.6	TO#1 New Orleans DPW SRTS Sidewalk Project	$39,422
Gresham Smith	Bridge	H.009730.5	Complex Bridge Inspection TO#4	$238,015

20. Certifications/Licenses:



Certificate of Completion

presented to

Bert Moore

for completing the

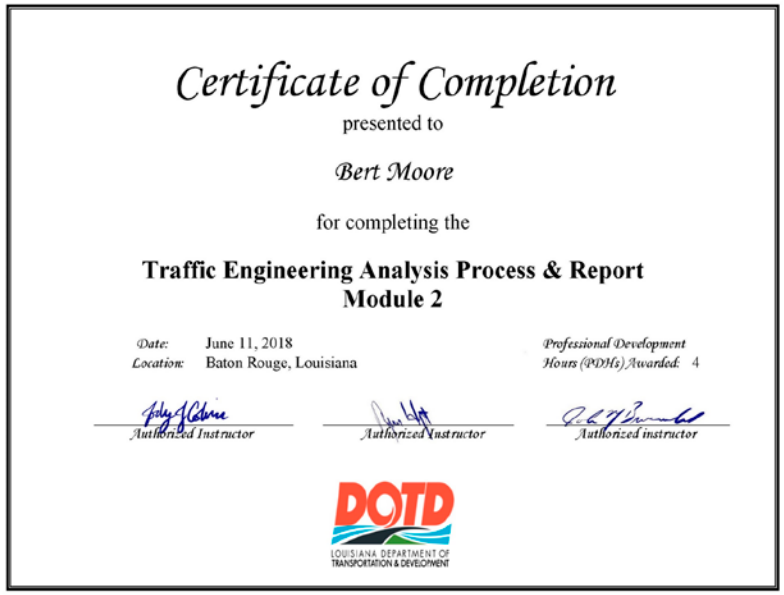
Traffic Engineering Analysis Process & Report
Module 1

Date: June 4, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Bert Moore

for completing the

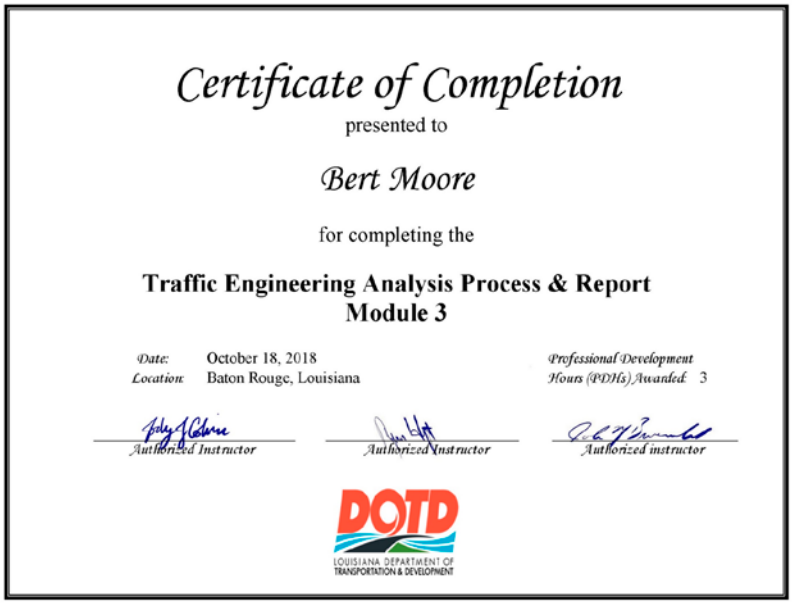
Traffic Engineering Analysis Process & Report
Module 2

Date: June 11, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 4

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Bert Moore

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor | Authorized Instructor | Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

U.S. Department of Transportation
Federal Highway Administration

Federal Highway Administration
RESOURCE CENTER

Certificate of Completion

BERT MOORE

has successfully completed the course entitled:

Designing Pedestrian Facilities for Accessibility (DPFA)

Location: Baton Rouge, Louisiana
Dates: May 08-09, 2017

Hours of Instruction enhancing Professional Development: 12 hrs

Patrick E. Gomez
Civil Rights Specialist
Federal Highway Administration

Ted Green
Professional Engineer
New Jersey LTAP

Gresham Smith

Certificate of Training

PRESENTED BY

The National Cooperative Research Program

TO CERTIFY THAT

Herbert Moore

HAS SATISFACTORILY COMPLETED 20 HOURS OF TRAINING IN:

Highway Safety Manual Workshop
NCHRP 17-38

Karen K. Dixon, PhD, P.E.
Ida van Schalkwyk, PhD
Larry F. Sutherland, P.E.
Instructors

LOUISIANA'S ON THE MOVE
DOTD
BUILDS THE WAY

December 1-3, 2010
Date

Baton Rouge, Louisiana
Location

Certificate of Training

PRESENTED BY

Louisiana Local Technical
Assistance Program

TO CERTIFY THAT

Bert Moore

HAS SATISFACTORILY COMPLETED 3 PROFESSIONAL DEVELOPMENT HOURS IN:

Regional Crash Data Workshop

Director of Louisiana LTAP Center

LOCAL TECHNICAL ASSISTANCE PROGRAM
LTAP

February 23, 2017
Date

Baton Rouge, Louisiana
Location

The American Traffic Safety
Services Association

Hereby recognizes that

Herbert Moore
has attended
Traffic Control Supervisor Refresher-LA State Specific
Training Course

4/13/2019 to 4/13/2019
Date

New Orleans, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

ATSSA
SAFER ROADS SAVE LIVES

AMERICAN TRAFFIC
SAFETY SERVICES
ASSOCIATION

SLOW

This is to affirm that
Herbert Moore
has satisfied the requirements
to be designated as a
CERTIFIED FLAGGER

Expiration Date 4/25/2023 State Issued in LA

Instructor Signature

Verification available by calling 1-877-642-4637 or at http://www.flagger.com

Gresham Smith

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

nhi national highway institute

Certificate of Training

BRENNON HUGHES

has participated in

FHWA-NHI-380096V Modern Roundabouts: Intersections Designed for Safety

hosted by

LA DOTD/LTRC

Date: *September 8 and 9, 2020* Hours of Instruction: 6

Location: *Virtual Delivery*

Instructor

Allison H. Landry
Local Coordinator

Instructor

Thomas Harman
Thomas Harman, Director
National Highway Institute

The American Traffic Safety Services Association

Hereby recognizes that

Brennon Hughes
has attended
Traffic Control Supervisor-LA State Specific
Training Course

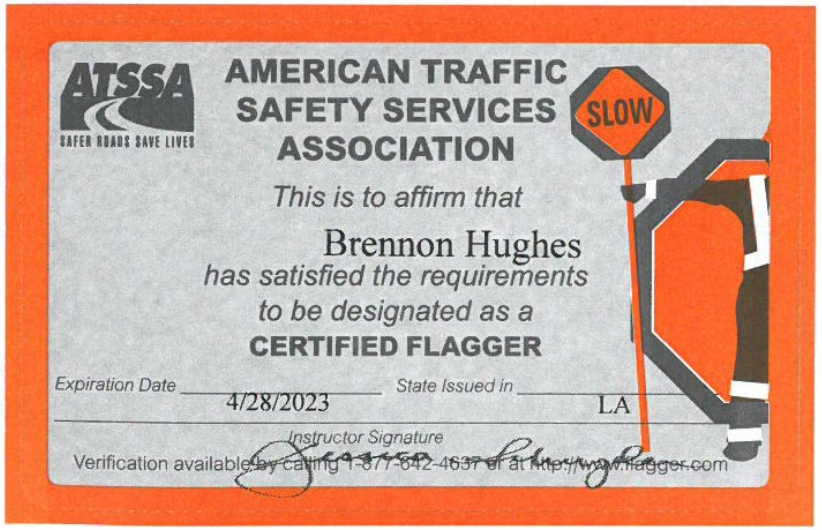
07/26/2018
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO



ATSSA
SAFER ROADS SAVE LIVES

AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION

SLOW

This is to affirm that

Brennon Hughes
has satisfied the requirements to be designated as a
CERTIFIED FLAGGER

Expiration Date 4/28/2023 *State Issued in* LA

Instructor Signature

Verification available by calling 1-877-642-4637 or at http://www.flagger.com

Certificate of Attendance

presented to

Brennon Hughes

for attending

Advanced Highway Safety Manual Training – Interactive Highway Safety Design Model (IHSDM)

16 Professional Development Hours

June 5-6, 2018

Baton Rouge, Louisiana

Authorized Instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith

20. Certifications/Licenses:

U.S. Department of Transportation
Federal Highway Administration

National Highway Institute

national highway institute

Certificate of Training

Brennon Hughes

has participated in

FHWA NHI #380091V
Planning and Designing for Pedestrian Safety

hosted by

Louisiana DOTD

Date: October 25thru 28, 2021
Location: Online Virtual Delivery

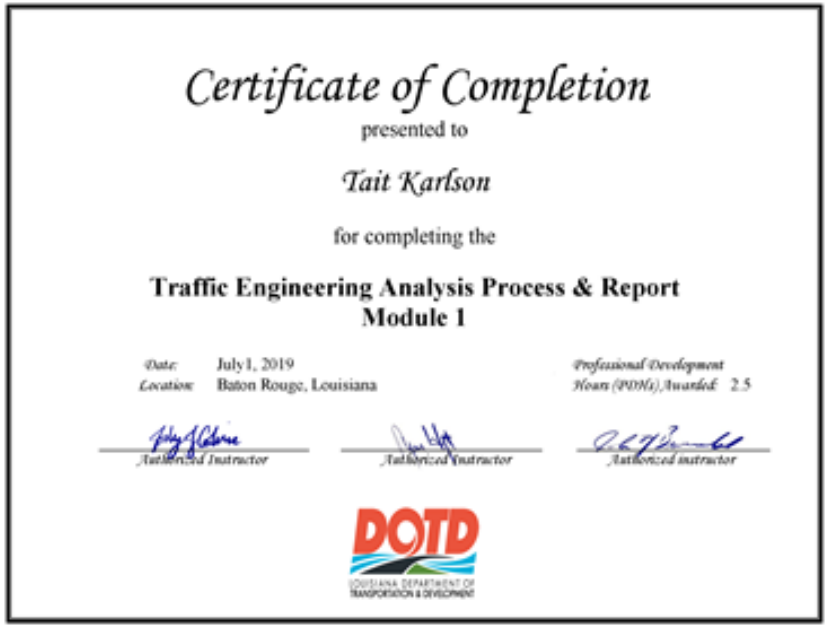
Hours of Instruction: 18

Joe Gilpin Digitally signed by Joe Gilpin Date: 2020.12.03 23:15:13 -05'00'
Instructor

Keith Sinclair Digitally signed by Keith Sinclair Date: 2020.12.03 23:16:51 -05'00'
Instructor

Allison H. Landry, CGMP
Local Coordinator

Thomas Harman
Thomas Harman, Director
National Highway Institute



Certificate of Completion

presented to

Tait Karlson

for completing the

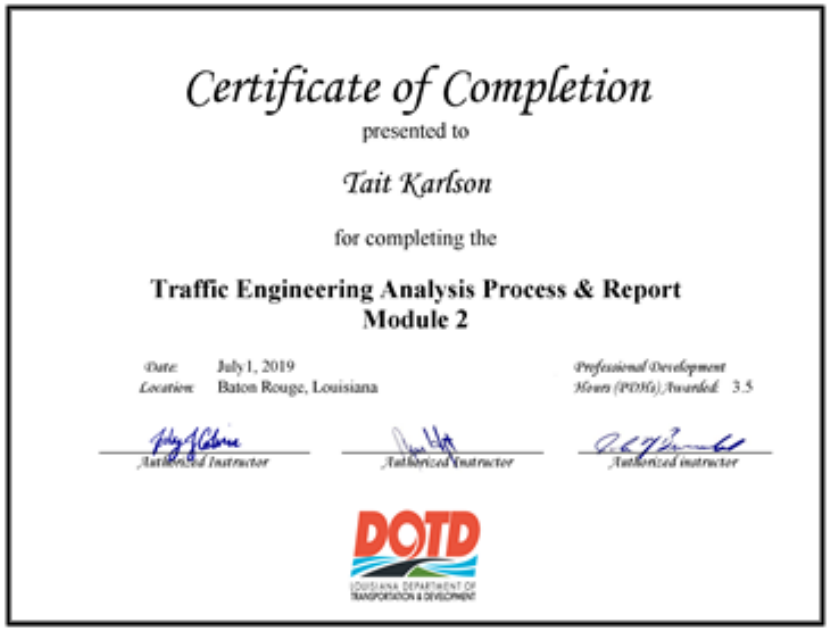
Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor *Authorized Instructor* *Authorized Instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Tait Karlson

for completing the

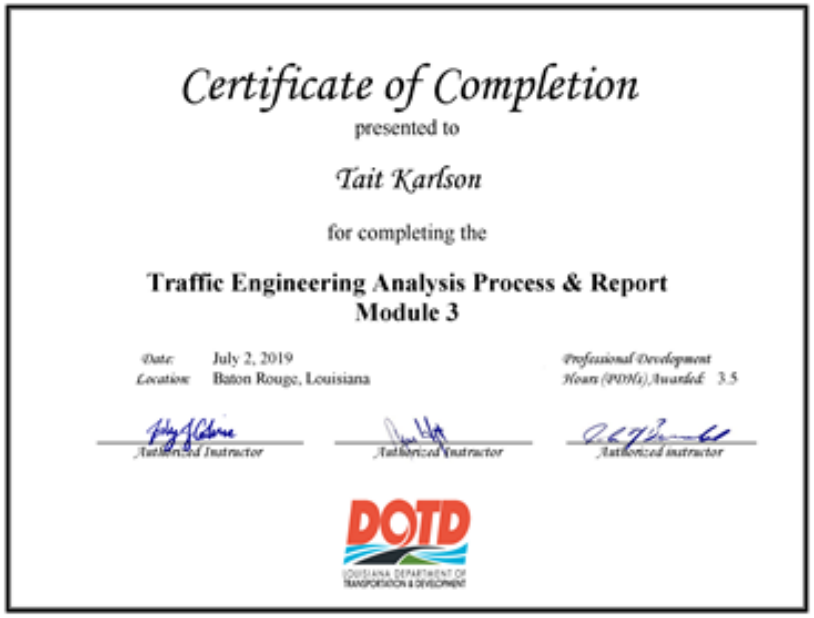
Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized Instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Tait Karlson

for completing the

Traffic Engineering Analysis Process & Report
Module 3

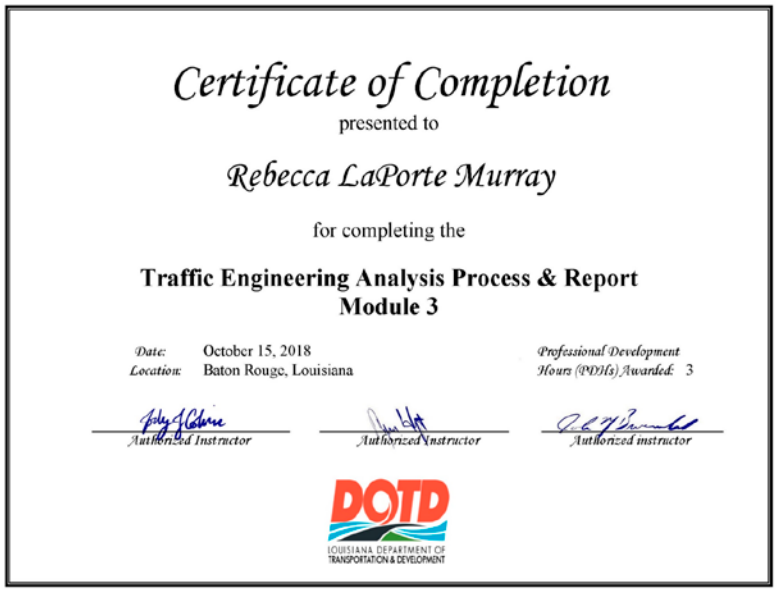
Date: July 2, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized Instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith



Certificate of Completion

presented to

Rebecca LaPorte Murray

for completing the

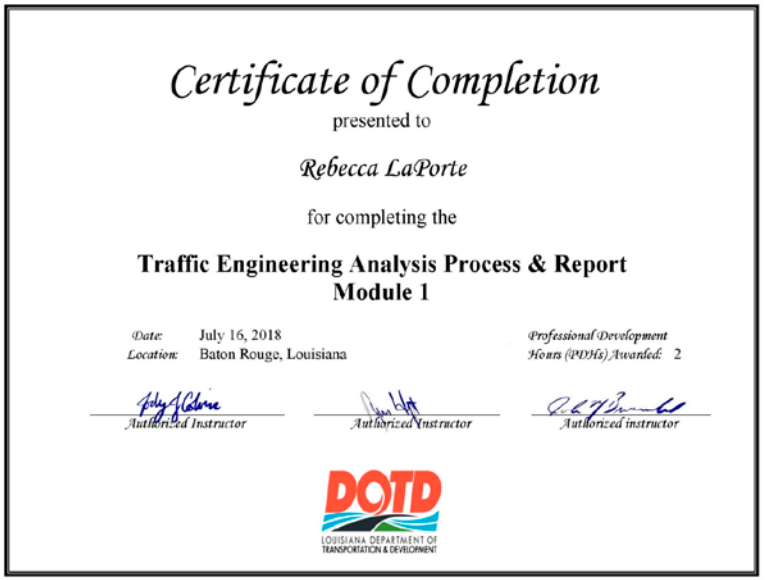
Traffic Engineering Analysis Process & Report
Module 3

Date: October 15, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Rebecca LaPorte

for completing the

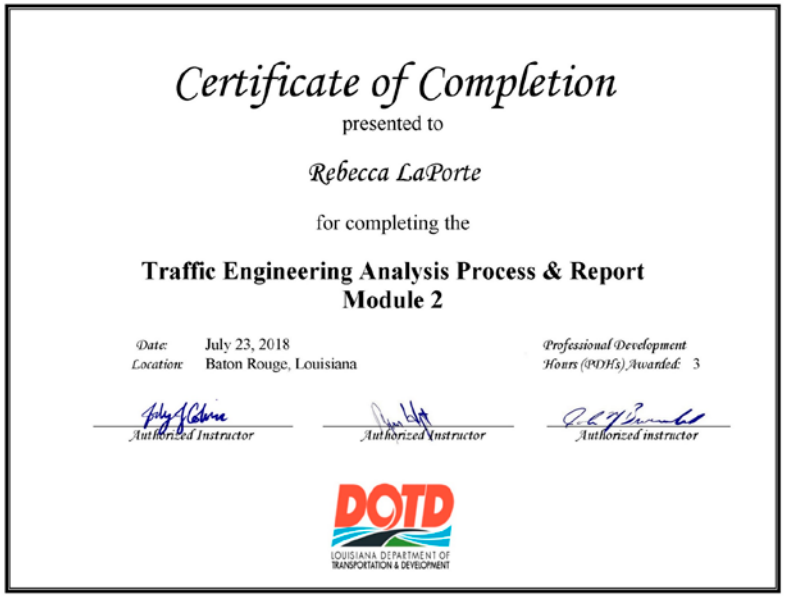
Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT



Certificate of Completion

presented to

Rebecca LaPorte

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Attendance

presented to

Rebecca LaPorte

for attending

Advanced Highway Safety Manual Training –
Interactive Highway Safety Design Model (IHSDM)

16 Professional Development Hours

June 5-6, 2018

Baton Rouge, Louisiana

Authorized Instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith

The American Traffic Safety Services Association

Hereby recognizes that

Rebecca Murray

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

2/14/2020 to 2/14/2020
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

ATSSA
SAFER ROADS SAVE LIVES

AMERICAN TRAFFIC SAFETY SERVICES ASSOCIATION

This is to affirm that

Rebecca Murray

has satisfied the requirements to be designated as a

CERTIFIED FLAGGER

Expiration Date 2/8/2024 State Issued in LA

Instructor Signature

Verification available by calling 1-877-642-4637 or at http://www.flagger.com

The American Traffic Safety Services Association

Hereby recognizes that

Rebecca LaPorte

has attended

Traffic Control Supervisor-LA State Specific

Training Course

1/13/16 to 1/14/16
Date

Baton Rouge, LA
Location

ATSSA
SAFER ROADS SAVE LIVES

Training & Products Dept. Director

President, CEO

Gresham Smith

Certificate of Completion

presented to

Kendra McCoy

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kendra McCoy

for completing the

Traffic Engineering Analysis Process & Report
Module 2

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

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Kendra McCoy

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor *Authorized Instructor* *Authorized instructor*

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Gresham Smith

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

Our team will provide a tailored QA/QC workplan upon selection.

22. Sub-consultant Information:

Firm Name (as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
N/A			

(Add rows as needed)

23. Location:

N/A

Gresham Smith

Genuine Ingenuity

Alpharetta, GA
Atlanta, GA
Baton Rouge, LA
Birmingham, AL
Charlotte, NC
Chattanooga, TN
Chicago, IL
Cincinnati, OH
Columbus, OH
Dallas, TX
Ft. Lauderdale, FL
Jackson, MS
Jacksonville, FL
Knoxville, TN
Lexington, KY
Louisville, KY
Memphis, TN
Miami, FL
Nashville, TN
Orlando, FL
Richmond, VA
Suwanee, GA
Tallahassee, FL
Tampa, FL

10000 Perkins Rowe
Suite 280
Baton Rouge, LA 70810

225.757.5849
GreshamSmith.com