ATLAS

PROPOSAL FOR

IDIQ STATEWIDE TRAFFIC ENGINEERING AND RELATED SERVICES

CONTRACT NOS.
4400025298 AND 4400025299

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

NOVEMBER 22, 2022

SUBMITTED BY:
ATLAS TECHNICAL CONSULTANTS
Brandon DeJean, PE, PTOE
(225) 485-6505
brandon.dejean@oneatlas.com

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NOVEMBER 22, 2022

LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT
ATTN: MICHAEL GORBATY
CONSULTANT CONTRACT SERVICES – UNIT 018
1201 CAPITOL ACCESS ROAD (ATTENTION SEC 80)
BATON ROUGE, LA 70802

Submitted via email: DOTDConsultantAds80@la.gov

RE: Qualifications for Engineering and Related Services -- Contract Nos. 4400025298 AND 4400025299 -- IDIQ Statewide Traffic Engineering and Related Services

- *Multiple Atlas team members who bring years of relevant and valuable knowledge from prior LADOTD employment.*
- *Project managers who were instrumental in developing the LADOTD TEPR guidelines and served as instructors for the required training courses.*
- *Staff availability to prioritize LADOTD projects and meet compressed schedules.*
- *National reach to hundreds of Atlas subject matter experts.*

Dear Project Evaluation Team,

On behalf of the Atlas Technical Consultants (Atlas) Team, enclosed herewith is one (1) electronic copy of DOTD Form 24-102 in response to your Request for Qualifications for Traffic Engineering.

Atlas is a company with deep Louisiana roots that has full-service capability and provides a wide variety of professional services. The team we have assembled is highly capable as evidenced in our sound Approach & Methodology, Staff Experience, and Firm Experience that includes projects of similar scope and magnitude as typical projects in this IDIQ Contract. The Atlas team offers a depth of talent that is prepared and available to meet the needs of LADOTD.

Atlas has partnered with Bonton Associates to enhance and strengthen our team. They are a valuable teaming partner and experienced in providing the services in this IDIQ contract. Atlas' confidence in Bonton Associates' capability is demonstrated in exceeding the DBE goal from 2% to 28% and provides a diverse business enterprise with the opportunity to provide a quality product to meet the needs of LADOTD.

Our highly qualified and experienced team of professionals will be led by the Project Management Team, Mr. Brandon DeJean, PE, PTOE and Mr. LaDarien Beene, PE, PTOE, who have years of valuable experience performing and managing the typical traffic engineering and related services included in this IDIQ contract.

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

Very Respectfully,

Brandon S. DeJean, PE, PTOE
Atlas Technical Consultants, LLC
Senior Transportation Engineer
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sections 1-15

DOTD FORM: 24-102

1. Contract title as shown in the advertisement	IDIQ Contracts for Traffic Engineering Statewide
2. Contract number(s) as shown in the advertisement	CONTRACT NOS. 4400025298 AND 4400025299
3. State Project Number(s), if shown in the advertisement	n/a
4. Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	Atlas Technical Consultants
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.0006606
6. Prime consultant mailing address	8440 Jefferson Hwy, Suite 400, Baton Rouge, LA 70809
7. Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	8440 Jefferson Hwy, Suite 400, Baton Rouge, LA 70809
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Brandon DeJean, PE, PTOE, *Senior Transportation Engineer* (225) 485-6505 | brandon.dejean@oneatlas.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Buddy Gratton, PE, *Senior Vice President* (678) 642-8455 | buddy.gratton@oneatlas.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: 11/22/22
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.	DBE Firm(s): Bonton Associates Firm(s)' %: 28 % *Note: a 2% DBE goal was listed in the advertisement*

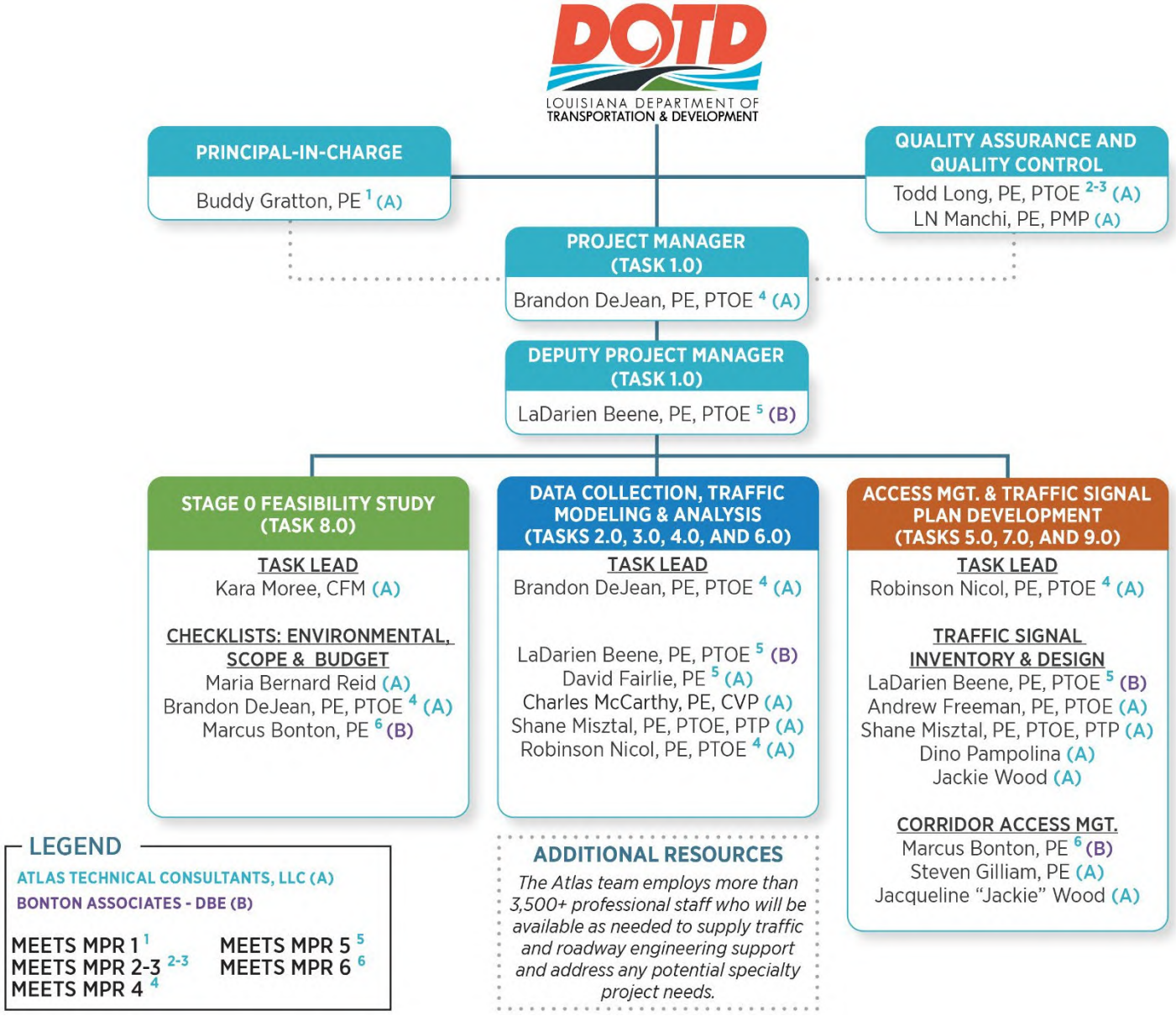
12. **Past Performance Evaluation Discipline Table:** As indicated in the advertisement, insert the completed table here. The percentages for the prime and sub-consultants must total 100% for each past performance evaluation discipline, as well as the overall total percent of the contract.

Evaluation Discipline(s)	% of Overall Contract	Atlas	Bonton Associates	Each Discipline Must Total to 100%
Traffic Engineering	70%	75%	25%	100%
Road	15%	40%	60%	100%
Environmental	5%	90%	10%	100%
Planning	10%	90%	10%	100%
% of Contract	100%	72%	28%	100%

13. **Firm Size:** For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (xxxx)" and include the classification title inside the parentheses.

Firm name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Atlas Technical Consultants	Principal	1	3
Atlas Technical Consultants	Supervisor - Engineer	4	7
Atlas Technical Consultants	Supervisor – Engineer (other)	4	17
Atlas Technical Consultants	Engineer	3	9
Atlas Technical Consultants	Engineer (other)	8	150
Atlas Technical Consultants	Engineer Intern	2	5
Atlas Technical Consultants	Designer	2	27
Atlas Technical Consultants	Environmental Manager	1	100
Atlas Technical Consultants	Environmental Professional	4	500
Atlas Technical Consultants	Clerical	2	100
Bonton Associates	Principal	1	3
Bonton Associates	Engineer	2	4
Bonton Associates	Engineer Intern	2	3

14. Organizational Chart: Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract.



PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

15. Minimum Personnel Requirements: Use the table below to identify both prime consultant and sub-consultant staff designated to work on this contract meeting the Minimum Personnel Requirements (MPRs) specified in the advertisement. Ensure the résumé reflects the required experience stated in the MPR.

MPR No.	Personnel being used to meet the MPR	Firm employed by	Type of license / certification & number	State of license	License / certification expiration date
1	Buddy Gratton, PE	Atlas	PE / Civil Engineering / 43534	LA	9/30/2023
2	Todd Long, PE, PTOE	Atlas	PE / Civil Engineering / 43910 PTOE Certificate #1030	LA	3/31/2024
3	Todd Long, PE, PTOE	Atlas	PE / Civil Engineering / 43910 PTOE Certificate #1030	LA	3/31/2024
4	Brandon DeJean, PE, PTOE	Atlas	PE / Civil Engineering / 37234 PTOE Certificate #4721	LA	9/30/2024
	Robinson Nicol, PE, PTOE	Atlas	PE / Civil Engineering / 44455 PTOE Certificate #4070	LA	9/30/2024
5	David Fairlie, PE	Atlas	PE / Civil Engineering / 42773	GA	12/31/2022
	LaDarien Beene, PE, PTOE	Bonton Associates	PE / Civil Engineering / 45333 PTOE Certificate #5062	LA	9/30/2023
6	Marcus Bonton, PE	Bonton Associates	PE / Civil Engineering / 40389	LA	9/30/2024

section 16

resumes

				Meets MPR #1
Firm employed by ATLAS				
Name	Edwin "Buddy" Gratton, PE		Years of relevant experience with this employer	13
Title	Principal Engineer		Years of relevant experience with other employer(s)	39
Degree(s) / Years / Specialization			MS / 1986 / Civil Engineering BS / 1982 / Civil Engineering	
Active registration number / state / expiration date			PE #43534 / Louisiana / 09/30/2023 and seven other states.	
Year registered	2019	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Principal – in - Charge	

Mr. Gratton will serve as Principal-in-Charge for this project. Mr. Gratton spent more than 26 years at the Georgia Department of Transportation (GDOT) and joined Atlas following his retirement. He has spent more than 13 years at Atlas, providing executive-level management of operations, coordination, and facilitation of the company's office and field functions. Mr. Gratton spent a large part of his career at GDOT in the area of Operations. His tenure included serving as District Engineer in the Atlanta Metro area. Mr. Gratton oversaw traffic operations, maintenance, design, permitting, and other functions in this role. This time in operations gives him a strong understanding of traffic engineering and operations.

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).
(07/20 – Present)	**S.P. H.013284: LADOTD Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA** – Mr. Gratton is serving as Principal-in-Charge for the new crossing of the Mississippi River to alleviate traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. The new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
(11/21 – Present)	**GDOT Engineering Design Review Services, Statewide, GA** – Mr. Gratton is Principal-in-Charge and serves on plan reviews and higher-level initiatives on behalf of GDOT and reviews contracts. The Atlas team has performed over 400 project reviews worth more than $4.5 billion in construction. Reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP), and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation and green sheet is also reviewed. Project types include traffic signal upgrades, widenings, interchanges, bridge replacements, and multi-purpose trails. Mr. Gratton performed plan reviews for signing and marking, traffic signals, and ITS plans.
(02/09-Present)	**I-16/I-75 Interchange, Bibb County, GA** – Mr. Gratton is the Principal Engineer for the I-16/I-75 improvement project, which includes widening and reconstruction of I-75 from Hardeman Avenue to Pierce Avenue and I-16 from I-75 to Walnut Creek for a total of six miles of interstate reconstruction within the heavily congested city of Macon, GA. Within this corridor are three interstate/arterial route interchanges (I- 16 at Spring Street, Second Street, and Coliseum Drive) and a system-level interchange between I-16 and I-75. Collector-distributor roads were utilized to eliminate dangerous weaving movements on the interstate mainline. Project coordination included nine railroad overpasses, a railroad tunnel, the Ocmulgee National Monument, Gateway Park, the Ocmulgee Heritage Trail, two historic cemeteries, five historic districts, and a $10M mitigation plan for a landmark minority neighborhood (Pleasant Hill) that I-75 bisected in the 1960s.
(02/09-Present)	**Statewide Preliminary Engineering Services and Engineering Development for Highway/Railroad Grade Crossings, GA** – Atlas has conducted a field inventory of approximately 720 at-grade crossings working on 14 corridor crossing studies. MA prepared Highway

	Railroad Engineering Assessments (HREAs) for all 720 at-grade crossings and also prepared improvement recommendation alternatives and diagrams in close coordination with GDOT staff. Mr. Gratton was responsible for leading the team to **prepare reports** for all 14 **corridor crossing studies,** including **field inventory**, PowerPoint pictures of **crossings, data collection** from local jurisdictions (cities and counties), school authorities, and both Class I railroads (CSX Transportation and Norfolk Southern).
(02/09-Present	**Gwinnett Program Management, Gwinnett County, GA –** Mr. Gratton has been actively involved in managing the Gwinnett Program over the last 13 years. The county has undertaken an extensive program of road improvements dating back to 1986. This continuous program has been funded with SPLOST revenues and assistance from GDOT. Projects have included freeway interchanges and modifications, the addition of interstate CD lanes, major construction on primary roadways, resurfacing, paving of unpaved roads, **intersection reconfigurations**, and **operational improvements**. The Gwinnett County Department of Transportation has utilized Atlas' program management and construction management services for the past 27 years through five consecutive contracts to facilitate the completion of more than $1.5 billion of projects. These services have included general program coordination, concept development, quality control, environmental permitting, and liaison with GDOT.
(02/09-08/10)	**I-95/Horse Stamp Church Road Interchange, Camden County, GA** – Mr. Gratton served as Principal-in-Charge and provided QA/QC for this project to construct a diamond interchange and replace the existing substandard bridge over I-95. The project included relocating Spring Bluff Road west of its existing **location** so that the road would not be next to the new interstate ramp. This project provides additional access to I-95 for future planned development and for future mandated emergency FEMA evacuations.

Meets MPR #2 and 3			
Firm employed by ATLAS			
Name	Todd Long, PE, PTOE	Years of relevant experience with this employer	4
Title	Senior Engineer	Years of relevant experience with other employer(s)	28
Degree(s) / Years / Specialization		MS / 1989 / Civil Engineering, Georgia Institute of Technology BS / 1990 / Civil Engineering, Georgia Institute of Technology	
Active registration number / state / expiration date		Professional Engineer / LA / #43910 / 03-31-2024 Professional Engineer / GA / # PE021052 / 12-31-2023 PTOE #1030 LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	1994	Discipline	Civil
Contract role(s) / brief description of responsibilities		Quality Assurance/Quality Control, Responsible Engineer	

Mr. Long has 32 years of experience in government services with focused experience in planning, engineering, operations and administration for large governmental organizations and has served in leadership roles for most of his career. Todd currently manages road design, structure design, traffic and transportation engineering, survey, civil/site design and business development within Atlas. Mr. Long has served in many positions in his career that are traffic engineering related. He served as District Traffic Engineer and District Engineer. Mr. Long also served as District Preconstruction Engineer and later as the overall Director of Preconstruction. As Deputy Commissioner, he oversaw all of the District operations.

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).
(07/20 – Present)	**Mississippi River Bridge South GBR: LA1 TO LA30 Connector, Baton Rouge, LA** – Mr. Long serves as Traffic QA/QC Engineer for a proposed new crossing of the Mississippi River for the purpose of **alleviating traffic congestion** in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the **Enhanced Planning Study**, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the **Enhanced Planning Study** and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
(07/22 – Present)	**Clayton Interchange Feasibility Study: Conley I-285, Clayton County, GA** – Mr. Long is serving as Principal-in-Charge for this **traffic study** to determine the **feasibility** of the new Conley Rd interchange at I-285. New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The **study** area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections.
(07/18 – Present)	**Various Traffic Studies, Forsyth County, GA** – Mr. Long conducted various traffic studies throughout Forsyth County, including two **traffic calming studies** on **heavily traveled local routes**, **YIELD Sign Study**, and countless **intersection and speed studies**.
(07/18 – Present)	**Various Traffic Projects Statewide, GA** - Mr. Long oversees all traffic engineering activities in the Georgia office. He leads and oversees **traffic studies, signal warrant analysis, signal timing and design, traffic simulation modeling, and planning studies.** Clients include the Cities of South Fulton and Fairburn and Counties of Forsyth, Rockdale, Newton, Liberty, and Bryan.

(06/19 – Present)	**Various Freight Cluster Projects, GA** - Mr. Long assisted in the preparation of traffic studies in association with the Boulevard CID and managed Freight Cluster Studies for Metro South CID, Tucker Summit CID, and Gateway85 CID. These studies included operational analysis for LOS in the corridor and analysis of additional turn lanes at many locations. The studies included closing median breaks and the impacts on traffic movements. The radius at all driveways was also studied to determine improvements needed to accommodate truck movements better.
(01/17 – Present)	**Georgia Institute of Technology Professor of Practice, Atlanta, GA -** Mr. Long has taught CE6605 Transportation Administration and Policy as an Adjunct Professor during the Spring Semester for the past five years. He taught nearly 100 graduate students in this three-hour course over this period. As part of the class, Mr. Long leads a class project that includes a nearby intersection improvement project. Mr. Long shows the example, and students must look at all aspects of the project, including public input, politics, crash data, warrant analysis, and other factors that will shape the ultimate design solution.
(09/15 – 07/18)	**Fulton County, GA** – Mr. Long managed the day-to-day activities of all transportation services in unincorporated Fulton County, including operations and maintenance of all traffic signals maintained by the County.
(06/08 – 08/09)	**Georgia Regional Transportation Authority, Atlanta, GA -** Mr. Long served as Chief Engineer and managed the construction and operations of a network of park/ride lots for the Xpress Bus System in Metro Atlanta. Served on TIME Task Force and managed the TRIP Program (Towing and Recovery Incentive Program). Mr. Long also assisted DOT in several traffic operational projects in and around bus centers. This included developing new signal timing plans.
(08/96 – 09/99)	**Georgia Department of Transportation (GDOT) Traffic Engineer, GA** – Mr. Long served as District 1 Traffic Engineer and then District Engineer for northeast Georgia, where he oversaw operations of traffic signals, studies, traffic calming, and safety throughout the District. Mr. Long oversaw all traffic analyses for 21 counties of District 1. This included managing several large signal retiming projects. The largest was for 120 traffic signals in Gwinnett County. Mr. Long also permitted over 50 new traffic signals will serving in this position. He was hands-on and responsible for the design and operations of over 500 signals in the District at that time.
(01/94 – 10/96)	**Olympic Venues Wayfinding Project, Atlanta, GA**- Mr. Long was Project Manager to design and install trailblazing signs for all 1996 Olympic Venues in Georgia. He served as Project Manager on a multi-million-dollar project for placing over 200 Traveler Informational Kiosks over the entire state. Also served as project lead on several ITS projects around the state (Cobb County and the City of Savannah) in preparation for the Games. Mr. Long also helped rewrite the GDOT Fiber Optic Specification.

				Meets MPR #4
Firm employed by ATLAS				
Name	Brandon DeJean, PE, PTOE		Years of relevant experience with this employer	<1
Title	Senior Transportation Engineer		Years of relevant experience with other employer(s)	14
Degree(s) / Years / Specialization			BS / 2007 / Civil Engineering	
Active registration number / state / expiration date			PE #37234 / Louisiana / 09/30/2024 Professional Traffic Operations Engineer (PTOE) #4721 LADOTD Traffic Engineering Process & Report – Modules 1 -3 (2019) Traffic Control Supervisor and Technician / LA / ATSSA (2026)	
Year registered	2012	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Project Manager/Task Lead (Attachment A Tasks: 1.0, 2.0, 3.0, 4.0, 6.0, and 8.0)	

Mr. DeJean is a traffic engineer with nearly 15 years of experience working for consultants and state government. This includes over ten years of progressive experience with the Louisiana Department of Transportation (LADOTD) and Development's Traffic Engineering Division, where he provided traffic engineering direction and support through the planning, study, modeling, design, and review of geometric features (intersections and interchanges), traffic control (signs, traffic signals, and pavement markings), and changes in access (connections and impact studies) components of individual projects. During his time at LADOTD, Mr. DeJean was instrumental in the development and implementation of policy and procedures for the preparation of Traffic Engineering Reports and Interstate Access Justification Reports (IAJR). He provided expert assistance to LADOTD staff and consultants with scoping, performing, and reviewing traffic engineering reports and IAJRs. He has a comprehensive knowledge of the Highway Capacity Manual, Manual on Uniform Traffic Control Devices, LADOTD engineering directives, standard plans and specifications, and traffic engineering policy. Mr. DeJean's experience includes intersection/corridor/network studies and interstate access justification requests with tasks that include data collection, safety analysis, and operational analysis utilizing HCS, Synchro, SIDRA Intersection and VISSIM, evaluating alternatives, and preparing final reports.

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).
(07/22 – Current)	**Clayton Interchange Feasibility Study: Conley I-285, Clayton County, GA** – Study to determine the feasibility of the new Conley Rd interchange at I-285. New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. Mr. DeJean performed HCS freeway segment analysis and Synchro signalized intersection analysis, prepared a feasibility study to describe operational analysis methodology, existing and no-build conditions with MOE results, proposed alternative descriptions, and comparison of alternatives' MOEs to the no-build condition.
(07/21 – 09/22)	**Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study, Hinesville, GA** – Mr. DeJean served as QA/QC on this study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included data collection, review of existing plans, traffic modeling, incorporation of GDOT RSA recommendations, schematic plans, signal warrants screening, ICE analysis, cost estimation, and detailed reporting. A multi-lane roundabout was included at one location as an additional analysis. Tasks performed included an analysis that required data collection, warrant analysis, safety analysis, and traffic modeling and software runs in Syncro/ SimTraffic. Alternatives included traditional intersections improvements as well as alternate designs such as roundabouts, median u-turns, restricted crossing U-turns, and superstreet corridors.
(06/13– 07/22)	**S.P. H.003931 I-10 Calcasieu River Bridge, Calcasieu Parish, LA** – LADOTD Task Lead for traffic engineering study prepared for IAJR and in support of an Environmental Impact Statement. The IAJR was prepared in conjunction with the NEPA process and to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. The project includes replacing the I-10 Calcasieu River Bridge, widening I-10 from I-210 to I-210, and modification of interchanges throughout the corridor. Study area and

	analysis includes approximately nine miles of the I-10 corridor from PPG Drive to US 171 as well as corridors and interchanges of PPG Drive, Sampson St, Ryan St, and Enterprise Blvd. Tasks included data collection, operational analysis of freeway facilities and arterials using highway capacity software, and preparation of a final report to discuss findings and recommendations.
(05/15 – 07/21)	S.P H.003915 I-49 Inner City Connector, Caddo Parish, LA – LADOTD Task Lead for traffic engineering study prepared for IAJR and in support of an Environmental Impact Statement. The IAJR was prepared in conjunction with the NEPA process and to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. The project includes the proposed connection of I-49 through Shreveport from I-220 to I-20, the modification of the two major freeway-to-freeway interchanges, and the addition of service interchanges at Hearne Ave and Ford St in Caddo Parish, LA. The combined study area and analysis include approximately 7.5 miles of the I-49 corridor from LA 3194 to Hollywood Ave, 3.5 miles of the I-20 corridor from US 79 to Diamond Jacks Blvd, three miles of the I-220 corridor from LA 173 to US 171 and a total of 14 interchanges. Tasks included data collection, operational analysis of freeway facilities and arterials using Highway capacity software, and preparation of a final report to discuss findings and recommendations.
(03/15 – 04/17)	H.003370 I-220 at I-20 Interchange Improvements & Barksdale Air Force Base Access, Bossier Parish, LA – LADOTD Task Lead for traffic engineering study prepared for IAJR. The project included modification of the I-20 at the I-220 interchange and extension of I-220 to a new base entry control facility. The study area and analysis includes I-20 and interchanges as well arterial corridors connected to multiple existing base entry control facilities. Tasks included initial data collection to determine peak periods, final data collection, operational analysis of study area freeway facilities and arterials using Highway Capacity Manual-based software, volume redistribution, special methodology for base entry facility operations, Tier 1 Analysis, Final Alternative Analysis, and report writing with documentation. Mr. DeJean coordinated with local metropolitan planning organizations and the Federal Highway Administration to ensure the report adequately supported interstate modification requests as federal law and policy directed.
(08/20 – 03/21)	H.010753 US 90 at I-310, St Charles Parish, LA – Responsible for the preparation of a traffic engineering study to evaluate alternatives that help alleviate traffic congestion at the I-310 northbound and southbound ramp terminal intersections at US 90 in St Charles Parish, LA. The traffic study was prepared to satisfy LADOTD EDSMs and guidelines. Tasks included data collection, operational analysis of arterials using highway capacity software, and preparation of a final report to discuss findings and recommendations.
(05/13 – 05/15)	H.003298 Tarbutton Road Interchange and I-20 Frontage Road, Lincoln Parish, LA – LADOTD Task Lead for traffic engineering study prepared for IAJR. The IAJR was prepared to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. The study area and analysis included the I-20 interchanges at Tarbutton Road, LA 149, and LA 544. Tasks included data collection, operational analysis of freeway facilities and arterials using Highway capacity software, and preparation of a final report to discuss findings and recommendations.
(05/12 – 04/13)	H.010151 I-210 Interchange Justification Report – Cove Lane to Nelson Road, Calcasieu Parish, LA – LADOTD Task Lead for traffic engineering study prepared for IAJR. The IAJR was prepared to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines. Study area and analysis included new and modified access to I-210 at Cove Lane and the Nelson Road interchange and associated arterial corridors and intersections. Tasks included data collection, operational analysis of freeway facilities and arterials using highway capacity software, and preparation of a final report to discuss findings and recommendations.
(01/15 – 10/16)	H.011408 Evangeline Thruway (US 90) at Johnston St (US 167)/Louisiana Ave (LA 94), Lafayette Parish, LA – LADOTD Task Lead for traffic engineering study prepared to determine intersection improvements to help alleviate traffic congestion and potentially reduce crashes. The traffic study included tasks such as Initial and final data collection, VISSIM microsimulation model development and calibration prepared according to DOTD EDSMs & guidelines and FHWA guidelines, and preparation of a final report to discuss findings and recommendations.
(01/15 – 10/16)	H.009181 Ambassador Caffery Parkway (LA 3073) at Johnston Street (US 167), Lafayette Parish, LA – LADOTD Task Lead for traffic engineering study prepared to determine intersection improvements to help alleviate traffic congestion and potentially reduce crashes. The study included tasks such as initial and final data collection, VISSIM microsimulation model development and calibration prepared according to DOTD EDSMs & guidelines and FHWA guidelines, and preparation of a final report to discuss findings and recommendations.

				Meets MPR #4
Firm employed by ATLAS				
Name	Robinson Nicol, PE, PTOE		Years of relevant experience with this employer	1
Title	Senior Traffic Engineer		Years of relevant experience with other employer(s)	18
Degree(s) / Years / Specialization			MS / 2010 / Civil Engineering BS / 2005 / Civil Engineering	
Active registration number / state / expiration date			PE #44455 / Louisiana / 9/30/2024 Professional Traffic Operations Engineer (PTOE) #4070 (7/18/2025) International Municipal Signal Association (IMSA) Traffic Signal Technician Field Level III (IMSA) #CE_104925 (1/29/2023) LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2020	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Task Lead (Attachment A Tasks: 3.0, 6.0, 7.0, and 9.0)	

Mr. Nicol's background includes traffic engineering, signal operations, Intelligent Transportation System (ITS) design, signal design, strategic transportation planning, and roadway design. His experience includes traffic simulation, signal timing, signal design, ITS master planning and design, corridor evaluations, traffic impact analysis, interchange justification reports, geometric and staging design for rural and urban roadways, and drainage design. He is knowledgeable and familiar with Louisiana Department of Transportation (LADOTD) policies and procedures. He is experienced in managing traffic-responsive timing implementation that reacts to changes in traffic patterns and proactively adjusts timing plans accordingly. His technical skills include using Synchro, MaxTime, Tactics, ATSPM, MicroStation, CORSIM, VISSIM, Transmodeler, and HCS software to perform signal timing, traffic analysis, and simulation modeling. Mr. Nicol has developed and calibrated several extensive simulation models throughout the Atlanta area.

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).
(07/22 – Present)	**Clayton Interchange Feasibility Study: Conley I-285, Clayton County, GA** – Mr. Nicol serves as Lead Traffic Engineer for a **study to determine the feasibility** of a new Conley Rd interchange at I-285. The New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial **corridors with signalized intersections.** The study involved freeway and **intersection analysis, concept design**, public involvement, economic impact analysis, and environmental screening. Mr. Nicol led the **traffic analysis** effort, which included merge/diverge/weaving analysis (HCS), **intersection analysis** (Synchro), alternatives analysis, **traffic projections**, stakeholder engagement, public meetings, and detailed reporting.
(11/21 – Present)	**Georgia Department of Transportation: SigOps Traffic Signal Operations Program, West Metro Atlanta, GA –** Mr. Nicol serves as Maintenance Lead on the Gresham Smith team to operate and **maintain traffic signals** in the west metro region. This project's scope includes actively **managing traffic and signal operations** in the west metro region. Atlas regularly coordinates with local jurisdictions, including the City of Smyrna, Marietta, and surrounding counties. We are responsible for **optimizing the signal systems** along these commuter routes to maximize efficiency and **throughput** to **reduce congestion** and **increase travel time reliability**. We are accountable for **creating and maintaining a detailed inventory of all signal equipment** malfunctions in the field; troubleshooting and repairing field hardware; performing routine preventative maintenance; **installing new signal and ITS equipment** as needed to benefit the operations and management of the systems, and actively managing the **corridor both in the field** and from central. Mr. Nicol manages a team of maintenance specialists who help develop and administer on-call requests (OCRs) for GDOT's **signal maintenance contract** and allocate a budget of $850,000 by issuing work orders to several contractors. The position involves communication closely with GDOT and contractors to ensure 1,450 signals are maintained. The additional project scope includes handling emergencies, getting contractors on-

	site ASAP to keep operations running smoothly, and ensuring the traveling public arrives home safely to their families. The OCRs include repairs and upgrades to signal and ITS devices required at any of the signals in the west metro region.
(11/21 – 11/22)	**Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study, Hinesville, GA** – Mr. Nicol served as a Project Manager on this study that focused on **capacity and safety improvements** based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included **data collection, review of existing plans, traffic modeling**, incorporation of GDOT RSA recommendations, schematic plans, signal warrants screening, ICE analysis, cost estimation, and detailed reporting. A multi-lane **roundabout** was included at one location as an additional **analysis**. The study also included extensive public involvement and coordination with the city, county, and GDOT. Recommendations were focused on safety and incorporated vehicle improvements, bicycle/pedestrian upgrades, street lighting, and **signal upgrades**. Mr. Nicol managed the project , and client relations. He also provided technical oversight and guidance to the traffic staff.
(11/21 – Present)	**GDOT Engineering Design Review Services, Statewide, GA -** Mr. Nicol serves as a QA/QC Engineer for **field plan reviews** on behalf of GDOT and reviews engineering plans for quality. The Atlas team has performed over 400 project reviews worth more than $4.5 billion in construction. Reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP), and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation and green sheet is also reviewed. Project types include traffic signal upgrades, widenings, interchanges, bridge replacements, and multi-purpose trails. Mr. Nicol performed plan reviews for signing and **marking, traffic signals, and ITS plans**.
(01/09 – 01/12)	**GDOT Prioritized Regionwide Signal Retiming, Metro Atlanta, GA -** Project Manager and Quality Control Traffic Engineer. Mr. Nicol served as Project Manager and Quality Control Traffic Engineer in managing reviews and quality control for **signal retiming projects** along state routes in the Metro Atlanta region. He helped develop, implement, maintain, and coordinate **signal timing plans** along regionally significant arterials in the metro Atlanta area. His firm worked closely with GDOT and the local maintenance agencies to successfully complete work for this on-call contract. They implemented and maintained timing plans for close to **400 traffic signals** throughout the metro Atlanta area. Tasks included **field inventories**, equipment installations, the **development of timing plans**, the development of **intersection inventory diagrams, controller testing of the database**, and **performance monitoring**.
(09/13 – 11/21)	**GDOT Regional Traffic Operations Program (RTOP2), Metro Atlanta, GA -** Mr. Nicol served as Corridor/Zone Manager in helping to actively manage, operate, and maintain the program's more than **500 traffic signals** on regionally significant **corridors** throughout the metro Atlanta area. His firm actively managed **300+ traffic signals along** Memorial Drive, Covington Highway, Ponce de Leon Avenue, Moreland Avenue, SR 10, South Candler Street, Hugh Howell, Mountain Industrial Blvd, E. Ponce de Leon, US 78, SR 124, and North Druid Hills, all of which are major commuter routes into metro Atlanta. They were responsible for **optimizing the signal systems** along these **commuter routes to maximize efficiency** and **throughput to reduce congestion and improve commutes** to and from Downtown Atlanta. Mr. Nicol also performed TE studies to **evaluate operations, phasing, and safety.** He was responsible for **creating and maintaining a detailed inventory of all signal equipment in the field**; performing standard and advanced **signal timing**; troubleshooting and repairing field hardware; performing routine preventative maintenance; installing **new signal and ITS equipment** as needed to benefit the **operations and management of the systems**; and actively managing the **corridor** both in the field and from central. Performance measures were collected regularly, including equipment failures, equipment repairs, proactive identification of malfunctions, **throughput, and travel time/delay studies**.
(03/11 – 09/13)	**MTOP Traffic Signal Timing, Atlanta, GA** - Mr. Nicol served as Traffic Engineer and provided traffic engineering services to support **operating and maintaining 100 traffic signals** in a grid network in Midtown Atlanta. The project consisted of **conducting field inventories**, troubleshooting malfunctioning **signal and communications equipment**, performing **signal repairs** and upgrades, conducting **traffic signal maintenance, and developing/implementing signal timing plans**.
(03/08 – 01/09)	**GDOT Metro Signal Timing, Metro Atlanta, GA –** Mr. Nicol served as Traffic Engineer and optimized signal timings along state routes in the Metro Atlanta region. Corridors included in the project were SR 92 (Douglas County), Northside Drive (Fulton County), SR 85 (Clayton County), and SR 120 (Gwinnett County). Conducted **field inventory** of existing roadway geometry**, signal phasing, signal operation, and traffic congestion**. Office fine-tuned **signal timings** were developed using the **Synchro signal timing software program**. After entering signal timings into Actra (2070) controller software, signal timings were field fine-tuned, which involved monitoring and adjusting signal timing until optimized. **Traffic responsive thresholds and timing operations** were developed, **monitored**, and adjusted to **improve traffic flow along corridors**.

				Meets MPR #5
Firm employed by	BONTON ASSOCIATES			
Name	LaDarien Beene, PE, PTOE		Years of relevant experience with this employer	1
Title	Project Manager		Years of relevant experience with other employer(s)	8
Degree(s) / Years / Specialization			BS / 2013 / Civil Engineering, Southern University and A&M College, Baton Rouge, LA	
Active registration number / state / expiration date			Professional Engineer #45333 / Louisiana / 9/30/2023 Professional Traffic Operations Engineer (PTOE) #5062 / Louisiana LADOTD Traffic Engineering Process & Report – Modules 1 -3 (August 15, 2018)	
Year registered	PE 2021 PTOE 2021	Discipline	Civil Engineer	
Contract role(s) / brief description of responsibilities			Deputy Project Manager (Attachment A Tasks: 1.0, 2.0, 3.0, 4.0, 6.0, 7.0, and 9.0)	

As Project Manager, Mr. Beene specializes in managing and overseeing all transportation projects at Bonton, emphasizing road design, roadway rehabilitation, ADA compliance, and multi-use path design. Mr. Beene also has extensive traffic, safety, and software analysis experience from LADOTD including: Data Collection (*initial and final data collection, management and coordination of 7 day/24-hour counts, peak period determination, conducting peak period counts (48-hour counts with classification & TMC), peak period observations, travel time runs and warrant analysis*); Existing Safety Analysis (*analyzing crash data using the Highway Safety CATScan Tool, working with Crash1 and Crash3 databases, reviewing crash report documentation, developing collision diagrams and providing a crash analysis summary.*); and Software Analysis (Synchro, Sidra, HCS and Vissim; Intersection and Corridor Signal Retiming, Roundabout Reports, Proposed Traffic Signal Inventory (TSI)

Training Certifications

- NHI Course No. 142005 "NEPA and the Transportation Decision-making Process"
- LADOTD Traffic Engineering Process & Report (Modules 1-3)
- ATSSA Traffic Control Supervisor

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).
(11/22-Present)	**H.014728.5 LA 20: LA 304 – LA 307 – Project Manager.** Mr. Beene manages the project delivery team and provides technical assistance in the preparation of Preliminary and Final Design Plans for shoulder widening and associated drainage design. The primary design components that will be managed and completed as part of the final deliverable include typical sections & details, plan & profile sheets, drainage design, earthwork modeling, cross sections, and quantities.
(08/21 - 11/22)	**H.010652.5: LA 73: US 61 (Airline): Essen Lane (LADOTD) – Project Manager.** Mr. Beene manages the preparation of design plans for roadway rehabilitation, sidewalk repair, curb gutter repair/replacement, and installation of Americans with Disabilities Act (ADA) facilities in compliance with LADOTD design guidelines.
(01/22 – Present)	**20-EN-HC-0061: Evangeline St. (West) Area ADA Transition (City of Baton Rouge-MOVEBR) – Project Manager.** Mr. Beene manages the project delivery team to develop design plans (Preliminary and Final) for proposed ADA barrier improvements (sidewalk repair/replacement, curb, and gutter, handicap ramps, crosswalks, etc.), site plan details, special provisions, repair schedule, and cost estimates.

(05/21 – Present)	**20-EN-HC-0028: S. Harrell's Ferry Rd. Multi-Use Path (City of Baton Rouge-MOVEBR) – Project Manager.** Mr. Beene manages the preparation of preliminary and final design plans for a multi-use path, ADA-compliant facilities, and striping modifications to increase pedestrian and bicycle mobility along S. Harrell's Ferry Rd. and connectivity to existing sidewalks.
(02/19-7/21)	**H.011402.1 US 51 Business (I-12 to Coleman) (In-house) – LADOTD Task Lead.** Mr. Beene served as LADOTD task lead assigned in-house data collection gathering and developing calibrated Vissim model. His completed duties and responsibilities included, conducting 7-day-24-hour vehicle classification volume counts, conducting turning movement counts using video, conducting travel time runs, calculating flowrates of adjacent businesses identified as heavy traffic generators and conducting spot speed studies along the corridor. Data was taken and used in the early stages of developing the Vissim model.
(03/17-12/18)	**H.011645 LA 3002 (S. Range Ave): Proposed Safety Improvements (Livingston Parish) - Lead Traffic Engineer.** Mr. Beene was responsible for performing corridor analysis, analyzing crash data, identifying crash patterns and trends, determining appropriate but cost-effective countermeasures, applying access management techniques, producing signal retiming, new TSIs, and pedestrian accommodations at the existing signals. Coordinated and assisted in public outreach and public meetings. The proposed improvements included modifying the two-way left turn lane (TWLTL), allowing dedicated left turns, signal retiming, pedestrian accommodations, driveway closure, and adding bulb-outs for U-turning vehicles.
(04/16-05/17)	**Retainer Contract S.P. No. 4400003370, Task Order H.011460 District 02 Intersections and Corridor Improvements (Count contract) – Project Manager.** Mr. Beene was assigned project manage and worked with consultants to acquire traffic data on designated state highways and intersections in District 02. Mr. Beene's responsibilities included coordinating locations of counts, reviews of count data, and project management (schedule, invoicing, etc.).
(03/15 – 04/17)	**H.003370 I-20 at I-220 Interchange Improvements & Barksdale Air Force Base Access, Bossier Parish, LA – LADOTD Project Delivery Team Member.** Project delivery team member task included, initial data collection to determine peak periods, final data collection, operational analysis of study area freeway facilities and arterials using Highway Capacity Manual-based software, volume redistribution, special methodology for base entry facility operations, Tier 1 Analysis, Final Alternative Analysis, and report writing with documentation.
(06/15-06/16)	**H.01460.1 I-10 LA 47 & LA 3021- Project Manager.** Mr. Beene was assigned project manager and worked with consultants to determine which signals needed to be removed or upgraded. His responsibilities included reviews of initial data collection, crash summaries, warrant analysis, inventory of traffic signal intersections, final data collection, and new proposed TSIs and Final Signal Reports.
(08/15 – 08/15)	**Roundabout Report for the Intersection of LA 347 at I-10 – Lead Traffic Engineer.** Mr. Beene was responsible for developing and writing the roundabout report for the intersection of LA 347 at I-10. My responsibilities included conducting turning movement counts, pulling and quantifying crash data, and performing existing and alternative analyses using Sidra and project traffic volumes. He provided recommended improvements that prioritized safety first and would work well operationally well into the design year.

Meets MPR #6

Firm employed by BONTON ASSOCIATES

Name	Marcus Bonton, PE	Years of relevant experience with this employer	1
Title	Transportation Principal	Years of relevant experience with other employer(s)	12

Degree(s) / Years / Specialization			BS / 2008 / Civil Engineering, Southern University and A&M College, Baton Rouge, LA
Active registration number / state / expiration date			Professional Engineer #40389 / Louisiana / 9/30/2022 LADOTD Traffic Engineering Process & Report – Modules 1 -3 (December 3, 2018)
Year registered	2016	Discipline	Civil Engineer
Contract role(s) / brief description of responsibilities			Stage 0 Feasibility Study & Access Management Plan Development (Attachment A Tasks: 5.0 and 8.0)

As Transportation Principal, Marcus brings over 13 years in developing, managing, and delivering transportation design and planning projects for federal, state, and municipal clients, including LADOTD. He has managed and supervised transportation projects and teams for design studies, LADOTD Stage 0, roundabout design, corridor improvements, pavement rehabilitation design, ADA and pedestrian facility design, roadway replacement projects, and design calculation.

Training Certifications
- NHI Course No. 142005 "NEPA and the Transportation Decision-making Process"
- ATSSA Traffic Control Supervisor
- Highway Safety Manual
- LADOTD Traffic Engineering Process & Report (Modules 1-3)
- NE Roundabouts Level 1 & 2 Training

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).
11/20 – Present	**20-CP-HC-0017: Ardenwood-Lobdell Connector Design Study and Final Design (City of Baton Rouge-MOVEBR) – Project Manager/Technical Lead.** Mr. Bonton managed the preparation and completion of the project design study and Technical Lead for the Final Design Phase of the roadway connector between Ardenwood and Lobdell in Baton Rouge, LA. This includes the development of the roadway horizontal and vertical geometry, typical sections, intersection improvements, access management, bicycle lanes and sidewalks, roadway widening, pedestrian facility design and safety measures, drainage, green infrastructure, and pond site analysis.
(11/22-Present)	**H.014728.5 LA 20: LA 304 – LA 307 – Technical Lead QC-QA.** Mr. Bonton serves as Technical Lead for the project delivery team. He provides technical assistance in the preparation of preliminary and final design plans for shoulder widening and associated drainage design. The primary design components that will be managed and completed as part of the final deliverable include typical sections & details, plan & profile sheets, drainage design, earthwork modeling, cross sections, and quantities.
(08/21 - 11/22)	**H.010652.5: LA 73: US 61 (Airline) – Essen Lane (LADOTD) – Technical Lead.** Mr. Bonton provided technical oversight and QC-QA of design plans for roadway rehabilitation, sidewalk repair, curb gutter repair/replacement, and installation of Americans with Disabilities Act (ADA) facilities in compliance with LADOTD design guidelines. These design improvements were in conjunction with the roadway replacement improvements designed between Essen Lane and Drusilla Lane.
(04/17 – 06/19)	**H.011030, LA 59 at Lonesome Road Roundabout – Lead Designer.** Mr. Bonton was responsible for the design and preparation of preliminary and final plans for a single-lane roundabout which included roadway geometry (horizontal/vertical alignments), typical sections, subsurface drainage, geometric details, graphical grades, access management, sequence of construction, cross sections, earthwork modeling, quantities, cost estimations, and utility coordination.

07/21 – 03/22)	**20-EN-HC-0053: Fairfields Ave. Area ADA Transition (City of Baton Rouge-MOVEBR) – Technical Lead QC-QA.** Mr. Bonton served as technical lead QC-QA and the development of design plans (Preliminary and Final) for proposed ADA barrier improvements (sidewalk repair/replacement, curb, and gutter, handicap ramps, crosswalks, etc.), site plan details, special provisions, repair schedule, and cost estimates.
(05/21 – 09/22)	**20-EN-HC-0028: S. Harrell's Ferry Rd. Multi-Use Path (City of Baton Rouge-MOVEBR) – Technical Lead.** Mr. Bonton provided technical oversight and QC-QA for the preliminary and final design plans for a multi-use path, ADA-compliant facilities, and striping modifications to increase pedestrian and bicycle mobility along S. Harrell's Ferry Rd. and connectivity to existing sidewalks.
(11/19 – 12/20)	**RR120- Marlyville-Fontainebleau Group E (City of New Orleans) – Project Manager.** Mr. Bonton managed the preparation and submittal of road design plans and specifications for full-depth roadway replacement, sidewalk/curb ramps repair, subsurface drainage, water, sanitary sewer design, and driveways adjustments under the Joint Infrastructure Program (JIRR) with the City of New Orleans.
(11/19 – 12/20)	**MA-17-03, Parish Road 929 @ Parker Road Roundabout Design (Ascension Parish- Move Ascension) – Project Manager.** Mr. Bonton managed the preparation and submittal of preliminary and final plans for a single-lane roundabout that included Right-of-Way maps, Subsurface Utility Engineering (SUE), and construction engineering inspection. The project's scope consisted of designing a single-lane asphalt roundabout at the intersection of Parish Road and Parker Road in Prairieville, LA. The roundabout replaced the existing stop-controlled intersection and was designed in compliance with AASHTO and LADOTD Design Guidelines.

Firm employed by ATLAS			
Name	L.N. Manchi, PE, PMP	Years of relevant experience with this employer	22
Title	Transportation/Environmental Manager	Years of relevant experience with other employer(s)	12
Degree(s) / Years / Specialization		MS / 1991 / Civil Engineering BS / 1988 / Civil Engineering	
Active registration number / state / expiration date		PE #1879 / California / 9/30/2023 PMP #2269879 / Nationwide / No Exp Date LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	1997	Discipline	Traffic Engineer
Contract role(s) / brief description of responsibilities		Quality Assurance/Quality Control	

Mr. Manchi has been a senior project manager and transportation engineer/planner for 34 years, having gained extensive experience while working on several traffic engineering, transportation planning, and transit planning projects. He has worked on a variety of transportation projects, including corridor studies, alternatives analysis (AA), major investment studies (MIS), transportation improvement and mitigation program (TIMP) related studies, general/master/ specific plan studies, traffic impact studies and transportation/circulation elements for inclusion in Environmental Impact Reports (EIR's) and Environmental Assessments (EA's), neighborhood traffic studies, parking studies, and circulation/access studies. Mr. Manchi is very competent in the use of many transportation-related software packages. Among his responsibilities are managing Atlas's environmental services and transportation planning groups. This includes the work of Atlas transportation planners, traffic engineers, ecologists, archaeologists, historians, air and noise specialists, and NEPA specialists in producing environmental documents for federally funded projects.

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).
(07/20 – Present)	**S.P. H.013284: Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA** – Mr. Manchi provides high-level environmental planning, traffic engineering, transportation planning, and transit planning for an Enhanced Planning Study for the new bridge crossing of the Mississippi River for the purpose of alleviating traffic congestion in the Capital Region. The five- parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 with a connection to Interstate 10 on the west side of the Mississippi River and to LA 30 (and widening of, LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
(07/22 – Present)	**Clayton Interchange Feasibility Study: Conley I-285, Clayton County, GA** – Mr. Manchi served as Project Manager for a study to determine the feasibility of a new Conley Rd interchange at I-285. New Conley Rd interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. Mr. Manchi prepared a technical document summarizing the goals of the project, methodology, existing conditions, and the technical analysis. The feasibility study and the final deliverables complied with all applicable State and Federal regulations and guidelines and serve as a natural precursor to an eventual Interchange Justification Report (IJR), and Plan preparation as the project advances to the future phases.
(11/21 – 11/22)	**Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study, Hinesville, GA –** Mr. Manchi served as a Quality Assurance/Quality Control Engineer on this study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by Georgia Department of Transportation (GDOT) a few years prior. The scope included data collection,

	review of existing plans, traffic modeling, incorporation of GDOT RSA recommendations, schematic plans, signal warrants screening, ICE analysis, cost estimation, and detailed reporting. A multi-lane roundabout was included at one location as an additional analysis.
(03/22 – Present)	GDOT Engineering Design Review On-Call Services, Statewide, GA – Mr. Manchi served as a Quality Assurance/Quality Control Engineer for field plan reviews on behalf of the Georgia Department of Transportation and reviews engineering plans for quality. The Atlas team has performed over 400 project reviews, worth more than $4.5 billion in construction. Reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP) and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation and green sheet is also reviewed. Project types include traffic signal upgrades, widenings, interchanges, bridge replacements, multi-purpose trails.
(01/15 – Present)	GDOT Effingham Parkway, Effingham & Chatham Counties, GA – Mr. Manchi served as the project manager for the overall design, environmental, geotechnical, and bridge-related engineering work for this six-mile-long new location project in Effingham and Chatham Counties. Mr. Manchi and his team coordinated with the US Army Corps of Engineers (USACE) on the Practical Alternatives Review (PAR), Individual Permit (IP) application process, and the Restrictive Covenant Amendment application process. This project had a conservative easement area through which the alignment had to be designed carefully with minimal impacts.
(01/20 – Present)	20-CP-HC-0014: MOVEBR Sherwood Forest Extension: Greenwell Springs to Joor Road, Baton Rouge, LA – Mr. Manchi is performing traffic management for this project that is part of the MOVEBR Program, designated as a New Capacity Improvement Project. The Joor roadway is identified as part of the road transfer program and is a future PARISH route. Greenwell Springs road will remain an LADOTD roadway. The project includes a new two-lane roadway with shoulders and open ditch drainage. The Sherwood Forest Extension is a greenfield project connecting Sherwood Forest at Greenwell Springs to Joor Road at Mickens. The work also includes enhancing traffic flow within the intersection limits.
(09/18 – 08/21)	Georgia Department of Transportation (GDOT) PI #522570, US 84 Connector EA, Liberty County, GA – Mr. Manchi was the project manager for this 2.8-mile new location roadway proposed to relieve truck traffic congestion along the existing SR 119. He oversaw the successful completion of all the technical studies, Draft EA, and Final EA/FONSI. Additionally, he managed the virtual public outreach activities, especially for the Environmental Justice (EJ) population.
(10/15 – 05/18)	GDOT P.I. No. 0007526 - GA 400 at McGinnis Ferry Rd, Fulton and Forsyth Counties, EA/FONSI – Mr. Manchi managed the environmental assessment and all the special studies (including Ecological studies with threatened and endangered species habitat assessment and reports) for the referenced project in consultation with GDOT OES and FHWA. The project consisted of constructing a new location full-diamond interchange on State Route (S.R.) 400 at McGinnis Ferry Road. During the preparation of the concept report, various interchange alternatives were assessed. Mr. Manchi managed the development of VISSIM and CORSIM models to assess the best-performing traffic alternative before finalizing the preferred alternative. Also, he managed the responses to all the citizen comments from the public hearing open house and during the comment period and submitted them to GDOT for review, comment, and approval.
(11/08 – 06/10)	Jackson County Comprehensive Transportation Plan, Jackson County, GA – Mr. Manchi served as the Principal-in-Charge for the Jackson County Comprehensive Transportation Plan (CTP). He oversaw Atlas staff effort during the preparation of the Comprehensive Transportation Plan (2008–2028) for Jackson County by studying its existing roadway network and identifying current and future issues, problems, and deficiencies, resulting in recommendations of various future implementation projects or programs. He ensured that this long-range comprehensive transportation plan facilitated integrating land use and transportation decision-making to identify existing and future roadway capacity and operational problems, to formulate transportation goals, objectives and policies that guide future growth, and to prepare a long-range list of capital projects to resolve present and future needs in a financially feasible manner.
(10/00 – 07/01)	Multimodal Passenger Terminal (MMPT) Traffic Analysis, Atlanta, GA – Mr. Manchi repared the traffic impact analysis for the proposed MMPTand vicinity with planned commuter and express bus, and commuter rail services in Downtown Atlanta. He analyzed traffic circulation patterns and operational issues related to the MMPT site (approximately 15 concepts reviewed during this study). He worked in close coordination with various agencies and stakeholders during the preparation of this study. The traffic assessment included, but not limited to, assessment of existing roadway/street network, estimation of projected background traffic (transit and auto trips) at final build-out, and assessment of roadway improvements necessary to MMPT area accessibility. The proposed site would eventually serve commuter rail, intercity rail, intercity and express bus service, taxi drop-off, kiss-and-ride and pedestrian modes of transportation.

Firm employed by ATLAS			
Name	Kara Moree, CFM	Years of relevant experience with this employer	2
Title	Environmental Manager	Years of relevant experience with other employer(s)	15
Degree(s) / Years / Specialization		BS / 2005 / Resource Biology and Biodiversity	
Active registration number / state / expiration date		Certified Floodplain Manager / National Certification / January 2023 NEPA and Transportation Decision Making, NHI Course #142005 (2008) LADOTD Traffic Engineering Process & Report – Modules 1 -3 (2018) Traffic Control Supervisor / LA / ATSSA (2015) Traffic Control Technician / LA / ATSSA (2015 and 2022)	
Year registered	n/a	Discipline	n/a
Contract role(s) / brief description of responsibilities		Stage 0 Feasibility Study (Attachment A Task: 8.0)	

Ms. Moree is a Certified Floodplain Manager with more than 17 years of environmental and project management experience, with a concentration on NEPA compliance, environmental documentation, permitting, stormwater, roadway, and drainage projects. Ms. Moree has a wide range of experience in transportation projects, including direct responsibility for environmental inventory, feasibility studies, NEPA documentation, community and stakeholder engagement, wetland delineations, permitting, and SWPPP preparation and inspections. Through previous employment with federal and local governments as well as with the private sector, she has provided technical assistance to various federal, state, and local agencies regarding environmental laws, regulations, and executive orders and has done extensive public outreach activities. In addition to project management responsibilities, Ms. Moree has served as the Environmental and Natural Resource Manager at previous firms, where she oversaw all aspects of environmental services, including Environmental Assessments (EA) and Environmental Impact Statements (EIS). Ms. Moree is intimately familiar with the environmental processes required for roadway design, right-of-way acquisition, and construction on state and local routes.

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).
(07/20 – Present)	**S.P. H.013284: LADOTD Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA** – Ms. Moree serves as overall Project Manager for an Enhanced Planning Study for the new bridge crossing of the Mississippi River to alleviate traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
(08/19 – 08/2020)	**S.P. No. H.012311.1: LA 429 at I-10 Connector (LA 30/LA 73) Stage 0 Study, Gonzales, LA, LADOTD** – Ms. Moree served as Project Manager and oversaw the safety analysis of both the corridors and the interchanges and coordinated with the traffic engineering consultant in the development of the alternatives, preparation of the schematic design of alternatives, preparation of cost analysis for five alternatives, and evaluation environmental and right-of-way impacts.
(05/14 – 12/16)	**S.P. No. H.010572.1: Stage 0 Feasibility Study and Environmental Inventory for LA 30 (Ashland Rd. to LA 44), Ascension Parish, LADOTD** – Ms. Moree served as Environmental Project Manager responsible for performing the Environmental Inventory to ensure compliance with NEPA and all other federal, state, and local environmental rules and regulations for evaluating alternatives to improve the mobility of the corridor. Additional duties included identifying wetlands and preparing mitigation cost tables, stakeholder/public meetings, as well as creating Environmental Avoidance mapping using GIS.

(09/10 – 03/11)	**S.P. No. 450-10-0159: I-10 Widening Design-Build Siegen Ln. (LA Hwy 3246) to Highland Rd. (LA Hwy 42), LADOTD –** Ms. Moree served as an Environmental Professional for a design-build interstate widening project. Project included widening I-10 from two lanes in each direction to three lanes in each direction. Replacement of the existing bridge over the KCS Railroad was also included. Ms. Moree's project responsibilities included all aspects of the **Environmental permitting and compliance**, delineation of wetlands, preparation of the Stormwater Pollution Prevention Plan (SWPPP) and performing the Louisiana Pollutant Discharge Elimination System (LPDES) Stormwater Inspections and **report generation** per LPDES regulations.
(07/08 – 10/09)	**S.P. No. 700-03-0001: Stage 0 Feasibility Study and Environmental Inventory for a New Interchange at I-10 and LA Hwy 74, LADOTD –** Ms. Moree served as the Environmental Professional during her employment with Volkert, Inc. for this study to add an additional interchange in Ascension Parish. Project responsibilities included identifying any potential "show stopping" **environmental constraints**, identifying wetlands and **avoidance**, stakeholder/public meetings, **GIS mapping**, and ensuring **compliance** with NEPA.
(04/08 – 10/09)	**S.P. No. 700-96-0007: Stage 0 Feasibility Study and Environmental Inventory for Additional Capacity of I-10 from Siegen Lane to Sorrento, LADOTD –** Ms. Moree served as an Environmental Professional for a 19-mile interstate widening **study**. Project responsibilities included identifying any potential "show stopping" **environmental constraints**, identifying wetlands and **avoidance**, stakeholder/public meetings, **GIS mapping**, and ensuring **compliance** with NEPA.
(08/18 – 08/20)	**S.P. No. H.009153: US 84 Improvements Environmental Assessment, Winnfield, LA, LADOTD** – Ms. Moree served as Project Manager overseeing all aspects of NEPA **compliance** for a supplemental agreement for this EA in support of the **traffic analysis** required when BH performed **environmental assessments** on the west and east side of Winnfield, including line and grade **studies** for several alternatives, **environmental impacts**, and **traffic** and bridge studies. Public outreach, stakeholders, and agencies meetings were held by BH in order to obtain comments on the proposed build alternatives. A combination of nine build alternatives were developed with **roundabouts, access management**, and widening.
(07/14 – 01/17) Completed 2019	**S.P. No. H.005734: LADOTD Stage 1 Environmental Assessment for LA 447 Corridor Study, Baton Rouge, LA** – While with a previous employer, Ms. Moree served as the Project Manager for this 10-mile **mobility and safety improvement project** for LADOTD in Livingston Parish, LA. Ms. Moree assisted in providing **environmental studies**, NEPA documentation/EA, public, agency and stakeholder meeting coordination. Ms. Moree performed wetland delineations and oversaw all aspects of the environmental portion of the project. Ms. Moree organized and conducted the kick-off meeting, scoping meeting, stakeholder meeting, public meeting, assisted with **data collection, schedule preparation, project work plan** development and other project initiation activities. She also oversaw the Phase 1 ESA, noise and air analyses and **other environmental tasks.** Since her departure in January 2017, the project received a supplement to revise alternatives and had an expected completion date of mid- 2019.
(05/13 – 08/20)	**S.P. No. 700-99-0302/H.005257: LADOTD Environmental Impact Statement (EIS) for Houma-Thibodaux to I-10 Connection – North-South Corridor/ Hurricane Evacuation, Statewide** – Ms. Moree served as the firm's lead as a subconsultant for this project with a previous employer. Ms. Moree's responsibilities included assisting with all **environmental studies** and NEPA **documentation** related to addressing alternative courses of action for developing a north-south hurricane evacuation route and suitable mitigation plans for all the alternatives, including the preferred alternative. Ms. Moree performed wetland delineations and Phase I ESAs. Ms. Moree also assisted with various sections of the EIS such as noise, vegetation and habitat, agriculture and farmland, threatened and endangered species, essential fish habitat, water quality, wild and scenic rivers, wetlands, and permits and mitigation.

Firm employed by ATLAS			
Name	Maria Bernard Reid	Years of relevant experience with this employer	1
Title	NEPA Environmental Specialist	Years of relevant experience with other employer(s)	21
Degree(s) / Years / Specialization		MS / 2000 / Agribusiness and Agricultural Economics – Natural Resources Policy BS / 1998/ Forest Management and Wildlife	
Active registration number / state / expiration date			
Year registered	n/a	Discipline	n/a
Contract role(s) / brief description of responsibilities		Stage 0 Feasibility Study (Attachment A Task: 8.0)	

Ms. Reid has over 22 years of experience in environmental and regulatory compliance in both the private and public sectors. She is well-versed in the preparation of NEPA documents, protected species surveys and management, impact analysis, natural resources management, wetland delineations, land use planning, pedestrian and bicycle planning, and public outreach. She has managed, planned, and participated in projects requiring protected species surveys, general wildlife inventories, forest inventories, biological assessments (BAs), wetland delineations and permitting, categorical exclusions, environmental assessments (EAs), and environmental impact assessments (EIS) in Louisiana, Mississippi, Alabama, Michigan, New York, Georgia, Tennessee, Florida, Arkansas, Texas, California, New Mexico, and Arizona, as well as numerous wetland delineations in Louisiana, Mississippi, Alabama, and Florida.

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).
(01/21 – Present)	**S.P. H.013284: LADOTD Mississippi River Bridge South GBR: LA 1 to LA 30 Connector, Baton Rouge, LA** – Ms. Reid serves as Environmental Lead for an Enhanced Planning Study for the new bridge crossing of the Mississippi River to alleviate traffic congestion in the Capital Region. The five-parish Baton Rouge Metropolitan Area includes Ascension, East Baton Rouge, Iberville, Livingston, and West Baton Rouge Parishes. The new "south" Mississippi River Bridge and approaches will be a conventional highway/expressway facility connecting to LA 1 on the west side of the Mississippi River and to LA 30 (and widening of LA 30) on the east side of the Mississippi River. It is planned that the new crossing will be funded in part through the collection of tolls. It is planned that the new crossing will be funded in part through the collection of tolls. After a handful of alternatives are identified after the Enhanced Planning Study, Phase 2 of the project will consist of preparing the NEPA document to identify a preferred alternative. Three alternatives have been identified from the Enhanced Planning Study and will be analyzed further in Part 2 of the project, which consists of preparing the NEPA document to identify a preferred alternative.
(8/14 – 9/18)	**S.P. H.004791: LA 23: Belle Chasse Bridge & Tunnel** – Ms. Reid actively advised the DOTD Environmental Task Leader during the NEPA phase of this project which would replace both the two-lane, movable Judge Perez bridge and the two-lane Belle Chasse tunnel with a four-lane fixed bridge over the Gulf Intracoastal Waterway (GIWW). The project was complex due to high traffic volumes on the LA 23 couplet using the Judge Perez Bridge and Belle Chasse Tunnel to cross the GIWW daily and during emergency evacuations of Plaquemines Parish, the condition of both the bridge and tunnel being beyond their design-lives, frequent bridge openings to allow for maritime traffic in the GIWW, frequent and extended tunnel closures for maintenance and repairs, the potential use of tolls to partially cover construction costs, environmental justice concerns, and the eligibility for both the bridge and tunnel to be listed on the National Register of Historic Places (NRHP).. Ms. Reid specifically worked with FHWA to separately document the impacts to the NRHP-eligible bridge and tunnel pursuant to Section 4(f) of the Department of Transportation Act of 1966 (49 US Code 303) and Section 18(a) of the Federal Aid Highway Act of 1968 (23 US Code 138). FHWA signed a Finding of No Significant Impact for the project on January 8, 2019.
(09/13 – 02/17)	**S.P. H.002344: LA 427 (Perkins Road): Siegen Lane – Highland Road (Environmental Assessment)** – Ms. Reid served as Environmental Lead. This project would widen Perkins Road from a two-lane roadway with poor level of service to a four-lane divided roadway with

	improved level of service with implementation of access management. The project was proposed as part of the Road Transfer Program and Mayor Holden's Green Light Program. The EA and line and grade-level design were prepared by consultants; however, Mr. Reid was involved in project decisions including: extension of the project termini (extension from Pecue to Highland in September 2014); additional noise studies with homeowner association outreach in 2016; EA and technical report review, comment, and submittal to FHWA. FHWA signed the Finding of No Significant Impact on February 9, 2017.
(07/14 – 09/16)	S.P. H.011295: LA 73 (Government Street): Road Diet (Categorical Exclusion) – Ms. Reid as the Environmental Coordinator. She planned and conducted public meetings; facilitated landowner/business owner outreach; represented DOTD at local government meetings; and wrote the environmental document. The Government Street Road Diet was spotlighted by former Mayor Holden; was featured in local media; and garnered public praise and opposition. FHWA approved the Categorical Exclusion on September 8, 2016. The project had an anticipated July 2017 letting date.
(12/14 – 09/17)	Interstate 10 Widening: I-49 eastward to Atchafalaya Floodway Bridge (Categorical Exclusions, S.P. H.003003, H.010601, H.003014) – Ms. Reid served as Environmental Lead. This project was completed on an accelerated schedule in order to qualify for FASTLANE Grant funding. Each of the three sections were processed using Categorical Exclusions: 1) I-49 to LA 328, 2) LA 328 to LA 347, and 3) LA 347 to Atchafalaya Floodway Bridge. As the Environmental Coordinator, Ms. Reid prepared each Categorical Exclusion which required public outreach including solicitation of views and public meetings.

				Meets MPR #5
Firm employed by ATLAS				
Name	David Fairlie, PE		Years of relevant experience with this employer	11
Title	Traffic Engineer / Air Analyst		Years of relevant experience with other employer(s)	4
Degree(s) / Years / Specialization			BS / 2006 / Civil Engineering	
Active registration number / state / expiration date			PE #42773 / Georgia / 12/31/2022 EIT #10243 / Connecticut Intersection Safety Workshop (FHWA-NHI 38007) Traffic Signal Design and Operation (FHWA-NHI-133028) Introduction to Context Sensitive Solutions (FHWA-NHI-142050) Design & Operation of Work Zone Traffic Control (FHWA-NHI-380003A) LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2017	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Data Collection, Traffic Modeling & Analysis (Attachment A Tasks: 2.0, 3.0, 4.0 and 6.0)	

Mr. Fairlie has experience working with traffic analysis software such as Synchro, SimTraffic, TSDWin, MicroStation, and AutoCAD. His duties include designing new or upgrading existing traffic control signals and traffic marking plans, reviewing consultant designs for their conformance with the Manual on Uniform Traffic Control Devices, optimize timing, phasing, detection and coordination of traffic signals for better traffic flow results; investigating and initiating proper engineering actions in response to inquiries and concerns of the general public, local and state officials (senators, state representatives, mayors, business leaders); preparing formal response to the inquiries on behalf of the Department; conducting benefit/cost analyses of traffic safety related projects; performing illumination studies of intersections and highways and determine if publicly funded lighting is warranted; reviewing traffic impact studies prepared by private consultants for future and existing major traffic generators; ensuring any proposed traffic mitigation improvements are adequate and meet current design standards; reviewing existing traffic control devices, pavement markings, signing, sight line conditions, etc., of high accident rate locations, intersections, and highway sections and initiate any necessary corrective actions (project recommendations, maintenance work orders, etc).

Software Skills: HCS, Synchro, and VISSIM

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).
(07/22 – Current)	**Clayton Interchange Feasibility Study: Conley I-285, Clayton County, GA** – Mr. Fairlie served as Traffic Engineer for a study to determine the feasibility of a new Conley Rd. interchange at I-285. The new Conley Rd. interstate access would provide a direct connection from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study area includes approximately 3.5 miles of I-285, the I-285 interchanges with South Loop Road, I-75, US 41, SR 54, and the associated arterial corridors with signalized intersections. Atlas prepared this study with robust stakeholder and public involvement during the entire feasibility study process, as the selection of the preferred alternative for interchange access was extremely important for the community as a whole. Mr. Fairlie was involved with traffic modeling, network analysis, growth rate determination, future conditions forecasting, comparison of the performance of different alternatives, and benefit/cost study.
(12/21 – 09/22)	**Hinesville Area Metropolitan Planning Organization: EG Miles Parkway Corridor Study, Hinesville, GA** – Mr. Fairlie served as Senior Traffic Engineer on this study that focused on capacity and safety improvements based on findings in a previous Road Safety Audit (RSA) performed by the Georgia Department of Transportation (GDOT) a few years prior. The scope included data collection, review of

	existing plans, traffic modeling, incorporation of GDOT RSA recommendations, schematic plans, signal warrants screening, ICE analysis, cost estimation, and detailed reporting. A multi-lane roundabout was included at one location as an additional analysis. Mr. Fairlie performed an analysis that required data collection, warrant analysis, safety analysis, and traffic modeling and software runs in Syncro/ SimTraffic. He compared traditional intersections improvements as well as alternate designs such as roundabouts, median u-turns, restricted crossing U-turns, and superstreet corridors.
(04/19 – 07/22)	**Georgia Department of Transportation (GDOT) PI #522570, US 84 Connector EA, Liberty County, GA** – Mr. Fairlie gathered and summarized accident data within the project boundaries. He performed level of service analyses for the road segments of the project corridor and the intersections along the project corridor for the existing, opening year, and design year conditions. He also conducted the air analysis with the most current software and analysis techniques and guidance provided by the Georgia Department of Transportation (GDOT) Office of Environmental Services (OES).
(01/18 – 10/18)	**US 41/SR 3 Widening from Windy Ridge Parkway to North Marietta Parkway, Cobb County, GA (PI 0010510) -** This project consists of six miles of widening US 41/SR 3 from a four-lane urban arterial with a two-way left turn lane to a six-lane urban arterial with a 20-foot raised median and a new bridge over SR 280/Delk Road. Mr. Fairlie supervised and assisted in the development of the projected opening and design year traffic as well as the traffic analysis of the corridor using SYNCHRO and HCS software. He further evaluated the intersections for improvements through the use of GDOT's newly adopted Intersection Control Evaluation (ICE) policy. This project proposes a Continuous Flow Intersection (CFI) at the intersection of Windy Hill Road and US 41/SR 3 and eight signalized Restricted Crossing U-Turns (RCUT).
(01/21 – 05/21)	**Market Place Boulevard Traffic Study, Forsyth County, GA -** The study to determine necessary improvements at Market Place Boulevard from Buford Highway to Market Place Boulevard at the Wal-Mart/Lowe's north driveways. Twenty-four-hour traffic counts were conducted for several key locations in the study area. The data obtained was used to determine the Average Daily Traffic (ADT). Turning movement counts were also conducted for the peak hours at five intersections along Market Place Boulevard. The peak hour data was used to conduct a traffic analysis of the Market Place Boulevard corridor and identify operational issues within the study area. This data was also used to determine if the intersections within the study area would meet the peak hour warrant for signalization.
(06/18 – 08/22)	**Freight Route 119 Safety and Operational Improvements, Liberty & Long Counties, Georgia -** Mr. Fairlie gathered and summarized accident data within the project boundaries. He performed level of service analyses for the road segments of the project corridor and the intersections along the project corridor for the existing, opening year, and design year conditions.
(05/18 – 08/18)	**SR 20/Cumming Highway at Hampton Station Boulevard, Cherokee County, GA -** Mr. Fairlie conducted a study to determine the feasibility of installing a traffic control signal at this intersection. He assessed whether a traffic signal would be warranted based on the criteria in the Manual on Uniform Traffic Control Devices.
(08/19 – 08/20)	**Ridgewalk and Towne Lake Interchanges – Cherokee County, GA -** Mr. Fairlie was responsible for determining the best possible future signal timings for the signals at the interchanges of Ridgewalk Parkway at I-575 and Towne Lake Parkway at I-575 under different design scenarios and ultimately deciding on the recommendation of a diverging diamond interchange at Ridgewalk Parkway rather than a traditional diamond that would have required a bridge replacement.

Firm employed by TranSmart, an Atlas Company			
Name	Charles McCarthy, PE, CVP	Years of relevant experience with this employer	7
Title	ITS Analytics Manager & Systems Engineer	Years of relevant experience with other employer(s)	1
Degree(s) / Years / Specialization		MS / 2014 / Civil Engineering (Transportation Systems) BS / 2012 / Civil Engineering	
Active registration number / state / expiration date		PE #062-071555 / Illinois / 11/30/2023 PE #12000543 / Indiana / 7/31/2024 PE #0402064520 / Virginia / 12/31/2023 Connected Vehicle Professional (CVP) LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2019	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Data Collection, Traffic Modeling & Analysis (Attachment A Tasks: 2.0, 3.0, 4.0, and 6.0)	

Mr. McCarthy has eight years of experience in transportation systems engineering, with a heavy emphasis on Intelligent Transportation Systems (ITS), traffic engineering, and data analysis. His career has included traffic simulation and modeling, capacity and operational analysis, urban flow and travel time studies, performance measurement, and project feasibility studies. His ITS experience includes systems engineering and planning, ITS architecture development, device configuration and integration, and the design and execution of data analysis strategies. Mr. McCarthy has gained broad experience in technical report writing and presenting his work at stakeholder meetings and conferences at TranSmart, an Atlas company,, an Atlas company. He has authored multiple traffic analysis papers on behalf of the Illinois Tollway, coauthored two published papers on big-data travel demand modeling, and presented on behalf of the Chicago Department of Transportation (CDOT) at multiple conferences.

Software Skills: SQL, ArcGIS, Python, MS Access, Power BI, RAD-IT (ITS Architecture), Putty (ssh), Filezilla (ftp), MioVision, VISSIM, HCS, Synchro, CUBE

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).
(01/22 – Present)	**Traffic Engineering Services, Illinois State Toll Highway Authority –** As a subconsultant, TranSmart, an Atlas company, is providing ongoing traffic engineering services to the Illinois Tollway. As project manager, Mr. McCarthy oversees this contract and all associated work. Ongoing tasks include an assessment and overhaul of the existing secondary **crash processing** and identification logic, and an evaluation of Variable Advisory Speed Systems nationally for potential deployment on the Tollway. Most notably, Mr. McCarthy is leading the Connected Vehicle (CV) Pilot program on this project. His responsibilities include configuring and integrating CV devices, systems engineering, test plan development, client-vendor coordination, data quality assurance, **data analysis**, **system and network maintenance,** roadmap development, and application advancement.
(02/16 – 10/22)	**Chicago Advanced Traffic Management System, Chicago Department of Transportation (CDOT), Chicago, Illinois** – TranSmart, an Atlas company, supported the Chicago Department of Transportation on their Active **Traffic Management** System (ATMS) and Chicago Smart Mobility (CSM) project. Mr. McCarthy led TranSmart, an Atlas company, 's data analyst role on this project, focusing on developing performance measurement strategies in support of the ATMS project goals. Tasks typically included database interaction and customization (SQL), designing task-specific algorithms when applicable, and delivering results via customized dashboard reporting (Power-BI) and maps (ArcGIS). Work focused on **tracking traveler behavior** during the COVID-19 Pandemic. Mr. McCarthy's accomplishments on the project included automating the department's **traffic reporting** mechanisms; enhancing the citywide **congestion model** by integrating point-based **traffic sensor data** into the segment-based algorithm; and demonstrating the correlation between local

	parking demand and adjacent vehicle speed. Mr. McCarthy presented his work in these areas on behalf of CDOT at three different conferences.
(01/21 – 11/22)	**CMAP Rethinking Mobility after COVID-19, Chicago Metropolitan Agency for Planning, Chicago, Illinois –** On Task 1, Mr. McCarthy provided state-of-the-industry summaries for the Chicago metropolitan area in the following sections: Intelligent Transportation Systems, Emerging Technologies, and Connected and Automated Vehicles. Mr. McCarthy led Task 3, which was a data analysis task summarizing transportation demand trends before COVID-19 began between and within the regional counties.
(03/15 – 06/23)	**Traffic and Incident Management Systems (TIMS) Integration, Illinois State Toll Highway Authority –** As project manager on the Traffic Engineering Services team, Mr. McCarthy provides directional oversight and quality assurance on TIMS tasks to both provide knowledge transfer as needed and to ensure synergy is maintained between the two Tollway projects. Recently, this has included testing of the TIMS2GO application during development and typically includes frequent communication with the TIMS team as part of Mr. McCarthy's responsibility to maintain the Tollway's Connected Vehicle system.
(06/15 – 10/19)	**Illinois Statewide ITS Architecture and Strategic Plan Update, Illinois Department of Transportation** – TranSmart, an Atlas company, led a team to update the Intelligent Transportation Systems (ITS) Architecture and Strategic Plan adopted by IDOT. In addition to general support for all project-related tasks, Mr. McCarthy is responsible for maintaining proficiency in RAD-IT (ITS architecture software). This included online training courses and periodic correspondence with the RAD-IT development team as they debugged early software versions. He later led groups of regional stakeholders through RAD-IT demonstrations at interactive workshops and was responsible for updating the Statewide ITS Architecture database.

Firm employed by TranSmart, an Atlas Company				
Name	Shane Misztal, PE, PTOE, PTP		Years of relevant experience with this employer	3
Title	Traffic Engineer		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization			BS / 2013 / Civil Engineering	
Active registration number / state / expiration date			PE #062-069951 / Illinois / 11/30/2023 Professional Traffic Operations Engineer (PTOE) #4465 Professional Transportation Planner #721 LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2017	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Data Collection, Traffic Modeling & Analysis (Attachment A Tasks: 2.0, 3.0, 4.0, and 6.0); Traffic Signal Inventory & Design (Attachment A Tasks: 7.0, and 9.0)	

Mr. Misztal has nine years of experience taking on a broad scope of traffic, transportation, and planning projects, ranging from multimillion-dollar highway projects to neighborhood traffic calming studies.

Software Skills: Synchro, VISSIM, Highway Capacity Software

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).
(08/20 – 2/21)	**I-290 Managed Lane Study, Illinois Department of Transportation, Cook County, IL** – Mr. Misztal was the traffic engineer for the capacity analysis of a roadway network of more than 50 intersections on major arterials along I-290 (Dwight D. Eisenhower Expressway) within Cook County. Capacity analysis using Synchro software was completed for both existing traffic and four different 2050 traffic scenarios to compare network operations among scenarios. Traffic data for the various 2050 traffic scenarios was developed by the client via a travel demand model. Mr. Misztal took the client's travel demand outputs and processed the data in Excel to determine the change in traffic demand in the roadway network among the different scenarios.
(03/21 – Present)	**O'Hare International Airport Terminal Expansion and Landside Operations, Terminal 5 Expansion, Chicago Department of Aviation (CDA), Chicago, Illinois** - TranSmart, an Atlas company, is developing operational plans for the new Terminal 5 garage during multiple construction phases. This includes developing operational maintenance of traffic plans with multiple stages and modeling these stages using VISSIM to determine the level of queuing and traffic flow for each operation scenario/stage around the Terminal 5 circulator. Mr. Misztal is the Traffic Engineer for the CDA's Terminal 5 expansion project. This project includes adding specific elements such as vehicle design and input, vehicle routes, parking assignments, configuring conflict areas, and signal analysis. Mr. Misztal was responsible for modeling operational and queue analyses for various design alternatives for freeway ramp design including using VISSIM to provide roadway design-minimums that allow for the design to accommodate expected vehicular demand along the ramp.
(03/20– Present)	**Phase I Congress Parkway Structure at Old Post Office, Illinois Department of Transportation, Chicago, IL** – As a subconsultant, TranSmart, an Atlas company, supported Phase I engineering services required for all work associated with the preparation of preliminary engineering and environmental studies to improve the Congress Parkway bridge through the Old Post Office. Mr. Misztal was responsible for creating the traffic management plan and conducting the work zone analysis for the traffic management plan.
(07/20 – 04/22)	**Elgin-O'Hare Western Access (EOWA), Illinois State Toll Highway Authority, Cook County, Illinois** – This project included the construction of a new, all-electronic toll road around the western border of O'Hare International Airport linking the Jane Addams Memorial Tollway (I-90) and the Tri-State Tollway (I-294), the extension of the Elgin O'Hare Expressway east along Thorndale Avenue to O'Hare, and the rehabilitation and widening of the existing Elgin O'Hare Expressway. TranSmart, an Atlas company, was responsible for the

	preparation of the Roadway Lighting Concept Design Report for the entire EOWA project. TranSmart, an Atlas company, is also responsible for all **traffic capacity analysis** and **Synchro** model development for a variety of design alternatives. Upon selecting the preferred alternative, TranSmart, an Atlas company, finalized the models and **capacity analyses** and prepared **intersection design studies for ten intersections and interchange design studies for two interchanges** within the study area. Mr. Misztal conducted the **capacity analysis** and **Synchro** model development for all the design alternatives and assembled the **intersection design study** for the project.
(07/20 – 12/20)	**Roberts Road and 87th Street – Intersection Reconstruction, Cook County Department of Transportation and Highways, Hickory Hills, Illinois –** TranSmart, an Atlas company, provided engineering consulting for **intersection sight distance analysis, traffic and pedestrian signals, lighting, maintenance of traffic, Highway capacity software analysis, and red-time queue lengths, intersection design studies,** Quality Assurance/Quality Control, and administration services. Mr. Misztal supported the project with traffic engineering services.
(05/20 – 12/20)	**North Ashland Transit Signal Priority System, Chicago Transit Authority, Chicago, Illinois** - The CTA implemented **Transit Signal** Priority along the Western Avenue (Howard Street to 79th Street) and south Ashland Avenue (Cermak Road to 95th Street) **corridors**. Mr. Misztal prepared and assisted in the development of the **traffic signal timing plans** and performed the **Synchro analysis** for the **transit signal priority** implementation of 58 intersections.
(01/22 – 11/22)	**South Lakefront and Museum Campus Access Improvement Study, Chicago Department of Transportation, Chicago, Illinois** - As a subconsultant, TranSmart, an Atlas company, supported an alternatives study and feasibility assessments of certain access improvements to the South Lakefront and Museum Campus. Mr. Misztal was responsible for conducting the existing conditions **traffic analysis** using **Synchro** for the project. In addition, he created concept exhibits for the project area, 29th Street Station, and the Museum Campus busway.

Firm employed by TranSmart, an Atlas Company			
Name	Andrew Freeman, PE, PTOE	Years of relevant experience with this employer	3
Title	Traffic Engineer	Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization		BS / 2014 / Civil and Environmental Engineering	
Active registration number / state / expiration date		PE #062-070815 / Illinois / 11/30/2023 PTOE #4607 LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2018	Discipline	Civil Engineering
Contract role(s) / brief description of responsibilities		Traffic Signal Inventory and Design (Attachment A Tasks: 7.0 and 9.0)	

Mr. Freeman has experience in traffic impact analyses, simulation, capacity studies, traffic signal design, and maintenance of traffic (MOT) plans for various types of traffic- and transportation-related projects. He has worked on several Phase I and Phase II roadway reconstruction projects, viaduct/bridge replacements, and traffic signal design for agencies that include the Cook County Department of Transportation and Highways, Chicago Department of Transportation, Illinois State Toll Highway Authority, and Illinois Department of Transportation.

Software Skills: Synchro, Sim Traffic

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).
(01/22 – Present)	**Traffic Engineering Services, Illinois State Toll Highway Authority, Chicago, IL** - As a subconsultant, TranSmart, an Atlas company, is providing ongoing traffic engineering services to the Illinois Tollway. Tasks include assessing and overhauling the existing secondary crash processing and identification logic and evaluating Variable Advisory Speed Systems nationally for potential deployment on the Tollway.
(09/22 – Present)	**City-Wide Bascule Bridges Sidewalks Rehabilitation, Chicago Department of Transportation, Chicago, IL -** TranSmart, an Atlas company's scope includes the inspection of existing structures, structural design, utility coordination, U.S. Coast Guard and U.S. Army Corps of Engineers coordination, construction staging, and traffic control. Mr. Freeman is providing traffic engineering services for this task order to rehabilitate movable bridge sidewalks and correct existing conditions that could pose a hazard to vehicular or pedestrian traffic. Mr. Freeman also worked on both the Canal Street bascule and the Cermak Road bascule bridges.
(10/21– 10/22)	**Illinois Route 50/83 (Cicero Avenue) at Midlothian Turnpike, 135th Street and Cal Sag Road, Illinois Department of Transportation, Village of Crestwood, IL** – This project involved traffic signal modernizations at the intersections of Illinois Route 50/83 (Cicero Avenue) at Midlothian Turnpike, 135th Street, and Cal Sag Road. The traffic signal modernizations included new signals, poles, mast arms, handholes, conduits, cable, and controller cabinet. This project also included new fiber optic and tracer cables along Illinois Route 50/83 between Midlothian Turnpike and Cal Sag Road and new interconnect conduits and handholes as required. Mr. Freeman served as a Traffic Engineer for this project.
(03/20 – 09/21)	**IL 132 (Grand Avenue) from Deep Lake Road to Munn Road, Phase II, Illinois Department of Transportation, Lake County, IL** – TranSmart, an Atlas company, provided permanent and temporary traffic signals, permanent interconnects, and erosion control services for improvements at Illinois Route 132 (IL 32 - Grand Avenue) from Deep Lake Road to Munn Road. The project involved Phase II engineering services for the roadway widening of IL 132 to add a left turn channelization and a median. Mr. Freeman served as a Traffic Engineer for this project.

(08/20 – 02/21)	**Eisenhower Expressway (I-290) Travel Demand Scenario Analysis, Illinois Department of Transportation, Cook County, IL** – Mr. Freeman provided **traffic modeling and analysis** services for the Eisenhower Expressway **corridor**, which is Interstate 290 (I-290) between Mannheim Road to Racine Avenue, to evaluate the impacts of both COVID-19 and implementing tolling along I-290 for **travel demand** and the surrounding **street network**. The scope included data collection of existing geometry and **traffic volume data**, creation of detailed future **traffic models** for each scenario, evaluation of various detailed measures of effectiveness, and comparison of scenarios based on measures of effectiveness.
(07/20 – 12/20)	**Roberts Road and 87th Street – Intersection Reconstruction, Cook County Department of Transportation and Highways, Hickory Hills, IL –** TranSmart, an Atlas company, provided engineering consulting for **intersection sight distance analysis, traffic and pedestrian signals, lighting, maintenance of traffic, Highway Capacity Software (HCS) analysis, red-time queue lengths, Intersection Design Studies**, Quality Assurance/Quality Control, and administration services. Mr. Freeman served as a Traffic Engineer for this project.
(04/20 – 05/27)	**Various Capital Improvement Projects, Design and Program Management – C*NECT, Chicago Department of Transportation, Chicago, IL** – As a subconsultant, TranSmart, an Atlas company, is providing engineering design support and program management services for various projects at multiple locations. Mr. Freeman provides traffic engineering services for various capital improvements, including the shared-cost sidewalk program, sidewalk repair program, new and **upgraded traffic signal designs**, and **mobility improvements** throughout the City.
(01/20 – 02/21)	**Canal Street (Adams Street to Madison Street) – Viaduct Rehabilitation, Chicago Department of Transportation, Chicago, IL** – As a subconsultant, TranSmart, an Atlas company, was responsible for the **Maintenance of Traffic** (MOT) during construction, including **temporary signals, traffic signal**, and lighting design. The full project scope included the removal and reconstruction of the existing bridge carrying Canal Street and the full roadway reconstruction and streetscaping for this portion of Canal Street. Mr. Freeman provided Phase II **traffic engineering design and post-design** services for the rehabilitation of the Canal Street viaduct from Adams Street to Madison Street over Union Station's South Platform and Amtrak lines.

Firm employed by ATLAS			
Name	Dino Pampolina	Years of relevant experience with this employer	1
Title	Senior ITS/Signal Designer	Years of relevant experience with other employer(s)	26
Degree(s) / Years / Specialization		BSCET / 1997/ Civil Engineering Technology	
Active registration number / state / expiration date		IMSA Traffic Signal Level II	
Year registered	n/a	Discipline	ITS / Traffic Engineering
Contract role(s) / brief description of responsibilities		Traffic Signal Inventory and Design (Attachment A Tasks: 7.0 and 9.0)	

Mr. Pampolina has 27 years of experience in traffic signal design, intersection improvements, and ITS design. Mr. Pampolina has been involved in over 253 traffic signal designs, several intersection improvement projects, ten arterial ITS designs, four freeway ITS designs, three design-build projects, integration (logical networks and splicing diagrams), ITS master plans, utility coordination, sign and marking projects, railroad permits, concept reports, standards and specifications development/reviews, and cost estimating. Mr. Pampolina has been involved in project reviews through Atlas's engineering services contracts with GDOT and Gwinnett County, which continues to reinforce his understanding of project constructability. He has served as a project engineer, project coordinator, and project manager. Dino regularly conducts signal/ITS design workshops for junior engineers.

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).
(02/22 – Present)	**Georgia Department of Transportation: SigOps Traffic Signal Operations Program, West Metro Atlanta, GA –** Mr. Pampolina serves as Maintenance Manager, leading maintenance initiatives for four counties within the Western Region. Responsible for administering on-call requests (OCRs) for GDOT's maintenance contract and allocating a budget of $850,000 by issuing work orders to several contractors. The position involves communication closely with GDOT and contractors to ensure **1,450 signals** are maintained. Handling all emergencies, getting contractors on-site quickly to keep operations running smoothly, and keeping the **traveling public** home safe for their families. The OCRs include repairs and upgrades to signal and ITS devices at any signal locations in the West Metro Region.
(03/22 – Present)	**GDOT Engineering Design Review Services, Statewide, GA –** Mr. Pampolina serves as Project Reviewer responsible for ensuring that the **current signal & ITS design** manuals, standards, details, and specifications are followed in the plan development. Also, he assesses to determine if the designs are constructible and reassesses the quantities for accuracy.
(10/99 – Present)	**GDOT Statewide Traffic Signal Upgrades, Statewide, GA –** Mr. Pampolina serves as Project Manager/Lead Designer for several statewide traffic signal design contracts. This design included four systems with 42 traffic signal upgrades in downtown Atlanta. He led the team in developing a project charter, **field inventory, signal design**, fiber optic communications design, plans production, **utility coordination**, environmental coordination, **field plan review**, details development, special provisions, and **cost estimates**. Pedestrian accommodations included pedestal and push button design, pedestrian **phasing**, and **crosswalk/curb ramp design**. Medians, islands, and curb radii were improved where necessary to accommodate trucks and protect **signal equipment**. While ensuring the quality of work, Mr. Pampolina kept the team within budget and on schedule for each milestone.
(04/19 – 06/20)	**West Lawrenceville ITS Enhancement Project, Lawrenceville, GA** – Mr. Pampolina served as Project Manager/Lead Design Engineer for the urban/rural management system that included 4.4 miles of 48 and 72 fiber optic communication systems, consisting of six CCTV cameras and drop cables to **eight traffic signals**, which updated the existing hub in the Cruse Road fire station. An Ethernet communications topology was designated to incorporate into GDOT's NaviGAtor **Advanced Traffic Management System (**ATMS). He led the team for locations of CCTV cameras, the layout of the 48 and 72 fiber trunk lines, **utility coordination**, preparation of plans, **field plan reviews**, ensuring the quality of work, and keeping the team within budget and on schedule for each milestone.

(09/18 – 10/21)	**SCDOT On-Call Traffic Signal Design Services, Statewide, SC** – Mr. Pampolina served as Project Lead Engineer **for seventeen signal designs** for Districts 2 and 3 under a signal design services agreement. Also, he prepared preliminary **signal plans** for **eleven traffic signals** in Districts 3 and 4. The **signal design** includes field inventories, utility coordination, right-of-way verification, plan sheet preparation, quantities, specifications, and cost estimates.
(02/16 – 09/21)	**ARDOT On-Call Design Services, Statewide, AR –** Mr. Pampolina served as Lead Traffic Designer most recently for a widening project along Hwy 5 from Hwy 183 to the Pulaski County line, which includes a **traffic signal** at the **intersection** of Stagecoach Rd and Bryant Parkway. The project involved ADA ramps, **LED signal heads**, Flashing Yellow Arrows, LED countdown **pedestrian signal heads**, overhead signage, and following ARDOT's standards, specifications, and MUTCD standards. On a previous project along the **corridor** of Kanis Rd, **upgraded the signals** at Kanis Rd and Shackelford Rd. and designed a **new signal** at Kanis Rd and Center View Dr. Brought the Shackelford Road signal up to current ARDOT and MUTCD standards, specifications, and CADD structures.
(04/13 – 07/15)	**I-75 South Managed Lanes Design/Build; Henry County, GA –** Mr. Pampolina served as Project Engineer for the design of **ITS field devices** along a 12.5-mile section of the reversible managed lanes to I-75 and I-675 from SR 155 to SR 138 in Henry and Clayton Counties. This system was one component of a design-build project, which included the addition of managed reversible lanes with toll gates, including coordination between GDOT and SRTA. It included the layout of fiber optic trunk lines, drop cables, CCTV cameras, changeable message signs, video detection systems, and traffic signals along the arterials. Prepared **construction plans**, details, and railroad permits.

Firm employed by ATLAS				
Name	Jacqueline "Jackie" Wood		Years of relevant experience with this employer	< 1
Title	Senior Civil Designer		Years of relevant experience with other employer(s)	44
Degree(s) / Years / Specialization			BS / 1980 / Home Economics, Southeastern Louisiana University	
Active registration number / state / expiration date			N/A	
Year registered	N/A	Discipline	Civil	
Contract role(s) / brief description of responsibilities			Access Management & Traffic Signal Plan Development (Attachment A Tasks: 5.0, 7.0, and 9.0)	

Ms. Wood's experience includes creating roadway plans (design and drafting). She assists contractors and engineers with coordinating field changes and creating work drawings and change orders. She has been responsible for feasibility studies and the training of engineer interns and CAD technicians. She is versed in working with LADOTD graphics to add symbology parameters for the Road Design Standards for CADconform. Her skills include proficiency in MicroStation Inroads, OpenRoads 2021, Autoturn 11, LADOTD CADconform, and AutoCAD Civil 3D 2018.

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).
(07/17 – 12/20	**S.P. No. H.010960 – Traffic Engineering Management Roadway Projects- LA 30 Roundabouts at Tanger and I-10 / LADOTD / Ascension Parish, LA** – Ms. Wood served as Lead Designer, responsible for the design of intersection and corridor improvements along LA 30. The design included three roundabouts, J-turn, and turn lanes.
(03/14 – 06/17)	**S.P. No. H.010572.1: Stage 0 Feasibility Study and Environmental Inventory for LA 30 (Ashland Rd. to LA 44) / LADOTD / Ascension Parish, LA** – As lead designer, Ms. Wood assisted in completing the existing plan sheets. She assisted in creating plan views for approximately 20 interchanges considered in the Tier 1 interchange analysis. Interchange layouts included DDI, Roundabouts, partial and full cloverleafs, SPUI, directional interchanges, and diamond interchanges. Once the final three interchanges were selected for continuance to Tier 2, she assisted with the plan and profile sheets for each proposed alternative.
(04/15 – 07/16)	**S.P. No. H.005734: Stage 1 Environmental Assessment for LA 447 Corridor Study** – Ms. Wood served as the Lead Designer for this project, created proposed typical sections, and assisted with the determination of the existing roadway classification. She assisted with the plan preparation for the corridor improvements and the proposed partial cloverleaf interchange with double roundabouts.
(07/17 – 06/19)	**S.P. NO. H.011909 Traffic Engineering Management Roadway Projects – Roundabout: US 171 at Boone St. / LADOTD / Vernon Parish, LA** – Ms. Wood served as the Lead Designer responsible for the design of intersection and corridor improvements along US 171. The design included a roundabout, J-turn, and turn lanes.
(07/17 – 01/20)	**S.P. No. H.011137 - I-12: LA 21 to US 190 Widening Design / LADOTD / St. Tammany Parish, LA** – The design will widen I-12 between LA 21 to US 190 to provide a median barrier, inside additional lanes, and outside auxiliary lanes. Ms. Wood served as Senior Designer, responsible for roadway design, modeling, plan production, LADOTD formatting, and CADConform compliance. Restriping and pier protection were designed to avoid major realignment of roads passing under the interstate overpass, ultimately providing time and cost savings for the project. Many lane transitions and drops were part of this design, as well as auxiliary lane and transitions to existing ramp alignments. Coordination between the bridge engineers and the roadway designers was key to completing a cohesive design.
(03/15 – 07/16)	**US 90 & Prater Road Turn Lane Improvements / LADOTD / Calcasieu, LA** – Ms. Wood served as Lead Designer completing the preliminary and final plan sheets, creating baselines, sequence of construction and striping and signage plans for this project. This project involved the addition of turn lanes and an acceleration lane at the US 90 and Prater Road intersection.

(02/10 – 12/11)	**S.P. No. 450-10-0159: I-10 Widening Design-Build Siegen Ln. (LA Hwy 3246) to Highland Rd. (LA Hwy 74) / LADOTD / East Baton Rouge Parish, LA -** Ms. Wood served as Lead Designer during her employment at Volkert, Inc. on this project which involved the widening of I-10 and the reconstruction of the KCS bridge. Ms. Wood designed and produced MicroStation plans for ramp C at Highland, maintenance of construction, joint layout, and assisted in the plans and details required during construction.
(06/08 – 10/09)	**S.P. No. 700-96-0007: Stage 0 Feasibility Study and Environmental Inventory for Additional Capacity of I-10 from Siegen Lane to Sorrento for LADOTD** – Ms. Wood served as Lead Designer during her employment at Volkert, Inc. on this project which considered several alternatives for widening the I-10 corridor and determined the potential impacts and estimated construction cost. She created cross-sections to determine impacts, prepared intersection layouts, plan, and profile sheets.

Firm employed by ATLAS				
Name	Steven Gilliam, PE		Years of relevant experience with this employer	1
Title	Project Engineer		Years of relevant experience with other employer(s)	6
Degree(s) / Years / Specialization			BS / 2014 / Civil Engineering	
Active registration number / state / expiration date			PE #46515 / Louisiana / 09/30/2024 LADOTD Traffic Engineering Process & Report – Modules 1 -3 *(Training scheduled and will be completed within 60-days of selection)*	
Year registered	2022	Discipline	Civil Engineering	
Contract role(s) / brief description of responsibilities			Access Management Plan Development (Attachment A Task: 5.0)	

Mr. Gilliam is an experienced Civil Engineer with a demonstrated history of working in the civil engineering industry. Skilled in Civil 3D, AutoCAD, Microsoft Excel, Customer Service, Microsoft Word, and Engineering. Strong engineering professional with a Bachelor's Degree focused in Civil Engineering from Louisiana State University.

Experience dates (06/18–11/22)	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).
(08/21 – 11/22)	**20-CP-HC-0014: MOVEBR Sherwood Forest Extension: Greenwell Springs to Joor Road, Baton Rouge, LA** – Mr. Gilliam was the Designer, and his role included **civil road design** (layout, grading, drainage, utility coordination, etc.) and project coordination. He designed the road transitions, alignment, and layout, calculated pipe size for the subsurface drainage systems, and calculated cut and fill volume. Mr. Gilliam was responsible for **analyzing** existing site conditions for proper site grading. He produced and **reviewed construction plans,** as well as provided oversight of other engineers working on construction plans. He was also responsible for calculating the **construction cost** estimate.
(08/19-05/21)	**MOVEBR Old Hammond Highway Expansion, Baton Rouge, LA** – Mr. Gilliam was the Designer, and his role included **civil road design** (layout, grading, drainage, utility coordination, etc.) and project coordination. He was responsible for the project's execution, budget, schedule, and **design**, including an **alignment study**, H&H, subsurface drainage, boxed culvert **crossing analysis and design,** and complete streets design concepts. The project design was of horizontal and vertical geometry and included DOTD turn lanes at both State Route Intersections. Mr. Gilliam managed subs for geotech, **traffic study, and signal design**. Additionally, he coordinated with the EBR DPW during the project, obtained approvals from LADOTD, prepared all required documents, and supported the City/Parish through bidding, contracting, and **construction**. He led a small, lean team to study, design, permit and approve the project on an accelerated schedule to meet tight funding timelines.
(08/21-09/22)	**American Rescue Acts Drainage Program Management, Baton Rouge, LA** – Mr. Gilliam served as the Project Manager. His duties included site recon, **preparation of bid packages**, **preparation of quantities and cost estimates**, and issuing the packages to the city for advertisement. This project included clearing and removing debris from over 16 miles of drainage channels located throughout Baton Rouge.
(06/18-08/19)	**Ascension Parish Courthouse, Gonzales, LA** – Mr. Gilliam served as the lead civil designer for a new three-story courthouse facility adjacent to the Parish Governmental Complex. His role included civil design, including site plan development, site grading, drainage design, and utility coordination, as well as construction administration for the facility, In coordination with Grace Hebert Architects. The project included **vehicular and pedestrian circulation improvements,** re-routing of a major drainage artery, expansion of an existing detention basin, as well as new culverts under E. Worthy St., which provided drainage relief to upstream neighborhoods, solving a regional drainage problem.

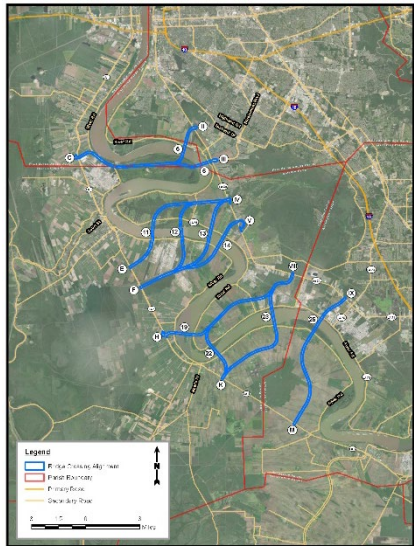
section 17

projects

DOTD FORM: 24-102

Firm Name	ATLAS	Past Performance Evaluation Discipline(s)*	Planning
Project Name	MISSISSIPPI RIVER BRIDGE SOUTH GBR: LA 1 TO LA 30 CONNECTOR	Firm responsibility	Prime
Project Number	H.013284	Owner's Name	LADOTD
Project Location	Baton Rouge, LA	Owner's Project Manager	Paul Vaught III, PE
Owner's Address, Phone, Email	1201 Capitol Access Road | Baton Rouge, LA 70802 | (225) 379-1816 | paul.vaughtiii@la.gov		
Services Commenced By This Firm (Mm/Yy)	07/20	Total Consultant Contract Cost ($1,000s)	$3,280
Services Completed By This Firm (Mm/Yy)	ongoing	Cost of consultant services provided by this firm ($1,000s)	$722

PROJECT DESCRIPTION



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

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

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

SIMILARITIES TO IDIQ

- Project Management
- Traffic Modeling
- Data Collection
- Network Analysis
- Stage 0

FIRM MEMBERS INVOLVED: Buddy Gratton, Principal-In-Charge; Kara Moree, Environmental Management; Maria Bernard Reid, Environmental Lead; Todd Long, Traffic QA/QC; LN Manchi, Traffic Management

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

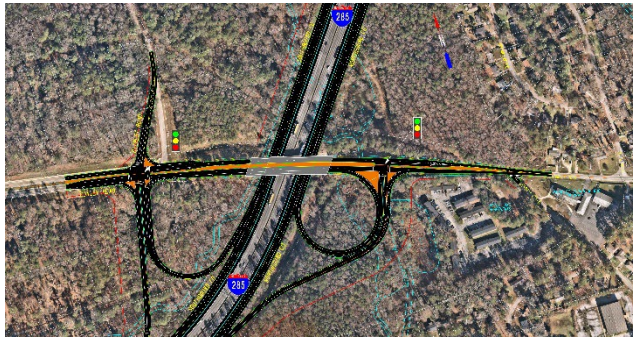
DOTD FORM: 24-102

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

PROJECT DESCRIPTION

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

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



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

SIMILARITIES TO IDIQ

- + Project management
- + Stage 0 feasibility studies
- + Warrant analysis
- + Traffic modeling
- + Network analysis
- + Data collection

FIRM MEMBERS INVOLVED: L.N. Manchi, Project Manager; Todd Long, Principal-in-Charge; Brandon DeJean, Key Team Member (Traffic) and QA/QC; Robinson Nicol, Key Team Leader (Traffic), David Fairlie, Traffic Engineer

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	ATLAS	Past Performance Evaluation Discipline(s)*	Traffic
Project Name	GDOT: SIGOPS TRAFFIC SIGNAL OPERATIONS PROGRAM	Firm responsibility	Subconsultant
Project Number	21-4000-21052	Owner's Name	Georgia Department of Transportation (GDOT)
Project Location	West Metro Atlanta, GA	Owner's Project Manager	Anna Plegachova, PE
Owner's Address, Phone, Email	600 West Peachtree St. NW | Atlanta, GA 30308 | (404) 635-2842 | aplegachova@dot.ga.gov		
Services Commenced By This Firm (Mm/Yy)	11/21	Total Consultant Contract Cost ($1,000s)	$25,000
Services Completed By This Firm (Mm/Yy)	Present	Cost of consultant services provided by this firm ($1,000s)	$2,500

PROJECT DESCRIPTION

Atlas serves as a sub on the Gresham Smith team to operate and maintain traffic signals in the west metro region. The scope of this five-year-contract project includes actively managing traffic and signal operations in Cobb County, and Atlas regularly coordinates with local jurisdictions, including the City of Smyrna, the City of Marietta, and surrounding counties.

SigOps is a robust maintenance program with a menu of contract services, including On-Call Requests (OCR), quick response OCRs, partnering with locals, and dedicated maintenance staff commitment. Atlas is responsible for optimizing the signal systems along these commuter routes to maximize efficiency and throughput to reduce congestion and increase travel time reliability. We also have performed traffic engineering studies to evaluate operations, phasing, and safety. We are responsible for creating and maintaining a detailed inventory of all signal equipment malfunctions in the field; troubleshooting and repairing field hardware; performing routine preventative maintenance; installing new signal and ITS equipment as needed to benefit the operations and management of the systems; and actively managing the corridor both in the field and from central. Performance measures were collected regularly, including equipment failures, equipment repairs, proactive identification of malfunctions, throughput, and travel time/delay studies.

SIMILARITIES TO IDIQ

- + Project management
- + Warrant analysis
- + Traffic modeling
- + Network analysis
- + Data collection
- + Traffic signal inventory
- + Signal design

FIRM MEMBERS INVOLVED: Robinson Nicol, Maintenance Lead; Dino Pampolina, Maintenance Manager

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	ATLAS	Past Performance Evaluation Discipline(s)*	Traffic
Project Name	HINESVILLE AREA METROPOLITAN PLANNING ORGANIZATION: EG MILES PARKWAY CORRIDOR STUDY	Firm responsibility	Prime
Project Number	21-4000-21053	Owner's Name	Liberty County Planning Commission
Project Location	Hinesville, GA	Owner's Project Manager	Jeff Ricketson, AICP, Executive Director
Owner's Address, Phone, Email	100 Main Street, Suite 7520 Hinesville | Georgia 31313 | (912) 408-2033 | jricketson@thelcpc.org		
Services Commenced By This Firm (Mm/Yy)	11/21	Total Consultant Contract Cost ($1,000s)	$185
Services Completed By This Firm (Mm/Yy)	11/22	Cost of consultant services provided by this firm ($1,000s)	$146

PROJECT DESCRIPTION

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

The study focuses on capacity and safety improvements based on findings from a previous Road Safety Audit (RSA) performed by GDOT a few years prior. The scope included data collection, review of existing plans, traffic modeling, incorporation of GDOT RSA recommendations, schematic plans, signal warrants screening, ICE analysis, cost estimation, and detailed reporting. A multi-lane roundabout was included at one location as an additional analysis. Atlas held stakeholder, public, and focus group meetings and presented to elected officials, technical committees, GDOT District staff, and policy committees for adoption.

SIMILARITIES TO IDIQ

- + Project management
- + Warrant analysis
- + Traffic modeling
- + Network analysis
- + Data collection

FIRM MEMBERS INVOLVED: Robinson Nicol, Project Manager; David Fairlie, Senior Traffic Engineer; Brandon DeJean, QA/QC; LN Manchi, QA/QC

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	ATLAS	Past Performance Evaluation Discipline(s)*	Traffic / Road
Project Name	GDOT ENGINEERING DESIGN REVIEW SERVICES	Firm responsibility	Prime
Project Number	21-3400-21511	Owner's Name	Georgia Department of Transportation (GDOT)
Project Location	Statewide, GA	Owner's Project Manager	Walter Taylor, PE, Assistant State Project Review Engineer
Owner's Address, Phone, Email	600 West Peachtree Street | Atlanta, GA 30308 | (404) 631-1922 | wtaylor@dot.ga.gov		
Services Commenced By This Firm (Mm/Yy)	*Most recent contract signed 10/20*	Total Consultant Contract Cost ($1,000s)	$ 5,000 *(Since 10/2020)*
Services Completed By This Firm (Mm/Yy)	Present	Cost of consultant services provided by this firm ($1,000s)	$4,000

PROJECT DESCRIPTION

Atlas facilitates Field Plan Reviews (FPRs) statewide on behalf of GDOT and reviews engineering plans for quality. Atlas has worked on the Engineering Design Review Services contract since its inception. The Atlas team has performed over 400 project reviews worth more than $4.5 billion in construction. Our reviews ensure conformance to AASHTO, GDOT Design Policy Manual, GDOT standards, details, specifications and special provisions, Plan Development Process (PDP), and Plan Presentation Guide (PPG). Plan conformance to concept report, value engineering implementation, and green sheet is also reviewed. Project types include widenings, interchanges, bridge replacements, multi-purpose trails, traffic safety design, traffic capacity, traffic design studies, and traffic signal upgrades. Project-related special provisions are documented. The focus of the Preliminary Field Plan Review (PFPR) review is to verify the project is ready to go right-of-way, as well as the beginning coordination with existing utilities.

The Final Field Plan Review (FFPR) focuses on checking quantities, cost estimates, and contract documents to ensure the project is ready to be let. Typical section and quantities should meet the approved pavement design, and utility relocations should be finalized. Environmental commitments should be finalized with environmentally sensitive areas shown on the plans. All FPRs include a site visit to clarify plan items and document new construction or development and utility/drainage conflicts. An additional service provided in this contract is to review and process all concept reviews for GDOT. This contract has helped Atlas create several expert plan reviewers on our staff.

SIMILARITIES TO IDIQ

- + Project management
- + Traffic signal upgrades
- + Traffic safety design
- + Traffic capacity and traffic design studies
- + Task order contract with independent reviews

FIRM MEMBERS INVOLVED: Buddy Gratton, Principal-In-Charge; Robinson Nicol, QA/QC Engineer; LN Manchi, QA/QC; Dino Pampolina, Project Reviewer

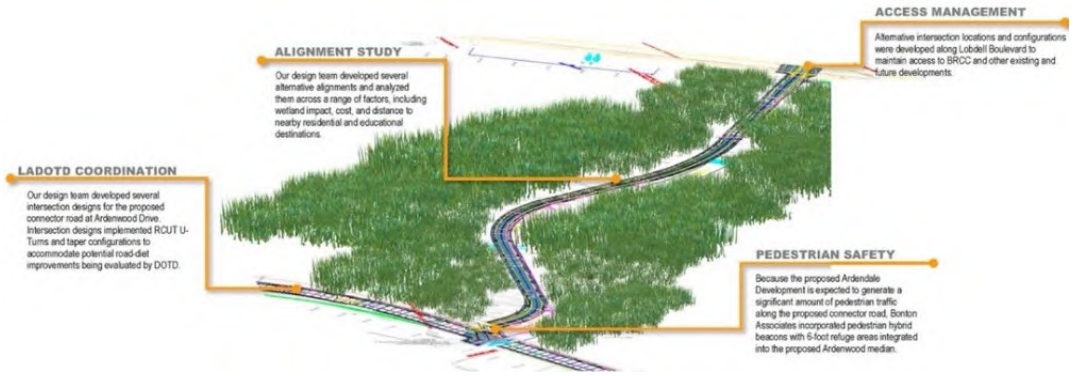
PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	BONTON ASSOCIATES	Past Performance Evaluation Discipline(s)*	Road
Project Name	ARDENWOOD-LOBELL CONNECTOR FINAL DESIGN	Firm responsibility	Prime
Project Number	20-CP-HC-0017	Owner's Name	East Baton Rouge Parish of Department of Transportation and Drainage
Project Location	Baton Rouge, LA	Owner's Project Manager	Kahli Cohran, PE
Owner's Address, Phone, Email	222 Saint Louis Street, 8th Floor, Baton Rouge, LA | 225-283-0101 | cohran@civilsolutionscgi.com		
Services Commenced By This Firm (Mm/Yy)	11/22	Total Consultant Contract Cost ($1,000s)	$677
Services Completed By This Firm (Mm/Yy)	07/23	Cost of consultant services provided by this firm ($1,000s)	$677

PROJECT DESCRIPTION

Bonton Associates is contracted by the City-Parish/MOVEBR Program to prepare the Final Design of a new connector toad within the proposed Ardendale development. The proposed section is an urban/walkable 2-lane road with pedestrian and bicycle accommodations. The connector road will connect Ardenwood Drive and Lobdell Boulevard and improve capacity, pedestrian connectivity, safety, and access management. The Final Design components include: Topographical Survey and Development of Right-of-Way maps; Subsurface Utility Engineering (SUE); Landscaping and Green Infrastructure Implementation; Electrical and Illumination Design; Final Design Roadway and Drainage Construction Plans & Specifications.



SIMILARITIES TO IDIQ

- Traffic Analyses
- Traffic Counts
- Existing Conditions Assessment
- Roadway Design (Horizontal/Vertical)
- Intersection Design/Layout
- Traffic Control Evaluations

As prime roadway designer, Bonton Associates will develop the design plans through preparing horizontal and vertical geometry, drainage analysis, drainage design, design drainage maps, green infrastructure analysis and design, earthwork modeling, design surface modeling, quantities, and engineering calculations.

FIRM MEMBERS INVOLVED: Marcus Bonton, PE - Principal; LaDarien Beene, PE, PTOE - Project Manager

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	BONTON ASSOCIATES	Past Performance Evaluation Discipline(s)*	Road
Project Name	LA 20: LA 304 – LA 307	Firm responsibility	Subconsultant
Project Number	H.014728.5	Owner's Name	Louisiana Department of Transportation & Development (LADOTD)
Project Location	Lafourche Parish	Owner's Project Manager	D'lon B. Spurlock, PE
Owner's Address, Phone, Email	1201 Capital Access Road, Baton Rouge, LA | 225-379-1948 | dlon.spurlock@la.gov		
Services Commenced By This Firm (Mm/Yy)	11/22	Total Consultant Contract Cost ($1,000s)	$220.65
Services Completed By This Firm (Mm/Yy)	09/23	Cost of consultant services provided by this firm ($1,000s)	$100 (est.)

PROJECT DESCRIPTION

Bonton Associates was contracted as a subconsultant (*under the 4400019010 IDIQ Contract for Roadway Design Services*) to perform all engineering services necessary for the design and development of construction plans to construct six-foot shoulders along a five-mile segment of LA 20 between LA 304 and LA 307 in Lafourche Parish, LA. The existing road is a two-lane rural roadway with a combination of open ditch and subsurface. In conjunction with the shoulder improvements, drainage analysis and design (for open ditch and subsurface), earthwork, and pavement markings and signage design are provided.

SIMILARITIES TO IDIQ

- Traffic analyses
- Traffic counts
- Existing conditions assessment
- Roadway design (horizontal/vertical)
- Maintenance of Traffic (MOT)

In compliance with LADOTD design guidelines, Bonton Associates will prepare Preliminary and Final Design Plans for the shoulder widening and associated drainage design. As part of the deliverable, typical sections, details, plan & profile sheets (horizontal/vertical geometry), drainage design (open and subsurface), design drainage maps, earthwork modeling (design surface/DTM), cross-sections, engineering calculations, and quantities are to be completed.

FIRM MEMBERS INVOLVED: Marcus Bonton, P.E.-Principal; LaDarien Beene, P.E., PTOE- Project Manager

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

DOTD FORM: 24-102

Firm Name	BONTON ASSOCIATES	Past Performance Evaluation Discipline(s)*	Road
Project Name	LA 73: US 61 (AIRLINE) – ESSEN LANE (LADOTD)	Firm responsibility	Sub
Project Number	H.010652.5	Owner's Name	Louisiana Department of Transportation and Development (LADOTD)
Project Location	Baton Rouge, LA	Owner's Project Manager	Ryan Felder, PE
Owner's Address, Phone, Email	1201 Capital Access Road, Baton Rouge, LA | 225-379-1366 | ryan.felder@la.gov		
Services Commenced By This Firm (Mm/Yy)	08/21	Total Consultant Contract Cost ($1,000s)	$420
Services Completed By This Firm (Mm/Yy)	06/23	Cost of consultant services provided by this firm ($1,000s)	$101.89

PROJECT DESCRIPTION

Bonton Associates was contracted as a subconsultant (under the 4400019010 IDIQ Contract for Roadway Design Services) to develop preliminary and final design plans for the pavement rehabilitation improvement segment (Drusilla Lane to Essen Lane) of the LA 73: US 61 (Airline) – Essen Lane project. The pavement rehabilitation improvements are in conjunction with the full pavement reconstruction segment located between Drusilla Lane and Airline Highway. Roadway corridor improvements within the rehabilitation segment includes Portland cement concrete (PCC) panel replacement, sidewalk repair/replacement, ADA curb ramp installation, and concrete curb replacement based on LADOTD Preservation-Rehabilitation-Replacement (PRR) guidelines.

SIMILARITIES TO IDIQ

- Existing Conditions Assessment
- Roadway Design (Rehabilitation)
- Access Management (Driveways)
- Pedestrian Facility Improvements

Bonton Associates is responsible for developing all typical sections, details, quantities, and quantity tables associated with the pavement rehabilitation section of the project limits. Bonton also conducted a field reconnaissance and LADOTD coordination to assess existing conditions and support the identification of the PCC panel replacement locations.

FIRM MEMBERS INVOLVED: Marcus Bonton, P.E.-Principal; LaDarien Beene, P.E., PTOE- Project Manager

PRIME CONSULTANT NAME: ATLAS TECHNICAL CONSULTANTS

section 18

approach and methodology

18. Approach and Methodology

FIRM BACKGROUND AND EXPERIENCE

Atlas Technical Consultants (Atlas) is a publicly traded company (ATCX) with significant stakeholder investment by Bernhard Capital Partners (BCP), the Baton Rouge private equity firm founded by Jim Bernhard, the founder and former Chief Executive of the Louisiana-based Fortune 500 company Shaw Group. Louisiana Atlas offices include Baton Rouge, Lafayette, Lake Charles, and Shreveport. Just as the Bernhard legacy has been dedicated to Louisiana, Atlas is committed to Louisiana and improving the quality of life through safe and efficient transportation infrastructure.

We have provided services to numerous state Departments of Transportation (DOTs) and municipal and private clients throughout our history. This has given us a depth of institutional expertise, enhancing and strengthening our local presence. For this contract, our team's experience will allow us to respond quickly to any assignments LADOTD requires. Our team's Louisiana-based staff has many years of traffic experience, including but not limited to data collection, traffic modeling & analysis, corridor and ICE (Intersection Control Evaluation) studies, feasibility studies, traffic signal inventory and design, and access management construction plans.

RECENTLY ADDED CAPABILITIES & EXPERTISE

Atlas' newest acquisition, TranSmart, brings significant traffic expertise depth to our firm with relevant experience including:

- *Various Phase II Traffic Engineering Services for Project Support and Engineering Management: Illinois Department of Transportation ($6.2 M)*
- *Roadway Lighting and Traffic Signal Design Upon Request: Chicago Department of Transportation ($5.5 M)*
- *Various Phase II Traffic Signal Design Projects: Illinois Department of Transportation ($800 K)*

The goal of the Atlas team is to provide just that – a true team approach as partners with LADOTD. Our team will provide LADOTD with the most experienced, cohesive, and well-rounded team. To achieve that, Atlas will be joined by Bonton Associates (DBE), who will provide additional IDIQ Project Management and support for traffic engineering, road, planning, and environmental tasks as part of this contract. Bonton Associates is a valuable teaming partner and is experienced in providing the services in this IDIQ contract. Atlas' confidence in Bonton Associates' capability is demonstrated in exceeding the DBE goal from 2% to 28% and provides a diverse business enterprise with the opportunity to provide a quality product to meet the needs of LADOTD.

The IDIQ project management team, Brandon DeJean and LaDarien Beene, have valuable experience performing and managing the typical services in the Traffic Engineering IDIQ Contract. They were instrumental in developing the required LADOTD TEPR guidelines and served as instructors for the required training course.

TRAFFIC ENGINEERING IDIQ UNDERSTANDING

The Atlas team and leadership have a strong understanding of LADOTD's Project Delivery Process, Traffic Engineering Process and Report (TEPR) guidelines, Stage 0 Manual, Traffic Engineering Manual, Traffic Signal Manual, Road Design Manual and best practices necessary to deliver the typical services that may include Data Collection, Stage 0 Feasibility, Traffic Modeling & Analysis, Access Management & Traffic Control Plan Development, and Independent Reviews of similar services. The team brings vast experience with similar projects for data-driven multi-tiered analysis to identify needs and alternatives, and *extensive signal operation and design experience with State* DOTs, MPOs, and municipalities. The Atlas team is prepared to partner with LADOTD to deliver these services while maintaining quality, budget, and schedule (See Figure 1 on the following page).

In many cases, the services will require a data-driven solution and the preparation of a TEPR-based traffic engineering study or verification of an existing study that is essential not only as a stand-alone document but also in support and development of a Stage 0 Feasibility Study, Traffic Signal Design or Access Management Plans. The Atlas team is experienced in the application of LADOTD's TEPR guidelines when both preparing and reviewing deliverables to compose a Final Traffic Engineering Report.

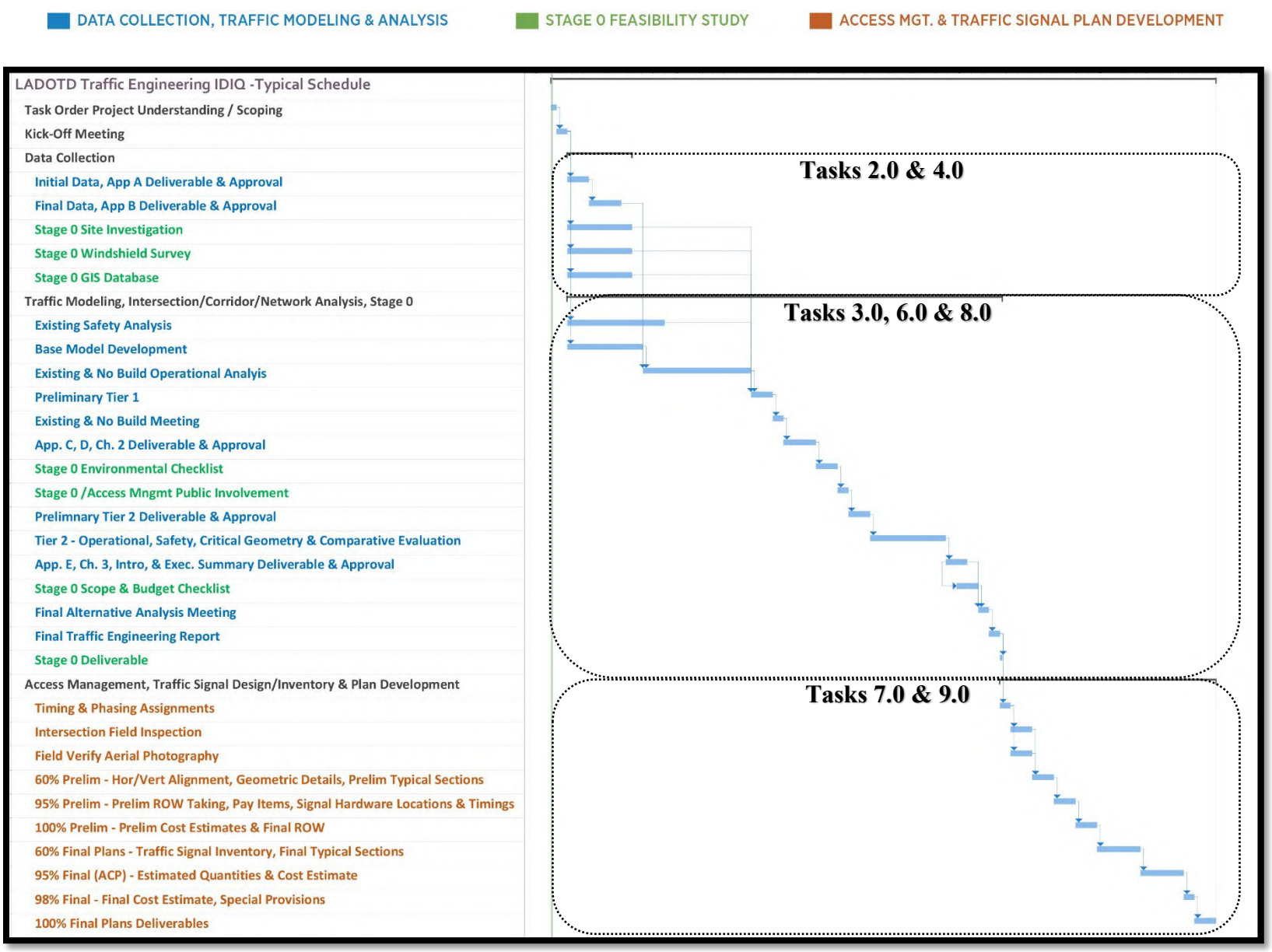


Figure 1: *We have developed a detailed schedule specific to the needs of this contract and associated tasks.*

Project Understanding / Scope Development /Value Add

As a value add, the Atlas team will gather relevant information about the study area before the kickoff meeting to develop a proper scope of work. This will include determining the project's preliminary purpose and need by meeting with local stakeholders and LADOTD staff to identify key needs. For task orders requiring a traffic engineering report, *Preliminary Site Visits* during peak hours and other relevant time periods as identified will be performed as needed to assist in developing the preliminary purpose & need, determining study limits, and other project limitations. LADOTD's TEPR-based scope checklist will also be utilized during scope development.

Project Management (Task 1.0)

Initial Meeting – The kick-off meeting will be held to discuss details of the project, such as purpose and need, scope, project limitations, tool selection and MOEs for Stage 0, Traffic Modeling, and Intersection/ Network/ Corridor/ Analysis. Access Management, Traffic Signal Design and Plan development may include additional discussion items and data exchange. Meeting attendees will consist of LADOTD staff and local stakeholders.

Monthly Reports – Monthly progress reports will be prepared to ensure the schedule is kept with indicators for the percent time elapsed and percent of work completed. The report may include updates to the project schedule or estimated construction cost.

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

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

Data Collection/Warrant Analysis (Task 2.0 and 4.0)

For task orders requiring corridor and intersection studies, initial data collection including 7-day/24-hour counts will be performed to determine peak periods for study areas. After determination and approval of peak periods, final data collection will be performed to capture existing field conditions, conduct *Warrant Analysis,* and serve as the foundation of base model development for all operational analysis.

Peak period observations are critical during data collection and traffic model development. The Atlas team understands the importance of this task for model calibration and building the foundation of a traffic study.

Data will be packaged as deliverables *Appendices A and B – Initial and Final Data Collection* as well as *Chapter 1 – Data Collection*. Additional Stage 0 data collection may include *Site Investigation, Windshield Survey and building a GIS Database* of publicly available data to complete the *Stage 0 Environmental Checklist*.

Traffic Modeling, Intersection/Corridor/Network Analysis, Stage 0 (Task 3.0, 6.0, and 8.0)

An *Existing Safety Analysis* will be performed to identify and summarize the results, patterns, trends, and highlight any issues in the study area due to roadway features. This analysis will include a review of crash data over multiple years, crash report documentation, collision diagrams, and packaged as deliverable for *Appendix C – Existing Safety Analysis.*

An *Existing and No-Build Operational Analysis* using the approved software will be performed to help define problems within the study area and serve as a base of comparison to proposed alternatives. Data and documentation from Appendix B will be used to develop and calibrate a model of representative existing field conditions during the study area's peak periods. After the existing models have been verified, the no-build models will be created and used to report the appropriate Measures of Effectiveness (MOEs) for the study area. The existing and no-build operational analysis and supporting documentation detailing model development and results will be packaged and submitted as the *Appendix D – Existing & No-Build Analysis deliverable.*

After the submittal and approval of Appendices B, C, and D deliverables; an *Existing and No-Build Results Meeting* will be held to present an overview of the existing conditions and analysis results of the study area, confirm or modify the preliminary purpose and need of the project, and present alternatives screened through *Preliminary Tier 1* analysis that meets the purpose and need. After the existing and no-build results meeting, *Chapter 2 – Existing and No-Build Analysis* will be prepared to clearly define any problems that may exist in the study area and submitted as a deliverable.

For Stage 0 feasibility or based on LADOTD EDSM for Changes in Access, *Public Involvement* can be initiated for stakeholder / Agency Coordination Meetings. With the completion of the Tier 1 Analysis, the Stage 0 Feasibility may be completed with additional documentation to include *Environmental and Scope & Budget Checklists* or the Traffic Engineering Process may continue to Tier 2 Alternative Analysis.

Alternatives selected from the Tier 1 analysis will be advanced to *Preliminary Tier 2* analysis, if necessary, for further screening to identify feasible alternatives to conclude a Stage 0 or further advancement to Final Alternative Analysis. Recommended weighting factors based on the purpose and need with a rating scale for Final Alternative Analysis Comparative Evaluation will also be submitted at this time.

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

After submittal and approval of the Preliminary Tier 2 Analysis, the *Final Alternative Analysis* will be performed to include operational analysis, critical geometry, and safety analysis. *Operational Analysis* will utilize models created with the approved software for each build alternative during the approved peak periods and design year. These models will be used to report the appropriate MOEs for the study area and comparison to the no-build alternative. For *Traffic Signal Design*, specific *Operational Analysis* may also be performed for scenarios of *Construction Sequence Traffic Signal Design* to determine intermediate signal design(s) for each change in traffic patterns during roadway construction.

The *Alternative Safety Analysis* will identify any correctible crashes with removal or addition of conflicts for each alternative illustrated on the existing collision diagram for comparison. The *Critical Geometry* will be developed to scale using design criteria for controlling geometry and operational analysis results to identify lane requirements. Tier 2 Analysis will conclude with the completion of the *Alternative Comparative Evaluation* for decision making purposes or coordination with stakeholders. Tier 3 Analysis, which may include *Traffic Signal Inventory* or concept level *Access Management Plans*, may be completed following Tier 2 Analysis. Tier 1, Tier 2, Tier 3 and supporting documentation will be compiled as *Appendix E – Alternative Analysis.*

Chapter 3 – Alternative Analysis will be prepared to provide an overview of the study area network alternative analysis with a direct comparison to the no-build analysis from Chapter 2 – Existing and no-build analysis with details of alternatives that address the project's purpose and need. Appendix E, Chapter 3, the *Introduction,* and the *Executive Summary* will all be submitted as a deliverable for review. After approval of this deliverable, a *Final Alternative Analysis Meeting* will be held to present an overview of the final alternative analysis and results of the study area. The *Final Traffic Engineering Report* will be compiled and submitted as a deliverable.

Access Management, Traffic Signal Design/Inventory & Plan Development (Task 5.0, 7.0, and 9.0)

Plan development will follow LADOTD's Road Design Manual and Traffic Signal Manual. For *Access Management Plans*, a *30% Preliminary Plans* deliverable will include pre-design criteria, traffic data, and *Aerial Photography with Field Verification* in place of survey. This will be followed by *60% Preliminary Plans* and include horizontal/vertical alignment, geometric details, preliminary typical sections, and utility relocation recommendations. For *Traffic Signal Design*, an *Operational Analysis for Timing/Phasing Assignments* will be developed or obtained from an approved traffic engineering report.

95% (Plan-in-Hand) and 100 % Preliminary Plans

For *Traffic Signal Design*, a preliminary intersection layout for *Hardware Location* including signal poles and equipment, signs, power source, and utilities will be prepared in preparation for the Field Inspection. The *Field Inspection,* which will include Traffic Engineering and District personnel, will be conducted to locate and confirm existing and proposed signal equipment as well as any utilities in the area. The inspection will also be documented with photos of the intersection. For *Access Management Plans,* preliminary sequence of construction and construction signing, Right-of-Way taking lines, and summary of estimated quantity sheets will be completed. 100% Preliminary Plans will include final ROW lines and the preliminary cost estimate.

60% Final Plans (Task 9.0 Traffic Signal Inventory deliverable)

For *Traffic Signal Design,* plan development will continue with completion of the *Traffic Signal Inventory* to include proposed wiring diagrams, list of items for signal work, and responses to any previous comments. For *Access Management Plans,* plan development will continue with final typical sections.

95% (ACP), 98%, and 100% Final Plans

For *Access Management* and *Traffic Signal Design Plans,* 95% Final Plans (ACP) will include Estimated Item Quantities and a revised Cost Estimate. At a minimum, two sheets will be prepared for each signalized intersection according to LADOTD's Traffic Signal Design Manual for inclusion in roadway project plans. Stand-alone signal projects will also include title sheets and summary of estimated quantity sheets prepared according to LADOTD's Roadway Design Manual. After 95% ACP comments are addressed, 98% Plans will include a final cost estimate and special provisions with transmittal to Contracts & Specifications. The 100% Final Plans deliverable will include Plans, Specifications & Estimate. Traffic Signal Design will also include counts, warrant analysis, and traffic modeling software output results.

section 19

workload

19. Workload

Firm	Past Performance Evaluation Discipline(s)*	State Project Number	Project Name	Remaining Unpaid Balance **
Atlas	Planning	H.013284	MRB SOUTH GBR: LA 1 TO LA 30 CONNECTOR ROUTE	$218,267
Bonton Associates	Road	H.010116.5	LA 1088: Soult and Trinity Roundabouts	$41,605
Bonton Associates	Road	H.013429	Downtown Thibodaux Sidewalks	$101,294

section 20

certifications/licenses

20. Certifications/Licenses

SEE ATTACHED CERTIFICATIONS & LICENSES

TEPR TRAINING REGISTRATION CONFIRMATIONS

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Todd
Last Name: Long
Company: Atlas
Title: Atlanta Hub Leader
Phone: 770-530-9194

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

Visit Website | (225) 767-9183

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Robinson
Last Name: Nicol
Company: Atlas
Title: Lead Traffic Engineer
Phone: 770-263-5945

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

Visit Website | (225) 767-9183

TEPR TRAINING REGISTRATION CONFIRMATIONS

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Charles
Last Name: McCarthy
Company: TranSmart Technologies
Title: Systems Engineer
Phone:

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

Visit Website | (225) 767-9183

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: David
Last Name: Fairlie
Company: ATLAS
Title: Senior Traffic Engineer
Phone: 860-754-6041

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

Visit Website | (225) 767-9183

TEPR TRAINING REGISTRATION CONFIRMATIONS

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: L N
Last Name: Manchi
Company: Atlas Technical Consultants
Title: Mr
Phone: 404-931-3792

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

Visit Website | (225) 767-9183

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Shane
Last Name: Misztal
Company: TranSmart
Title: Transportation Engineer/Project Manager
Phone: 305-720-7092

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

Visit Website | (225) 767-9183

TEPR TRAINING REGISTRATION CONFIRMATIONS

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Andrew
Last Name: Freeman
Company: TranSmart
Title: Mr
Phone: 224-567-1296

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

Visit Website | (225) 767-9183

Louisiana Transportation Research Center

Thank you for submitting your student registration. This confirmation is for Pre-Booking only. you will receive a new confirmation once you are enrolled in an active course.

Course: Traffic Engineering Process & Report (Pre-Booking - Dates to be Announced)
First Name: Steven
Last Name: Gilliam
Company:
Title: P.E.
Phone: 225-369-6590

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

Visit Website | (225) 767-9183

Transportation Professional Certification Board, Inc.

certifies that

Brandon Scott DeJean

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

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 4721 issued in Washington, DC, USA

12/09/2019

Diane W. Morabito
Chair

PTOE PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Jeffrey F. Paniati
Executive Director

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: July1, 2019
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: July1, 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

Brandon DeJean

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 3.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean

has attended

Traffic Control Technician-LA State Specific

Training Course

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

Director of Training

Monroe, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Brandon DeJean

has attended

Traffic Control Supervisor-LA State Specific

Training Course

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

Monroe, LA
Location

Director of Training

President, CEO

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

American Traffic Safety Services Association ATSSA.com

Transportation Professional Certification Board, Inc.

certifies that

LaDarien C. Beene

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

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 5062 *issued in Washington, DC, USA*

8/3/2021

Deborah L Snyder
Deborah Snyder
Chair

PTOE PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Jeffrey F. Paniati
Executive Director

Certificate of Completion

presented to

LaDarien Beene

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: April 19, 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

LaDarien Beene

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: May 21, 2018
Location: Alexandria, Louisiana

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

LaDarien Beene

for completing the

Traffic Engineering Analysis Process & Report
Module 3

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

Professional Development Hours (PDHs) Awarded: 2

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

LaDarien Beene

has attended

Traffic Control Supervisor-LA State Specific

Training Course

4/27/2022 to 4/27/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

This certificate provides proof of training, not certification.

ATSSA American Traffic Safety Services Association ATSSA.com

ATSSA TRAINED

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

LaDarien Beene

has attended

Traffic Control Technician-LA State Specific

Training Course

4/26/2022 to 4/26/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

This certificate provides proof of training, not certification.

ATSSA American Traffic Safety Services Association ATSSA.com

Certificate of Completion

presented to

Marcus Bonton

for completing the

Traffic Engineering Analysis Process & Report
Module 1

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

Professional Development Hours (PDHs) Awarded: 2.5

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Marcus Bonton

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

Certificate of Completion

presented to

Marcus Bonton

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: December 3, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Marcus Bonton

has attended

Traffic Control Supervisor Refresher-LA State Specific

Training Course

4/29/2022 to 4/29/2026
Training Valid Through

Director of Training

Baton Rouge, LA
Location

President, CEO

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

This certificate provides proof of training, not certification.

American Traffic Safety Services Association ATSSA.com

Transportation Professional Certification Board Inc.

certifies that

Todd Ivey Long

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

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

Unless withdrawn by the Certification Board, this certificate number 1030
issued in Washington, D.C. is subject to the provisions for renewal
November 6, 2008

Steven D. Hofener
Chair

PTOE
PROFESSIONAL
TRAFFIC
OPERATIONS
ENGINEER
TRANSPORTATION PROFESSIONAL CERTIFICATION BOARD INC.

Executive Director

Certificate of Completion

presented to

Kara Moree

for completing the

Traffic Engineering Analysis Process & Report
Module 1

Date: November 5, 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

Kara Moree

for completing the

Traffic Engineering Analysis Process & Report
Module 2

Date: November 26, 2018
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

Kara Moree

for completing the

Traffic Engineering Analysis Process & Report
Module 3

Date: December 3, 2018
Location: Baton Rouge, Louisiana

Professional Development Hours (PDHs) Awarded: 3

Authorized Instructor

Authorized Instructor

Authorized instructor

DOTD
LOUISIANA DEPARTMENT OF TRANSPORTATION & DEVELOPMENT

PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Kara Moree

has attended

Traffic Control Technician-LA State Specific

Training Course

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

Director of Training

Monroe, LA
Location

President, CEO

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

ATSSA American Traffic Safety Services Association ATSSA.com

Transportation Professional Certification Board, Inc.

certifies that

Robinson P. Nicol

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

Professional Traffic Operations Engineer

unless withdrawn by the Certification Board and subject to the provisions for renewal.
Certificate number 4070 issued in Washington, DC, USA
7/18/2016

Kenneth W. Ackeret
Chair

PTOE
PROFESSIONAL TRAFFIC OPERATIONS ENGINEER
TRANSPORTATION PROFESSIONAL CERTIFICATION BOARD INC.

Jeffrey F. Paniati
Executive Director

Robinson P. Nicol

is hereby certified as a

Traffic Signal Senior Field Tech Level III

by completing all requirements and examination for certification
on 1/29/2020

Valid thru 1/29/2023
Certification #CE_104925

Toby Cummings

Toby Cummings, CAE - Executive Director

section 21

qa/qc plan or work plan

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

N/A

section 22

subconsultant information

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

Firm Name (as registered with Louisiana's Secretary of State	Address	Point of Contact and Email Address	Phone Number
Bonton Associates, LLC	232 3rd Street, Suite 100 Baton Rouge, LA 70801	Marcus Bonton, PE, PTOE – marcus@bontonassociates.com	(225) 235-3286

section 23

location

23. **Location:** If location is an evaluation criterion for this advertisement and the prime consultant intends to establish a local presence, describe the plan for doing so. Otherwise, leave this section blank.

N/A