IDIQ CONTRACTS FOR SAFETY STUDIES Statewide, LA

Contract Nos. 4400031590, 4400031591, and 4400031592

Prepared by: Stantec Consulting Services Inc.

Prepared for: Louisiana Department of Transportation and Development

March 19, 2025





DOTD FORM: 24-102

(Revised December 12, 2024)

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

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

1.	Contract title as shown in the advertisement.	IDIQ Contracts for Safety Studies
2.	Contract number(s) as shown in the advertisement	Nos. 4400031590, 4400031591, and 4400031592
3.	State Project Number(s), if shown in the advertisement	N/A
4.	Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Stantec Consulting Services Inc. Stantec
5.	Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003506
6.	Prime consultant mailing address	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
7.	Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria)	1200 Brickyard Lane Suite 400, Baton Rouge, LA 70802
8.	Name, title, phone number, and email address of prime consultant's contract point of contact	Mike Bruce, PE, Senior Principal (225) 765-7400 mike.bruce@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	Mike Bruce, PE, Senior Principal (225) 765-7400 mike.bruce@stantec.com

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or 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 above shall be the same person listed in Section 9: Date: March 19, 2025
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.	<u>Firms(s)</u> N/A

12. Past Performance Evaluation Discipline Table:

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

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

Past Performance Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	Each Discipline must total to 100%	
Data Collection	15%	100%	100%	
Environmental	15%	100%	100%	
Survey	5%	100%	100%	
Road	30%	100%	100%	
Planning	10%	100%	100%	
Traffic	20%	100%	100%	
ITS	5%	100%	100%	
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.				
Percent of Contract	100%	100%	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 (must specify)" and include the classification title inside the parentheses.

The DOTD Job Classification(s) to be used can be found at the following link:

http://wwwsp.dotd.la.gov/Inside LaDOTD/Divisions/Engineering/CCS/Job Qualification/Job%20Classifications%20with%20Descriptions.pdf

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Stantec Consulting Services Inc.	Principal	1	3
Stantec Consulting Services Inc.	Supervisor - Eng	2	3
Stantec Consulting Services Inc.	Supervisor - Other	1	3
Stantec Consulting Services Inc.	Engineer	17	24
Stantec Consulting Services Inc.	Engineer - Other	2	4
Stantec Consulting Services Inc.	Engineer Intern	4	10
Stantec Consulting Services Inc.	Senior Technician	1	3
Stantec Consulting Services Inc.	CADD Technician	1	5
Stantec Consulting Services Inc.	GIS Analyst	1	1
Stantec Consulting Services Inc.	Planner	1	1

14. Organizational Chart:

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

Legend

- Stantec Consulting Services Inc.
- **#** Denotes MPR No.
- ^T ATSSA Traffic Control Training
- * Traffic Engineering Process and Report Training



QA/QC Brett Harrelson, PE

Feasibility Studies

ITS



15.	<u> Minimum Personnel Requirements:</u>				
MPR No.	Personnel Being Used to Meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)	Firm Employed By	Type of License and Discipline Meeting MPR/ Certification & Number (Ex: PE # - Civil)	State of License	License/Certification Expiration Date
1.	Mike Bruce, PE	Stantec Consulting Services Inc.	PE # 20397 - Civil, Environmental	LA	09/30/2026
2.	Mike Bruce, PE	Stantec Consulting Services Inc.	PE # 20397 - Civil, Environmental	LA	09/30/2026
3.	Joseph "Joey" Lefante, PE, PTOE	Stantec Consulting Services Inc.	PE # 37244 - Civil	LA	09/30/2026
4.	Joseph Barker, PE	Stantec Consulting Services Inc.	PTOE # 4364 PE # 40664 - Civil	LA	11/20/2026 09/30/2026
5.	Stephen Mensah, PhD, PE, PTOE, RSP1	Stantec Consulting Services Inc.	PE # 38591 - Civil	LA	09/30/2026



16. Staff Experience:

FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.			
NAME	Mike Bruce, PE			YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	39	
TITLE	Senior Principal			YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	7	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 1978 Civil Engin	eering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 20397 LA 9/	30/2026		
YEAR REGISTERED	1983	DISCIPLINE	Civil Engineering, Envi	ronmental Engineer		
Contract role(s) / brief description of responsibilities	s) / On transportation related projects, including comprehensive expertise in innovative intersections, the preparation of construction PS&E packages for roadway and bridge projects, master plan projects, and feasibility studies for transportation networks. The complexity of his transportation experience ranges from minor urban street rehabilitation, to rural highways, urban interstate construction, including geometrics for many major interstate interchanges. Mike meets the following Minimum Personnel Requirements (MPRs) as specified				MEETS MINIMOM LADOTD PĒRSÔNNEL REQ.	
Experience dates (mm/yy - mm/yy)	Experience and qualifications specified in the applicable MF	relevant to the proposed co PR(s).	ontract; i.e., "Designed drai	nage", "designed girders", "designed intersection", etc. Experience dates shoul	d cover	r the time
2003 - Ongoing	DOTD ITS DESIGN IDIQ CO Mike has served as Princip #700-99-0304 in 2003, #70	NTRACTS DOTD State al-in-Charge on these ret 00-99-0411 in 2007, #440	ewide, LA Principal-in-C tainer contracts. Oversa 10000679 in 2010, #4400	harge w all ITS efforts related to five separate ITS Design Retainers including 0010670 in 2017, #4400017922 in 2020, and #4400020058 in 2021.	State F	Projects
06/20 - Ongoing	MOVEBR TRANSPORTATI Mike was the Principal-in-C	ON IMPROVEMENT PRO Charge for this IDIQ contr	GRAM (FIBER DEPLOYI act which included 22 ta	MENT) City of Baton Rouge Baton Rouge, LA Principal-in-Charge ask orders for system engineering, design and technical support during	constr	ruction.
03/18 - 09/18	8 SIGNAL COMMUNICATIONS UPGRADE PHASE 1 LADOTD H.012749 Baton Rouge, LA Principal-in-Charge Mike oversaw this project that included the design and develop plans for providing network connectivity at 36 existing traffic signals in Baton Rouge and surrounding areas, focusing on major the arterial moving to and from Interstate 10 and Interstate 12. The deployment consisted of 10 miles of new fiber optic backbone with 20 traffic signal controller upgrades, 35 new fiber optic communication drops, and 4 wireless links.				optic	
01/13 - 07/16	RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT DOTD H.4400002748 Statewide, LA Principal-in-Charge Under this retainer, Stantec designed five roundabout projects, including: Cleo Road, US 79 Bypass at LA 9, LA 75 Roundabouts (Plaquemine), LA 86 & LA 320 Roundabout (New Iberia) and LA 447 / I-12 Interchange. Mike oversaw the contract and provided oversight during plan development.				320	
06/11 - Ongoing	LOUISIANA REGIONAL ITS ARCHITECTURES DOTD Statewide, LA Principal-in-Charge The Stantec team developed regional ITS architectures and ITS deployment plans for the Louisiana metropolitan areas including: Alexandria, Lake Charles, Shreveport, Monroe, Lafayette, Baton Rouge, Houma, New Orleans and Northshore. Stantec has been able to make recommendations with consensus from the stakeholder group that continues to put DOTD on a solid foundation for the deployment of ITS including novel services in the areas of shared mobility, preparing for connected vehicle deployments, a rubric to help determine for TMCs and virtual-TMCs planning design and implementation, and the impacts of other nascent technologies on operations. DOTD continues to deploy ITS based on the projects deployed in the architecture to meet the desired services of the public.			es, om the eparing nascent		
07/15 - Ongoing	I-49 LAFAYETTE CONNEC Mike is responsible for ove comprehensive Vistro mod Access Justification Reque	CTOR DOTD Contract N erseeing traffic tasks, coc el of the Lafayette area, est (AJR) guidelines esta	Io. H.004273.5 Lafaye ordinating with project m as well as additional and blished by DOTD and FH	ette, LA Traffic Manager lanagement to provide traffic resources for the project. The project inclu alyses using TransCAD, VISSIM, and Sidra software packages. Project f IWA, and includes a VISSM model of the core area calibrated to DOTD s	udes a ollows tandar	the ds.



04/15 - Ongoing	LA 30 (NICHOLSON DRIVE) ROADWAY IMPROVEMENTS (LSU TO SOUTH BOULEVARD) DOTD Baton Rouge, LA Principal-in-Charge Mike oversees the Stantec team, including roadway, structural and traffic engineers assigned to the project. The project is part of a City-State road transfer agreement, and as part of this process, Stantec began with a study to identify feasible improvements for the corridor. In addition to the improvements identified along LA30, the I-10 exit ramp terminus will be relocated to facilitate traffic movements and be compatible with development plans along the corridor. Bids for construction were received 3/9/22, and Stantec is providing DOTD Construction Support services during the ongoing construction phase. This includes answering RFI's, reviewing shop drawings, and attending construction progress meetings as requested by DOTD.
05/13 - 03/19	ESSEN LANE WIDENING DOTD Baton Rouge, LA Principal-in-Charge Mike oversaw traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
08/09 - Ongoing	I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR Northwest Louisiana Council of Governments Shreveport, LA Principal-in-Charge Mike serves as key advisor on this current project, with Stantec sub-consulting to Providence Engineering. The 3.5 mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/I-220 interchange. Stantec is leading the traffic study and impacts effort along with development of an implementation plan and strategy for the Stage 0 Feasibility Study. Public involvement for the I-49 Inner-City Connector is critical because potential corridors run through a traditionally low-income neighborhood where previous efforts to provide this link were not well received. Stantec will also provide input to concept development and evaluation, development of environmental investigations, and ultimately the context sensitive design elements.
05/12 - 12/21	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN DOTD Baton Rouge, LA Principal-in-Charge Mike oversaw quality assurance and examined improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the DOTD Complete Street Policy. The project rehabilitates and restripes existing roadway from a 4-lane section to a 3-lane section (Road Diet). Restriping the roadway allows the reclaimed pavement to be used to provide multi- modal and streetscape improvements. Bike lane improvements and vegetative median islands were added to the corridor and sidewalks were brought up to ADA compliance. This project includes a single-lane roundabout with bypass lanes designed for the Lobdell Avenue intersection, complete street improvements, access management and community enhancements. Stantec provided construction support services during construction, which was completed at the end of 2021.
04/01 - 04/02	LA 1 CONNECTOR DOTD West Baton Rouge, LA Principal-in-Charge Mike oversaw the initial corridor study and phase II corridor study used to identify a potential initial corridor that considers evacuation needs, economic impacts, and preliminary project costs.
10/15 - 04/16	CAPITAL REGION INDUSTRY FOR SUSTAINABLE INFRASTRUCTURE SOLUTIONS CRISIS Baton Rouge, LA Principal-in-Charge Mike led TransCAD modeling for 21 regional mega-projects to prioritize and determine their potential impact on the regional roadway network. This analysis compared annual hours saved across the regional network to project construction costs for each option. His team prepared conceptual construction costs based on Stantec's experience building large projects for DOTD and FHWA. Additional analysis on alternative funding sources for the proposed projects were performed, including tolling revenues and the potential impact of toll diversions on each project.
01/07 - Ongoing	BATON ROUGE LOOP IMPLEMENTATION PLAN AND TIER 1 EIS DOTD Contract No. 700-17-0212 Baton Rouge, LA Principal-in-Charge Mike oversees Stantec's responsibilities for this ongoing Stage 0 and Stage 1 effort. The project began with developing an Implementation Plan for the Capital Area Expressway Authority. This first phase was a one-year contract to determine possible corridors, impacts and a financial package for the construction of a loop through 5 parishes, including two crossings of the Mississippi River. Serves as Principal-In-Charge for engineering components including corridor selection, traffic improvement benefits, design criteria, typical sections, cost estimates and potential right-of-way required. This project involves extensive coordination with affected agencies including the 5 parishes, DOTD, FHWA, Coast Guard and US Army Corps of Engineers, as well as, public outreach and public participations.

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FIRM EMPLOYED BY		Stantec Consulting Ser	rvices Inc.			
NAME	Stephen Mensah, PhD, PE,	PTOE, RSP1 YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	13	-
TITLE	Associate, Traffic and ITS	Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5	
DEGREE(S) / YEA	ARS / SPECIALIZATION		PhD 2007 Civil Infrastruct Engineering	ure Systems in Transportation; MS 2002 Civil Engineering; BS	5 199	8 Civil
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 38591 LA 09/30/20	026		
YEAR REGISTERED	2013	DISCIPLINE	Civil Engineering; PTOE #39	60		
Contract role(s) / brief description of responsibilities	Stephen serves as a traffic engineer with expertise in traffic analysis, traffic safety, design and operations. Work experience includes highway safety analysis, traffic impact studies, systems engineering analysis, development of regional ITS architectures and traffic signal MERTS design. As the Lead Systems Analyst, he analyzes and evaluates systems and makes recommendations to clients for cost effective systems to meet their needs. He has previously served as a member of the TRB Committee for Application of Emerging Technologies to Design and Construction evaluating emerging technologies for transportation design and construction. Stephen reviews and critiques research papers, assesses the methodology and validity of research work and provides recommendations for publication. Stephen will serve as PROJECT MANAGER for this contract. Stephen meets the following Minimum Personnel Requirements (MPRs) as specified in					
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cover	[.] the years
08/14 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Safety Analyst Stephen is responsible for the safety analysis of interchange designs providing inputs for crash mitigation. Stephen is also responsible for developing the system engineering analysis for deployment of ITS devices in the corridor. Extension of the I-49 corridor through the City of Lafayette has been proposed and Stantec is tasked with reviewing and developing the proposed roadway alignment.					
04/15 - Ongoing	LA 30 (NICHOLSON DRIVE): SOUTH BLVD. TO WEST CHIMES ST. LADOTD Baton Rouge, LA Safety Analyst / Traffic Engineer Stephen is responsible for traffic and safety analysis that resulted in the expected crash prediction for mitigation in design. This is part of a City-State road transfer agreement, and as part of this process, Stantec began with a study to identify feasible improvements for the corridor. In addition to the improvements identified along LA30, the I-10 exit ramp terminus will be relocated to facilitate traffic movements and be compatible with development plans along the corridor.					ad transfer entified
02/15 - 09/17	17 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD Jeanerette, LA Safety Engineer Stephen is responsible for the safety analysis to ensure and effective TMP is deployed to mitigate crashes during the construction phase. US 90 is a major principal arterial and the at-grade intersection with LA 318 is being converted into a grade separated interchange.				or	
01/08 - 10/12	DOWNTOWN TWO-WAY STREET CONVERSION (NORTH BOULEVARD TOWNE SQUARE) LADOTD Baton Rouge, TN Signal Designer The project includes the redesign of existing streets and medians into a new pedestrian friendly, multi-use space which includes open lawns, various water features, plazas, hardscaping, signage and vehicular circulation improvements. In a later phase of the project, Stantec also handled the study, plans and coordination for the conversion of St. Louis and St. Ferdinand Streets from one-way to two-way operations. Our traffic engineers performed Synchro analysis, signal design and provided quantities for the new signal construction. Stephen assisted in deriving the quantities for this project.					
04/11-06/15	I-210/COVE LANE: AMER Stage 0 Feasibility Study fo includes a destination gam safety analysis of the inters	ISTAR CASINO & HOTE or the project located adja- ing resort facility with a sections and segments in	L OFF-SITE IMPROVEMENT acent to I-210 between Cove L riverboat casino, restaurants, I mpacted by this development.	S LADOTD Lake Charles, LA Safety Analyst ane and Nelson Road Interchanges on Port of Lake Charles prope hotel, parking garage and 18-hole golf course. Stephen is respons	erty. Pr sible fo	oject or the
01/13 - 11/13	GOVERNMENT STREET R Responsible for safety anal analysis was based on the data and developing conce	OAD DIET CITY OF BA lysis in this corridor and methodology prescribed ptual alternatives to incr	TON ROUGE Baton Rouge, L evaluation of safety impacts of in the Highway Safety Manual ease traffic safety and improve	A Safety Analyst of implementing road diet and bike lanes in the corridor. The subs and Human Factors Guide. For this "Road Diet", Stantec staff eve e access management on this corridor.	tantive aluateo	e safety d traffic



01/13 - 09/13	MTP REFINEMENT: ROAD SAFETY ASSESSMENT LADOTD Slidell, LA Safety Analyst Stephen worked as part of our traffic team to gather and analyze crash data, traffic volumes, traffic speed, signal timings and phasing information from the RPC and other resources. Stantec staff assessed road safety of a high-accident corridor in Slidell with the objective of identifying the different safety issues as well as recommending potential safety improvements. We also provided an inventory of pertinent roadway elements such as lane width, pavement markings, signage, and surface obstacles. Road safety issues and improvements included speed, multi-modal considerations, pavement marking, signs, intersection control, lighting, obstructions, access points, traffic generators and weather conditions.
04/16 - 12/17	GOLDEN GLADES INTERCHANGE PD&E STUDY FDOT Miami, FL Safety Analyst Stephen was responsible for analyzing the impacts of design exceptions for horizontal sight distance on safety performance. Stephen used the IHSDM predictive software for this analysis to guide decision making for the improvements. The Golden Glades Interchange in Miami-Dade County in Florida provides connectivity to six major principal arterials and important for regional commerce. Improvements are required to improve safety and enhance multimodal use for transit and freight.
08/14 - 08/15	I-12 NORTH SHORE RAMP METER SEA DOTD Covington, LA Systems Analyst Performed the requisite system engineering analysis for communications, detection (Bluetooth) and travel time message signs to guide the successful implementation of this project. The analyses provided the performance requirements to meet user needs for mobility and safety. This project will save users time, mitigate congestion especially on the Mississippi River Bridge, and enhance safety in the corridors.
03/18 - 01/19	TENNESSEE STATEWIDE ITS ARCHITECTURE TDOT Statewide, TN Traffic and ITS Engineer Performed gap analysis of existing ITS deployments and assessed opportunities for enhancements. Coordinated and participated in public meetings with diverse stakeholder groups in Tennessee to determine needs in transportation mobility and safety, and proposed TSMO strategies based on existing infrastructure and emerging technologies in ITS. Used the Regional Architecture Development for Intelligent Transportation (RAD-IT) developed by FHWA to develop system requirements, communications flow diagrams, and applicable standards to guide deployment of devices and ensure consistency with the Architecture Reference for Cooperative and Intelligent Transportation (ARC-IT). The statewide planning document detailed needs and requirements to guide ITS developments into the future. Used a structured approach to develop the ITS architectures so the systems implemented were relevant, resilient, and adaptable, and met user needs. This document has gone on to inform the Statewide TSMO Program Plan.
02/18 - 08/20	ALEXANDRIA ITS PHASE 3 DOTD CONTRACT NO. 011505 Alexandria, LA System Engineering Analyst Stephen performed the system engineering analysis to guide the successful implementation of the project by reducing risk and ensuring user needs are met to improve mobility and safety on the US 71 and LA 28 corridors in Alexandria, Louisiana. The activities involved traffic signal communications upgrades, traffic monitoring, traveler information and communications. Stephen coordinated with stakeholders to elicit needs, develop the concept of operations and the requirements that had to be met during design to ensure stakeholder needs for operations and maintenance are met. This project will save users time and ensure safer corridors for operation. During emergencies such as fog or icy conditions on I-49, this corridor will be a more resilient detour route to help mitigate congestion.
06/11 - Ongoing	LOUISIANA REGIONAL ITS ARCHITECTURES DOTD Statewide, LA Project Manager Developed regional architecture and ITS deployment plans for several metro areas, including Shreveport, Lafayette, New Orleans and Baton Rouge, based on the National ITS Architecture. These regional architectures are important and help metro areas manage traffic and ensure public safety on highway system which directly impacts socioeconomic activities in these areas. Organized and participated in stakeholder meetings/interviews to define project scope and developed planning documents to guide ITS developments for five to ten year time frame. Developed the planning document by identifying current and emerging issues in transportation mobility and safety for the metro areas, proposed systems and requirements to address the issues, developed communication data flow diagrams using Turbo Architecture. Used a structured approach to develop the regional ITS architectures so that the systems implemented are relevant and meet user needs, resilient and adaptable. Stephen is currently developing the Statewide ITS architecture document which will guide DOTD ITS planning for 10 years.
03/16 - 04/16	DOTD TMC STANDARD OPERATING PROCEDURE DOTD CONTRACT NO. 4400001465 Baton Rouge, LA System Engineering Analyst Stephen reviewed and updated the Standard Operating Procedure document to guide TMC Operations for the Louisiana Department of Transportation and Development. This included guidance on traffic monitoring and management, incident management, traveler information and emergency operations procedures. This document defined the roles and responsibilities of TMC operations staff to achieve management objectives especially in the use of specific systems or tools for management of traffic, coordination with first responders and other stakeholders. The document also covered responsibilities of all staff for a safe work environment at the TMC.



FIRM EMPLOYED BY		Stantec Consulting Ser	rvices Inc.					
NAME	Wes Dean, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8			
TITLE	Senior Associate	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 33			33			
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 1983 Civil Engineering					
ACTIVE REGISTE	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 11398 MS 12/31/2	026				
YEAR REGISTERED	1992	DISCIPLINE	Civil Engineering	Sivil Engineering				
Contract role(s) / brief description of responsibilities	Wes is a Senior Associate with over 41 years of experience in the fields of transportation and traffic engineering. Prior to joining Stantec, he served as the Assistant Chief Engineer—Field Operations, State Traffic Engineer, Assistant State Traffic Engineer, and Area Traffic Engineer for the Mississippi Department of Transportation (MDOT). He also served as a Design Squad leader for the Roadway Design Division of the Mississippi State Highway Department. As State Traffic Engineer, he was the Division Administrator and oversaw all areas of planning and operations. These duties included oversight of the engineering section, which provides traffic engineering support for all MDOT Districts statewide, the MDOT Sign Shop, which manufactures all replacement signs for MDOT maintained roadways, and the Traffic Safety Program. Wes will provide QA/QC for this contract.							
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	l cover the years			
05/20 - 05/21	TRAFFIC SAFETY IMPRO Project Manager- Design of maintained road segments	VEMENTS COUNTY-WI Traffic Safety Improvem at various locations.	DE LAUDERDALE COUNTY E eents County - Wide (Signs, Stri	BOARD OF SUPERVISORS Lauderdale, MS Project Manager iping, and Raised Pavement Markers) on approximately 33 miles of	of County			
03/21 - 12/22	TRAFFIC SAFETY IMPROVEMENTS COUNTY-WIDE WARREN COUNTY BOARD OF SUPERVISORS Warren County, MS Project Manager Project Manager for the development of plans for the design of safety improvements (Signing, Striping, and Raised Pavement Markers) for 53 miles of County- maintained road segments.							
05/23 - 05/24	US 90 FROM SR 609 TO DOLPHIN DRIVE MDOT Ocean Springs, MS Project Director Project Director for this TIGER grant project which provided for installation of communications, CCTV cameras, Dynamic Message Signs, and Real Time River Current Sensors on all four Mississippi River Bridges between Mississippi, Louisiana, and Arkansas. It also provided for the interconnecting, via a common ATMS software, the traffic management centers operated by MDOT, LADOTD, and AHTD.				Fime River common ATMS			
05/18 - 10/19	US 82 / MS 1 Systematic Traffic Signal Improvements MDOT Greenville, MS Project Manager Project Manager for oversight and design for the rehabilitation of 24 traffic signals on US 82 and MS 1 in Greenville. Also included was replacement of permanent signs and the addition of ITS elements, including approximately 17 miles of fiber optic cable to interconnect all 24 signals on both corridors and provide connectivity to the MDOT Statewide Traffic Management Center.							
2021 - 2023	MDOT DISTRICT 2 INTERSECTION IMPROVEMENTS MDOT Jackson, MS Project Manager Project Manager for the development of plans for systemic safety improvements for 93 intersections in MDOT District 2. These improvements included advanced intersection warning signs, regulatory signing, intersection striping, and rumble strips. Also included was the replacement of guide signs at these intersections.							
2021 - 2023	MS 302 AT BRAYBOURNE MAIN MDOT Jackson, MS Project Manager Project Manager for the development of plans for the construction of a traffic signal at this intersection in Desoto County, MS near Olive Branch, MS. Also included were design of drainage modifications and directional medians at the two median openings on either side of the traffic signal.							
2022	WOODROW WILSON TRAFFIC SIGNAL IMPROVEMENTS MDOT City of Jackson, MS Project Manager Project Manager for the development of plans to upgrade the traffic signals at three intersections on Woodrow Wilson Ave. and one on Bailey Ave. This included upgrades to the equipment at three of the intersections and a new mast arm design for the intersection of Woodrow Wilson at Five Points. Also included were modifications to a school zone and permanent signing.							



FIRM EMPLOYED BY		Stantec Consulting Ser	vices Inc.		ſ	
NAME	Darryl "Brett" Harrelson	ett" Harrelson		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5	E.
TITLE	Senior Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	29	1
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 1990 Civil Engineering	·		
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 16916 SC 06/30/2	026m		
YEAR REGISTERED	1995	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Brett is a Senior Transportation Engineer who brings extensive experience working with the South Carolina Department of Transportation where he served as a state safety engineer responsible for directing the highway safety office. Brett is well-versed in traffic and safety engineering studies, crash data prediction and analyses, and road safety assessments and recommendations. During his 35-year career, he has received numerous accolades and awards, including SCDOT's 2017 Traffic Engineering Employee of the Year and AASHTO's President's Transportation Award in 2018 for his development of SCDOT's Rural Road Safety Program. Brett will provide QA/QC for this contract.				n where ring eived rtation	
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates shoul	d cove	r the years
04/24 - 03/25	25 GSATS SS4A SAFETY ACTION PLAN Horry County, SC QA/QC Lead Served as QA/QC Lead and Vision/Goal Development for the preparation of GSATS Safety Action Plan. The Plan included extensive stakeholder and public engagement with a thorough review of crash history and development of the high-risk network with mapping, identification of potential projects and implementation plan. and recommendations.					lic
07/21 - 07/23	3 AUGUSTA STREET TRAFFIC AND PEDESTRIAN SAFETY IMPROVEMENTS Greenville, SC Project Manager Brett served as Project Manager overseeing the project that included a detailed traffic analysis study and report along with a comprehensive safety analysis and report. Also led the extensive stakeholder coordination effort for the project. The study led to the successful implementation a Pilot Road Diet along the corridor.				ysis and corridor.	
01/20 - Ongoing	SCDOT ROAD SAFETY AUDITS SCDOT Statewide, SC Lead Safety Engineer Brett served as lead safety engineer and also directed the multidisciplinary team in the study of numerous high crash corridors including River Rd and Poinsett Hv in Greenville. The studies identified specific measures for improving safety, cost estimates, and prioritized all the improvements through a benefits cost analysis.				oinsett Hwy analysis.	
08/19 - Ongoing	SCDOT HIGHWAY SAFETY IMPROVEMENT PROJECTS SCDOT South Carolina QA/QC & Technical Advisor These projects are ones earmarked by SCDOT as priority safety projects because of their above average collision rates. We design each project to improve safety and efficiency for its users. Brett's work with these projects since joining Stantec in 2019 has included safety analysis, countermeasure identification, benefit/cos analysis, conceptual analysis and design, public engagement, and stakeholder coordination.				ve safety enefit/cost	
06/20 - 03/22	PERIMETER ROAD WIDENING AND PEDESTRIAN SAFETY IMPROVEMENTS Clemson, SC Safety Analyst This project included widening approximately 1.2 miles of Perimeter Road from Cherry Road to US 76 from two-lanes to four lanes with a landscaped median. Improvements will also include landscaping, shared-use path, lighting, and security cameras. (Professional Services: 2020 (ongoing), Construction: 2023 (est.).			edian. 3 (est.).		
03/18 - 03/19	ROAD SAFETY ASSESSMENTS, US 25 GREENVILLE AND US 1 SCDOT Columbia, SC Road Safety Director Brett directed the development of Road Safety Assessments (RSA) on two sections of highways as part of the State's Highway Safety Improvement Program. The RSA's examined the safety performance of the corridors to qualitatively estimate and report on the potential road safety issues and identified opportunities for improvements. Safety recommendations included low-cost short term strategies such as signing and pavement markings as well as long term solutions such as geometric roadway improvements (e.g. turn lanes, access management). (Professional Services: 2018, Construction: N/A).			ram. The ies for such as		

01/17 - 06/18	SOUTH CAROLINA LOW-COST INTERSECTION SAFETY IMPROVEMENTS SCDOT South Carolina Project Manager Brett oversaw the development and implementation of SCDOT's South Carolina Intersection Safety Improvement Project. An analysis of five years of statewide crash data revealed that 44 percent of all intersection crashes occurred at 1.3 percent, or approximately 2200 of the intersections in the State. The project improved safety at those 2,200 intersections through low-cost solutions such as signing and pavement markings and signal enhancements.
11/19 - 03/20	KIAWAH INTERSECTION SAFETY ASSESSMENT Kiawah Island, SC Safety Analysis Brett provided a safety performance examination of the intersection of Kiawah Island Parkway at Kiawah Beach Dr. The study included a review and evaluation of safety of the intersection for all road users including roadway geometrics, signage and pavement markings. Identified opportunities for safety improvements. (Professional Services: 2019, Construction: N/A)
01/22 - 12/22	COMPREHENSIVE SS4A PEDESTRIAN SAFETY ACTION PLAN Greenville, SC Deputy Project Manager & Technical Lead Brett managed the development of a pedestrian safety action plan for the city of Greenville. The plan included extensive safety analysis of the City's high traffic- volume corridors and school zones to provide the basis for prioritization and implementation of safety measures. Brett was also responsible for leading significant Stakeholder Coordination and Public Engagement throughout the various stages of the Plan development as well as ensuring the Plan met all the SS4A Action Plan requirements.

FIRM EMPLOYED	BY	Stantec Consulting Services Inc.					
NAME	Joseph "Joey" Lefante, PE	"Joey" Lefante, PE, PTOE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	16	65)	
TITLE	Senior Associate, Traffic /	ITS Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	and a	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2008 Civil Engineering		·		
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 37244 LA 09/30/20)26			
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering; PTOE #350	50			
Contract role(s) / brief description of responsibilities	With over 16 years of experience working on major traffic and ITS projects, Joey has played an integral role in corridor management throughout Louisiana. He has experience with corridor studies, SEAs, and TMPs, as well as plan design and construction administration. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey will provide TRAFFIC / SAFETY for this contract. Joey meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 3						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	l cover	r the years	
01/23 - Ongoing	I-12 RAMP METERING DOTD H.012374 Baton Rouge, LA Traffic Engineer Joey managed the design of ramp meter upgrades at 17 locations along I-12 in Baton Rouge. Upgrades included new signal controllers, signal heads, radar detection, CCTV cameras, and wiring. Updated TSI timings for new controller software. Oversaw development of a Level 4 Transportation Management Plan for individual closures of each ramp.						
09/12-04/16	US 90Z NEW ORLEANS HOSPITALITY ZONE RAMP METERS DOTD H.010011 New Orleans, LA Traffic Engineer Joey was responsible for collecting data, including traffic counts and traffic signal inventories. He built a VISSIM model to model existing conditions on the Pontchartrain Expressway corridor in downtown New Orleans and then determined areas for improvement in lane configuration, signal timing, and equipment deployment. Joey also participated in several stakeholder meetings to gain a deeper understanding of the factors contributing to congestion as well as the needs of the different road users. After completing the traffic plan, Joey designed and detailed ramp meter signal plans for seven on-ramps in downtown New Orleans. He determined the location of ramp meter equipment, accounting for queue storage, processing speeds, and length requirements of on-ramps. He also detailed traffic control plans for frontage road lane closures. This project was unique in that all of the signal equipment was structure mounted.						
01/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD DOTD H.011670 Kenner, LA Traffic Engineer Stantec was successful on this Design-Build pursuit that will provide a new efficient interchange at Loyola Drive and I-10 and which will be an improved entrance to the new Louis Armstrong New Orleans International Airport (LANOIA) terminal. Joey performed VISSIM analyses of an Alternative Technical Concept (ATC) consisting of two new flyover ramps leading to/from the Airport on the east side of the interchange and the first Diverging Diamond Interchange (DDI) in Louisiana. Joey completed an IMR to meet FHWA access policy standards to move the project forward on the accelerated design-build schedule. Joey also led the traffic signal design effort, including specialized DDI operations and complete street accommodations such as sidewalks and a two-way cycle track.						
08/14-Ongoing	I-49 LAFAYETTE CONNECTOR DOTD CONTRACT NO. H. 004273 Lafayette, LA Traffic Task Manager Joey is responsible for coordination with LADOTD traffic staff and managing analysis of various geometric design alternatives. Project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. Project follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations.						
04/11-06/15	I-210 COVE LANE INTERCI Joey developed an Intercha for 28 possible design alter Contraband Bayou and the models by collecting data s over 50 locations per altern and a Diverging Diamond In	HANGE AND ROUNDABC nge Justification Report natives, which took into Ameristar Casino and Ho uch as queues and trave ative. The recommended terchange at Nelson Roa	DUT DOTD CONTRACT NO. H (IJR) for I-210 between Cove I account and accommodated f otel development. Joey coordin el times. Once the alternatives d alternative included innovativ ad.	.010151 Lake Charles, LA Traffic Engineer ane and Nelson Road interchanges. He developed peak hour traf or all future developments in the area, including the Nelson Road nated collection of traffic counts and performed field calibration c were narrowed down to the final 8, Joey performed HCS and SIDF re interchange configurations including roundabout ramp termina	fic vol Bridg of the {A ana Is at (lumes e over traffic alyses on Cove Lane	



01/09 - Ongoing	I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR LADOTD Shreveport, LA Lead Traffic Engineer Performing the NEPA investigations and developing an Interchange Modification Report (IMR) and an Interchange Justification Report (IJR). This 3.5-mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. Joey used a Regional Travel Demand Forecasting Model provided by the Northwest Louisiana Council of Governments (NLCOG) to project traffic for each of the future analysis years. He modified the macroscopic model to determine future traffic patterns under three design alternatives representing different interchange combinations and used traffic counts and the projections from the macroscopic model to develop peak hour traffic volumes for each alternative. Joey will input these traffic run analyses using the Highway Capacity Manual to determine which roadway improvements would be necessary for implementation of each alternative.
11/10 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Traffic Engineer Joey ran traffic analyses for the different bridge tie-ins being studied. Also included in the traffic analysis was a consideration of the impact of the bridge on the surrounding roadway network. The Regional Travel Demand Model was modified in TransCAD to determine the effects of the bridge construction. Joey will be providing Traffic construction support for the project.
08/14 - 08/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Lead Traffic Engineer Joey led traffic services on this project that featured a new signalized intersection at the relocated roadway and Nelson Rd., which required Stantec to develop traffic signal warrants, signal timing analyses and signal plans. Since the improvements impacted certain areas near the Nelson Rd. Interchange at I-210, Stantec developed a Level 2 TMP document. This project improved traffic flow in this very congested area of Southwest Lake Charles.
01/12 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Lead Traffic Engineer Joey served as Traffic Analyst responsible for examining improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. Joey collected traffic data and developed models in VISSIM, Synchro, and SIDRA to analyze different operational improvements alternatives. Joey also prepared materials for and participated in public meetings under the DOTD public involvement process. Joey also prepared permanent and temporary signal plans.
05/13 - 03/19	ESSEN LANE WIDENING LADOTD Baton Rouge, LA Lead Traffic Engineer Joey was responsible for traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
09/08 - 04/10	LOUISIANA STATEWIDE CFI STUDY FOR LADOTD LADOTD Statewide, LA Project Engineer Joey performed the VISSIM analysis for the ten alternatives. Each intersection included VISSIM models representing a no build condition, traditional intersection improvements, a roundabout, and a CFI treatment. Stantec performed a statewide CFI Study for the Louisiana Department of Transportation and Development (LADOTD). Stantec assessed 30+ intersections as potential CFI conversion candidates, as well as other innovative intersection alternatives. This included performing field visits and initial screening measures to reduce the 30+ to 10 potential options. Stantec then performed conceptual intersection design, safety analysis, traffic analysis (using VISSIM), and cost estimates for five intersections chosen and presented this information to LADOTD.
10/10 - 05/14	CLEARVIEW PARKWAY (LA 3152) AT AIRLINE DRIVE (US 61) CFI STUDY New Orleans Regional Planning Commission New Orleans, LA Project Engineer Joey assisted on the team performing a Stage 1 Environmental Assessment for the Clearview Parkway Corridor to investigate and produce concept designs for potential improvements at the Airline Drive intersection. He built and modeled multiple intersection alternatives for the Airline Drive corridor using VISSIM micro- simulation software. The alternatives modeled included additional turn lanes, a Continuous Flow Intersection (CFI), and an overpass. The models were used to produce measures of effectiveness for comparing the alternatives such as delay, level of service, and throughput.
01/13 - 06/13	MTP REFINEMENT: ROAD SAFETY ASSESSMENT/GAUSE BOULEVARD (US 190) New Orleans Regional Planning Commission Slidell, LA Traffic Engineer Stantec assessed road safety of a high-accident corridor with the objective of identifying the different safety issues as well as recommending potential safety improvements. Joey worked as part of our team to gather and analyze crash data, traffic volumes, traffic speed, signal timings and phasing information from the RPC and other resources. Also provided an inventory of pertinent roadway elements such as lane width, pavement markings, signage, and surface obstacles. Road safety issues and improvements included speed, multi-modal considerations, pavement marking, signs, intersection control, lighting, obstructions, access points, traffic generators and weather conditions. Cost estimates for improvements were also provided to help with programming the safety enhancements to the corridor.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.						
NAME	Joseph Barker, PE, PTOE	1		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	6	E.		
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	6			
DEGREE(S) / YE	ARS / SPECIALIZATION		BS 2011 Civil Engineering	I				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 0040664 LA 9/30/	2026				
YEAR REGISTERED	2016	DISCIPLINE	Civil Engineering; PTOE No.	4364				
Contract role(s) / brief description of responsibilities	Joseph is a Traffic Engir over 12 years of experie planning, urban mobility envisions a future where of their mode of transpo the following Minimum	Joseph is a Traffic Engineer at Stantec. As a Licensed Professional Civil Engineer and Professional Traffic Operations Engineer with over 12 years of experience in transportation planning and traffic engineering, Joseph's passion lies in sustainable transportation planning, urban mobility, tactical urbanism, equitable placemaking, and the promotion of active modes of transportation. Joseph envisions a future where our roads efficiently meet travel demands while providing safe and convenient access for all users regardless of their mode of transportation. Joseph will provide TRAFFIC / SAFETY and FEASIBILITY STUDIES for this contract. Joseph meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cove	r the years		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 Kenner, LA Traffic Engineer Joseph assisted with the signal design services for what will be one of the first diverging diamond interchanges in the State of Louisiana. Completed signal layouts, design plans, and signal timings. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.							
01/18 - Ongoing	ROUGH EDGE ROAD INTERCHANGE City of Ruston Ruston, LA Traffic Engineer Stantec was selected to perform a traffic impact study for an upgraded bypass corridor through southeast Ruston and a proposed interchange at the intersection of Interstate Highway 20 (I-20) and Rough Edge Road in Lincoln Parish. Joseph provided traffic engineering services including, but not limited to, growth rate determination, traffic forecasting, trip distribution, trip generation, origin-destination analysis, peak period/hour determination, Vistro modeling, project research, technical writing/documentation.							
04/20 - 07/20	LOUISIANA ROUNDABOUT Stantec was tasked to develue a calibration parameter to ac design. Joseph was respons of completing SIDRA analysi capacity. The findings of the	LOUISIANA ROUNDABOUT ENVIRONMENTAL FACTOR DEVELOPMENT ULL Baton Rouge, LA Traffic Engineer Stantec was tasked to develop the Environmental Factor (EF) required for the planning and design of roundabouts in Louisiana using the SIDRA software. The EF is used as a calibration parameter to account for Louisiana specific factors that impact capacity estimated using SIDRA models. An accurate EF is important for efficient roundabout design. Joseph was responsible for all SIDRA analysis for five sample data sets at existing roundabout approaches in Louisiana. The analysis involved an iterative process of completing SIDRA analysis for saturated flow data sets at each approach to determine the EF that would most closely calibrate the analysis outputs to real-world capacity. The findings of the study were to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.						
06/16 - 02/18	I-10 AT LA 73 (LA 74 TO LA 621) STAGE 0 FEASIBILITY AND TIER ANALYSIS LADOTD Prairieville, LA Project Engineer Provided a Stage 0 Feasibility Study and environmental inventory for LADOTD, documented in accordance with NEPA requirements, to evaluate conceptual alternatives and no-build for the LA 73 corridor to improve traffic operations. A traffic engineering study and Tiered Interchange Analysis report were completed to study a comprehensive number of interchange alternatives and analyze the operational and safety improvements associated with each. Improvements in operations and safety through conceptual geometric design were also analyzed. Detailed crash analysis was completed to determine segments, intersections, or spot locations with abnormal crash rates.							
02/18 - Ongoing	I-49 LAFAYETTE CONNECT Joseph is responsible for to model and additional analy established by LADOTD and layouts and interchange de principles, including pedest Process and Report (TEPR)	TOR LADOTD H LAFAY raffic analysis and enviro ses using TransCAD, VIS d FHWA. Joseph has bee sign and has enabled St trian and bicycle accomr guidelines.	/ETTE, LA Traffic Engineer onmental documentation of va SSIM, and Sidra software packa en involved in the Context Sens antec to redesign several key o modations. Joseph is also in c	rious geometric design alternatives. Project includes a comprehe ages. Project follows the Access Justification Request (AJR) guid sitive Solutions (CSS) process that has allowed for informed chan elements through a Tiered Analysis approach to emphasize urban harge of documenting the project to follow the LADOTD Traffic En	nsive elines ges to desig ginee	Vistro ; ; ramp n ring		



01/22 - Ongoing	AIRLINE HIGHWAY SOUTH STUDY BATON ROUGE CITY-PARISH BATON ROUGE, LA Traffic Engineer The project shall consist of studies associated with improvements from south of the Airline Hwy (US 61)/Siegen CFI to Bluebonnet Boulevard. Joseph is responsible for performing traffic engineering services in accordance with the LADOTD TEPR process including, but not limited to, peak period/hour determination, peak period observations, future volume projections, existing analysis, alternative analysis, microsimulation, signal timing/optimization, and documentation.
06/18 - Ongoing	MID - BRETON SEDIMENT DIVERSION CPRA PLAQUEMINES. LA Traffic Engineer The Mid-Breton Sediment Diversion Project consists of a diversion from the Mississippi River, in the vicinity of Wills Point, Louisiana, for the purpose of capturing sediment from the Mississippi River in order to build and maintain land in the middle portion of Louisiana's Breton Sound Basin. The diversion requires modifications to the existing LA 39 corridor. Joseph is responsible for completing a site traffic analysis, in accordance with the LADOTD TEPR requirements, to assess impacts related to the re-aligned LA 39. Joseph is also responsible for documenting construction related traffic impacts and management in a comprehensive Transportation Management Plan (TMP).
03/20 - 06/21	I-10: US 61 TO LAPLACE SYSTEMS ENGINEERING ANALYSIS LADOTD H.013710 LAPLACE, LA Traffic Engineer Joseph's role in this project included completing field assessments, technical writing/documentation, alternative analysis of potential technologies to implement, constraints and device location analysis, procurement analysis, and review of existing area ITS operations.
06/23 - Ongoing	SHREVEPORT PHASE 2B IMMEDIATE ITS DEPLOYMENT SYSTEMS ENGINEERING ANALYSIS LADOTD Shreveport, LA Traffic Engineer The proposed is an expansion of the Shreveport Regional ITS and is envisioned to expand the existing ITS to provide the Louisiana Department of Transportation and Development (DOTD) with the capability to monitor traffic, provide en-route traveler information and enhance signal controller communications. The project goals are to improve mobility, enhance safety for all users, and infrastructure preservation. The additional ITS field equipment proposed and communications will complement existing systems and enhance DOTD's ability to detect, verify, and manage traffic incidents and/or congestion, and provide traveler information to enhance smart travel in the area. Joseph's role in this project included completing field assessments, technical writing/documentation, alternative analysis of potential technologies to implement, constraints and device location analysis, procurement analysis, and review of existing area ITS operations.



FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Nicholas Lynch, El			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	2		
TITLE	Engineer-in-training			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2022 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	El No. 35226 LA 03/31/20	27			
YEAR REGISTERED	2022	DISCIPLINE	Civil Engineering				
Contract role(s) / brief description of responsibilities	Nicholas has two years of experience in the design and development of Intelligent Transportation Systems (ITS) and roadway lighting deployments. He has been involved in all stages of project delivery from planning and System Engineering to design and construction. He is responsible for the engineering calculations, design and development of plans for lighting projects. He also has an experience in photometric analysis, design and development of roadway lighting, and outdoor lighting systems. During the construction phase, Nicholas has provided technical support services to assist the owner and verify general conformance with the design including review of shop drawing and equipment submittals. His other areas of expertise include Quality Control and Quality Assurance (QC/QA) review, data collection and report preparation. His software tools experience includes Agi32 for photometric design and analysis. Nicholas will serve as TRAFFIC / SAFETY and FEASIBILITY STUDIES for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
05/22 - Ongoing	I-10: LA-26 (JENNINGS) INTERCHANGE LIGHTING LADOTD H.014286 Jennings, LA Engineer-in-Training Nicholas is serving as an Engineer-in-Training for the design work and ongoing construction support on this project. Project limits included the I-10 / LA 26 Interchange. Project design included the following types of roadway lighting standards: ground mount low mast and underpass lighting design. Nicholas worked on the photometric analysis and design of the lighting system. Nicholas is currently providing construction support for this project.						
05/22 - Ongoing	I-10: LA-97 (JENNINGS) INTERCHANGE LIGHTING LADOTD H.014272 Jennings, LA Engineer-in-Training Nicholas is serving as an Engineer-in-Training for the design work and ongoing construction support on this project. Project limits included the I-10 / LA 97 Interchange. Project design included the following types of roadway lighting standards: ground mount low mast and underpass lighting design. Nicholas worked on the photometric analysis and design of the lighting system. Nicholas is currently providing construction support for this project.						
08/22 - Ongoing	I-10: LA-99 (WELSH) INTERCHANGE LIGHTING LADOTD H.014287 Welsh, LA Engineer-in-Training Nicholas is serving as an Engineer-in-Training for the design work and ongoing construction support on this project. Project limits included the I-10 / LA 99 Interchange. Project design included the following types of roadway lighting standards: ground mount low mast and underpass lighting design. Nicholas worked on the photometric analysis and design of the lighting system. Nicholas is currently providing construction support for this project.						
10/23 - Ongoing	I-12 TO BUSH LA 3241 (I-12 TO LA 36) LADOTD H.004957 Lacombe, LA Engineer-in-Training The project work involves modifications to existing roadway geometry at I-12 at LA 434 interchange and LA 434 highway. Stantec's scope involves lighting system design over the limits of I-12/LA 434 interchange and proposed geometry changes on LA 434 involving a roundabout, additional travel lanes, pedestrian walkways and crosswalks. Nicholas is serving as an Engineer-in-Training for the lighting design work on this project. The project design involves preparation of lighting plans, illumination/photometric analysis, engineering calculations including pre-construction arc-flash analysis and development of technical specifications.						
09/24 - Ongoing	STEAM MILL ROAD CORR The project scope involves toward the safety upgrade. three roundabouts under th	IDOR IMPROVEMENTS roadway geometry modi Nicholas is providing a o e project limits.	F COLUMBUS CONSOLIDAT fications, addition of shared u detailed photometric analysis i	ED GOVERNMENT Columbus, GA Engineer-in-Training se paths and crosswalks to a two mile stretch of Steam Mill Road report involving a 2-mile section of roadway, shared use paths, cr	d, targete osswalks	ed s and	
07/23 - 10/24	BONNET CARRE ITS UPG Nicholas performed on-site within the project limits. He estimates, and helped prep	RADES LADOTD H.01 existing infrastructure a then documented findir are 30% Plans to presen	5137.1 Laplace, LA Engine analysis to determine the areas ngs into a Systems Engineering t to the client.	er-in-Training s of concern and magnitude of damages for conduit, pullboxes, a g Analysis report, provided potential alternative design solutions,	nd camer created c	ra sites cost	



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FIRM EMPLOYED	IPLOYED BY Stantec Consulting		arvices Inc.				
NAME	Callie Castro, PE, PTOE, IMSA II			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	6		
TITLE	Associate, Transportation	Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	3		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2014 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 0042735 LA 03/31	/2026			
YEAR REGISTERED	PE 2018 PTOE 2018	DISCIPLINE	Civil Engineering; PTOE #474	\$1			
Contract role(s) / brief description of responsibilities	Callie is experienced in Traffic Signal Design over numerous projects, as well as Traffic Analysis, Traffic Impact Studies, Traffic Signal Coordination and Timing, Pedestrian and Bicycle Facility Design and Studies, and Traffic Operations Management. She also has experience with design of Intelligent Transportation Systems. Her safety experience spans multiple projects where she has collected data, analyzed existing crash rates, and used the HSM software for predictive analysis. Her experience also includes preliminary roadway design including resurfacing, reconstruction, intersection, and ADA projects. Callie is also experienced with a number of software programs including VISSIM, Vistro, AutoCAD, Microstation, GeoPak, OpenRoads, HCS, and Synchro. Callie will provide TRAFFIC / SAFETY and ITS for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	cover the years		
02/13 - 07/16	I-12 NORTH SHORE RAMP METER SEA (PHASE II) LADOTD Baton Rouge, LA Engineer Callie helped develop timing plans and phasings for 8 ramp meters along I-10 in Baton Rouge with the use of VISSIM modeling. Callie also helped draw up the design plans for the ramp meter locations according to DOTD's Traffic Signal Inventory (TSI) standards. She also assisted with design plans and quantity updates to address change orders throughout the construction process.						
08/14 - 09/15	I-12 NORTH SHORE RAMP METER SEA (PHASE I) LADOTD Covington, LA Engineer Ramps on I-12 were analyzed to address safety and operational issues in the North Shore area near Covington. Callie developed a VISSIM model of the corridor to analyze existing and future conditions with and without ramp meters. She performed travel time runs and other data collection along I-12 to properly calibrate the VISSIM model according to DOTD's Microsimulation Policy. Callie developed Measures of Effectiveness (MOE) results from the VISSIM model to show the effects of ramp metering along I-12 in the study area.						
08/15 - 06/16	RED RIVER ITS CROSSING For this ITS project, Callie d project.	GS (PHASE II) LADOTD lesigned conduit and fibe) Shreveport, LA Engineer er optic cable runs to be moun	ted to two bridges in Shreveport, Louisiana. She also drew up plan	sheets for this		
02/18 - 09/18	ITS SIGNAL COMMUNICATION UPGRADE (PHASE I) LADOTD H.012749 Baton Rouge, LA Engineer Callie was responsible for project organization including submittals as well as design aspects. Callie used Microstation to design a fiber optic expansion that consisted modifications and upgrades to existing communication interface to provide connectivity to various signals. She was responsible for the design of fiber optic layout, signal cabinet details, and traffic signal wiring diagrams.						
08/23 - 05/24	ITS AND FIBER DEPLOYM Callie served as the assista for both the ITS and Fiber D goals such as network redu strategies. Callie developed that included the project ev Deployment Plan document deployments. Callie also as	ENT PLANS TDOT Sta ant project manager for the eployment Plans. Project indancy, wireless and fib the project prioritization aluation and additional it ts detailing the needs an esisted in developing a G	atewide, TN Assistant Project his project. Callie participated ets were identified based on Re er upgrades, traveler informati n criteria and scoring method nformation about each identifi d strategies, project identificat rant Funding Matrix to detail for	t Manager in stakeholder coordination and meetings. Callie and team identifi- gional and Statewide needs for ITS devices and fiber optic cable to on, traffic monitoring, integrated corridor management, and various to prioritize projects included in each deployment plan and an eval- ed project. Callie developed the complete ITS Deployment Plan an- tion methodology, prioritization methodology and process, and roa unding options for identified projects.	ed projects o achieve s detection uation matrix d Fiber dmap to future		



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FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Natalie Ziomek, El			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	<1		
TITLE	Traffic Engineer in Training]		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	<1		
DEGREE(S) / YE	ARS / SPECIALIZATION		BS 2024 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	El No. 36512 TN				
YEAR REGISTERED	2024	DISCIPLINE	Civil Engineering				
Contract role(s) / brief description of responsibilities	Natalie is Traffic Engineer in Training. Natalie will provide TRAFFIC / SAFETY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cover	the years	
07/24 - 08/24	VANGUARD RENEWABLES TRAFFIC IMPACT STUDY VANGUARD RENEWABLES West Mansfield, Ohio Traffic EIT Natalie was responsible for assisting with the Traffic Impact Study (TIS) for the proposed Vanguard Renewables food waste processing facility. She contributed to data collection, obtained traffic volume, and applied growth rates to project future conditions. Natalie also assisted with the intersection capacity analysis, turn lane warrant evaluation, and sight distance study, ensuring compliance with ODOT standards.						
06/24 - 03/25	ARTIFICIAL INTELLIGEN Natalie was responsible for (TDOT) Artificial Intelligenc performance measures, an supported the BCA by assis safety improvements.	CE-BASED DECISION S r assisting with the Perfo ee-Based Decision Suppo d analyzing data to asse sting with cost analysis,	UPPORT SYSTEM TDOT (Normance Evaluation Report and ort System (AI-DSS) project. As set the impacts of Intelligent To user delay benefit calculations	lashville, TN Traffic EIT d Benefit-Cost Analysis (BCA) for the Tennessee Department of Tr s the Traffic EIT, she contributed to developing evaluation framewor ransportation System (ITS) deployments along the I-24 SMART Co s, and crash benefit evaluations to quantify the project's economic	anspo orks, ic orridor. orridor.	rtation's lentifying . Natalie bility and	
06/24 - 03/25	KNOXVILLE I-40 CORRID Natalie was responsible for traffic count locations, proc hotspots and providing insi corridor improvements, inc safety. Additionally, Natalie of recommendations to en	OR PRIORITY INVESTM r the traffic data collection cessed traffic count data ights into existing traffic luding the implementation contributed to safety stand nance safety and reduce	MENT TDOT Knoxville, TN on and analysis for the I-40 Pri , and analyzed traffic volume p conditions. This analysis direct on of Choice Lanes, alternative tudies by evaluating traffic con congestion along the I-40 corr	Traffic EIT ority Investment Corridor project in Knoxville, Tennessee. She sele patterns, and travel time trends. Her work was essential in identify ctly contributed to the development of data-driven recommendation e routes, and other infrastructure upgrades aimed at improving mo ditions and identifying potential safety risks, further supporting the ridor.	ected s ing co ons for obility ne dev	strategic ngestion r future and elopment	

FIRM EMPLOYED BY		Stantec Consulting Services Inc.						
NAME	Derrick Waller, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5			
TITLE	Transportation Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	10			
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2019 Civil Engineering					
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 042678 NC 12/31/	2025				
YEAR REGISTERED	2015	DISCIPLINE	Civil Engineering					
Contract role(s) / brief description of responsibilities	Derrick is dedicated to developing transportation solutions that ensure safe travel for all modes through neighborhoods and communities. He leverages his expertise in traffic engineering, data analytics, and safety education to achieve this goal. With 15 years of experience in transportation engineering, Derrick's work spans planning, design, construction, and maintenance. He is proficient in transportation safety, signal design, signal timing, and access management. In the realm of transportation safety, Derrick has led efforts to create crash analysis reports for transportation improvement projects. This involved providing crash data analytics, crash patterns/narratives, and collision diagrams to determine appropriate countermeasures. Before transitioning to the private sector, Derrick served as an Assistant District Engineer for the North Carolina Department of Transportation (NCDOT) in the Wake County District Office. Derrick will provide TRAFFIC / SAFETY for this contract.							
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).						
01/22 - Ongoing	NCDOT TRAFFIC SAFETY UNIT ON-CALLS NCDOT North Carolina Project Manager Derrick manages various contracts with NCDOT to review and analyze locations (statewide) for the following: fatal crashes locations, spot safety requests, and evaluate locations warranted in the NCDOT HSIP program. His team provides crash analytics, narratives, and collision diagrams to NCDOT Regional Traffic Engineers to determine appropriate countermeasures and reduce the potential for future crashes at any specific location.							
04/22 - 11/24	I-87 PLANNING AND LAND USE STUDY Project Engineer Derrick lead efforts to analyze and report the crash trends of an 80 mile corridor. He developed and summarized crash hotspots, crash types, crash severities and cross-referenced various data points to reveal access management issues. Derrick also provided background data that factors into crashes as well focal points for future safety and planning studies.							
01/20 - 08/23	VDOT STATE HIGHWAY SAFETY IMPLEMENTATION PLAN VDOT Virginia Engineer Derrick led efforts to collect crash data and perform crash analysis, assisting VDOT in determining Run-off-road & Fixed Object crashes on all Interstate and Primary Roadway in the state for the past 5 years. We processed the crash data and created various visuals and charts to prioritize and illustrate VDOT's critical issues along the specified highway networks.							
09/19 - 10/22	GOLDSBORO URBAN AREA 2045 METROPOLITAN TRANSPORTATION PLAN (MTP) GOLDSBORO MPO Goldsboro, NC Engineer Derrick analyzed crash data and local history to determine 10 intersections to recommend for inclusion into the MTP. He developed low cost/near-term & high cost/long-term safety countermeasures.							
01/19 - 09/20	EASTERN LINCOLN COUNTY CORRIDOR MOBILITY STUDY LINCOLN COUNTY Lincoln County Traffic Safety Engineer Derrick was a Traffic Safety Engineer on this project, responsible for collecting and analyzing crash data on multiple primary/secondary road networks to determine planning-level hot spot crash locations and studied crash trends to further evaluate for short-term safety countermeasure solutions. The study reviewed existing and projected traffic congestion, identified, and evaluated transportation design alternatives, and recommended an action plan for implementation. The process took into consideration projects that have been approved and are in various stages of design and implementation. The Board of County Commissioners adopted the study on September 21, 2020.							
03/19 - 10/20	WENDELL BOULEVARD PI As part of this planning pro analyzing crash trends, reco	LANNING STUDY (LAPI ject, Derrick was a Traffi ommending crash count	P PROJECT) TOWN OF WEN c Safety Engineer, responsible ermeasure solutions, applying	DELL Wendell, NC Traffic Safety Engineer for developing detailed crash analysis report, determining critica crash modification factors (CMF) values to each countermeasure	ıl crash rates, e.			



FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Austyn Beci, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 4	A		
TITLE	Civil Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 3			
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2017 Civil Engineering				
ACTIVE REGISTE	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 058285 NC 12/21/	2025			
YEAR REGISTERED	2024	DISCIPLINE	Civil Engineering				
Contract role(s) / brief description of responsibilities	Austyn is a transportation engineer in the Raleigh Traffic Group. She began her experience interning with NCDOT's Traffic Safety Unit before interning at Stantec throughout college until graduation. Her full-time experience began in roadway design with Stantec. Her interest in design led her to learning Civil 3D and working in Land Development for two years before returning to Stantec's Traffic Group. She currently works on Traffic Safety Analysis and Traffic Simulation. She has experience working in Microstation, Civil 3D, GIS, Synchro, and TEAAS. Austyn will provide TRAFFIC / SAFETY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should cover the yea	ars		
01/23 - Ongoing	NCDOT TRAFFIC SAFETY HSIP CONTRACTS NCDOT North Caroline Traffic Safety Engineer Analyzed intersections and sections of roads throughout North Carolina that NCDOT deemed may be higher risk locations. This analysis involved the use of TEAAS (Traffic Engineering Accident Analysis Software) to determine whether locations met NCDOT warrants. Warrants are based on crash patterns, roadway conditions, light conditions, and weather conditions. After analysis, Microstation was used to develop collision diagrams displaying the conditions at these locations over a five or ten year study period.						
01/23 - Ongoing	NCDOT TRAFFIC SAFETY ON-CALLS NCDOT Raleigh, NC Traffic Safety Analyst Contract with NCDOT to review and analyze locations (statewide) for the following: fatal crashes locations, spot safety requests, and evaluate locations warranted in the NCDOT HSIP program. Provide crash analytics, narratives, and collision diagrams to NCDOT Regional Traffic Engineers to determine appropriate countermeasures and reduce the potential for future crashes at any specific location.						
01/23 - Ongoing	NCDOT TRAFFIC SAFETY FATAL SLIP CONTRACTS NCDOT North Carolina Traffic Safety Engineer TEAAS crash analysis of sections and intersections at fatal crash locations statewide throughout North Carolina. These accidents either occurred at an intersection or a section of road. The intersection study involves manually reviewing all crashes in the last 5 years that occurred within a 150' radius of the study. A section study involves manually reviewing all crashes that occurred within 0.5 miles in both directions of the fatality location. After analysis, a report is compiled to show crash type, injury type, severity index, and roadway conditions. If a significant pattern is found it is noted and potential countermeasures are stated.						
03/24 - 12/24	ELM STREET IN HIGH POINT, NC High Point, NC Traffic Engineer Evaluate the traffic impacts a proposed road diet along Elm Street in High Point, NC would have on surrounding traffic conditions. Analyze the conditions of 2023 Existing Traffic, 2045 No Build Traffic, and 2045 Build traffic. Run crash analysis for the intersection of Elm & Gatewood to determine whether the intersection meets warrants to be converted from a 4 way stop to a 2 way stop or a signalized intersection. Prepare a technical report involving figures to compare traffic operations in the existing and future years with and without these improvements.						
01/23 - 10/24	ROXBORO & MANGUM TV Evaluate the traffic impacts Durham. Analyze the existin any patterns to address in t without these improvement	VO WAY CONVERSION of converting these one ng conditions, 2045 exis the design concept. Prep ts.	Durham, NC Traffic Engine e-way routes to two-way routes ting conditions, and 2045 build pare a technical report involvin	r allowing for more pedestrian movement particularly in the vicinity of downtow I conditions using Synchro. Run crash analysis along these routes to determine g figures to compare traffic operations in the existing and future years with and	vn e d		



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FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Jesse Mintz-Roth, AICP	z-Roth, AICP		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1		
TITLE	Senior Associate			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	19		
DEGREE(S) / YEA	ARS / SPECIALIZATION		MA 2008 Urban Planning;	BA 2001 Public Policy and Geography			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	Certified Planner No. 02544				
YEAR REGISTERED	N/A	DISCIPLINE	N/A				
Contract role(s) / brief description of responsibilities	Jesse brings over 20 years of public sector experience working to make streets safer and more accessible for all road users. As vision zero manager for the City of San Jose, Jesse's wrote two vision zero action plans, updated the city's high injury network and created new "quick build" implementation teams to redesign those streets faster, boosted investment by over \$100M including winning the USDOT Safe Streets for All (SS4A) grant twice, created a new public vision zero task force and an out of home speed reduction campaign, became one of six California cities authorized to pilot speed cameras, and pioneered a study on traffic fatalities involving people experiencing homelessness to identify opportunities to reduce for some the country's most vulnerable road users. Traffic fatalities fell 25% under Jesse's leadership, creating the city's first multi-year reduction trend in over ten years. Jesse got his start in street safety redesign projects at the New York City Department of Transportation leading design, engagement, and implementation for pedestrian safety projects in all five boroughs. His major projects include NYC Great Streets projects (e.g., Fourth Ave, Brooklyn) that built safer more resilient pedestrian crossings over major subway tunnels, simplifying complicated intersections at transit hubs by creating new public space (e.g., Myrtle-Wyckoff, Bushwick/Ridgewood), urban arterial traffic calmings (e.g., West End Ave, Manhattan), pedestrian safety improvements near schools and senior housing, and leading citywide engagement to create New York City's first borough pedestrian safety action plans. Jessie will provide ROAD SAFETY ASSESSMENT for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates shoul	d cover the years		
07/23 - 12/23	SS4A IMPLEMENTATION: SAFETY IMPROVEMENTS AT 4 KEY INTERSECTIONS City of San Jose San Jose, CA Lead Author While working as Vision Zero Manager for the City of San Jose, Jesse led a multidisciplinary team of planners and engineers from across the Department of Transportation to assemble a winning application for the second year of the USDOT Safe Streets for All (SS4A) Implementation grant, in the program's most competitive state. The \$12.9M award for will redesign 4 intersections on the High Injury Network: three with protected intersection designs to reduce pedestrian crossing distance and provide safer bicycling infrastructure. The locations include one coordinated with Caltrans near VTA light rail, and one coordinated with the Santa Clara County Department of Roads and Airports, next to a major public High School.						
01/24 - 03/24	SS4A DEMONSTRATION: CITYWIDE SPEED CAMERA 5-YEAR PILOT City of San Jose San Jose, CA Lead Grant Author While working as Vision Zero Manager for the City of San Jose, Jesse authored and won this 2024 USDOT Safe Streets for All (SS4A) Demonstration grant. The \$8.5M award funds cameras and their maintenance for up to 5 years and also funds: data collection before and after, a media engagement campaign, a consultant to evaluate performance to recommend safety improvements, and an equity evaluation of the program. Jesse also worked for the several previous years with other California cities and California State Assembly legislative staff to work on and pass the enabling legislation, 2023 California Assembly Bill 645, which enables 6 California cities (San Francisco, San Jose, Oakland, Los Angeles, Long Beach, Glendale) to pilot speed safety systems for up to 5 years. Jesse was part of the statewide technical meetings following its passages and also oversaw the beginning of speed camera location selection.						
02/15 - 06/16	MYRTLE-WYCKOFF PLAZ Jesse led the ambitious red reduced traffic fatalities by block in front of the subway trains) and bus (Ridgewood on the border of Bushwick,	A LADOTD Brooklyn, lesign of this 6-leg inters closing a block of Wyck y station created a great I Terminal, located under Brooklyn and Ridgewood	NY Project Manager section under the turning eleva off Ave to vehicular traffic in o new neighborhood public spa r the M train) to no longer need d, Queens, was later recognize	ated M-train following several pedestrian fatalities. The project sur rder to reduce the number of possible turns at the intersection. C ce, and made it possible for transit riders connecting between su d to cross the street in order to transfer. The initially contentious d by NYC Streetsblog as the best NYC pedestrian project of 2016	ccessfully losing the street bway (L and M project, located		



FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Jolie Maberry, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 6			
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 6			
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2004 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 40513 LA 09/30/20	026			
YEAR REGISTERED	2016	DISCIPLINE	Civil Engineer				
Contract role(s) / brief description of responsibilities	Jolie has 12 years of exp and managed traffic and ASSESSMENT for this c	erience working on m line grade tasks, and j ontract.	ajor traffic projects. She has preliminary cost estimates f	conducted or managed feasibility studies, impact studies, coordinated or proposed improvements. Jolie will provide ROAD SAFETY			
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should cover the years			
06/19 - 11/19	EXXON MOBIL BRPO TRAFFIC IMPACT STUDY Baton Rouge, LA Traffic Engineer Jolie performed a safety analysis, HCS7 analysis of existing, no build, and build conditions; alternative development, report development, coordination with Exxon and DOTD. This project included preparation of a Traffic Impact Study to determine any potential impacts to Scenic Highway as a result of BRPO maintenance work. Recommendation for any geometric, lighting, or safety improvements.						
01/17 - 12/18	I-10 CORRIDOR STUDY: LA 415 TO ESSEN ON I-10 AND I-12, STAGE 1 ENVIRONMENTAL ASSESSMENT LADOTD Baton Rouge, LA Project Engineer Jolie coordinated and managed traffic and line grad tasks, developed line and grade alternatives and preliminary cost estimates for proposed improvements using AASHTO standards and guidelines, public outreach (meetings, materials and presentation), developed public information and agency involvement plans, participated as technical staff at public meetings, coordinated public events, and prepared decision documents. This project included a Stage 1 study of I-10 through Baton Rouge to develop feasible improvements and to obtain an environmental decision to implement improvements to I-10 and I-12 from the LA 415 interchange to the I-10 and I-12 interchanges at Essen Lane.						
06/15 - 12/18	I-49 INNER CITY CONNECTOR, STAGE 1 EIS LADOTD Caddo Parish, LA Project Engineer, Co-Project Manager Jolie organized traffic efforts, developed line and grade alternatives and preliminary cost estimates using AASHTO guidelines, assisted with document preparation and project coordination, and public outreach including presentations and public meetings. She performed a traffic analysis utilizing HCS7 for all interchange alternatives. This project included Stage 1 EIS for the proposed I-49 Inner City Connector in Shreveport, LA. Engineering and environmental clearance on construction of a 3.5-mile connector through an inner-city neighborhood.						
12/15 - 12/16	I-10 CORRIDOR STUDY, (LA 415 TO ESSEN LANE AT THE I-10/I-12 INTERCHANGE), STAGE 0 FEASIBILITY STUDY LADOTD East Baton Rouge Parish, LA Project Manager Engineer Jolie coordinated and managed traffic and line and grade with sub-consultants, identified ROW requirements for each alternative, developed line and grade alternatives and preliminary cost estimates using AASHTO standards/guidelines, design of interchange alternatives as part of the development of an Interchange Tier 1 Analysis, public outreach (meetings, materials and presentation), developed public information and agency involvement plans, participated in public meetings, coordinated public events, and prepared decision document. This project included a Stage 0 study of I-10 through Baton Rouge to develop feasible improvements and to obtain an environmental decision to implement improvements to I-10 and I-12 from the LA 415 interchange to the I-10 and I-12 interchanges at Essen Lane.						
07/19 - 07/23	at Essen Lane. MOVEBR PROGRAM MANAGEMENT City of Baton Rouge Baton Rouge, LA Deputy Project Manager Management of all aspects of the Florida Blvd and North Blvd corridor enhancement projects including RFQ development, consultant management, schedule development, meeting setup and coordination, coordination between the consultant, The City and The State, scope review, project updates, project costs, coordination between projects, and communication with MOVEBR Program Team and City. Manage all design, scheduling,budgeting, and City-State coordination of the Synchronization & Communication Project and the Advanced Traffic Management Project. LADOTD Traffic liaison for all MOVEBR Enhancement projects which require communication and coordination with LADOTD.						



FIRM EMPLOYED BY		Stantec Consulting Services Inc.					
NAME	Mary Frances Bratton O'Rourke, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	14	25	
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2012 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 41444 LA 09/30/20	25			
YEAR REGISTERED	2017	DISCIPLINE	Civil Engineer				
Contract role(s) / brief description of responsibilities	Mary's roadway engineering experience includes preparing roadway plans, quantity calculations, hydraulic analysis, striping and signing design, coordination of utility relocation for design-build projects, and geometric design such as horizontal and vertical alignments for a variety of projects in Louisiana. Mary is knowledgeable in a number of software programs including Microstation, InRoads and SignCad. She has also assisted in the design of roundabouts, interchanges, and realignments of urban roadways. Mary will perform ROADWAY SAFETY ASSESSMENT and ROADWAY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	'designed girders", "designed intersection", etc. Experience dates shoul	d cover	the years	
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Roadway Engineer. Mary is responsible for developing permanent interchange and ramp terminal signage concepts of the five-and-a-half-mile urban corridor, which includes segments of at-grade and elevated mainline, parallel frontage roads, urban interchanges, slip ramps, and connection/modifications to the existing roadway network. Mary is also assisting with the geometric roadway designs, quantity and cost estimating, drainage designs, and MOT concepts.						
07/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Roadway Engineer. Mary assisted with the plan development of this project which constructed a diamond interchange with frontage roads to replace the current, at-grade, signalized intersection of US90 and LA 318. This included developing horizontal and vertical alignments, drainage design, signing and striping design, maintenance of traffic design, and quantity calculations. Mary also coordinated with utility companies for all required utility relocations on the project, as well as LADOTD Headquarters and the District office to ensure the utilities were relocated in a timely manner to mitigate utility conflicts with the roadway construction.						
01/18 - Ongoing	DIJON DRIVE PHASE I & PHASE II City of Baton Rouge Baton Rouge, LA Roadway Engineer. Stantec designed this roadway on new alignment for the City of Baton Rouge as an access roadway to the new hospital. This fast-paced project includes a four-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization, and off-site intersection improvements. Mary's responsibilities include designing the signing and striping layout, calculating quantities to develop a construction cost estimate, and assisting with plan development to produce typical section sheets, plan and profile sheets, summary of quantity sheets, drainage map sheets, geometric detail sheets, signing and striping sheets, and suggested sequence of construction sheets. Mary has also provided construction support for Diion Phase I						
10/17 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Lead Roadway Engineer. Stantec is lead designer for this new, high-level bridge and its approaches over the navigational channel of Contraband Bayou. The project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Mary was responsible for the geometric design which included an at-grade railroad crossing, roadway modeling, drainage design, signing and striping, joint layout, and sequence of construction. Mary also assisted with the NEPA Environmental Assessment process and coordination between all stakeholders and is currently providing roadway construction support for this project.						
07/14 - 06/16	US 79 BYPASS AT LA 9 RO Roadway Engineer. Project r coordination, and the design sequence of construction wh	UNDABOUT LADOTD eplaced a signalized inters of all areas of plan develop ich required three detour re	Claiborne Parish, LA section with a roundabout while r oment including horizontal and ve bads and a temporary subsurface	naintaining traffic. Mary's responsibilities included managing plan dev rtical alignments, earthwork modeling, drainage design, signing and s e drainage system, quantity calculations, and cost estimate for the co	elopme striping structic	nt, client layout, on.	
05/12 - 12/21	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. Mary designed bike lane facilities and signing/striping layout for this preliminary and final plan design project to upgrade a four-mile portion of Government Street. She assisted with designs/plan development including typical sections, plan sheets, geometric details, signing and striping, and sequence of construction. Mary also calculated quantities, developed the cost estimate for construction, and provided construction support						



FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.			
NAME	Joseph "Joe" Cains, III, PE	I, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	20	E)
TITLE	Senior Associate, Area Ma	nager (Louisiana)		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	No In
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2003 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 33670 LA 03/31/20	026		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineer			
Contract role(s) / brief description of responsibilities	Joe has over 20 years of experience for various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects, and other similar transportation systems, on both existing highway alignments and new locations. He also has extensive experience with Complete Streets and innovative intersections including roundabouts, DDIs, and CFIs, and has been involved in several major projects involving compressed schedules and quick turnaround deadlines. He has experience in both traditional and alternative delivery types as well as Construction Administration services, allowing him to help lead the charge in the transportation industry for Stantec in the State of Louisiana. Joe will perform ROADWAY SAFETY ASSESSMENT for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cover th	ie years
07/2015 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Lead Roadway Engineer Responsible for Task 4 Geometrics, as well as coordinating project needs for this 15-task program that is being carried out with a team of 15 design firms. Task 4 involves evaluation, development of alternatives, and recommendations for all roadway geometric elements for this 5.5-mile long corridor. Task 4 also is involved in coordination and participation in public outreach and finalization of a Supplemental EIS document. Joe is also serving as Project Manager for the Preliminary Design Phases of the I-49 Connector Project. Joe also performed internal QC on deliverables prior to external submittals.					
04/2015 - 06/2018	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT LADOTD St Mary Parish, LA Lead Roadway Engineer Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median, and constructing a new overpass bridge for US 90 over LA 318. This project also included a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe's duties included leading the effort for plan development of the various design units, development of the TMP, design of frontage road and ramp geometry, as well as construction support during the process. Joe also performed internal QC on deliverables prior to external submittals.					
11/2010 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Project Manager Project Manager for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project to construct a new high-level bridge over Contraband Bayou. During the environmental phase, Joe coordinated all environmental tasks and developed the line and grade study, performed a vessel survey to better understand navigational requirements for the proposed bridge, assisted with development of the Section 404 and Section 10 permits (USACE and USCG), and coordinated the compilation of the entire EA document, which included three subconsultants. Joe also designed the horizontal and vertical geometry for the project and providing general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, maintenance of traffic, bridge design, traffic signal design, railroad design, lighting design, and assisted District 07 with the coordination of utility impacts. Joe also performed internal QC on deliverables prior to external submittals. Joe is currently managing the limited construction support phase					
04/2011 - 06/2015	I-210: COVE LANE INTERC This project proposed to re channel to the Nelson Road traffic engineers during the exhibits and materials nece the horizontal geometry for and design, striping and sig Coordination and Relocatio submittals. Joe was also in for the project. Lastly, he w with maintaining the project	HANGE AND IMPROVEN construct I-210 to overpa I Interchange. During the analysis and modeling e essary to support the Env the entire project, led th gning design, bridge and n, and implementing env twolved with the develop as heavily involved in the t schedule.	MENTS PROJECT LADOTD L ass the extension of Cove Lance e Stage 0 and IMR phases of th efforts to modify the alternative vironmental Assessment docume ne roadway design plan develop structural design, geotechnica vironmental commitments into ment of the Transportation Ma e construction process, which	ake Charles, LA Assistant Project Manager and Lead Roadway e and widen it between the foot of the I-210 bridge over the Calca e project, Joe developed 29 full interchange alternatives and coo es as needed to satisfy DOTD needs. In the environmental phase, ment. During the Preliminary and Final Design Phases of the proje pment efforts, and coordinated multiple disciplines including hyd il design, and maintenance of construction, as well as ROW acqui the design. Joe also performed internal QC on deliverables prior nagement Plan, and the development and approval of several Spe included frequent trips to the project site, answering RFIs, and as	Engineer sieu River rdinated he provie ect, he de raulic an sition, Ut to exterr ecial Provisisting L	r er ship with ided the esigned nalysis ltility nal visions _ADOTD



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FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.			
NAME	Caroline Christmas, El			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1	
TITLE	Civil Engineering in Trainin	Ig		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	4	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2019 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	El No. 34720 LA 03/31/20	25		
YEAR REGISTERED	2020	DISCIPLINE	Civil			
Contract role(s) / brief description of responsibilities	Caroline is an engineer in training and has experience working on traffic projects, assisting in traffic reports, and plan development. Her experience using various software packages, including Synchro, Vissim, and MicroStation. Caroline will provide ROAD SAFETY ASSESSMENT for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).					
11/23 - Ongoing	AIRLINE HIGHWAY, SOUTH (PARISH LINE TO BLUEBONNET BLVD) CITY OF BATON ROUGE & EAST BATON ROUGE Baton Rouge, LA Traffic Engineer in Training Caroline assisted with the Tier 1 report as well as the Cap-X analysis. The Tier 1 included signal warrant analysis and revising median openings to meet LADOTD standards. The Cap- X analysis included four alternatives with some modifications including roadway and intersection control type modifications.					
10/24 - Ongoing	PERKINS ROAD ELEMENT Training Caroline assisted with a tra alternatives to accommoda writing/ documentation.	TARY SCHOOL-TRAFFI Iffic analysis for a proposite the anticipated school	C IMPACT STUDY EAST BA sed school development. The a ol traffic. Caroline assisted with	TON ROUGE PARISH SCHOOL SYSTEM Baton Rouge, LA Trai analysis report was completed to study a single portion of Perkins h traffic forecast distributions, trip generation, Synchro modeling,	fic Eng s Rd w and te	gineer in ith chnical
11/23 - Ongoing	I-49 INNER CITY CONNEC Caroline assisted with the a will assist with documentin	CTOR LADOTD Shrev analysis of two alternativ og these results and road	report, LA Traffic Engineer in ves using the Highway Capacit lway modifications.	Training y Manual and determining which roadway improvements would be	e nece	ssary. She

FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.			
NAME	Scott Hoffeld, CEP			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5	
TITLE	Senior Project Manager, Er	nvironmental		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	26	
DEGREE(S) / YEA	ARS / SPECIALIZATION		MS 1994 Resource Manag	ement and Administration; BA 1989 Economics		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	CEP No. 02040408 LA N/A	A		
YEAR REGISTERED	2002	DISCIPLINE	Certified Environmental Prof	essional of the Academy of Board Certified Environmental Profe	ssionals	
Contract role(s) / brief description of responsibilities	Scott is a Senior Environmental/Transportation Planner and Economist with over 29 years of NEPA and permitting experience for LADOTD, spanning from EAs, CEs and re-evaluations to complete multi-phased and 3rd party EISs and supplemental EISs. His project experience has included IJRs; hazardous materials; and EJ outreach/involvement, impact and mitigation analyses; and the use of benefit-cost analysis in public-project alternative investment and decision-making. He has completed the DOTD TEPR training, NHI NEPA Decision-Making course among many others. Scott will perform FEASIBILITY STUDIES for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cover the years	
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Assistant Program Manager and Prime Env. Program Lead Scott is assisting with the program management task, including overseeing staff and agency coordination, schedule maintenance/adherence, contracting, invoicing, and other. As the program prime's Environmental SME, Scott coordinates closely with the LCP task and firm leads on Environmental SEIS tasks/ deliverables content, quality and schedule. Scott's work also includes the close coordination of LCP strategy to comply with evolving NEPA expectations based on FHWA and FAA concerns; as well as strategizing to expedite delivery of the project through various NEPA compliance and construction phasing options. Work will ultimately involve LCP coordination of a DOTD Joint Use Agreement with the Lafayette Consolidated Government for under-structure use of viaduct's rights of way.					
10/15 - 03/17	EA AND REEVALUATION FOR DIJON EXTENSION IMPROVEMENTS CITY OF BATON ROUGE H.012233/H.012232 Baton Rouge, LA Project Manager Responsible for EA and public outreach for short connector roadway between LA 3064 (Essen Lane) and LA 1248 (Bluebonnet Boulevard) in Baton Rouge. The project involved coordination with the Our Lady of the Lake and The General hospitals regarding future development plans, as well as consideration of future bikeway plans for the City of Baton Rouge.					
01/03 - 07/08	I-69 ENVIRONMENTAL IMF Deputy Project Manager Scott served as Deputy Pro and poultry farming area. T Wildlife Management Area, must be designed and ame	PACT STATEMENT, SIU N ject Manager for section he study area is studded and the Bodcau Reservo liorated to avoid and mir	0.14 LADOTD/ARKANSAS H of independent utility number with historic properties and c pir Recreational Area. Bayou D nimize adverse effects to Bayo	GHWAY AND TRANSPORTATION DEPARTMENT Shreveport, LA a 14, spanning between Shreveport, LA and El Dorado, AR through il wells among parcels of the Kisatchie National Forest properties orcheat, a Louisiana scenic stream, must be crossed with a new s u Dorcheat's scenic uses.	and El Dorado, AR a rural timber s, the Bodcau structure that	
02/04 - 09/05	I-210 AT COVE LANE INTERCHANGE IMPROVEMENTS AND EA LADOTD Lake Charles, LA NEPA Project Manger Scott worked with Stantec, formerly ABMB during this project. He served as NEPA Project Manager for this aggressive seven-month NTP to FONSI, high-profile interstate interchange improvement project in Lake Charles. Project need is related to a new casino special traffic generator. Expedited work included completion of outreach, field work, and analysis of six build alternatives within six weeks of the NTP. Special NEPA documentation and review protocols were proposed and approved by LADOTD and FHWA, enabling environmental streamlining and reduction of schedule by over 55 percent.					
04/10 - 10/14	EA FOR CHEF MENTEUR B Scott was the project mana issues. Both movable and f in 1930, the existing US 90 constraints include the abu the Bayou Sauvage Nationa postconstruction views to b	RIDGE AND APPROACH ager for a high-priority br fixed-span designs are ur swing-span bridge over utting Venetian Isles subo al Wildlife Refuge. Intens be used in the effort.	ES REPLACEMENT - WITH FO idge replacement EA and Line oder consideration along three Chef Menteur Pass has two 10 division, Fort Macomb structur ive public and agency outreac	NSI LADOTD Orleans Parish, LA Project Manager and Grade Study, responsible for coordination and technical asse alignments in an area of notable environmental and design chall -foot lanes, no shoulders and a bridge sufficiency rating of 37. Er e and state parkland, terrestrial and submerged archaeological s h and involvement was initiated along with computerized renderir	essment of key enges. Built ivironmental ites, and ngs of	



FIRM EMPLOYED	EMPLOYED BY Stantec Consulting Services Inc.							
NAME	Destiny Armstrong, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	6			
TITLE	Civil Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	3			
DEGREE(S) / YEA	RS / SPECIALIZATION		BS 2018 Civil Engineering					
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 47602 LA 09/30/20)25				
YEAR REGISTERED	2023	DISCIPLINE	Civil Engineering					
Contract role(s) / brief description of responsibilities	Destiny is a Civil Engineer is experienced in tempora design, QC coordination/d projects in Louisiana. Des LADOTD Hydraulics Manu NACTO Urban Street Desig	Destiny is a Civil Engineer with more than nine years of transportation engineering experience, specializing in roadway design and plan development. She s experienced in temporary traffic control, quantity calculations and cost estimation, signing and striping design, hydraulic analysis, subsurface drainage design, QC coordination/document control, GIS maps and visualizations, and joint layout design for a range of minor and major transportation design projects in Louisiana. Destiny is also knowledgeable in industry standards such as MUTCD, AASHTO Green Book, AASHTO Roadside Design Guide, LADOTD Hydraulics Manual, LADOTD Road Design Manual, ADA Standards for Accessible Design, AASHTO Guide for Development of Bicycle Facilities, NACTO Urban Street Design Guide, and AASHTO Pedestrian Guide. Destiny will perform ROADWAY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.				
12/22 - Ongoing	LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Project Engineer This 2.5-mile project proposes roadway striping, access management, sidewalk and ADA, and Traffic & Pedestrian Signal improvements along a portion of the Ryan Street and McNeese St. corridors (LA 385), as well as turn lane improvements at the intersection of Ryan Street and Sale Rd. ROW taking and utility relocations are anticipated at the Ryan Street / Sale Road intersection along Ryan Street. Stantec is responsible for all preliminary and final design plans for the intersection improvements including roadway and traffic signal plans, and drainage design. Serving as Project Engineer, Destiny is involved in managing plan development, client coordination, and the design of all areas of plan development including geometric design, drainage, suggested sequence of construction, quantity calculations and cost estimate for the construction. She also prepared design report forms and assisted the traffic team with driveway counts.							
03/22 - Ongoing	AIRLINE HIGHWAY SOUTH City of Baton Rouge Baton Rouge, LA Project Engineer Airline Highway South (Parish Line to Bluebonnet Blvd) improvement project. The City-Parish has directed that Phase 1 of the project shall consist of studies associated with improvements from south of the Airline/Siegen CFI to Bluebonnet Boulevard. The proposed Phase 1 scope of this project's capacity improvements include but are not limited to the following: roadway widening, additional lanes, access management improvements and considerations/improvements for other users in the network (such as sidewalks, bike paths, trails, medical facilities, parks, and other public places). As Project Engineer, Destiny prepared project plan spreadsheet, work plan, quality management plan, and risk management strategy form (RMS 1). She compiled 202 crash report data from Crash1 for Exist/No Build Analysis (Crash Penet Documentation). Destiny also assisted the traffic team with traffic counts for various locations.							
03/19 - 07/22	I-10 / LOYOLA DR. INTER This is a multi-million-dolla Airport. The project consist Destiny assisted with desig and assisted with cost estin	I-10 / LOYOLA DR. INTERCHANGE IMPROVEMENTS DESIGN BUILD PROJECT LADOTD Kenner, LA Project Engineer This is a multi-million-dollar project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange. Destiny assisted with designs/plan development including typical sections, plan sheets, and signing and striping sheets. She also generated quantity calculations and assisted with cost estimates for alternatives.						
10/19 - 02/22	NELSON ROAD EXTENSIO This provided a crucial link Stantec has led the design assisted with quantity calcu Analyses for driveways and documentation.	to downtown Lake Charl effort for this new high-l ulations and plan develop produced exhibits. Dest	TD Lake Charles, LA Engine es and the Port of Lake Charle evel bridge (56-foot clearance pment including typical sectio tiny also prepared Utility Confli	er Intern s by extending Nelson Road over Contraband Bayou to West Salli) and approaches over the navigational channel of Contraband Ba ns, plan and profile sheets, and striping and signing. She perform ict Matrix and the Coast Guard Bridge Permitting Application alon	er Stree you. De ed Auto g with o	et. estiny oTurn other		
06/20 - 03/23	I-49 LAFAYETTE CONNEC As Project Engineer, Desting performed conceptual drain overview presentation for U	TOR LADOTD Lafayet y prepared design report hage analysis for high-lev niversity of Louisiana at	t te, LA Project Engineer form, reviewed horizontal geo vel cost estimates. She evalua Lafayette's senior design clas	metry for potential conflicts between sidewalk alignment and brid ted sight distance lines at turnouts for side streets and participat s. Destiny also generated quantities and prepared cost estimates	dge pier ted in pr s.	rs, and roject		



FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.				
NAME	Hannah Krebs, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 10	55		
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 0			
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2017 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 45917 LA 3/31/202	26			
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering				
Contract role(s) / brief description of responsibilities	Hannah has ten years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans. Hannah will perform FEASIBILITY STUDIES and ROADWAY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
06/17 - Ongoing	I-49 LAFAYETTE CONNEC Hannah is responsible for d developing geometry for the exhibits. This route will prov Comprehensive Stage 0 and	49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 Lafayette, LA Roadway Engineer annah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, eveloping geometry for the roundabout corridor alternative, C3, and project organization. She also developed a Conceptual Maintenance of Traffic Report and hibits. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy.					
11/15 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Engineer Intern Hannah provided analysis of existing project conditions through field work. She helped in providing recommendations to bring conditions up to current ADA standards. She met with residents and business owners impacted by the project at public meetings held by LADOTD. Hannah also assisted with construction plans as well as exhibits for public information meetings. This project included a single-lane roundabout with bypass lanes at the Lobdell Ave. intersection.						
11/15 - 8/19	W. PRIEN LAKE ROAD REI Hannah assisted with the P interchange operations at I	L OCATION LADOTD L Preliminary and Final Des -210 and Nelson Road. T	ake Charles, LA Engineer Int ign Phases of this project, tha his project included a multi-lar	ern t proposed to realign W. Prien Lake road for approximately 1.4 miles ne roundabout and a large drainage structure improvement.	to improve		
09/18 - Ongoing	I-10/LOYOLA INTERCHAN Hannah is responsible for o and traffic operations to an in addition to flyover ramps	NGE DESIGN-BUILD LA creating traffic control pla d around the new Northf leading to and from the	ADOTD Contract No. H.011670 ans and modifying as needed of ield Terminal at the New Orlea Airport on the east side of the	New Orleans, LA Roadway Engineer luring construction. This is a multi-million dollar project that will imp ns International Airport. The project consists of a Diverging Diamond interchange.	rove access Interchange,		
06/20 - 03/23	PERKINS ROAD (SIEGEN RIGHT-OF-WAY MAPS C Hannah's responsibilities in Plans for Perkins Road from increase in traffic and impre safety. Partial median oper roadway and traffic signal p wetlands permit application	TO PECUE) WIDENING ity of Baton Rouge Bato icluded final plan develo in Siegen Lane to Pecue I oves travel efficiency alo ings and u-turn moveme plans, subsurface drainag n.	TRAFFIC STUDY, ENVIRONM on Rouge, LA Roadway Engin pment, geometric design, and Lane using MOVEBR design cri ng this corridor by introducing ents with bulb outs are being p ge and culvert design, and wet	ENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS eer traffic control plans. Under the MOVEBR Program, Stantec completed teria. This 2-lane to 4-lane divided roadway widening project accomr access management principles which have been shown to increase rovided along the corridor. Stantec is responsible for all final design lands permitting. Hannah produced the plan set that was submitted	Final nodates the capacity and ncluding with the		
06/17 - 06/21	NELSON ROAD EXTENSION Hannah was responsible for bridge clearance business for the preliminary submitta alleviate traffic from the int	DN AND BRIDGE LADO or organizing and comple impact to a local shipyar al. The Nelson Road exte erstate system.	TD Lake Charles, LA Engine ting a vessel survey during the d. Hannah also assisted in the ension over Contraband Bayou	er Intern Environment Assessment phase. Vessel owners were contacted to vertical profile design, drainage design, template design, and plan p will connect the community of Lake Charles and provide an alternate	determine a reparation route to		



FIRM EMPLOYED	IPLOYED BY Stantec Consulting Services Inc.					
NAME	Michael Neumann, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	9	
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEA	RS / SPECIALIZATION		BS 2015 Civil Engineering			
ACTIVE REGISTR	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 45396 LA 9/30/202	25		
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Michael has nine years of experience in designing subsurface and open channel drainage systems, roadway geometry through intersections, and striping plans along a major corridor. His work has encompassed both improvements to existing roadways and roadways on new alignments. Michael has also had a hand in analyzing existing conditions for a high-profile rehabilitation of an existing roadway. He has had both governmental and private client experience in his projects. Michael is familiar with technical programs including: MicroStation, AutoCAD, ArcGIS, InRoads, AutoTURN, StormCAD, and HYDR2009. Michael will perform ROADWAY for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the a	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage", '	'designed girders", "designed intersection", etc. Experience dates should	cover the years	
06/17 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Roadway Engineer Michael is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, horizontal and vertical geometry, project organization, and modeling and cross-section development. This route will provide the final nationwide link of I-49 by connecting the existing I-49/I-10 interchange to the proposed I-49/US 90 interchange. For the Comprehensive Stage 0 and Environmental Study, Stantec leads the traffic study and impacts effort along with development of an implementation plan and strategy.					
05/15 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Engineer Intern Michael provided analysis of existing project conditions through field work. Michael also provided recommendations to bring conditions up to current ADA standards. Through public meetings held by LADOTD, he met with residents and business owners impacted by the project. Michael also produced construction plans as well as exhibits for public information meetings. This project included a single-lane roundabout with bypass lanes at the Lobdell Ave. intersection.					
08/19 - 07/2024	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Roadway EngineerRoadway Engineer for this multi-million-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange in addition to flyover ramps leading to/from the Airport on the east side of the interchange. Michael modeled the cross sections in InRoads and calculated earthwork quantities. He also designed the subsurface drainage systems along Loyola/Airport Access Road.					
10/17 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway Engineer This project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Stantec has led the design effort for this new, high-level bridge (56-ft. clearance) and approaches over the navigational channel of Contraband Bayou. Michael assisted with the NEPA Environmental Assessment process and coordination between stakeholders, led the drainage design and roadway modeling efforts, and assisted with plan development. He also assisted with drainage and earthwork design. Michael is currently providing roadway construction support for this project.					
06/20 - 03/23	PERKINS ROAD (SIEGEN T RIGHT-OF-WAY MAPS Ci Under the MOVEBR Program lane divided roadway widen principles which have been corridor. Michael led the de	TO PECUE) WIDENING T ty of Baton Rouge Baton n, Stantec completed Fin ing project accommoda shown to increase capa sign of five subsurface of	TRAFFIC STUDY, ENVIRONM on Rouge, LA Drainage Desig al Plans for Perkins Road from tes the increase in traffic and i city and safety. Partial median drainage systems, culvert desig	ENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLA n Engineer In Siegen Lane to Pecue Lane using MOVEBR design criteria. This t improves travel efficiency along this corridor by introducing access openings and u-turn movements with bulb outs are being provider gn, and the drainage report.	NS AND wo-lane to four- management d along the	



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FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.				
NAME	Nicholas "Nick" Prudhomn	ne, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	18		
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YE	ARS / SPECIALIZATION		BS 2006 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 35996 LA 3/31/202	25			
YEAR REGISTERED	2011	DISCIPLINE Civil Engineer					
Contract role(s) / brief description of responsibilities	Nick has over 18 years of experience in feasibility/alternative studies and preliminary and final design of interstates, entrance and exit ramps, arterials, local roads, bridge replacement projects, and other similar transportation systems along both existing and proposed alignments. His experience also includes training courses for Traffic Control Supervisor, Traffic Control Design Specialist, and training in the Highway Safety Manual. Nick will serve as ROADWAY for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	l cover the years		
08/19 - Ongoing	I-10/LOYOLA INTERCHAM As Drainage Lead, Nick over systems/cross drains on I- geometry, graphical grades as RFIs and NCRs relating t Armstrong New Orleans Int	-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Drainage Lead and Assistant Roadway Lead As Drainage Lead, Nick oversees the drainage design consisting of subsurface drainage systems along Loyola Drive and the new airport access road, drainage systems/cross drains on I-10, and the extension of 2-8'x7' box culverts in Canal 13. As Assistant Roadway Lead, Nick has designed horizontal and vertical geometry, graphical grades, and Inroads roadway modeling. Nick also performs construction support by reviewing and approving drainage shop drawings as well as RFIs and NCRs relating to drainage and roadway design. This project will serve as a main entrance to the new airport terminal recently constructed for the Louis Armstrong New Orleans International Airport.					
05/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Drainage and Roadway Engineer Nick performed subsurface drainage analysis and design, earthwork modeling, cross section generation, and quantity calculations. The project included dual overpass bridges, ramps, and frontage road relocations. Stantec proposed an alternative technical concept to the proposed alternative in the RFP. This ATC conserved ROW, lessened impacts to the community and the environment, and saved construction cost. Nick remained involved throughout construction and participated in resolving design and construction non-conformance issues and requests for information.						
07/15 - Ongoing	I-49 LAFAYETTE CONNECT Nick is responsible for over vertical design, roadway cle accompanying interchange transportation link, the I-49	TOR LADOTD Lafayett seeing the drainage des earance and sight line ch s in the Evangeline Thrus Connector will connect	e, LA Drainage QA/QC and R ign of the project as well as th jecks, InRoads modeling, and o way/US 90/US 167 corridor an existing I-49 with new intersta	badway Engineer e roadway design of the Willow Street interchange, including horiz quantity calculations. Project includes the construction of a freew d flanking frontage roads for local traffic circulation and land acce te mileage through Lafayette and to New Orleans.	zontal and ay with ess. A critical		
04/11 - 06/15	I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT LADOTD H.010151 Lake Charles, LA Roadway Engineer Nick assisted in the design and plan development for the proposed full tight diamond interchange at Cove Lane and I-210. He was responsible for all the earthwork calculations for the interchange improvements, as well as the extension of existing Cove Lane to the north. The project included retaining walls and a load transfer platform which were included in Nick's cross section design. Nick was also involved with geometric modeling and guantity calculations.						
11/12 - 03/23	PERKINS ROAD (SIEGEN RIGHT-OF-WAY MAPS Ci This project initially included gutter roadway with raised r design, public meeting mate areas of design and plan de calculations, and constructi design including roadway ar	TO PECUE) WIDENING ity of Baton Rouge Contr d EA and Preliminary Plar nedian, sidewalk, sewer, a erials and presentations, a velopment including clier on cost estimate. Under the nd traffic signal plans, sul	TRAFFIC STUDY, ENVIRONM ract 12-CS-HC-0015 Baton R is for improving 3.4 miles of Pe and subsurface drainage. Durin and the development of the EA int interaction, drainage design, the MOVEBR Program, Stantec bsurface drainage and culvert of	ENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLA ouge, LA Drainage Lead and Roadway Lead erkins Road (LA 427) from the existing, 2-lane roadway to a 4-lane d ig the EA phase, Nick assisted with the alternative analyses, concep report and documentation. During preliminary plan development, he drainage report, roadway modeling and earthwork analyses using Ir completed Final Plans using MOVEBR design criteria and is respons lesign, and wetlands permitting.	Ivided curb and otual drainage e assisted in all nRoads, quantity sible for all final		

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FIRM EMPLOYED	YED BY Stantec Consulting Services Inc.						
NAME	Matthew Maher, PE, PTOE, RSP2i			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17		
TITLE	Principal			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2014 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 79833 FL 02/28/20)27			
YEAR REGISTERED	2015	DISCIPLINE	Civil Engineering; PTOE No.	3404; Road Safety Professional 2 #4 (Infrastructure)			
Contract role(s) / brief description of responsibilities	Matthew is a Senior Traffic Engineer who has seventeen years of experience. He has served as a Project Manager during traffic engineering and transportation planning projects for both public and private sector clients, which have involved the oversight of traffic impact studies, alternative analyses, concept development studies, traffic signal plans, parking demand studies, transit-oriented development studies, traffic operation analyses, Complete Streets studies and traffic calming studies. Whether he is presenting technical findings to clients or explaining the results of analyses in layman's terms at Public Information Centers and planning board testimonies, Matthew's knowledge of and passion for traffic engineering is evident. Matthew will provide SAFETY EFFECTIVENESS EVALUATION for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates shoul	d cover the years		
02/23 - Ongoing	TRAINER BOROUGH ANNUAL ROAD PROGRAM Trainer Borough Trainer, Pennsylvania Traffic EngineerTrainer Borough experienced AM and PM peak hour through traffic utilizing local Borough streets as cut-through routes for congestion on Market Street (SR 452), Township Line Road (SR 3008), W. Ninth Street (SR 3006), and Highland Avenue (SR 3035). Matthew, on behalf of the Borough of Trainer, requested PennDOT approval for the installation of 22 bidirectional speed humps to implement traffic calming improvements within the Borough. He proposed speed humps locations based on street grid layout and volumes.						
10/23 - 11/23	UNDERLINE PHASES 3-9 Miami-Dade County Department of Transportation and Public Works Miami-Dade County, FL Quality Assurance Engineer The Underline was a Design-Build project that provided services to design paved off-street bicycle and pedestrian paths, landscaping, lighting, street furniture, wayfinding signage, and pavement markings for a seven-mile segment of park running parallel to the Metrorail. Matthew provided an independent review of the Synchro modeling of pedestrian and vehicular safety improvements proposed for the signals intersecting the Underline trail along Ponce de Leon and US Route 1, including No Turn on Red restrictions, protected left turn phasing, and Leading Pedestrian Intervals.						
10/21 - 09/20	CRASH ANALYSIS REPORT – SPRINGFIELD ROAD & MACDADE BOULEVARD SIGNALIZED INTERSECTION Borough of Collingdale Traffic Engineer Traffic Engineer responsible for analysis of crash data collected by the Borough at the study intersection. He issued a technical memorandum summarizing the findings from analysis of the crash data, including identification of a pattern of high-risk right angle crashes at the intersection due to obscured sight lines experienced by opposing left-turn traffic, and high-risk fixed object crashes west of the intersection due to horizontal and vertical curvature. Matthew proposed crash countermeasures, including signal equipment upgrades, changes in signal phasing, and a road diet on MacDade Boulevard. Advance curve signing and roadside delineation was also proposed west of the signal. He also coordinated with PennDOT and DVRPC to discuss project funding and acceleration options for the Borough, which led to him authoring and submitting for a \$175,000 Transportation and Community Development Initiative grant that was awarded to the Borough.						
04/20 - 12/21	SOMERSET COUNTY ROA Project Manager on this eff weekly meetings to oversed included collection of both to determine prevailing or o conduct road safety audits safety deficiencies and rec overall Final Report builds a of safety issues.	DWAY SAFETY STUDY fort to improve the safety e public/stakeholder out crash and systemic road overrepresented crash at (RSAs) for all five select ommended targeted safe a framework for the Cour	Somerset County Somerse y of road segments owned and reach, crash data collection, e d asset data. Crash data has b tributes, such as crash type, c red corridor locations. RSA Re ety improvements to be impler nty to apply select investment	t County, NJ Project Manager maintained by Somerset County. Matthew has facilitated this ef nvironmental justice (equity) analysis, and the corridor selection een collected for five locations on NJTPA's screening list and red ontributing circumstance, and time of day. He led an interdisciplin ports were subsequently issued, which summarized field observe nented at each location along the corridor. The individual RSA Re strategies at these locations to reduce crash risk and cultivate pr	fort through bi- process, which uced by Matthew nary team to d findings on ports and the ublic awareness		



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FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.		100		
NAME	Kush Bhagat, PE, RSP1, IM	SA II		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1		
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	7		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2016 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 91315 FL 02/28/20	027			
YEAR REGISTERED	2021	DISCIPLINE	IMSA II No. 120506; RSP1 N	o. 774			
Contract role(s) / brief description of responsibilities	Kush is a Traffic Engineer who serves as a Project Manager and technical expert for a variety of safety and operations planning and engineering projects. Kush is passionate about transportation safety and experienced in site-specific, systemic, and systematic approaches to safety. He is well-versed in crash data analysis, has participated in numerous Road Safety Audits (RSA), developed strategic safety plans, and led data-driven safety initiatives. Kush is committed to pioneering safety culture, processes, and projects. Kush will provide SAFETY EFFECTIVENESS EVALUATION for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).					
01/21 - 05/23	/23 MISSOURI STATEWIDE FLASHING YELLOW ARROW SAFETY EFFECTIVENESS EVALUATION Missouri Analyst Kush performed a statewide safety effectiveness evaluation for installing 4-section flashing yellow arrow signal heads in Missouri. The analysis developed crash modification factors based on before-and-after crash frequency and severity, before-and-after signal phasing, the number of intersecting legs and opposing through lanes, the posted speed limit, and crash types across 742 intersection approaches.						
02/21 - 08/22	/22 OLD LAKE WILSON ROAD PD&E FDOT DISTRICT 5 Osceola County, FL Traffic Quality Control and Safety Analysis Kush provided quality control on all elements of the traffic forecasting and analysis for the PTAR. Kush also performed the historical and future safety analyses. Future safety analysis for intersections was conducted using ICE.						
02/20 - 04/22	I-4 BEYOND THE ULTIMA Kush led and performed the modification reports for the	TE IMR FDOT District 5 e historical and future sa e I-4 Beyond the Ultimate	i Volusia County, FL Safety fety analyses and provided the project. Future safety analyse	Analysis Task Manager e associated documentation in the safety analysis sections of the es were conducted using ISATe methodologies.	interchange		
06/21 - 09/21	SR 436 INNOVATIVE COR Kush led the safety analysis high-injury segments and in diagrams were developed f for the entire corridor, inclu timing strategies, such as t led to the development of a	RIDORS FDOT District s and documentation of itersections, and an anal or the top five intersection ding the potential safety ransit signal priority, lead MUT concept design at	Orange County, FL Safety A SR 436 in Orange County. The lysis of just fatal and serious in ons with the most fatal and se benefit, timeframe and relativ ding pedestrian interval, and a the SR 436 and SR 15 intersed	nalysis and Concept Development Task Leader analysis of the 10.6 mile corridor included an analysis of all crash njury crashes. Crash reports were reviewed to determine trends a rious injury crashes. A table of crash and injury countermeasures e cost for each. Kush also led the analysis of feasibility for multin dditional crossing opportunities with innovative intersections. A l ction, highlighting the reductions in vehicular and pedestrian delay	nes to identify nd crash was developed nodal signal ite ICE analysis /.		
10/21 - 07/22	US 27 SAFETY STUDIES Kush performed safety stud existing conditions, collecti provided quality control on	FDOT DISTRICT 1 High dies and concept develop ion and review of crash of the concepts that were of	Ilands County, FL Analyst oment at two high crash locati data, development of crash dia developed for the improvemen	ons along US 27 in Highlands County. The studies included field r grams, countermeasures, cost estimates, and BCR and NPV anal ts.	eviews of ysis. Kush		



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FIRM EMPLOYED BY Stantec Consulting Services Inc.						20
NAME	Rosi Hennein	Rosi Hennein		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	13	0%
TITLE	Transportation Designer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	10	
DEGREE(S) / YEA	ARS / SPECIALIZATION		AAS 2006 Advertising and	Graphic Design		
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	N/A			
YEAR REGISTERED	N/A	DISCIPLINE	N/A			
Contract role(s) / brief description of responsibilities	Rosi serves as a Transportation Designer for Stantec. Her 23 years of experience has focused on Signing and Pavement Markings for all types of roads, including interstates, complex interchanges, and new roadways. Her design experience includes determining Signing and Pavement Marking concepts for final plans, and concepts for Pedestrian and Bicycle connection. Her experience also includes Crash Analysis, Highway Safety Improvement Program, and Safety Project Evaluation. Her Safety experience includes evaluating to see if there is a crash pattern, analyzing intersections and sections of roadway to see if they meet warrant for a countermeasure, and evaluating crashes before and after a countermeasure was implemented to see what crash patterns decreased and increased. Rosi previously worked 10 years for the NCDOT in the Signing and Delineation Unit. Rosi will provide SAFETY EFFECTIVENESS EVALUATION for this contract.					
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).					
2015 - Ongoing	SAFETY CRASH ANALYSIS FOR TRAFFIC SAFETY UNIT NCDOT North Carolina Transportation Designer Prepared Fatal Crash Analysis, HSIP, Spot Safety Project Evaluations, On Call Safety Requests.					
2017 - 2023	SHELBY BYPASS (R-2707 Prepared the Signing and P included several interchang	0D&E) NCDOT Shelby avement Marking plans t les and roundabouts.	, North Carolina Transportat for the project. The project inv	ion Designer olved Signing and Marking for a new bypass around Shelby, NC. T	his proj	ject
2023 - 2024	LIBERTY ST/DILLARD ST & UNIVERSITY DR City of Durham Durham, North Carolina Transportation Designer Rosi prepared the Pavement Marking plans for these projects which included adding bike lanes, bike boxes, bus stop bike markings, and pedestrian crossings.					ings.
2020 - 2023	HAL GREER BLVD Huntin Rosi prepared the Signing a	gton, West Virginia Tra nd Pavement Marking pl	nsportation Designer lans for the project which inclu	ıded a two-way bike track.		
2020 - 2023	FENTON Developer Project Rosi prepared the Signing a way bike track and separate	ct Cary, North Carolina Ind Pavement Marking pl e pedestrian path that ra	Transportation Designer ans for the project which were n alongside Cary Towne Blvd.	e for the offsite improvements of the development. It included a t	ail with	ı a two-

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FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.	6	1	
NAME	Ryan Costello, El			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 6	J	
TITLE	Transportation Engineer in	Training		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 0		
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2018 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	N/A			
YEAR REGISTERED	N/A	DISCIPLINE	N/A			
Contract role(s) / brief description of responsibilities	Ryan is a Safety Transpo Louisiana DOTD as a Stu EFFECTIVENESS EVALU	rtation Engineer in Tra Ident CO-OP and interr I ATION for this contra	ining in the Raleigh Traffic G n. He has experience workin ct.	roup with six years of experience. He began his experience working at g with MicroStation, AutoCAD, GIS, and TEAAS. Ryan will provide SAFE	the TY	
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	designed girders", "designed intersection", etc. Experience dates should cover the year	ars	
06/18 - Ongoing	TRAFFIC SAFETY NCDO Ryan performed crash anal using MicroStation and Arc	T North Carolina Engi ysis using North Carolina GIS. Ryan also created e	neer Intern a's accident analysis system T evaluation reports for roadway	AAS. He created collision diagrams for On-Call, HSIP, and Evaluation projects and intersection countermeasures.	\$	
06/18 - Ongoing	NCDOT FATAL SLIP CONTRACT NCDOT Raleigh, North Carolina Analyst TEAAS crash analysis of sections and intersections at the location of fatal crashes in North Carolina. Fatal vehicle accidents from all counties in North Carolina are assigned to be analyzed by Stantec. If an accident is assigned as an intersection study, we then manually review all crashes in the last 5 years that occurred within a 150' radius of the study intersection. If an accident is assigned as a section study, we then manually review all crashes in the last 5 years that occurred within a range of 0.5 miles minimum on each side of the fatal accident. After all necessary crashes are reviewed, they are sorted and organized into an easy to read spreadsheet format. Using the NCDOT utility TEAAS (Traffic Engineering Accident Analysis System), the crashes that were found to be within the specified study area are compiled into report form. This report shows details about each crash as well as summary statistics including Crash Types, Injury Types, Yearly Totals, Severity Index, and many more.					
01/18 - 04/18	TRAFFIC INTERN LADOT Ryan created virtual tour in project. Used MicroStation various transportation proje	D Baton Rouge, LA Tr Google Earth displaying to assist with sheet pos ects.	affic Intern CCTV sightlines along project itioning and feature labeling fc	corridor. Researched Weigh-In-Motion systems for a post-flood revitalization r ITS communication upgrade project. Provided detail analysis and quantities	for	
09/16 - 08/17	TRAFFIC ENGINEERING T Ryan worked directly with s Assisted engineers with su	ASK SUPPORT LADOT tate inspectors gatherin rveying for post-flood roa	D Baton Rouge, LA Intern g daily pay item quantities. He adside embankment remediati	ped inspectors confirm work was performed to design and industry standards on.	s.	
06/18 - Ongoing	NCDOT HSIP CRASH ANA Crash analysis of potential to Stantec by meeting at lea warrants include crash type all crashes at the assigned or intersection actually mee warrant. After all necessary Engineering Accident Analy about each crash as well as	LYSIS CONTRACT NC by hazardous roadway se ast one safety warrant de by time of crash, severity location within the last se to the safety warrant it crashes are reviewed, to visis System), the crashes s summary statistics inc	DOT Raleigh, North Carolina ctions and intersections flagge efined by the Highway Safety In index, weather condition, date 5 years (urban intersections or was originally flagged for. Add hey are sorted and organized is that were found to be within t luding Crash Types, Injury Type	Analyst d by TEAAS. These potentially hazardous locations are flagged then assigned nprovement Program. Variable patterns that lead to conditions meeting range of crashes, roadway facility type, and crashes/mile. We manually review any section) or 10 years (rural sections) to determine if the hazardous sectio tional warrants are often met at locations that were flagged to meet only one nto an easy to read spreadsheet format. Using the NCDOT utility TEAAS (Traff he specified study area are compiled into report form. This report shows deta is, Yearly Totals, Severity Index, and many more.	d v n ic ils	



FIRM EMPLOYED	BY	Stantec Consulting Ser	rvices Inc.				
NAME	Derrick Goudeau, PE	Goudeau, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	7	130	
TITLE	Senior ITS Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	15	18	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2003 Electrical Engine	ering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 33288 LA 09/30/2	025			
YEAR REGISTERED	2007	DISCIPLINE	Electrical and Computer Eng	ineering			
Contract role(s) / brief description of responsibilities	Derrick has over 22 years of project delivery experience for DOTD Intelligent Transportation Systems (ITS) deployments, from system engineering to design and final construction inspection. Derrick has managed and designed dozens of ITS projects deploying new fiber optic and microwave wireless networks as well as expanding existing networks. He is also well-versed in industry codes and standards. Derrick will provide ITS for this contract.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc. Experience dates should	d cover	the years	
07/20 – Ongoing	I-10 WBR QUEUE WARNING SYSTEM DOTD H.013482 West Baton Rouge and Iberville Parishes, LA Engineer of Record Derrick was the lead engineer on Louisiana's first permanent active queue warning deployment which is located West Baton Rouge Parish. The project focuses on a rural 15-mile segment of I-10 and will deploy vehicle detection, CCTV camera, flashing beacons and Dynamic Message Signs. The project features new fiber optic network and 480-volt distributed power with generator backup to all device sites. This project majorly increases DOTD's detection, visual verification and traveler information abilities in the corridor and sets the stage for additional safety projects across the state. The project is currently in construction and Derrick is providing technical support during construction.						
03/20 - Ongoing	I-10: US 61 TO LAPLACE ITS DEPLOYMENT DOTD H.013710.3 Ascension, St. James, and St. John Parishes Engineer of Record Derrick was part of the Systems Engineering Analysis team and later served as the lead engineer on this 20-mile ITS network expansion. The design included seven (7) new CCTV camera poles (4 sites with photovoltaic systems). The project also took the opportunity to complete connections DOTD-owned fiber optic backbone and provides redundant links in their communications on this critical corridor for Louisiana. The plans included details for CCTV camera sites, pole foundation design, solar powered site design, and details for attaching fiber optic cabling to existing bridge structures. The project is currently in construction and Derrick is providing technical support during construction						
09/18 - Ongoing	I-110 ITS DEPLOYMENT DOTD H.013261 Baton Rouge, LA Engineer of Record Derrick participated in the System Engineering analysis and is responsible for expanding the ITS network in North Baton Rouge to fully cover the Interstate 110 corridor. This project aims to increase traffic incident monitoring coverage with 5 new CCTV camera sites and upgrades to 4 existing CCTV camera sites. The project will also provide network connectivity to 20 existing traffic signal cabinets and 3 existing drainage pumping stations along the 8-mile interstate segment. The communications for the project included three miles of new fiber optic backbone and connecting new and existing devices to existing fiber optic backbone. The project also included assisting LADOTD with obtaining a Railroad permit for installation of the new fiber. Derrick has provided System Engineering and Design services and is currently providing technical support during construction for this ITS deployment.						
08/18 - 07/21	ALEXANDRIA ITS PHASE 3 DOTD H.011505 Alexandria, LA Engineer of Record Derrick participated in the System Engineering analysis and led the effort to expand the ITS coverage to include 10 miles of US 71 and LA 28 in Alexandria, Louisiana. This deployment included 2 new arterial Dynamic Message Signs (DMS), 9 new CCTV camera sites, and fiber network connectivity to 16 existing traffic signal cabinets to allow LADOTD to monitor, identify and manage traffic incidents within the city. The communications system leveraged existing permitted fiber in LADOTD ROW and extended coverage with 3 miles of new LADOTD owned fiber backbone. Derrick also provided technical support during construction.						
03/18 - 09/18	SIGNAL COMMUNICATION Derrick worked closely with areas, focusing on major th 20 traffic signal controller u	IS UPGRADE PHASE 1 DOTD to design and development of a sterial moving to and upgrades, 35 new fiber of	DOTD H.012749 Baton Roug velop plans for providing netw from Interstate 10 and Interst ptic communication drops, and	e, LA Engineer of Record ork connectivity at 36 existing traffic signals in Baton Rouge and ate 12. The deployment consisted of 10 miles of new fiber optic d 4 wireless links. Derrick also provided technical support during	surrour backbr constr	nding one with uction.	



FIRM EMPLOYED BY Stantec Consulting Services Inc.										
NAME	Nishant Wadje, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5	6				
TITLE	Electrical Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5	1a				
DEGREE(S) / YE	ARS / SPECIALIZATION		MS 2016 Electrical Engine	eering; BS 2012 Electrical Engineering						
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 45837 LA 03/31/2	026						
YEAR REGISTERED	2021	DISCIPLINE	Electrical and Computer Eng	ineering						
Contract role(s) / brief description of responsibilities	 Ct role(s) / Biscription onsibilities Nishant has ten years of experience in electrical engineering, specifically electrical and communication design and power engineering. He is responsible for the engineering calculations, Systems Engineering Analysis (SEA) report, design and development of plans for Intelligent Transportation Systems (ITS), roadway lighting and electrical power engineering projects. He is experienced in engineering calculations of low and medium voltage electrical engineering projects. He is also well versed in design, modeling and analysis of power systems using ETAP and SKM Power tools. His other areas of expertise include research on electrical design codes and design options, data collection and report preparation. H is well versed in industry codes and standard, including the 2020 NEC (NFPA 70) and NFPA 70E. Derrick will provide ITS for this contract. 									
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years y) of experience specified in the applicable MPR(s).									
06/23 - Ongoing	I-10 BONNET CARRE ITS Nishant is responsible to de services delivered using int between I-10 to US-61. Nish	UPGRADES DOTD H.0 evelop a Systems Engine celligent transportation s nant is also leading the p	ering Analysis (SEA) report to set (ITS). The project limit preparation of 30% ITS plans for	ineer improve mobility and safety in the I-10 and I-310 corridors by im ts are I-10 between the I-10 Laplace Weigh Station to Williams Bly or the preferred alternative.	orovin 'd. and	g the 1 I-310				
06/23 - Ongoing	MONROE PHASE 3 SEA Nishant is responsible to de in Monroe, Louisiana, to im	DOTD H.011505.1 Mo evelop a Systems Engine prove mobility and safet	nroe, LA Electrical Engineer eering Analysis (SEA) report fo y. Nishant is also leading the p	r the deployment of Intelligent Transportation Systems (ITS) in th preparation of 30% ITS plans for the preferred alternative.	e US 8	30 corridor				
07/20 - Ongoing	I-10 WBR QUEUE WARNIN Nishant was responsible fo deployment which is locate flashing beacons and Dyna device sites. This project m safety projects across the s	G SYSTEM DOTD H.013 or ITS and Electrical syste d West Baton Rouge Par mic Message Signs. The najorly increases DOTD's state. The project is curr	3482 West Baton Rouge and It em design under the supervision rish. The project focuses on a project features new fiber opt detection, visual verification a ently in construction and Nish	Derville Parishes, LA Electrical Engineer on of Engineer of Record on Louisiana's first permanent active qu rural 15-mile segment of I-10 and will deploy vehicle detection, Cu tic communication and 480-volt distributed power with generator and traveler information abilities in the corridor and sets the stage ant is providing construction support services.	eue w CTV ca backu e for a	arning amera, ıp to all ıdditional				
03/20 - Ongoing	I-10: US 61 TO LAPLACE ITS DEPLOYMENT DOTD H.013710.3 Ascension, St. James, and St. John Parishes, LA Electrical Engineer Nishant was responsible for ITS and Electrical system design under the supervision of Engineer of Record on this 20-mile rural project segment focused from the US-61 interchange to the US-51/I-55 interchange which includes 4 miles of bridge structure and very little access to utility power. The design incoseven new CCTV camera poles (4 sites with photovoltaic systems), retrofit of one CCTV camera pole and interface with one existing DMS site near I-10/U. The project also took the opportunity to complete connections DOTD-owned fiber optic backbone and provides redundant links in their communications of critical corridor for Louisiana. Stantec was responsible for preparing final plans, opinion of probable construction cost, and transportation management pextend the existing Baton Rouge ITS along I-10 from the I-10/US-61 interchange to the LaPlace Radio Tower. The plans included details for CCTV camera foundation design, solar powered site design, and details for attaching fiber optic cabling to existing bridge structures. The project is currently in construction support services.									



07/22 - Ongoing	SYSTEMS ENGINEERING ANALYSIS AND TRAFFIC MANAGEMENT CENTER (TMC) DESIGN SERVICES Norman, OK Electrical Engineer Nishant is working as an Electrical Engineer on this project and assisting lead engineer on estimating the power loads and equipment sizing for the TMC system. He is also assisting lead engineer in coordination with the Norman TMC building renovation team by the city architect to evaluate the electrical infrastructure for the new iTOC systems.
02/22 - Ongoing	LA 70: SUNSHINE BRIDGE TO LA 22 DOTD H.002424 ITS Engineer of Record Nishant was responsible for coordination with the third party fiber utility and design of new ITS camera site to accommodate a new roundabout at LA 70/LA 3132. The new roadway construction impacted existing DOTD ITS fiber which extends from the west side to the Sunshine bridge to an ITS hubsite at I-10 @ LA 22. Nishant prepared ITS fiber splicing diagrams, communication plans, and electrical plans for removal of existing ITS equipment and installation of the new camera site. Nishant is current providing technical support during construction.
03/20 to Ongoing	PORT ALLEN CANAL BRIDGE DOTD H.001234 West Baton Rouge Parish Electrical Engineer Nishant was responsible for design of the ITS and Electrical system under the supervision of Engineer of Record. This project was the result of the Port Allen Canal Bridge Replacement Project which required relocation of existing ITS equipment including the relocation of an existing CCTV camera pole on the north side of the canal, new conduit with fiber optic cable over the canal, the replacement of the existing travel time message sign south of the canal with a full DMS, a new CCTV camera pole south of the DMS and fiber connections at up to two (2) traffic signals. This project is currently in construction and Nishant is providing construction support services, including review of equipment submittal and test result, responding to contractor RFI.
01/17 - 06/18	FIBER OPTIC MAPPING AND MAINTENANCE DOTD H.012381 Statewide Engineer Intern Nishant was responsible for collecting, organizing, and providing quality control review for DOTD's existing fiber optic data across the state under the supervision of Engineer of Record. Photos, fiber patching, and Optical Time Domain Reflectometer (OTDR) fiber traces were collected at each ITS field device and ITS hubsite for Hammond, Covington, Slidell and Shreveport region.
02/17 - 09/18	BATON ROUGE HUBSITES EMERGENCY GENERATOR DOTD H.012748 Baton Rouge, LA Engineer Intern Nishant was responsible for electrical design and also providing construction support for this project under the supervision of Engineer of Record. The project involved installation of permanent standby generators with automatic transfer systems to provide full backup power at 6 existing ITS hubsites in the Baton Rouge area. Two of the primary hubsites feature distributed power, allowing ITS devices sites to remain operational during a widespread power outage. Nishant was also responsible to coordinate with utility company and prepare an arc flash hazard analysis report under this project
01/18 - 05/18	US-190 ITS DEPLOYMENT DOTD H.011511 Opelousas to LA 415, LA Engineer Intern Nishant was responsible for electrical design for the rural ITS project under the supervision of Engineer of Record. The project included fiber interconnects to existing fiber and new ITS hubsites with standby generators and automatic transfer (I-49@ US 190 and LA 415 @ US 190). Nishant was also responsible for utility coordination and arc flash hazard analysis This phase of the ITS deployment project installed fiber from I-49 to Krotz Springs and from Lottie to LA 415.
11/17 - 05/18	GOLDEN MEADOW TOLL CSC - STANDBY GENERATOR DOTD H.013134 LaFourche, LA Engineer Intern Nishant completed the electrical and communication design work under the supervision of Engineer of Record. Project includes the electrical, communication and protection system for the installation of a backup diesel generator at the existing Customer Service Center Site in coordination with DOTD Section 56.

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FIRM EMPLOYED	BY	Stantec Consulting Ser	ervices Inc.									
NAME	Zachary "Zach" Domingue,	PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 8								
TITLE	Civil Engineer in Training			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0							
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2016 Civil Engineering									
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 125969 TN 07/31/2	2026								
YEAR REGISTERED	2024	DISCIPLINE	Civil Engineering									
Contract role(s) / brief description of responsibilities	(s) / Zach has eight years of experience designing and detailing Traffic and ITS projects. Zach began his career at Stantec working on projects for Stantec's Community Development division, but he then moved into traffic and ITS engineering in 2018. As a civil designer, he provided design for drainage, sewer, and utility systems for site development projects in Louisiana and Florida. Now working as a traffic and ITS engineer-in-training, Zach has built up significant experience designing underground communication systems, traffic signals, and ITS device sites. He also has experience performing traffic analysis using tools such as Synchro and HCS. His diverse experience provides a new perspective to projects. He has experience drafting and producing final plans in both AutoCAD Civil 3D and MicroStation V8i. Zach is well-versed in TDOT's Design Guidelines including Standard Plans, Standard Specifications, and Standard Pay Items. Zach will provide ITS for this contract.											
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	e proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years PR(s).									
12/18 - 05/19	5/19 ALEXANDRIA INTELLIGENT TRANSPORTATION SYSTEM DEPLOYMENT PHASE 3 DOTD H.011505 Alexandria, LA ITS Designer Zach assisted with the production and design of final ITS plans. He was able to help the Project Manager adjust final design and produce the final deliverable to the client.											
12/18 - 10/21	I-10/LOYOLA INTERCHAN Zach helped prepare the IT to the existing infrastructur	GE DESIGN-BUILD DOT S relocation and ITS desi re and drafted the design	D H.011670 Kenner, LA ITS D ign plans for the Loyola-I-10 in and construction details in M	Designer terchange. He designed the communications routing between de icroStation.	vices and back							
12/18 - 10/20	I-110 ITS EXPANSION DO Zach helped in the complet determining the final location design and construction de	TD H.013261 Baton Ro e ITS design for the ITS ons for ITS devices. He c tails in MicroStation.	uge, LA ITS Designer expansion on I-110 in Baton Ro designed the communications	buge, LA. He helped develop the preliminary design and participa routing between devices and back to the existing infrastructure a	ted in field visits Ind drafted the							
05/19 - Ongoing	SR-385 SMARTWAY ITS EX Zach assists in the complet in field visits determining the drafted the design and const	KPANSION TDOT Mem te ITS design for the ITS ne final locations for ITS struction details in Micro	Memphis, TN ITS Designer/Plan Developer ITS expansion on SR-385 in Memphis, TN. He supports the development of preliminary design and participated r ITS devices. He designs the communications routing between devices and back to the existing infrastructure and MicroStation. Zach participates in each of the progress and review meetings with the client.									
01/19 - Ongoing	TDOT TMC CENTRAL SOF Zach has been present on r TMCs in Region 1 and 3 in g	TWARE UPDATE TDOT nost meetings with the c gaining knowledgeable e	Statewide, TN Support Deplo client. He will help support the experience on the day-to-day op	yment deployment of the updated software in each region. Zach has vis perations of the TMC operators.	sited the TDOT							

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FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.	es Inc.							
NAME	Andy Griffith, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	11	CE.					
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	CON DIG					
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2013 Civil Engineering	ĺ							
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 42906 LA 03/31/2	027							
YEAR REGISTERED	2018	DISCIPLINE	Civil Engineering								
Contract role(s) / brief description of responsibilities	ole(s) / ription sibilities Andy has been involved with several large and small transportation projects along with a large design-build pump station project. Most of his experience in transportation projects has dealt with traffic, transit, and intelligent transportation systems (ITS). Andy is familiar with several industry software programs, including AutoCAD, MicroStation, ProjectWise, SpecsIntact, Vissim, and Vistro. Andy will provide TRAFFIC / SAFETY for this contract.										
Experience dates (mm/yy - mm/yy)	Experience and qualifications of experience specified in the	relevant to the proposed co applicable MPR(s).	contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the year								
03/19 - 05/19	05/19 PORT ALLEN CANAL BRIDGE ITS DOTD Contract No. H.001234 Port Allen, LA Plan Developer Andy was responsible for detailing ITS plans for new and existing ITS devices along LA-1 in conjunction with the construction of the new Port Allen Canal bridge.										
02/18 - 06/18	SIGNAL COMMUNICATION Andy was responsible for d construction support service	NS UPGRADE PHASE 1 letailing ITS plans for a r ces for this project. Cons	DOTD Contract No. H.012749 network that included 36 traffic struction ended December 202	Baton Rouge, LA ITS Engineer signal & ITS cabinets in the Baton Rouge, Louisiana area. Stante 0.	c prov	vided					
08/18 - 06/19	ALEXANDRIA ITS PHASE Andy was responsible for d project is ongoing and Star	3 DESIGN AND IMPLEM letailing ITS plans for a r ntec is providing constru-	ENTATION DOTD Contract No network that included over 25 t ction support services.	. H.011505 Alexandria, LA ITS Engineer traffic signal & ITS cabinets in the Alexandria, Louisiana area. Cor	struc	tion for this					
09/20 - 04/21	I-75 KNOXVILLE SMARTW Andy was responsible for d	AY ITS EXPANSION TD letailing ITS plans for a r	OT Knoxville, TN Plan Develor network that covered approxim	oper ately 26 miles of the I-75 SmartWay Extension.							
08/08 - 03/11	I-12 ITS RAMP METER UP Andy was responsible for d	DATES DOTD Baton Ro letailing ITS plans for 17	buge, LA Plan Developer ramp meter sites across 14 m	niles of I-12, between Baton Rouge, LA and Walker, LA.							
01/15 - 07/16	TRAMLINKBR: ENVIRONM Andy created a detailed VIS existing data of utility local aboveground utilities.	ENTAL AND CONCEPTU SSIM model for visualiza tions from the City of Ba	JAL ENGINEERING PHASE C tion of tram operations involvi ton Rouge and utility compani	i ty of Baton Rouge Baton Rouge, LA Plan Developer ng automobiles, trams (light rail vehicles), and pedestrians. Andy es with new survey data to analyze potential conflicts concerning	also both	combined buried and					

FIRM EMPLOYED	BY	Stantec Consulting Ser	antec Consulting Services Inc.									
NAME	Susan Marlow, GISP			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	4	(3)						
TITLE	GIS Lead			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	3	ATA						
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2018 General Business	3								
ACTIVE REGISTR	RATION NUMBER / STATE / E	XPIRATION DATE	Certified Geographic Inform	ation Systems Professional (GISP) #90479								
YEAR REGISTERED	N/A	DISCIPLINE	N/A									
Contract role(s) / brief description of responsibilities	Susan is a senior principal with more than three decades, leading and managing statewide transportation geospatial projects. She has been the program manager for over 250 geospatial projects in various jurisdictions spanning over 39 states. Susan leverages this experience to provide insight and leadership to Stantec's CAV / Smart Mobility team, working on projects such as the Greater Nashville Regional Council's Smart Mobility Assessment, Active Aurora, and GoMentum. Susan has a deep understanding of bridging the gap between her client's existing technology and identifying needs for process and technological improvements. Susan will serve as SAFETY EFFECTIVENESS EVALUATION on this contract. Certified Floodplain Manager, 2023.											
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).											
06/17 - Ongoing	TDOT ITS CONTRACT TDOT Statewide, TN Client Manager Susan is the client manager for this project awarded to Stantec in June 2017 and again in 2020. This is a three year open ended IDIQ contract with optional 2 year extension. Stantec responsibilities include System Engineering Analysis for the replacement of the incident management software in the Traffic Management Centers throughout the state, Integrated Corridor Management, Active Arterial Management, fiber optic planning and design and other ITS related assignments. Susan's GIS background was useful in determining data sources, data feeds and GIS integration.											
06/18 - Ongoing	TENNSMART CONSORTIO Susan is the Stantec represe activities throughout the Sta private corporations dedicat	M TDOT Statewide, TN entative as a founding me te of Tennessee and acro red to Intelligent Mobility.	I Stantec Representative / Fou ember of this organization, and oss the region. TENNSmart is a	Inding Member elected to the board of directors in 2021. She has been actively su collaboration between government, universities, research entities,	pporti OEM,	ng CAV and						
07/17 - 07/19	ROCKEFELLER 100RC GLO Susan organized a Design S and Medlin, Columbia. Each	BAL SUMMIT – THE RO Spark for the 100RC Glob n city brought a problem	LE OF CAV TECHNOLOGIES II bal Summit in New York City in statement to the discussed in	V RESILIENCE New York, NY Organizer July 2017. The Design Spark focused on Nashville, TN, USA, Seat light of transportation technology and resilient strategies.	tle, W	A, USA						
09/17 - Ongoing	TENNESSEE NATIONAL DI As project manager for the Rockefeller Resilience Acad led key stakeholder meeting million dollars under the pro- sub grantees in their local of in NYC. Susan also helped will continue to work with E their Resilience Council. Th be the development of a pro-	SASTER RECOVERY CO State of Tennessee Nati demy for the Phase 2 App gs, helped to create CDB ogram which included 10 communities, worked to a the state input their Actio CD and their sub grantee e Resilience Council is n oject management syste	MPETITION State of Tenness onal Disaster Recovery Compe plication process. She helped G standardized budgets, timel D projects in the West Tenness finalize sub grantee budgets a on Plan into DRGR and walked es to administer the grant. She nake up of 14 state agencies, t m, Tennessee Resiliency Enter	ee Statewide, TN Project Manager etition (NDRC) Rural by Nature grant submittal to HUD, Susan attent to organize the NDRC grant writing process for the state and their ines, and scope of services for all sub grantees. The state was av ee area. After the grant award Susan, organized metrics worksho nd contracts. She attended the Rockefeller NDRC Grant Implement through the approval process with HUD. She As the grant is imple is also helping the State of TN "institutionalize resilience in the s 2 federal agencies and several universities. Part of the program m prise Planning System (TREPS).	nded t sub g varded ps for itation ement state t nanag	the grantees, d 44.5 the 10 Academy ed Susan hrough ement will						
07/19 - Ongoing	TDOT ON-CALL CONSULT Serves as Contract Manage call project is used by TDO is currently working on the	ANTS FOR TRANSPOR er and Principal-in-Charge [to implement various p Cleveland Long Range Tr	TATION PLANNING SERVICI e for the On-Call Consultants f lanning efforts throughout the ransportation Plan, Athens Cit	ES TDOT Statewide, TN Contract Manager and Principal-in-Cl or Transportation Planning Services contract with TDOT in March State for local MPO, municipalities, as well as statewide planning Wide Mobility Plan and Gainesboro Community Mobility Plan.	arge 2020. g neec	. The on- ds. Stantec						



17. Staff Experience:

FIRM NAME	Stantec Consulting Service	s Inc.			Discipline(s)*		Road, Traffic			
PROJECT NAME	I-10/LOYOLA INTERC	HANGE	DESIGN-BU	ILD P	ROJECT	FIRM RESPONSIBILITY (prime or sub?)	Sub-consultant			
PROJECT NUMBER	H.0011670		OWNER'S NAM	ЛЕ	Louisiana Department of Transportation and Development					
PROJECT LOCATION	Kenner, Louisiana					OWNER'S PROJECT MANAGER Timothy				
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Cap	oital Access, I	Baton	Rouge, LA 70808	.gov				
SERVICES COMMENCED BY THIS FIRM (MM/YY) 08/19 TOTAL CC					ONSULTANT CONTRAC	CT COST (\$1,000's)	\$125,591			
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	Ongoing	CC	OST OF	CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$9,821.8			
Describe the project in	cluding the firm's role and memb	pers involved	(Highlight mem)	pers to P	he used in this proposal					

This innovative design project is critical to the Greater New Orleans area, providing improved access on a local, state, regional and even international level.

Stantec is serving as the Lead Design Engineer for this Design-Build project which provides improvements to Interstate 10, Loyola Drive north of Interstate 10 (I-10), as well as improvements south of I-10 connecting to the new terminal access road for the new LANOIA north terminal facility. The proposed improvement was approved as an Alternative Technical Concept (ATC) and features a **Diverging Diamond Interchange (DDI)** at Loyola and I-10, as well as one-way elevated flyovers from I-10 Westbound to the southbound terminal access road lanes, and from the northbound terminal access road lanes to I-10 Eastbound. Through Stantec **traffic analysis**, the DDI was shown to perform better than the original alternative LADOTD proposed for the project. Predictive safety analyses were performed for the ramps and access road to ensure that safety performance will be acceptable. To support the environmental re-evaluation required for the ATC, **Stantec developed roadway exhibits for the environmental process**, including public meeting exhibits such as a "hot wheels" scale DDI exhibit that allowed Stantec to better communicate to meeting participants about how to "drive-thru" the DDI and learn more about how it operates. Stantec developed 3D renderings of the project during the proposal phase using **OpenRoads** software as the main tool to help LADOTD visualize the project from a real-life perspective.

The proposed **traffic control** for the project accommodates various modes of transportation, including vehicles, pedestrians, and bicycles. Transit also traverses through this area, although there are no bus stops in the vicinity of the proposed DDI. Prior to the approval of the design phases, **Stantec was required to develop a Level 4 TMP document** for the project. The TMP included safety analysis of the historical crashes on I-10 and surface road network in the vicinity of the project.

During the Definitive Design, Interim, and RFC Design Phases (i.e. **Preliminary and Final Design**), we coordinated with the surveyor to advance design as much as possible during the collection of the **topographic survey** without waiting for the final deliverable at the end of the survey, condensing the project schedule tremendously. The project also featured subsurface drainage that ultimately outfalls into a network of pumped canals. Through coordination with local technical staff and **hydraulic analysis**, we were able to design proposed drainage improvements that did not create adverse impacts to the pumped canal network or adjacent development in the project area.

In order to expedite construction, we were required to break the overall design down into several design packages, another schedule related benefit. For each submittal, **Stantec performed Quality Reviews** by implementing their Quality Management Plan, which included reviews by the Discipline lead, Design Manager, and an Independent Reviewer for each RFC submittal.

During the construction process (currently ongoing), Stantec has been heavily involved in the **construction support** by responding to Contractor RFIs, NCRs, and design clarifications needed to assist them with making progress. We also continue to attend weekly progress meetings and quarterly partnering meetings throughout the construction. We believe our Design-Build projects have provided us with valuable experience that will enable us to perform well on the expected tasks for this IDIQ Contract.

TEAM MEMBERS INVOLVED: M. BRUCE, J. CAINS, J. LEFANTE, J. BARKER, N. PRUDHOMME, M. O'ROURKE, H. KREBS, S. MENSAH, M. NEUMANN



FIRM NAME	Stantec Consulting Service	s Inc.			Discipline(s)*		Road, Traffic		
PROJECT NAME	GOVERNMENT STRE FINAL PLANS	ET ROAD	DIET STAG	GE 0 T	HROUGH	FIRM RESPONSIBILITY (prime or sub?)	Prime		
PROJECT NUMBER	N/A		OWNER'S NA	ME	Louisiana Departn	nent of Transportation and Develo	oment		
PROJECT LOCATION	Baton Rouge, Louisiana					OWNER'S PROJECT MANAGER	Anna Hanks		
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 708				225-379-1726 anna.hanks@la.g	VC		
SERVICES COMMENCED BY THIS FIRM (MM/YY) 05/12 TOT				TOTAL CONSULTANT CONTRACT COST (\$1,000's)			\$11,247.212		
SERVICES COMPLETED BY THIS FIRM (MM/YY) 08/17 COST C					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$1,399		
Describe the project in	cluding the firm's role and memb	pers involved.	(Highlight mem	nbers to l	be used in this proposal.	.)			

To help identify areas of need and prioritize improvements of this \$11.25 million project, Stantec evaluated traffic and crash data to develop conceptual alternatives to increase traffic safety and improve access management.

We accounted for the "Complete Street" policy executed by LADOTD in 2010, which requires pedestrian and bicycle facilities be accommodated for upgraded or new roadway facilities.

As a result, a "road diet" was identified as the preferred alternative, which would remove two lanes of travel and add a center turn lane. From an operational perspective, the road diet showed no material degradation in operation when compared to its current condition and would create many multi-modal opportunities. We developed several scenarios that could be built with the new cross-section including bike lanes, enhanced and widened sidewalks, on-street parking and bus turn-outs.

As part of this project, Stantec coordinated with the Capitol Regional Planning Commission (CRPC) staff, traffic engineers from the city and state, as well as staff members from the Center of Planning Excellence (CPEX). The staff members from CPEX were able to use the information we developed from this project to seek a grant from the Better Block non-profit organization for a demonstration project to convert Government Street to three lanes on a weekend. Our Project Manager worked with event organizers to develop the cross-section that would be acceptable to the City of Baton Rouge and LADOTD. The event

was held in April 2013, with crowd estimates in the thousands. The traffic plan developed by Stantec in coordination with the event organizers and the City of Baton Rouge worked very effectively.

After the Stage 0 and alternatives analysis, Stantec supported LADOTD during the environmental phase by providing exhibits and attending public meetings and other stakeholder meetings. Stantec went on to survey the corridor and design preliminary/final plans including pavement rehabilitation, bike lanes and pedestrian improvements, access management and traffic calming, signal and geometric modifications, landscaping and a roundabout at Lobdell Ave.

TEAM MEMBERS INVOLVED: J. CAINS, J. LEFANTE, N. PRUDHOMME, M. O'ROURKE, S. MENSAH, M. NEUMANN, M. BRUCE, H. KREBS, S. HOFFELD*, D. GOUDEAU* (*INVOLVED W/OTHER FIRM)





FIRM NAME	Stantec Consulting Services Inc.				Discipline(s)*		Road, Bridge, Traffic			
PROJECT NAME	I-210 COVE LANE EX	TENSION	AND INTE	ERCHA	NGE	FIRM RESPONSIBILITY (prime or sub?)	Prime			
PROJECT NUMBER	H.010151		OWNER'S NA	ME	Louisiana Department of Transportation and Development					
PROJECT LOCATION	Lake Charles, Louisiana				OWNER'S PROJECT MANAGER Timothy Nickel					
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Capital Access, Baton			Rouge, LA 70808	225-379-1110 timothy.nickel@la	.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY) 04/11 TOT					NSULTANT CONTRAC	CT COST (\$1,000's)	\$6,000 (estimated)			
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	03/15	CC	OST OF	CONSULTANT SERVIC	\$4,400				
Describe the project in	cluding the firm's role and memb	pers involved	(Highlight mem	obers to b	ne used in this proposal					

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

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

Stantec began with the **traffic analysis** necessary to satisfy FHWA IMR policy points and DOTD's alternative development process, which resulted in 29 different interchange alternatives being analyzed individually along I-210. Once all alternatives were vetted through the process, 5 alternatives were selected to move forward into the environmental process. Stantec **provided the supporting roadway design exhibits and information necessary to obtain environmental clearance (EA/FONSI)**, while designing preliminary plans AT-RISK parallel to the environmental process so that once environmental clearance was obtained, final plans could ensue in short order to allow construction of the interchange to begin as soon as possible and be open to traffic in time for the casino's opening. The design was complex, including a tight urban diamond interchange, retaining walls on top of a load transfer platform due to poor soils, and tight right-of-way constraints which made phasing of construction and maintenance of traffic challenging. A **Level 2 TMP** was developed for this project, including work zone **safety analysis** and mitigation strategies.

During the design process, **Stantec was required to coordinate closely and frequently with the Surveyor on a different team** to obtain all the topographic survey information needed for design, which presented its own challenges. In addition, the configuration of the mainline and ramps on retaining wall made **hydraulic analysis** for the area challenging, as **open ditch and subsurface drainage had to be designed to work as a system** with several design element conflicts. **With quick turnarounds for limited milestone submittals, quality review was particularly critical to the success of the project**. Stantec implemented a special "review workshop" format periodically between milestones to inform and update reviewers of the design elements, challenges, and design justifications during the delivery process. Early on in the process, **close coordination with DOTD was key in identifying the recommended traffic control** for the project, which was unique because the final recommendation proposed to implement two-way stop controlled intersections for the ramp terminals instead of signalized intersections for this tight diamond interchange. Certain design elements were new to this project, such as the load transfer platform, geogrid, liquid settlement monitoring instrumentation, scupper drains, settlement plates, and wick drains all **required special provisions to be included in the bid package**. As a result, a typical eight to ten year process of planning through construction letting was reduced to just over two years.

During the construction process, **Stantec was heavily involved in construction support** for the project due to the sensitive nature of the design, and assisted with answering RFIs, site visits, plant visits, design clarifications, and attended progress meetings for a majority of the process. Later in 2016, <u>ENR awarded the project</u> <u>Regional Best Project Award of Merit: Highway/Bridge</u>. For our project management efforts on the project, we were awarded a 4.9 out of 5.0 rating score by LADOTD. TEAM MEMBERS INVOLVED: J. CAINS, J. LEFANTE, N. PRUDHOMME, M. O'ROURKE, S. MENSAH, S. HOFFELD*, D. GOUDEAU* (*INVOLVED W/OTHER FIRM)



FIRM NAME	Stantec Consulting Services Inc.				Discipline(s)*		Traffic			
PROJECT NAME	LOUISIANA ROUNDA	BOUT EN	IVIRONMEN	NTAL	FACTOR	FIRM RESPONSIBILITY (prime or sub?)	Prime			
PROJECT NUMBER	N/A		OWNER'S NAI	ME	Louisiana Transportation Research Center					
PROJECT LOCATION	Baton Rouge, Louisiana					OWNER'S PROJECT MANAGER Dr. Julius Codjoe				
OWNER'S ADDRESS,	PHONE, EMAIL	4101 Goi	urrier Avenue	e Baton	n Rouge, LA 70808	225-767-9761 julius.codjoe@la	.gov			
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	05/20	тс	OTAL CO	ONSULTANT CONTRAC	CT COST (\$1,000's)	\$35			
SERVICES COMPLETED BY THIS FIRM (MM/YY) 09/20 COST OF					OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's) \$35					
Describe the project in	cluding the firm's role and memb	pers involved.	. (Highlight mem	nbers to l	be used in this proposal	.)				

The Louisiana Department of Transportation and Development has begun using more roundabouts for intersection control for the benefits it yields such as traffic calming, less severe crashes and eliminating T-bone crashes that are often fatal at intersections.

The design process however used default parameters in the SIDRA software which meant the Environmental Factor which is critical to determining the intersection capacity was not calibrated to operational observations in Louisiana. This project sought to confirm if the use of this default parameter set to 1.2 in SIDRA yields realistic roundabout capacities, and if not to develop the appropriate Environmental Factor for design in Louisiana. The geometric data used for the environmental factor development included central island diameter, inscribed circle diameter, splitter width, circulating width and entry angle. The traffic data were conflicting volumes and entry flow.

The first step of the process was to use a Sidra Environmental Factor of 1.2 to generate entry lane capacities for a given circulating flow and then use the Root Mean Squared Error (RMSE) to compare capacities generated to corresponding observed capacities.

The second step of the process was to adjust the Environmental Factor until lowest RMSE value was obtained when generated entry lane capacity is compared to observed capacity. To develop the RMSE the following Environmental Factors was assumed for the analysis: 1.2, 1.1, 1.0, 1.05 and 1.06. Based on this approach an Environmental Factor of 1.06 was recommended for evaluation of operational capacities and design of roundabout

in Louisiana. This study further compared the site specific observed queue lengths and control delays with the corresponding SIDRA outputs to assess accuracy of software outputs.

TEAM MEMBERS INVOLVED: S. MENSAH





FIRM NAME	Stantec Consulting Services Inc.				Discipline(s)*		Traffic			
PROJECT NAME	ROUTE 22 EASTBOUI IMPROVEMENT PRO	ND AUXIL GRAM AN	LIARY LANE H	HIGH	IWAY SAFETY	FIRM RESPONSIBILITY (prime or sub?)	Prime			
PROJECT NUMBER	N/A		OWNER'S NAME	: I	New Jersey Department of Transportation					
PROJECT LOCATION	Union, New Jersey					OWNER'S PROJECT MANAGER	N/A			
OWNER'S ADDRESS,	PHONE, EMAIL	1035 Parkway Ave., Ewing Township 08618								
SERVICES COMMENC	N/A	ΤΟΤΑ	AL CON	NSULTANT CONTRAC	T COST (\$1,000's)	N/A				
SERVICES COMPLET	COS	T OF C	CONSULTANT SERVIC	N/A						
Describe the project in	cluding the firm's role and memb	ers involved.	(Highlight member	rs to be	e used in this proposal.)				

The New Jersey Department of Transportation (NJDOT) has recently completed the design for a 15-foot auxiliary lane on eastbound US Route 22 (US 22) between U-Turns H and G (US 22 Mileposts 53.0 to 53.3) in Union Township, Union County, New Jersey.

The proposed auxiliary lane will be constructed by widening the existing inside shoulder into the median island business area by five to seven feet. New drainage inlets will be constructed, along with modifications to driveways that serve the median island businesses. The proposed auxiliary lane is intended to reduce congestion on U-Turn H, improve vehicle merging from the U-Turn onto US 22 eastbound, and enhance safety.

As part of the analysis and design, NJDOT requested an analysis of the proposed auxiliary lane in order to quantify the potential safety benefits within the project area, specifically on U-Turn H and the US 22 eastbound mainline between mileposts 53.0 and 53.3. The purpose of this document is to quantify the safety effectiveness of the proposed auxiliary lane based on guidance provided in the Highway Safety Manual (HSM), as well as the

Federal Highway Administration (FHWA) Highway Safety Improvement Program (HSIP) Manual. This analysis will compare the expected average crash frequency of the existing "No Build" condition to the proposed "Build" condition (auxiliary lane) utilizing HSM procedures. A benefit-cost analysis will be performed to quantify the potential safety benefits of the proposed auxiliary lane. The analysis an documentation contained within this report could be used by NJDOT to seek FHWA HSIP funding for the construction of the proposed auxiliary lane.

TEAM MEMBERS INVOLVED: M. MAHER





18. Approach and Methodology:

PROJECT UNDERSTANDING

At Stantec we take safety seriously and understand the chain of events one crash on the highway can impact individuals and the community at large. According to the World Health Organization global road traffic fatalities and injuries amounted to about 1.19 million per year in 2023. In that same year about 44,450 lives were lost due to roadway fatalities in the United States out of which 811 occurred in the State of Louisiana. Our approach to safety is anchored in the belief that safety is a shared responsibility. The transportation system should inherently help to prevent harm to users by minimizing the likelihood of a crash or eliminating collision types that have severe consequences. We understand the responsibilities placed on infrastructure owners and operators as well as on stakeholders at both the state and local levels to address safety needs and continuously advance mobility and safety to "Destination Zero Deaths" on the transportation networks. At Stantec we are committed to the tenets of the National Roadway Safety Strategy which includes safer roads, and the Louisiana Strategic Highway Safety Plan which has emphasis areas that include Infrastructure and Operations which we believe is the core focus of this Indefinite Delivery Indefinite Quantity (IDIQ). Addressing highway safety involves a comprehensive approach that spans multiple stages, from initial Feasibility Studies to the development of detailed engineering plans and specifications for construction as well as operations and management.

PROJECT MANAGEMENT

Stantec's Project Manager, Stephen Mensah, will lead all coordination activities with the DOTD Project Manager on a recurring basis for potential/pending Task Order assignments. When a task order has been identified, the Consultant Team will meet with key members of DOTD to gain a full understanding of the task needs and the stakeholder goals and objectives. Stantec will attend this meeting prepared with information based on a preliminary investigation of the project area in order to better understand the context in which this project will be delivered and which resources are available (potential funding levels, duration and any activities that will be performed by DOTD). Stantec will use this information to identify the subject matter experts and task manager with the requisite technical skills and experience to deliver the project, and sufficiently scope the project for success and assess value add options that can further enhance the outcomes of the project by reducing cost and duration or otherwise enhancing deliverables. Stantec will then prepare the proposal (scope, fee, duration) completely and expeditiously. From project initiation to closeout, Stantec will remain accessible to the DOTD PM. Stantec will engage all required stakeholders and provide any feedback or solutions in a timely manner as the project progresses to completion. Stephen has the technical and leadership skills as the Project Manager and his primary goal will be to coordinate and manage all project related activities to

ensure the project is delivered according to the scope, schedule and budget and work is done at the highest quality. Stephen will further identify any project related risks and work with the DOTD PM to meet all project goals.

Stage 0: Feasibility Study

Stantec will use its vast experience from conducting numerous Stage 0 studies and several NEPA documents for DOTD projects and others to execute any Stage 0 work identified under this IDIQ. Stantec has partnered with DOTD in the past to provide services beyond technical expertise in delivering multimodal solutions to the public, also understands how DOTD is set up and operates institutionally, DOTDs planning process, funding mechanisms at the local, State and Federal levels and environmental requirements. The purpose of the Stage 0 Feasibility Study is to assess the viability of proposed project taking into consideration its environmental impact, funding eligibility and more importantly if the project should advance to Stage 1 for further considerations. This go or no-go decision by DOTD must be performed with utmost care and technically sound manner to provide timely response to all stakeholders. Stantec will act expeditiously to understand the project context, engage stakeholders within DOTD and others such as MPOs, local agencies, community leaders to gather all relevant information to help make a decision on the feasibility of the project mindful of the fact that the go or no-go decision have real consequences on the community and environment (social, economic, cultural, historical, archeological, habitat, etc). Stantec will follow DOTD's Stage 0 checklist or perform any additional studies or collect additional data (existing traffic volumes, crash history, road condition or mobility needs or other environmental factors etc.) to yield critical information required to make this important decision. Stantec will then conduct initial assessments to identify potential safety issues, feasible options to address need project. Stantec will use this information to engage stakeholders such as local communities, government agencies, and other stakeholders to gather input and ensure the project aligns with broader transportation goals. Finally Stantec will perform a benefit-cost-analysis to evaluate the economic feasibility of proposed improvements, considering both costs and potential safety benefits.

Traffic Engineering Study

Stantec will provide Traffic Engineering Studies consistent with DOTD policies and manuals. Stantec's Traffic staff have a thorough knowledge of DOTD's policies and manuals that guide the design of signing, pavement markings, and traffic signals for the safe and efficient operation of roadways. We are talented in the use of all the different types of software for traffic analysis and simulation such as VISSIM, Vistro, Sidra, Synchro, Highway Capacity Software etc. and can use these tools to analyze and evaluate project alternatives. Stantec has used DOTD's Traffic Engineering Process and Report to develop alternatives for the environmental process on a plethora of projects. Stantec has worked with DOTD



to implement innovative traffic solutions showing our ability to think out-of-thebox and look for ways to improve both safety and capacity by implementing the innovative traffic and geometric concepts. The following steps will guide us to do a comprehensive traffic analysis:

Identifying a safety concern through crash history and existing conditions.

Stantec has conducted several safety analyses for safety performance evaluation of existing roadway geometric, traffic and control features to support various projects for DOTD. The Stantec team has access to and competent in using the safety analysis tool hosted by the Center for Analytics and Research in Transportation Safety. Stantec has used this tool to identify the project limits, guery the requisite years of cash data, and input any other additional information required for analysis. Stantec proposes to use this tool and embedded function to determine the Level of Service of Safety (LOSS) to assess the potential of safety investments to improve safety. This tool will further help us to identify crash severities or collision types that are overrepresented in the crash data set. The outcomes of this analyses will guide the Stantec team to identify potential countermeasures to address any existing safety concerns. Stantec will also conduct field inspections to observe traffic behavior and identify physical road features contributing to safety issues analyze traffic patterns, conduct speed studies if speeding is an issue, and identify specific safety concerns or mobility challenges that can generate unsafe behaviors. Stantec has also used novel datasets available from big data sources or video analytics to analyze traffic patterns and vehicular tracking through high conflict zones to identify issues related to safety and mobility. One of the key benefits of such novel datasets is the ability to obtain better situational awareness and more reliably identify causal factors. Another added benefit is the ability to detect and quantify near misses for instance which is important because that is a good indicator of safety problems before they show up on a crash report.

Analyze and compare potential alternatives.

The safety issues identified in the prior step will indicate the crash types, collision types and crash severities that are a concern at a location. When considering strategies to mitigate crashes, priority will be given to crashes that result in high crash severities such as fatal and injury crashes. Stantec has significant experience using the CMF Clearinghouse and its rating system to select reliable and feasible crash modification factors to address any safety concerns. Stantec is proficient in predictive safety analysis using tools such as the Interactive Highway Safety Design Model (IHSDM) to evaluate potential countermeasures. Where necessary Stantec will research proven safety countermeasures and evaluate its suitability to mitigate crashes given the context of each project location. Crash mitigation solutions may involve the use of one or more countermeasures and other modifications to the operational environment. We will develop multiple context sensitive solutions for stakeholder engagement and feedback.

A benefit cost analysis process will also be used to evaluate alternatives and recommend one that meets the project goals with a high rate of return on the investment.

Intelligent Transportation Systems

Stantec has several experts in the application of intelligent transportation systems (ITS) and that opens up a plethora of options beyond the traditional construction of curb and pavement to enhance mobility and safety. This expertise will be at the disposal of DOTD to explore emerging technologies for safety enhancements. Our expertise in ITS includes developing planning documents (regional or statewide ITS architectures), performing system engineering analysis for project deployment, providing system integration support, operation of traffic management centers, including leading the procurement of specialized software for advanced traffic management systems. Stantec has designed the **Queue Warning Project on I-10** in West Baton Rouge Parish, which is expected to mitigate rear end crashes and run off the road crashes, by enhancing situational awareness for congestion so that the operators at the Traffic Management Center can monitor the congestion and provide enhanced management.

Road Safety Assessment

The intent of a road safety assessment is to conduct a thorough review of existing or proposed road conditions using an independent multidisciplinary team to identify road safety issues or opportunities to enhance road safety. Stantec will undertake RSAs using a team of experts such as traffic engineers, roadway designers, law enforcement, researchers, infrastructure operators and users (pedestrians, bicyclists, scooters, drivers, transit riders, freight, etc.) who can help bring different but important perspectives to the roadway operations and outcomes. Stantec will make a concerted effort to include users who will bring different perspectives to address safety and, in the process, lead to context sensitive solutions. The following activities will guide the Road Safety Assessment

- 1. **Comprehensive Review:** Conduct a thorough assessment of existing or proposed road conditions, signage, lighting, and other safety features.
- 2. Risk Identification: Identify high-risk locations and factors contributing to crashes by delving into the crash data to understand the types of collisions, severity of crashes and time of day when crashes occur. This analysis will guide the risk factors to be looked at such as operating speeds, sharp curves, limited sight distances, obstructions in intersection sight triangles, lighting conditions, traffic signal operations, pavement marking and signage, accommodation of vulnerable pedestrians, transit operations and freight. For proposed roadways the audit will focus on



nominal safety and assessing opportunities to improve roadway designs beyond minimum requirements. Because speed is generally a factor in all crashes, the concept of **self enforcing roadways** will be assessed and recommendations made to help users choose safer speeds.

- 3. **Recommendations:** Develop specific recommendations for safety improvements, such as adding guardrails, improving signage, or redesigning intersections.
- 4. **Prioritization:** Prioritize safety improvements based on factors like crash severity, traffic volume, and cost-effectiveness

Stantec will evaluate proven safety countermeasures for their contextual suitability in Louisiana and potential outcomes. This will allow potential design recommendations to have a high probability of success.

Development of Engineering Plans & Specifications

The purpose of this scope item is to create detailed engineering designs and specifications for approved safety improvements. This may require preliminary data gathering, desktop surveys, project site visits, design reports, design waivers and design exceptions or other forms of justification for the project(s).

DOTD's Roadway Design milestone submittals for **Preliminary Plans** typically include 30%, 60%, 95% and 100% plans. The 95% plans will be submitted to DOTD for distribution at least 21-days prior to the Plan-In-Hand meeting. Stantec will note plan-in-hand questions requiring DOTD input in the 95% submittal. A field review may also be warranted to observe unique design challenges or safety concerns first hand. At the conclusion of the preliminary plans the design has progressed enough to define the geometry and scope of the improvement, the right-of-way taking needs, and all major quantities on the project. The project team has also received review comments from DOTD at each milestone and the parameters of the design have been communicated with other project stakeholders including the District, utility companies, railroads (if applicable) and community leaders as appropriate. Responses to Plan-In-Hand comments will be provided prior to the completion of Preliminary Plans.

<u>Final Plans:</u> Per Federal requirements, Stantec will not proceed to final plans until the environmental has been cleared by DOTD. While DOTD will provide Environmental Services, Stantec will assist by providing Road Design support services during the Environmental phase. DOTD's Roadway Design milestone submittals for Final plans typically include 60%, 95%, 98%, and 100% plans. Major tasks for each submittal are shown in the list below (Source: Fig. 1-03 Road Design Manual). Stantec acknowledges the desire to compress the project schedule and will work with the DOTD PM to recommended milestone submittal adjustments to ensure that the schedule goals are met as efficiently as possible. While the section above describes the normal flow of a DOTD roadway project, Stantec has worked with DOTD in the past to expedite both Traditional D-B-B and Alternative Delivery Projects. For example, Stantec's Cove Lane Interchange at I-210 project proceeded with preliminary plans during the environmental phase, reduced the number of milestone submittals, and used design review workshops during plan development to help expedite formal reviews. Another example is the US 90Z project where Stantec proposed to go straight to 95% Preliminary Plans, followed by 95% Final Plans to meet the needs of a major stakeholder in the area (NO Saints). In both cases, Stantec partnered with DOTD to expedite the preliminary and final plan development phases and dramatically reduced the project delivery time. Stantec has the resources and staff to meet the challenges of a compressed schedule! Depending on the task order scope, the following tasks may be required during the course of plan development:

Hydraulic Analysis and Design: Stantec will provide all the engineering services needed for the hydraulic analysis and design of drainage structures on the roadway construction project. We are familiar with the latest edition of DOTD's Hydraulics Manual and HYDRWIN software and have used DOTD's methods to design side drains, cross drains, box culverts, roadside ditches, and subsurface drainage systems.

Road Design Services During Environmental Process:

Stantec has successfully assisted DOTD with engineering drawings and details that illustrate the proposed work for the purpose of permitting. Stantec has been responsible for running public meetings and been a resource for DOTD during public meetings and stakeholder meetings. We often prepare exhibits and technical presentations for public hearings and meetings and have developed exhibits and cost estimates for DOTD during the environmental process on many projects.

Special Provision Write Ups:

When the standard specifications do not cover all of the elements of a project a special provision is needed for inclusion in the construction proposal. Stantec is familiar with writing these special provisions including a description of the item, a list of the materials required, the construction requirements, how the item will be measured and paid for, and the assignment of a non-standard pay item number.

Transportation Management Plans:

TMPs are required on every project/permit that affects the transportation network except for emergency maintenance projects. A TMP establishes transportation management strategies for work zones the scope of which is defined by EDSM VI.1.1.8. The level of detail required varies from a Level 1 TMP, that has no impacts to the road and usually only requires the use of the standard temporary traffic control details, to a Level 4 TMP, for projects that impact the interstate or full control of access roadways, lie inside a transportation management area or have a level of service F, and will have lane closures. Level 4 TMPs are the highest level, requiring traffic counts, safety and alternate route analysis, stakeholder involvement, operational information, temporary traffic control plans, public information plans, and work zone management strategies. Stantec has developed all levels of TMPs for DOTD projects.



Quality Plan Reviews:

If required by a task order on this IDIQ, Stantec is prepared to perform detailed engineering reviews of construction plans, cost estimates, and special provisions developed by the Roadway Design Section or by other consultants in association with this contract. In Stantec's role as Program Managers for the City of Baton Rouge's MOVEBR Enhancement program our staff has gained a lot of experience reviewing plan sets, estimates, and special provisions for constructability, consistency, and correctness. Many of these MOVEBR projects are using DOTD standards.

Construction Support:

Stantec's experience on Design-Build projects throughout the State has helped our staff learn the importance of promptly responding to RFIs to maintain efficient construction contract administration and minimize costs associated with construction delays. Our staff has responded to hundreds of RFIs on the Loyola Design-Build Project with minor clarifications and plan/specification corrections as needed in an efficient and timely manner.

Safety Effectiveness Evaluation

Safety Effectiveness Evaluation is a systematic process to assess the impacts of safety countermeasures deployed in each project to mitigate safety issues in a corridor or network. This is a critical part of this process to continuously improve safety outcomes on the roadways for all users because data from postconstruction evaluations will inform future projects and improve methodologies as part of the data driven safety-analysis process. This evaluation involves collecting and analyzing data on traffic crashes, injuries, and fatalities before and after the implementation of safety countermeasures. By comparing these data. Stantec will determine the effectiveness of specific measures such as road redesigns, or traffic calming devices, signage and pavement markings. The insights gained from these evaluations help in refining existing strategies, justifying investments in safety improvements (cost-benefit analysis), and guiding future road safety initiatives to ensure the most effective use of resources in reducing crashes and enhancing overall road safety. Stantec can support DOTD with safety effectiveness evaluation be it Experimental Studies or Observational Studies. In Experimental Studies sites for treatment are identified and randomly assigned treatments and control groups, whereas with Observational Studies the focus is on using existing roadway with the treatment that was applied based on a safety need in the past. The change in crash frequency will be used to determine the crash modification factor.

	1			2				3				4			5					
Typical Project Schedule	Q1	Q2	Q3	Q4																
Project Management																				
Stage 0 Feasibility Studies																				
Develop Project Purpose & Need and Initial Concepts																				
Environmental Review Value Engineering and Constructability																				
Project Cost Estimate and Funding Source																				
Traffic Engineering																				
Data Collection & Analysis																				
Safety Effectiveness and Alternatives Evaluation																				
Stakeholder Engagement																				
Development of Engineering Plans and Specifications																				
Preliminary Plans																				
Final Plans																				
Transportation Management Plans																				
Construction Support																				
Safety Effectiveness Evaluation																				
Experimental Design (Observational Studies)																				
Data Collection & Analysis & CMF Development																				
Post Construction Safety Evaluation																				
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19. Workload:				
FIRM(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(S)*	Contract Number and State Project Number	PROJECT NAME	REMAINING UNPAID BALANCE**
		4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Striping Pln. Changes	\$1,506
	Road	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Geometric Design/Analysis	\$1,503,478
Stantec Consulting Services Inc.		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Roadway	N/A
		4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage	\$62,730
		4400022901 H.011094.5	LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Roadway	\$320,332
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	\$453,087
Stanter Consulting Services Inc	Pridao	H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Bridge as-built	N/A
Stantet consulting Services inc.	Бпаде	4400022901 H.011094.5	LA 3094: Hearne Ave. Bridge: KCS RR Overpass (HBI) [Caddo Parish]; Bridge	\$373,457
		44-23922 H.015636.5	IDIQ Contract for Bridge Preservation; I-10: Trinity Drainage Canal BR Repair [Iberia Parish]	\$10,822
Stantac Consulting Services Inc.	Traffic	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering	\$173,200
Stantet consulting Services inc.		4400024461 H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design	\$72,015
		4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting	\$34,190
		440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation	\$71,824
Stantec Consulting Services Inc.	Other (Lighting)	H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; Lighting	N/A
		4400020064 H.014286.6	IDIQ Contract for Electrical Services; I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$67,617
		4400020064 H.014272.6	IDIQ Contract for Electrical Services; I-10: LA 97 (Jennings) Intchg Lighting [Jefferson Davis Parish]	\$88,451

Stantec Consulting Services Inc.	Other (Lighting)	4400020064 H.014287.6	IDIQ Contract for Electrical Services; I-10: LA 99 (Welsh) Intchg Lighting [Jefferson Davis Parish]	\$121,111
		44-04761 H.004957.5	I-12 to Bush Corridor, LA 3241: I-12 to LA 36 (Sub to Evans-Graves Engineering, Inc.) [St. Tammany Parish]; I-12/LA 434 Lighting Project	\$5,781
Stantec Consulting Services Inc.	CE&I/OV	4400024629 H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support	\$364,608
		H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]; CE&I / OV	\$50,003
Stantec Consulting Services Inc.	Right-of-Way	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ROW Acquisition	\$69,646
		H.005967	Expert Witness Services [Calcasieu Parish]; Port of Lake Charles Access Road – Nelson Road	\$3,128
Stantec Consulting Services Inc.	Survey	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Survey	\$22,731
Stantec Consulting Services Inc.	Planning	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies	\$772,127
Stantec Consulting Services Inc.	Other (C&AV)	44-17922 H.012845.1	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; Connected & Autonomous Vehicles - Team Support [Statewide]	N/A
		44-17922 H.014515.5	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services; SEA ATMS & 511 System Replacement [Statewide]	N/A
Stantec Consulting Services Inc.	Environmental	44-23972 H.015026.2	IDIQ Contract for cultural Resources; LA 3182 – 0.65 MI SE of LA 3182 [Iberia Parish]	\$81,517
		44-29196 H.016075.2	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; I-10: Washington Street EB Exit Ramp CL [East Baton Rouge]	\$35,143
Stantec Consulting Services Inc.	ITS	440004128 H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ITS	\$59,816
		4400020058 H.012374.05	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: Essen Ln to Walker Rd. ITS Ramp Meter Upgrades SA #1 [East Baton Rouge & Livingston Parishes]	N/A
		4400020058 H.013710.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10/US-61 to Laplace ITS Deployment [Ascension, St. James & St. John Parishes]	\$1,411
		4400020058 H.015136	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Statewide ITS Architecture Update [Statewide]	N/A
		4400020058 H.001234.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; LA 1: Port Allen Canal BR REPL (PHI) (HBI) [West Baton Rouge Parish]	\$5,758



Stantec Consulting Services Inc.	ITS	4400020058 H.013261.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-110 ITS Deployment [EBR Parish]	N/A
		4400020058 H.011152.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: US 190 to LA 59 [St. Tammany Parish]	\$27,435
		4400020058 H.013866.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: LA 21 to US 190 [St. Tammany Parish]	\$17,670
		4400020058 H.003047.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10: Pecue Lane/I-10 Interchange Phase III [EBR Parish]	\$19,524
		4400020058 H.002424.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; LA 70: Sunshine Bridge - LA 22 [St. James & Ascension Parishes]	\$6,116
		4400020058 H.015137.1	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Bonnet Carre ITS Upgrades [St. John the Baptist, St. Charles & Jefferson Parishes]	N/A
		4400020058, T.O. 16	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10 WBR Queue Warning System [Iberville & WBR Parishes]	\$76,818
		4400020058, T.O. 17	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; New Orleans Regional Arch Updates [Orleans, St. Tammany & Tangipahoa Parishes]	N/A
		4400020058, T.O. 19	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Monroe Phase 3 SEA [Ouachita Parish]	N/A

(Add rows as needed)

DO NOT SUM

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

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

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













IANA DEPARTMENT

TPCB Status Active **Application Status** Audit Yes 11/20/2025 **Expiration Date Examination Date** Results Passed Date of Initial PE PE License Issuing State **PE License Number** 0 **PE License Expiration**

Profile



Date

Transportation Professional Certification Board Inc.

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

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

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

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

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

Joseph Patrick Barker

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

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

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

Let me again congratulate you on obtaining this certification. We hope you will display your certificate with justified pride and carry out your professional activities in a manner to bring added luster to the title and practice of Professional Traffic Operations Engineer⁶. Should you have questions now or in the future, please do not hesitate to contact me or the staff at the address above.

Sincerely,

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

Attachments

Certificate of Completion

presented to

Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018 Location: Baton Rouge, Louisiana Professional Development Hours (PDHs) Awarded: 2.5



































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. If a QA/QC plan is included in this section and was not required by the advertisement, it will be redacted.



22. Sub-consultant Information:

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



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. Any information included in this section will be redacted if not required by the Evaluation Criteria section of the advertisement.

