CMAR Contract for Hooper Road Widening (LA 3034 - LA 37) East Baton Rouge Parish, LA

Contract No. 4400024084 State Project No. H.009300.5 April 26, 2022





DOTD FORM: 24-102

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.	CMAR CONTRACT FOR HOOPER ROAD WIDENING (LA 3034 - LA 37)
2.	Contract number(s) as shown in the advertisement	No. 4400024084
3.	State Project Number(s), if shown in the advertisement	H.009300.5
4.	Prime consultant name (as registered with the Louisiana Secretary of State where such registration is required by law)	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	Gary Heitman, PE, Senior Principal (225) 215-5105 gary.heitman@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	Gary Heitman, PE, Senior Principal (225) 215-5105 gary.heitman@stantec.com

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response.	Signature (shall be the same person as #9): AAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAAA
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.	Firms(s)Firm(s)'%:Civil Design & Construction, Inc.7%



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: Road, Bridge, Traffic, CE&I/OV, Geotech, Survey, Environmental, Data Collection, Planning, Right-of-Way, CPM, ITS, Appraiser and Other. The crosswalk from the old categories to the new categories can be found at the link below: http://wwwsp.dotd.la.gov/Inside_LaDOTD/Divisions/Engineering/CCS/General%20Information/CPPR%20Crosswalk%20to%20New%20Evaluation%20Disciplines.pdf.

Sub-consultants are allowed to be used for this proposal. Fill in the table by identifying only those evaluation disciplines consistent with the approach and methodology proposed in Section 19 of the DOTD Form 24-102*, the name of each firm that is part of the proposal, and the percentage of work in each past performance evaluation discipline to be performed by that firm. The percentage estimated for each evaluation discipline is for evaluation purposes only and will not control the actual performance or payment of the work. 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. (Add rows as needed)

Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	N-Y Associates, Inc.	Civil Design & Construction, Inc.	Ardaman			
* Road	62%	79%	10%	11%	0%			
Bridge	15%	6%	94%	0%	0%			
**Traffic	20%	100%	0%	0%	0%			
Geotech	3%	0%	0%	0%	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%	70%	20%	7%	3%			

* Includes Cost Estimating and Assistance with EA Reevaluation

** Includes Traffic Counts

13. Firm Size:

For all firms that are part of this team, indicate the approximate number of personnel to be committed to this contract, by DOTD Job Classification and the total number of personnel within the firm that could provide support, if needed. If a specialized job classification is required and not included on the DOTD job classification list, specify "Other (xxxx)" and include the classification title inside the parentheses. 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	4
Stantec Consulting Services Inc.	Supervisor - Eng	3	3
Stantec Consulting Services Inc.	Engineer	14	18
Stantec Consulting Services Inc.	Engineer Intern	3	4
Stantec Consulting Services Inc.	Senior Technician	3	4
Stantec Consulting Services Inc.	CADD Technician	0	1
Stantec Consulting Services Inc.	Planner	2	2
Stantec Consulting Services Inc.	Administrative	1	2
Ardaman and Associates, Inc.	Administrative	1	3
Ardaman and Associates, Inc.	Clerical	1	1
Ardaman and Associates, Inc.	Engineer	1	2
Ardaman and Associates, Inc.	Engineer Intern	2	2
Ardaman and Associates, Inc.	Principal	2	2
Ardaman and Associates, Inc.	Senior Technician	4	6
Ardaman and Associates, Inc.	Supervisor - Eng.	3	3
Ardaman and Associates, Inc.	Supervisor - Other	1	2
Ardaman and Associates, Inc.	Technician	5	13
N-Y Associates, Inc.	Principal	1	2
N-Y Associates, Inc.	Supervisor - Engineer	1	2
N-Y Associates, Inc.	Engineer	4	6
N-Y Associates, Inc.	Environmental Pro	1	2
N-Y Associates, Inc.	Senior Technician	1	1
N-Y Associates, Inc.	CADD Technician	1	3

N-Y Associates, Inc.	Administrative	1	1
N-Y Associates, Inc.	Clerical	1	2
Civil Design & Construction, Inc. (CDC)	Cost Estimator	1	1
Civil Design & Construction, Inc. (CDC)	Civil Engineer	1	1
Civil Design & Construction, Inc. (CDC)	Engineer Intern	1	1
Civil Design & Construction, Inc. (CDC)	CADD Technician	2	2



14. Organizational Chart:

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





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

MPR No.	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the Advertisement)	Firm employed by	Type of license / certification & number	State of license	License / certification expiration date
1.	Cindy Hall, PE	Stantec	PE No. 27073	LA	9/30/2023
2.	Cindy Hall, PE	Stantec	PE No. 27073	LA	9/30/2023
3.	Cindy Hall, PE	Stantec	PE No. 27073	LA	9/30/2023
4.	Brian Johnson, PE	Stantec	PE No. 31273	LA	9/30/2022
5.	Amir Botros, PhD, PE	Stantec	PE No. 43701	LA	3/31/2024
6.	Nick Prudhomme, PE	Stantec	PE No. 35996	LA	3/31/2023
7.	Joey Lefante, PE, PTOE	Stantec	PE No. 37244	LA	9/30/2022
8.	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE No. 36725	LA	3/31/2024
9.	Megan Bourgeois, PE	Ardaman & Associates, Inc.	PE No. 36725	LA	3/31/2024

16. Staff Experience:

Résumés shall be provided for all prime and sub-consultant personnel listed in Sections 14 and/or 15 of the proposal. Résumés of personnel not identified in Section 14 or Section 15 of the proposal should not be included and will not be evaluated. Résumés should be limited to 2 pages per person. Any certificates required by the advertisement are to be placed in Section 20.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				0	
NAME	Gary Heitman, PE	•		YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	22	(25)	
TITLE	Senior Principal			YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	12	the	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 1986 Civil Engin	eering		-	
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 24670 LA 9/	30/2022			
YEAR REGISTERED	1992	DISCIPLINE	Civil Engineering				
Contract role(s) / brief description of responsibilities	With over 34 years of experience, Gary will serve as an PRINCIPAL-IN-CHARGE for this contract. He has led the study and design of 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. His experience also includes Design-Build and Construction Administration Services, allowing him to apply lessons learned in the construction arena to the design process and thereby providing a better set alternatives and/or construction plans. Prior to joining Stantec, Gary served as a Plan Development Engineer and Design Engineer with the LADO						
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the time specified in the applicable MPR(s).						
08/19 - Ongoing	I-10/LOYOLA INTERCHAN Roadway Design QC. Gary around the new Northfield from the Airport on the eas	GE DESIGN-BUILD LAD is providing roadway de Terminal at the New Orl st side of the interchang	OTD New Orleans, LA sign quality control for leans Airport. Project co ge.	this multimillion-dollar project that will improve access and traffic op onsists of a Diverging Diamond Interchange, in addition to flyover ram	eratior ps lea	ns to and ding to/	
05/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Roadway Independent QC. This project constructed a diamond interchange to replace the current at-grade signalized intersection of US90 and LA 318, as well as frontage roads and ramps through the project limits. Gary assisted with alternatives to the concept presented in the RFP. Performed independent QC and assurance reviews on the roadway design packages.						
11/09 - 08/12	- 08/12 I-12 WIDENING DESIGN-BUILD LADOTD Contract No. 454-02-0071 Livingston Parish, LA Project Design Manager. Gary was responsible for coordination of design and plan development efforts to widen this four-mile stretch of Interstate, from River to the Juban Road interchange, as part of the selected Design-Build team. Project design elements included widening, removal, overlay, and replac various pavement sections, ramp deceleration lane improvements, interchange lighting, permanent signing, permanent concrete median barrier, median drainage, and widening of the Gray's Creek Bridges and the 4-H Club Road and Range Avenue overpasses. The project required erosion control plans add storm water runoff during construction, as well as extensive maintenance of traffic and traffic control plans for this heavily traveled stretch of interstate connecting ramps. In addition to the design and plans developed for the construction elements, Gary was actively involved in construction progress meet assisted the contractor during construction, after designs and plans were approved, working with the team to address construction questions and issue field. At the completion of construction, as-built plans and electronic files were created for the project, again with Gary serving as the Project Design Ma all of the plan and design elements.					the Amite ement of subsurface ressing and tings, and s in the nager for	
08/05 - 12/13	12/13 STARING LANE EXTENSION AND BRIDGE City of Baton Rouge Baton Rouge, LA Roadway QA/QC. This Green Light Plan (GLP) project required a design study and plan development for a new four-lane urban boulevard with a subsurface drainage, sidewalks, and traffic signals. Gary provided technical assistance in the study and design phases, QA/QC of roadway plan regular project meetings as well as public meetings.					an with pation in	



05/02 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE City of Baton Rouge Baton Rouge , LA Roadway Division Manager. Gary and his team began this project with a preliminary line and grade study, hydraulic analysis, and public meetings to evaluate and plan improvements for the 2-lane rural road with open ditch drainage. The City selected the team-recommended roadway sections in the study, which consisted of a 5-lane roadway thru the more dense commercial area, and a 4-lane divided roadway thru the more sparsely developed area. Under Gary's direction, Highway Division staff then developed construction plans for this 2-mile project to reconstruct the corridor from a rural 2-lane facility to an urban multilane roadway with subsurface drainage. In addition to the roadway plans prepared under Gary's supervision, the team also developed topographic and property surveys, quad-beam bridge design and plans, and ROW mapping, as well as property acquisitions for the corridor.
04/11 - 06/15	I-210 COVE LANE INTERCHANGE PROJECT LADOTD Lake Charles, LA Roadway Division Manager. Gary oversaw the roadway design efforts on this fast-paced project to improve access to the casino site located on I-210 between Cove Lane and Nelson Road Interchanges. Stantec led the initial study regarding appropriate access needs to and from the casino along I-210 as prior access to the site was not sufficient for the expected increase in traffic. Deliverables included a final report meeting all LADOTD requirements for a traffic impact study based on the proposed development and Stage 0 requirements for long-term improvements at the I-210/Cove Lane and I-210/Nelson Road interchanges, in each case reflecting all agency comments with no outstanding comments or further review required.
10/17 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway Division Manager. Stantec oversaw the effort for this new high-level bridge and approaches over Contraband Bayou, a navigable waterway in the Lake Charles area. This project will provide a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street.
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 Lafayette, LA Assistant Program Manager and Geometrics Task Manager. Gary is assisting with the Program Management task, including overseeing the implementation of an extensive QC/QA plan. He is managing the geometric design of the corridor, which includes segments of at-grade and elevated mainline, frontage roads, urban interchanges and slip ramps, as well as connections/modifications to the existing roadway network. Geometric team's task includes conceptual constructability and maintenance of traffic plans, conceptual drainage design, and estimates of probable construction costs throughout the project. Stantec performed a re- evaluation of the Final EIS through the corridor, began an extensive context sensitive solutions process, and analyzed the horizontal and vertical geometry concepts developed in the previous phases of the project. Through this process, additional concepts are being considered, and in addition to the CSS component, a formal SEIS process is being followed to document the changes identified for the project.
06/12 - 02/14	NEW ORLEANS US 90Z HOSPITALITY ZONE LADOTD New Orleans, LA Roadway Design Lead. Gary managed team of roadway engineers to provide deliverables for a study to review and evaluate existing traffic patterns. He provided QC for the design solutions for the new on-ramp and restriping. The on-ramp now has a third mainline lane to US 90 Business in the Interstate 10 westbound direction. Improvements converted the existing at-grade on-ramp to a ramp structure with an acceleration lane, which allows room for a third mainline lane east of the ramp construction.
02/06 - 08/07	PLANK ROAD RELOCATION City of Baton Rouge Baton Rouge, LA Project Manager. In order to obtain the current FAA safety criteria for the main runway approach at the Baton Rouge Metro Airport, the City of Baton Rouge was required to relocate a 1.6-mile stretch of Plank Road. Gary and our highway design team provided study alternatives for the corridor and developed construction plans and specifications for the four-lane divided roadway, including twin structures crossing Cypress Bayou. In addition to the development of construction documents, this project required both topographic and property surveys and the development of right-of-way maps, geotechnical and permitting services. The new roadway was designed to rural arterial standards with open ditch drainage. The Cypress Bayou bridge component of the project consisted of twin girder span bridges, each in excess of 192 feet long. Since Plank Road is a State Highway, Gary coordinated closely with the LADOTD during all phases of the project, obtaining approvals and permits as necessary, and ensuring that the State would accept the project post-construction. Gary and team also assisted the Airport/City during construction with contractor oversight, development of change order documents, attending meetings, performing weekly site progress inspections, and review and recommendations concerning approval of pay applications.

FIRM EMPLOYED	BY	Stantec Consulting Se	rvices Inc.				
NAME	Cindy Hall, PE	-		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	30	S	
TITLE	Principal, Transportation I	nfrastructure Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0		
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 1992 Civil Engineering				
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 27073 LA 09/30/2	023			
YEAR REGISTERED	1997	DISCIPLINE	Civil Engineering TEPR 3 Modules				
Contract role(s) / brief description of respons bilities	Cindy's 30 years of experience have included the design and project management of various civil and transportation projects. As Roadway Division Manager, Cindy manages the productivity of the roadway staff and oversees the quality of the plans and specifications developed by the Roadway Division. She has also served as project manager on many transportation projects including interstate and interchange improvements, rural arterials, and urban roadways with subsurface drainage and traffic signalization. Cindy has been involved in numerous projects implementing innovative geometric solutions including continuous flow intersections and roundabouts. She has also recently been involved in three Design-Build projects for LADOTD. In addition to her transportation experience, Cindy has designed and managed many wastewater pipeline and pump station projects over the course of her career. Cindy will serve as PROJECT MANAGER for this contract. Cindy meters the following Minimum Personnel						
Experience dates (mm/yy - mm/yy)	tes Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.						
11/12 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Contract 12-CS-HC-0015 Baton Rouge, LA Project Manager. This project initially included an EA and Preliminary Plans for improving 3.4 miles of Perkins Road (LA 427) from the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with raised median, sidewalk, sewer and subsurface drainage. During the EA phase, Cindy was responsible for Line and grade alternatives study, stakeholder coordination, public outreach, led EA phase, preliminary plans (geometry, drainage, sequence of construction, signalization preliminary construction cost estimate) and final ROW maps. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.					AND adway to Line and alization, from and rtial ay and 2.	
08/19 - Ongoing	I-10 AT LOYOLA DESIGN- Design Manager. Cindy man is overseeing the design an Cindy has worked with the D-B team to implement cos	BUILD INTERCHANGE nages this multimillion-d id plan preparation effor contractor to develop ph t/schedule savings throu	access and traffic operations to and around the new Northfield To s, I-10 Westbound to Loyola Southbound & Loyola Northbound to lesign unit plan sets to construct critical path items first. She has alternative material selections.	ermina I-10 E work	al. Cindy astbound. ed with the		
05/15 - 06/18	8 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Design Manager. Cindy managed the design for this design-build project which improved the intersection of US 90 at LA 318 to a grade separated interce brought US 90 up to interstate standards as a part of the Future I-49 Corridor. The project included dual overpass bridges, ramps, and frontage road reloc Stantec proposed an alternative technical concept to the proposed alternative in the RFP. This ATC conserved right of way and lessened impacts to the and the environment, and saved construction cost. Stantec was also responsible for acquiring the right of way while construction was ongoing. Cindy a managed the relocation of utilities during construction and designed water and sewer relocations for St. Mary Parish. Stantec remained involved throug construction and participated in resolving design and construction non-conformance issues and requests for information. Construction was complete i of 2018.					nange and cations. community so hout n January	

11/09 - 08/12	I-12 WIDENING DESIGN-BUILD LADOTD Contract No. 454-02-0071 Livingston Parish, LA Lead Roadway Engineer. Cindy was responsible for Stantec's roadway design efforts to widen a four-mile stretch of Interstate, from the Amite River to the Juban Road interchange. Design included widening, removal, overlay and replacement of various pavement sections, ramp deceleration lane improvements, and widening of the Gray's Creek Bridge, and the 4-H Club Road and Range Avenue overpasses. The project required extensive maintenance of traffic and traffic control plans on this heavily traveled stretch of interstate. In addition to designing the construction plans, Cindy was actively involved in the construction phase, assisting the contractor by developing quality, cost-effective solutions that met or exceeded contract scope requirements.
05/12 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Project Manager. Cindy managed the evaluation of alternatives during the EA phase for this 4 mile portion of Government Street. She attended public meetings, managed public preliminary and final plan development phases. Cindy coordinated with LADOTD, City of Baton Rouge, BREC, CATS and other project stakeholders. 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. Cindy provided construction support services during construction.
04/11 - 06/15	I-210 COVE LANE INTERCHANGE LADOTD Lake Charles, LA Roadway Engineer. Cindy was responsible for the sequence of construction and maintenance of traffic plans for this complex tight diamond interchange which required ramps elevated on MSE walls, two new bridges and surface street improvements including a new roundabout. Cindy was also responsible for the Level 2 Transportation Management Plan required for the project including safety and traffic analyses and traffic management strategies.
08/05 - 12/13	STARING LANE EXTENSION AND BRIDGE City of Baton Rouge Baton Rouge, LA Project Manager. This GLP project required a design study and plan development for a new four-lane urban boulevard with a 30-foot median with subsurface drainage, sidewalks, and traffic signals. Cindy led construction plan development and design of preliminary and final plans including geometrics, intersections, earthwork modeling, striping, quantities, signal design, sanitary sewer force main design and quality control. She also attended public meeting and coordinated with City and sub-consultants.
05/02 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE City of Baton Rouge Baton Rouge, LA Project Manager. Cindy managed this project and was responsible for design and plan development for a new five-lane roadway/four-lane boulevard, approximately two miles in length. She oversaw the design of preliminary and final plans including geometrics, intersections, earthwork modeling, subsurface drainage, striping, and sequence of construction. Project included hydraulic and structural design of dual bridges over Jones Creek. WSPRO analyses were performed and scour calculations based on HEC No. 18. A wetlands delineation and U.S. Army Corps of Engineer's wetlands permit were obtained. Cindy's activities also included permit drawings, public meetings and coordination with City officials and subconsultants.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Joseph "Joe" Cains, III, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	18	E.C.
TITLE	Senior Associate			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	40
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2003 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 33670 LA 03/31/2	024		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineering TEPR 3 M	odules		
Contract role(s) / brief description of respons bilities	Tole(s) / cription is bilities Joe has experience in the design of arterials, local roads, roundabouts, bridge replacement projects and other similar transportation systems, all existing highway alignments and new locations. Joe is a Senior Engineer at Stantec in the Baton Rouge, Louisiana office, and has been involved Management, as well as various aspects of planning, design, utility relocation coordination, and construction administration. His involvement in planning and design of several innovative intersections, such as roundabouts, DDIs, CFIs, as well as small and major infrastructure projects has lead Stantec lead the charge in the transportation industry for the State of Louisiana. He loves the challenges that a project brings and meets them we thoughtful consideration of the safety of the traveling public. Loe will serve as OA/OC - ROADWAX for this contract					ng n Project ne elped th
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
03/17 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Contract 12-CS-HC-0015 Baton Rouge, LA QC Manager. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb o are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design and wetlands permitting. Final plans for this project should be completed by the end of 2022					
04/15 - 06/18	US 90 AT LA 318 INTERCH Lead Roadway Engineer. Pr constructing a new overpas (first for a Design-Build Pro development of the TMP, as	ANGE DESIGN-BUILD P oject included upgrading ss bridge for US 90 over ject), and a Transportati s well as construction su	ROJECT LADOTD St Mary P g the existing two-lane undivid LA 318. This project also inclu on Management Plan. Joe's du pport during the process.	arish, LA ed roadway LA 318 to a two-lane divided roadway with a raised m ded a significant utility relocation coordination effort, as well as ities included leading the effort for plan development of the vario	edian ROW a us de	, and acquisition sign units,
08/19 - Ongoing	I-10/LOYOLA INTERCHAN Lead Roadway Engineer. Jo around the new Northfield from the Airport on the eas	GE DESIGN-BUILD LAD be serves as lead roadwa Terminal at the New Orle t side of the interchange	OTD New Orleans, LA ay engineer of this multimillion ans International Airport. Proj e.	-dollar design-build project that will improve access and traffic of ect consists of a Diverging Diamond Interchange and flyover ram	peratio ps lea	ons to and ding to/
08/14 - 08/19	W. PRIEN LAKE ROAD RELOCATION LADOTD Baton Rouge, LA Project Manager. Joe oversaw plan development process, and assisted DOTD with the construction administration process during the construction phase. Joe v involved with client and stakeholder coordination for the various elements of the project. Project is a component of the Stage 0 Feasibility Study for the project located adjacent to I-210 between Cove Lane and Nelson Road Interchanges. Project proposed to realign existing W. Prien Lake Road for approximately 4400 fea includes a roundabout and multi-cell 12ftx12ft box culvert.					e. Joe was project 4400 feet,
07/15 - Ongoing	I-49 CONNECTOR LADOT Roadway Engineer. Joe's res of 15 design firms. Task 4 ir alignments, design vehicles 2000s), investigation of 20+ independent utility segment	TD Lafayette, LA sponsibilities include ass nvolves the evaluation an & criteria, etc.), investiga potential design modific ss.	isting with the completion of Ta d recommendations for previou ation of the 5 design modificati ations, public coordination, and	ask 4 Geometrics, of a 15 task project that is being carried out with usly proposed geometry, (interchanges, intersections, horizontal & ons recommended during the environmental process (ROD obtaine d final design report document development for future segmentation	a tear /ertica d in ea on & do	m al arly esign of

FIRM EMPLOYED BY		Stantec Consulting Se	rvices Inc.			-	
NAME	Paul Fossier, PE, F.ASCE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER			
TITLE	Senior Project Manager, Bı	ridges		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	39	A	
DEGREE(S) / YE/	ARS / SPECIALIZATION		ME 2006 Civil Engineering	ı (Structures); BS 1979 Civil Engineering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 21028 LA 3/31/20	23			
YEAR REGISTERED	1984 DISCIPLINE Civil Engineering						
Contract role(s) / brief description of respons bilities	With over 42 years of bridge design, project management and bridge load rating experience, Paul will be the QA/QC - BRIDGE for this project. He h performed bridge design, load rating, and field inspection as a design engineer, manager and administrator for bridge replacement projects, bridge rehabilitation projects and bridge repair projects. Bridge types included prestressed concrete, reinforced concrete, and structural steel for both fixe and movable bridges. This includes design-build-bid and design build project procurement methods. Paul's highway safety experience includes created roadside hardware standards for statewide guardrail, longitudinal barrier, crash cushions, cable barrier and permanent signing applications based current AASHTO codes. Prior to joining Stantec, Paul worked for the LADOTD Bridge Design Section for over 35 years and held various bridge design engineering positions including the position of State Bridge Design Engineer.						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
08/19 - Ongoing	MISSISSIPPI STATE AID COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Quality Control/Quality Assurance Manager and Engineer-of-Record. Paul is providing QC/QA for the load rating and bridge inspection of superstructure and substructures for over 120 Statewide bridges based on current bridge inspections. Superstructure types consisted of timber beams, precast concrete channel beam, reinforced concrete slab spans, and prestressed girder spans. Substructures types consisted of timber caps, reinforced concrete caps, timber piles and steel piles. Superstructure was rated using AASHTO BrR software. Substructure was load rated using Bentley LEAP Bridge Concrete software and in-house spreadsheets.						
12/12 - 08/18	¹ 18 LADOTD BRIDGE PROGRAM LADOTD Section Administrator LA LADOTD State Bridge Design Engineer. Paul provided administrative and engineering quality assurance for the annual LA DOTD statewide bridge replacement a rehabilitation program to prioritize and select bridge projects for annual funding and to also oversee the Statewide Bridge Load Rating Truck Permit Evaluation Load Posting Program. This included providing coordination with the Assistant Bridge Design Administrators, Assistant Bridge Load Rating Administrators, LA District Offices, LA DOTD Bridge Maintenance Section and the Federal Highway Administration Louisiana Division in order to support these statewide program						
08/10 - 10/14	CHEF MENTEUR PASS BRIDGE AND APPROACHES LADOTD SP No. H.000263 Orleans Parish, LA LADOTD Design Engineer and Bridge Project Manager during Stage 0 feasibility and Stage 1 environmental phase of this bridge replacement project to determi bridge alignment, type and size alternatives and to provide coordination during the Environmental Assessment phase. Environmental considerations included a wildlife reserve, wetlands, local residential communities, archaeological sites, historic sites and marine navigation. During Stage 0, Paul designed the bridge lay for two high level steel plate girder alternatives and precast prestressed concrete girder bridge approaches and one low level movable swing steel plate girder alternative based on the existing environmental and site constraints. He designed the bridge layouts for the concrete column bent river piers and concrete pile substructures. Substructure pier design considered the extreme future scour issues at site.					rmine ed a nearby e layouts ler bridge ile bents	
01/04 - 12/10	JOHN JAMES AUDUBON BRIDGE OVER MISSISSIPPI RIVER LADOTD SP No.052-02-0024 Pointe Coupee & West Feliciana Parishes, LA LADOTD Bridge Project Manager for the Departments first Design-Build project. The project was part of the LA TIMED program and consisted of approx. 10 of new roadway and 3 miles of bridge on new alignment. Paul provided final plan design review for all bridge structures and provided construction support review contractor requests for information, claims and plan change requests. He coordinated during the Stage 1 environmental phase and preliminary plar provided technical engineering input for the LADOTD Design-Build procurement phase to prepare bridge design bridge performance specifications and eva proposals from the Design-Build teams.						

FIRM EMPLOYED BY		Stantec Consulting Se	rvices Inc.			
NAME	Matt Davis, PE, PTOE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	
TITLE	Senior Associate, Traffic a	nd ITS Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	500
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2009 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 38947 LA 09/30/2	022		
YEAR REGISTERED	2014	DISCIPLINE	Civil Engineering; PTOE #39	14, 2015 TEPR 3 Modules, 2019		
Contract role(s) / brief description of responsibilities	(S) / ion lities Matt has 12 years of experience managing and serving on a variety of Traffic, ITS, and smart mobility projects. His capabilities include systems engineering analysis, traffic analysis, traffic modeling for analysis and public viewing, and traffic signal and ITS design. He is also responsible for managing projects, performing quality assurance and quality control reviews, and assisting other Stantec offices around the country. Matt is well-versed in a variety of traffic modeling and analysis software tools such as VISSIM, Vistro, Synchro, SIDRA, and HCS. Matt will serve as QA/QC - TRAFFIC for this contract.				is for vell- > -	
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/18 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Traffic Quality Control Reviewer. Matt performed quality review on ITS and traffic signal plans as well as the VISSIM model developed for the ITS system and of the Transportation Management Plan prepared for this design-build project. Project also includes adjacent signalized intersections north and south of the interchange along with a multi-use path for pedestrian and bicycle accommodations. The Veterans Boulevard intersection with Loyola Avenue utilizes traffic signal equipment mounted to the flyover bridge structures.					
05/12 - 12/17	GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, Louisiana Traffic Engineer. Matt served as Traffic Engineer for a feasibility study of performing a road diet on Government Street in Baton Rouge by reducing the existing 4-lane section down to a 3-lane section with one lane in each direction, a two-way left turn lane, and a bike lane in each direction. Matt designed the traffic signals and temporary traffic signals along this 4-mile project. He also coordinated signal timings along the corridor.					
07/15 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 New Orleans, LA Traffic QC. Matt is responsible for performing QC reviews on various geometric design alternatives within the ongoing CSS and TEPR processes. The analysis includes a comprehensive VISSIM model of the Lafayette area that has been calibrated to LADOTD standards. Matt is responsible for providing a QC review of the systems engineering analysis report for the ITS deployment along the corridor. The project is following LADOTD's Process and Report format.					
05/13 - 03/19	ESSEN LANE WIDENING LADOTD Baton Rouge, LA Traffic Engineer. Matt developed VISSIM models to represent the existing and proposed conditions along the corridor. Analysis results were tabulated and reported back to LADOTD and City of Baton Rouge for approval. Matt subsequently developed 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.					
04/11 - 06/15	I-210 / COVE LANE INTER Traffic Engineer. Matt develor EA timeline realized for this Ameristar Casino and Hotel	CHANGE AND ROUND oped an IJR for I-210 bet high-profile project. Peal north of I-210. Alternativ	ABOUT, AND COORDINATION ween Cove Lane and Nelson Ro k hour traffic volumes for 28 po ves were reduced to 8, on which	WITH 3RD PARTY NEPA ANALYSIS LADOTD New Orleans, ad interchanges. Coordination contributed to the expedited 8-mon ssible design alternatives accommodated all future developments HCS and SIDRA analyses for over 50 locations per alternative were	LA th NTF includ e perfe	P to FONSI ling the prmed.
10/13 - 10/20	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Baton Rouge, LA Traffic Engineer. Matt has performed quality review on the traffic signal plans for the Nelson Road Extension Bridge. The plan design included signal sheets on the roadway as well as for a private rail crossing.					

FIRM EMPLOYED BY		Stantec Consulting Services Inc. (Cardno, now Stantec)				
NAME	Douglas "Doug" Stoker, PE*, ENV SP			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	75
TITLE	Alternative Delivery Specia	alist		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	22	
DEGREE(S) / YE	ARS / SPECIALIZATION		ME 1993 Structural Engin	eering; BS 1992 Civil Engineering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 50659 FL 02/28/20	23		
YEAR REGISTERED	1996	DISCIPLINE	Civil Engineering	Civil Engineering		
Contract role(s) / brief description of respons bilities	Doug has 30 years of ex SUPPORT for this contr	perience in alternative act.	e project delivery, over seve	n of which includes CMAR proejcts. Doug will serve as CI	ЛAR	
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/21 - Ongoing	RURAL ROADS PROGRAM (CMAR) Manatee County Parrish, FL Project Manager. Doug is responsible for plan and quantity delivery for the on-going four year \$20 million rural road paving program. He continually coordinates with the Construction Manager and with County Staff to value engineer the plans and develop quantities in support of the negotiated Guaranteed Maximum Price (GMP).					
09/15 - 05/18	GORDON RIVER BRIDGE (CMAR) City of Naples Naples, FL Project Manager. Doug was responsible for project delivery and coordination with the Construction Manager including review of the GMP. Doug oversaw construction activities and approved construction manager's pay requests and reviewed construction inspection and material testing information for adherence to the plans and project specifications.				herence to	
10/16 - 12/17	MOORE'S CREEK SEAWALL REPLACEMENT, (CMAR) City of Fort Pierce Fort Pierce, FL Construction Manager. Doug served as Construction Manager responsible for delivering engineering plans, permits, and final construction. He oversaw the in- house generation of construction plans and permit applications. Doug evaluated interested contractors and made the final selection of a local marine contractor to construct the replacement seawall on both sides of Moore's Creek and was also responsible for overseeing the construction engineering inspection services and verifying progress payments				he in- intractor to rices and	
02/05 - 06/06	SR 10 (US 90) MERRITT'S MILL POND BRIDGE REPLACEMENTS DESIGN-BUILD FDOT District Three Marianna, FL Project Manager. Doug served as project manager for this design-build project utilizing modified AASHTO prestressed beams to replace existing distressed bridges. The twin bridges single span cross over the outfall for Merritt's Mill Pond and provide two lanes of traffic plus sidewalks. A key element of the project w to minimize impacts to the roadway profile and adjacent driveway connections while providing adequate channel width to minimize scour and flooding concerns Doug was responsible for all aspects of the design, permitting, utility coordination, public involvement and post design services				sed project was oncerns.	
08/00 - 08/02	PRINCESS PLACE BRIDGE OVER I-95 DESIGN-BUILD FDOT District Five Palm Coast, FL Project Manager. Doug served as project manager for this unique DB project involving design and construction of a concrete bridge over I-95, approx. one-half mile from Princess Place and adjacent to the Florida Agricultural Museum (FAM). The purpose of the project was to develop an economical solution to design and construct a bridge over I-95 for horses and people that would appear natural to the user. Project included landscaped planters lining the outside of the pathway shield users from the noise and sight of traffic below. The trail consisted of a two-span bridge on spread footings that rested atop mechanically stabilized earth walls. Plans and construction included the structural and approach aspects of the project, geotechnical issues, permitting and drainage, and maintenance of traffic. Doug was responsible for all aspects of the design, permitting, utility coordination, public involvement and post design services.			e-half esign and athway to ed earth ce of		
09/02 - 10/04	UPPER TAMPA BAY TRAIL UNDERPASS AT WATERS AVENUE DESIGN-BUILD FDOT District Seven Tampa, FL Project Manager. Doug served as the project manager for this fast-track design-build project that included the design and construction of the Upper Tampa Bay Trail pedestrian and bike trail underneath Waters Avenue. The overall project length for the 12-foot wide trail was 1,400 feet with very tight horizontal and vertica clearances underneath the existing bridge at Waters Avenue. The trail consisted of both asphalt and reinforced concrete pavement within the 100-year flood elevation. A portion of the trail overhangs the adjacent SWFWMD flood canal by using epoxy-coated sheet piling with a cast-in-place structural deck. Doug was responsible for all aspects of the design, permitting, utility coordination, public involvement, and post-design services.				pa Bay I vertical ood Ig was	

FIRM EMPLOYED BY Stantec Consulting Services Inc. (Cardno, now Stantec)		tec)				
NAME	James "Jim" Hunt, PE*			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	22	- Contraction
TITLE	Senior Project Manager			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	28	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 1971 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 24160 FL 02/28/2	023		
YEAR REGISTERED	1977	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	ole(s) / ription sibilities Jim is a Senior Level Project Manager/Roadway Engineer with 50 years of varied experience in the planning, design, construction and management of highway and civil projects for FDOT and municipal clients. Included are surveys, preliminary engineering studies, design, CEI and construction management, value engineering studies, quality control reviews and various general consultant services. Jim will assist with VALUE ENGINEERING 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.		
04/11 - 04/13	3 DISTRICTWIDE VALUE ENGINEERING STUDIES FDOT District Five FL Project Manager. Jim was an assistant Value Engineering Team Leader and Florida Professional Engineer for 12 studies: Wekiva Parkway/SR 46 Reconstruction; SR 44, Lake County; SR 440 (I-4) Reconstruction; SR 35 (US 301) Improvements; SR 500 (US 192/441); I-95 (2 projects); SR 15/600 (US 17/92); SR 40; SR 600 (US 17/92); SR 50; SR 45 (US 41); SR 600 (US 92).					
02/10 - 02/12	2 DISTRICTWIDE VALUE ENGINEERING FDOT District Five FL Project Manager. Jim was an assistant Value Engineering Team Leader and Florida Professional Engineer for various studies: SR 93 (I-75) Corridor PD&E, 3 VE studies for different issues, Broward County; SR 710, Martin County (Won National AASHTO 2011 VE Award); SR 838/Sunrise Boulevard Bridge, Broward County; SR 710, Palm Beach County.					
01/09 - 03/09	9 VALUE ENGINEERING STUDY FDOT District Six and Miami-Dade Aviation Department Miami, FL Professional Engineer. This study which considered grade separation of railroad under Le Jeune Road, existing canal, proposed Interconnector Expressway and proposed future improvements for Miami Intermodal Center (MIC) along east side of Miami International Airport.				ay and	
07/11 - 07/13	3 FINAL PLANS REVIEW FDOT District Four FL Professional Engineer. Plans review services for over 100 design phase submittals by consultants and in-house design sections for RRR, enhancement and reconstruction projects. Included review for conformance with FDOT and AASHTO standards and criteria, plan preparation requirements, constructability and bidability. Other assignments included miscellaneous support of FDOT in-house design sections, preparation of specifications packages, and preparation of Construction Contract Duration Estimate CPM Schedules. Included development of database of review comments.				nd / and n of	
11/08 - 12/10	MIAMI INTERMODAL CENTER PD&E WITH EIS AND MIS FDOT District Six Miami, FL Roadway Engineer Manager. Roadway Engineer for developing and evaluating alternative concepts for roadway improvements, including cost estimates, construction sequence and maintenance of traffic phasing during the PD&E Phase. This included preparation of MIS and EIS with preliminary plans and engineering report with an estimated \$2.2 billion cost. Roadway improvements included a new elevated Interconnector Expressway on a viaduct between SR 836 and SR 112 with three major multi-level interchanges including a new interchange with the Miami International Airport and Miami Intermodal Center.				n SR 836	

FIRM EMPLOYED BY Stantec Consulting Services Inc.			1			
NAME	Nick Prudhomme, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	16	
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	3
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2006 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 35996 LA 3/31/20	23		
YEAR REGISTERED	2011	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Nick has over 16 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 Highway Safety Manual. Nick will serve as ROAD/DRAINAGE DESIGN TASK LEAD for this contract. Nick meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 6					BETS NIMOM BO'ID SÔNNEI REQ.
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Drainage Lead. Nick leads 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. This project will serve as a main entrance to the new airport terminal recently constructed for the Louis Armstrong New Orleans International Airport.					
11/12 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Contract 12-CS-HC-0015 Baton Rouge, LA Roadway Lead. This project initially included an EA and Preliminary Plans for improving 3.4 miles of Perkins Road (LA 427) from the existing 2-lane roadway to a 4-lane divided curb and gutter roadway with raised median, sidewalk, sewer and subsurface drainage. During the EA phase, Nick assisted with the alternative analyses, conceptual drainage design, public meeting materials and presentations, and the development of the Environmental Assessment report and documentation. During preliminary plan development, he assisted in all areas of design and plan development including client interaction, drainage design, drainage report, roadway modeling and earthwork analyses using InRoads, quantity calculations, and construction cost estimate. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.					
05/15 - 06/18	8 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA 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. Thi ATC conserved right of way and lessened impacts to the community and the environment, and saved construction cost. Stantec was also responsible for acquiring the right of way while construction was ongoing. Stantec remained involved throughout construction and participated in resolving design and construction non- conformance issues and requests for information.			ct Fhis ng		
04/11 - 06/15	5 I-210 COVE LANE INTERCHANGE LADOTD H.010151 Lake Charles, LA Roadway Engineer. Project began as a location and feasibility study for exit ramp modifications at a rural local road approximately half a mile in length. The proprogressed to design and development for modifications to the existing interstate exit ramp and adjacent local roads, approximately 2500 feet total length, all t LADOTD standards. Nick assisted in the design and plan development for the proposed full tight diamond interchange at Cove Lane and I-210. He was respons 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 quantity calculation			oroject II to nsible 1g ions.		

01/14 - 03/18	LA 86 & LA 320 ROUNDABOUT LADOTD New Iberia, LA Roadway Lead. Nicks responsibilities involved project management, client coordination, and the design and supervision of all areas of plan development including horizontal and vertical design, sight distance calculations, drainage design, earthwork modeling, cross section development, striping layout, sequence of construction, quantity calculations, and cost estimation.
01/06 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE City of Baton Rouge Baton Rouge, LA Roadway Engineer. Project began as a feasibility/alternative study for a proposed 5-lane urban collector roadway approximately 2 miles in length. Stantec was responsible for data collection and alternative cost estimates including construction, ROW and utility relocations. Under direct supervision of the projects engineers, Nick's responsibilities included horizontal and vertical design, drainage design, earthwork modeling, cross section development, joint layout, striping layout, sequence of construction, quantity calculations, and cost estimation.
02/05 - 03/08	FLORIDA AVE BRIDGE OVER INNER HARBOR NAVIGATIONAL CANAL LADOTD Orleans Parish, LA Roadway Engineer. Nick performed subsurface drainage analysis and design, earthwork modeling, cross section generation, and quantity calculations for 0.5 miles of reconstruction and 0.25 miles of pavement widening for a 3-level, fully-directional interchange which serves as the approaches to the main span bridge over the Inner Harbor Navigational Canal.
04/15 - 10/21	LA 30: SOUTH BOULEVARD TO WEST CHIMES STREET LADOTD Baton Rouge, LA Roadway Lead. Nick oversaw all aspects of the roadway design including horizontal and vertical geometry, roadway modeling, drainage, striping, sequence of construction, and quantities. LA 30, known in Baton Rouge as Nicholson Drive, is a commuter route that connects Louisiana State University (LSU) and downtown Baton Rouge. Additional scope included the realignment of the Interstate 10 off-ramp to Nicholson Dr. and Highland Rd. and the widening of Oklahoma street from a two-lane to four-lane section. The plan set currently consists of typical sections, plan and profile sheets, drainage details, pavement markings, signs, sequence of construction, traffic signal plans, right of way plans, and bridge plans. The plans have been completed with construction expected to begin this year.
01/06 - 12/13	STARING LANE EXTENSION AND BRIDGE City of Baton Rouge Baton Rouge, LA Engineer Intern. Nick worked with the roadway division assisting with drainage improvements for the project. The project involved the design and plan development for a new 4-lane urban boulevard with a 30ft median. The new design will include subsurface drainage, sidewalks and traffic signals. Stantec handled the design of two bridges as part of the overall development of the project. In addition, Stantec was in charge of construction plan development and design of preliminary and final plans including geometrics, intersections, earthwork modeling, striping, sequence of construction, quantities, signal design and quality control.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Mary Frances O'Rourke, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	(25)
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	26
DEGREE(S) / YE	ARS / SPECIALIZATION		BS 2012 Civil Engineering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 41444 LA 09/30/20	023		
YEAR REGISTERED	2017	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of respons bilities	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 project in Louisiana. Mary is knowledgeable in a number of software programs including Microstation, InRoads and SignCad. She has also assisted in t design of roundabouts, interchanges and realignments of urban roadways. Mary will perform ROAD/DRAINAGE DESIGN for this contract.				design, of projects अted in the ct.	
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Design-Build ROW/Utilities Manager for this multimillion-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange. Mary's responsibilities also included developing the signing and striping layout, assisting with the geometric layout, assisting with the drainage design which included using HYDRWIN to design to DOTD standards, developing joint layouts, quantity calculations, and coordination with the contractor to answer RFIs.					
11/12 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Contract 12-CS-HC-0015 Baton Rouge, LA Roadway Engineer. During the EA and Preliminary Phase, Mary assisted with line & grade studies, Environmental Assessment (EA), plan development and design of subsurface drainage systems by using LADOTD Hydraulics Manual and LADOTD HYDRO Software. She calculated quantities for a construction cost estimates. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.					
07/15 - 06/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Roadway Engineer. Mary assisted with plan development, and directly 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 roadway construction.				t, as well:	
05/12 - 12/17	GOVERNMENT STREET RO Roadway Engineer. Mary de Government Street. Mary as construction. She calculate	AD DIET: STUDY THRO esigned bike lane facilition ssisted with designs/plated ed quantities and develop	UGH FINAL DESIGN LADOTE es and signing/striping layout n development including typic ped the cost estimate for cons) Baton Rouge, LA for this preliminary and final plan design project to upgrade a 4-m al sections, plan sheets, geometric details, signing and striping a truction and provided construction support.	ile po nd se	ortion of quence of
06/18 - Ongoing	MID-BRETON SEDIMENT DIVERSION Coastal Protection and Restoration Authority (CPRA) Plaquemines Parish, LA Roadway Engineer. Stantec is working on this CMAR project with CPRA which will reduce the rate of land/wetland loss and reduce risk to its communities and economy from erosion and flooding by addressing its environmental infrastructure (EI). Mary is responsible for overseeing the design of the horizontal and vertica geometry of realigned LA 39, roadway modeling, roadway drainage design, and plan production. Mary will also assist with the roadway cost estimate.			es and and vertical		

FIRM EMPLOYED BY		Stantec Consulting Se	rvices Inc.			
NAME	Michael Neumann, PE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	7	25
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2015 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 45396 LA 9/30/20	23		
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of respons bilities	Michael is a Civil Engineer with 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 ha 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, and HYDR2009. Michael will perform ROAD/DRAINAGE DESIGN for this contract.					s, and ichael has e client 2009.
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
06/20 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Drainage Design Engineer. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.					Ing ng this ements inage and
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Roadway Engineer for this multimillion-dollar design-build project that will improve access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport. The project consists of a Diverging Diamond Interchange, 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 subsurface drainage systems along Lovola/Airport Access Road.					
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 be 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.				s up to oduced	
10/17 - 10/19	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 effort for this new high-level bridge (56-foot clearance) and approaches over the navigational channel of Contraband Bayou. Michael assisted with the NEPA Environmental Assessment process and coordination between stakeholders. He also assisted with drainage and earthwork design.					
06/18 - Ongoing	MID-BRETON SEDIMENT DIVERSION Coastal Protection and Restoration Authority (CPRA) Plaquemines Parish, LA Roadway Engineer. Stantec is working on this CMAR project with CPRA which will reduce the rate of land/wetland loss and reduce risk to its communities and economy from erosion and flooding by addressing its environmental infrastructure (EI). Michael is responsible for the design of the horizontal and vertical geometry of realigned LA 39, modeling the roadway, designing the drainage plan, producing construction plans, and estimating construction quantities.					

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Hannah Krebs, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	7
TITLE	Roadway Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2017 Civil Engineering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 45917 LA 3/31/20	24	
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of respons bilities	Hannah has seven 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 ROAD DESIGN 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 - 09/18	US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Engineer Intern. This project proposed to upgrade the intersection of existing US 90 at LA 318 near Sorrel, to a grade separated interchange. This was the last intersection between Lafayette and the interchange at US 90 at LA 83 near Baldwin to be upgraded for the Future I-49 Corridor. This 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. Hannah's duties included taking the lead on the water and sewer as-built plan set, compiling plan sets for submittals, and participating in construction meetings.				
06/20 - Ongoing	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS City of Baton Rouge Baton Rouge, LA Roadway Engineer. Hannah is responsible for final plan development, geometric design, and traffic control plans. Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This 2-lane to 4-lane divided roadway widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles which have been shown to increase capacity and safety. Partial median openings and u-turn movements with bulb outs are being provided along the corridor. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting. Final plans for this project should be completed by the end of 2022.				
09/18 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Roadway Engineer. Hannah is responsible for creating traffic control plans and modifying as needed during construction. 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.				
06/17 - 06/21	NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Engineer Intern. Hannah was responsible for organizing and completing a vessel survey during the Environment Assessment phase. Vessel owners were contacte to determine a bridge clearance business impact to a local shipyard. Hannah also assisted in the vertical profile design, drainage design, template design, and pla preparation for the preliminary submittal. The Nelson Road extension over Contraband Bayou will connect the community of Lake Charles and provide an alternate route to alleviate traffic from the interstate system.				vere contacted esign, and plan le an alternate
06/17 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 Lafayette, LA Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, horizontal and vertical geometry, and project organization. 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 lead the traffic study and impact effort along with development of an implementation plan and strategy. The project is currently in the Environmental Assessment stage and alternatives are being investigated.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Brian Johnson, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17	
TITLE	Principal, Bridge Division I	Leader		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5	(All
DEGREE(S) / YE/	ARS / SPECIALIZATION		MS 2000 Civil Engineering	j; BS 1999 Civil Engineering		
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 31273 LA 9/30/20	22		
YEAR REGISTERED	2004	DISCIPLINE	Civil Engineering; NBIS Cert	ified Team Leader		
Contract role(s) / brief description of respons bilities	Brian brings over 22 years of engineering experience specifically related to structural projects and serves as the Structural Section Manager in the Baton Rouge office. His primary expertise lies in analysis, design, rating, inspection, and rehabilitation of bridges. Brian has managed bridge projects with a variety of structure types such as prestressed concrete girders, steel truss vertical lift bridges, long span steel trusses, horizontally curved steel plate girders, concrete box culverts, and retaining walls. He has overseen several NSBI bridge inspection projects and been involved in several hydraulic studies for bridge replacement projects in both Mississippi and Louisiana. Brian will serve as BRIDGE DESIGN + RATINGS TASK LEAD for this contract. Brian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4					HEETS HINILGOM LADOTD PÉRSÖNNET REO.
Experience dates (mm/yy - mm/yy)	Experience and qualifications	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.				
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Lead Structural Engineer. Brian leads the structural design efforts of two new flyover ramps (concrete slab spans, prestressed concrete girder spans, twin horizontally curved steel tub girder spans, and complex substructure units), one bridge widening (concrete slab spans), noise barriers, precast box culverts, roadway and pier protection barriers, and miscellaneous structural elements. During design Brian orchestrated a series of meetings with the contractor, fabricators, vendors, and suppliers to optimize and streamline the design. In addition, he oversees construction support which includes shop drawing reviews, addressing RFIs, and providing construction engineering services.					
08/10 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Project Manager. Brian manages all field and office work for inspecting and load rating over 200 bridges annually throughout the state. Inspections and load ratings are performed in accordance with current NBIS and procedures as outlined in the AASHTO MBE. Brian is responsible for managing project activities, inspection scheduling, and performing QC/QA on field inspections, load ratings, and inspection reports. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and masonry arches.					load ties, steel plate
07/15 - 06/18	US 90 INTERCHANGE AT LA 318 DESIGN-BUILD LADOTD St. Mary Parish, LA Structural QA/QC Manager. Brian served as the structural quality control manager for this design-build project which consisted of a new twin structures and a diamond interchange. This stretch of US 90 has been designated as the future I-49 corridor. The bridges consisted of LG-54 prestressed concrete girder spans with lengths up to 111-ft supported by multi-column concrete bents. Brian performed independent reviews of the reported designs and the proposed construction plans.				a diamond ngths up	
08/14 - 07/19	19 WEST PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Lead Structural Engineer. This project included two studies to improve traffic operations north of the existing Nelson Road Interchange at I-210 in Lake Charles Brian was responsible for leading design and plan development efforts for a two-cell, 12-ft x 12-ft reinforced concrete box culvert. The culvert is 117-ft long supporting four travel lanes, a shared use path, and a sidewalk. An architectural railing was installed along the headwall length. Brian oversaw construction administration activities which included reviewing shop drawings, addressing contractor RFIs, and providing construction engineering.			harles. ong tion		
08/05 - 12/13	STARING LANE EXTENSION AND BRIDGE City of Baton Rouge Baton Rouge, LA Bridge Design Manager. As part of a 2-mile, \$38 million roadway and sewer improvement project, Stantec was responsible for the design and plan development fo twin four-span quad beam girder bridges over Dawson Creek. The bridges are 160 feet in length and supported by cast-in-place pile bents. Brian assisted with the hydraulic study during the conceptual study and was responsible for the structural design.			opment for d with the		

11/09 - 08/12	I-12 WIDENING DESIGN-BUILD LADOTD Contract No. 454-02-0071 Livingston Parish, LA Structural QA/QC Manager. Brian served as the structural quality control manager for this design-build project which consisted of widening four existing structures along the I-12 corridor between Baton Rouge and Walker, Louisiana. Approximately four miles of interstate was included in this project. Bridge types widened included Type IV prestressed concrete girders, structural steel plate girders, and concrete slab spans. Other elements included median and pier protection barriers and sign structures. Brian performed independent reviews of the reported designs and the proposed construction plans.
05/05 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE City of Baton Rouge Baton Rouge, LA Bridge Design Manager. Brian designed twin four-span quad beam girder bridges which are located on this two-mile roadway improvement to reconstruct the existing two-lane rural roadway to a five-lane/four-lane boulevard urban section.
04/11 - 03/15	I-210 COVE LANE INTERCHANGE LADOTD H.010151 Lake Charles, LA Lead Structural Engineer. Brian managed the structural design of a single-span, 130-ft long, prestressed concrete girder bridge along I-210 over Cove Lane and twin concrete slab span bridges over Cline Canal. Bridge approaches consisted of an MSE wall system supported by a cast-in-place load transfer platform using over 8,000 timber and concrete piles. Brian provided construction support by reviewing shop drawings, addressing RFIs, and performing construction engineering. All design was performed in accordance with AASHTO LRFD Bridge Design Specifications.
12/15 - Ongoing	NELSON ROAD EXTENSION AND BRIDGE LADOTD Contract No. H.005967 Lake Charles, LA Structural Engineer. Brian managed the bridge and structural design efforts from preliminary to final plans. He performed quality review of bridge design, plans and specifications for this bridge extension to the surrounding roadway network. Project tasks included design of bridge superstructure, substructure including foundations, median barrier design and as-designed load rating. Other design elements include navigational lighting bridge attachments, steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he led the inspection of an existing sign truss to ensure it could be reused for the current project.
09/20 - Ongoing	I-49 SHREVEPORT INNER-CITY CONNECTOR NLCOG Shreveport, LA Lead Bridge Engineer. Brian manages the bridge design effort which includes preliminary sizing of structural components, developing construction cost estimates, and developing aesthetic concepts for substructure units. Three different alternatives are being considered: 1 and 2 consist of new alignment connecting I-20 to I-220; 5 considers widening and upgrading existing roadways and structures along LA 3132 and I-220. Brian is responsible for coordinating efforts with architectural and engineering teams to develop aesthetic concepts as well.
08/15 - 03/20	I-20 / TARBUTTON INTERCHANGE City of Ruston Ruston, LA Project Manager. Brian managed the design of a two-span bridge over I-20 to replace an existing structurally and geometrically deficient bridge along Tarbutton Road. The bridge consisted of structural steel plate girders and drilled shaft foundations. Design efforts were performed in under four months to avoid losing project funding. In addition to design and plan development, Brian oversaw construction support which included reviewing shop drawings and addressing contractor RFIs.
07/05 - Ongoing	SR 601 / I-10 INTERIM INTERCHANGE MDOT HARRISON COUNTY, MS Project Manager. The original project consisted of replacing a diamond interchange with a four-level, fully directional interchange between SR601 and I-10; however, due to a recent review by the client, the interchange was modified to eliminate two levels. Stantec has been tasked with updating bridge plans to incorporate these modifications and the new standard specifications. Project components include long span (up to 250-ft) horizontally curved steel plate girders; prestressed concrete girders (Types III, IV, BT-54, BT-63, and BT-72); hammerhead and multi-column concrete bents; cast-in-place concrete retaining walls; and complex pile footing designs. Brian manages the structural design efforts for the seven bridges assigned to Stantec. Design is in accordance with AASHTO Standard Specifications while utilizing a heavier vehicle live load (HS-25) to be more comparable to current LRFD specifications. Final plans are being developed.
07/16 - Ongoing	KEMP BOTTOM ROAD BRIDGE REPLACEMENT CITY OF VICKSBURG CONTRACT NO. ERBR-SA-75(A022) VICKSBURG, MS Bridge Design Manager. Brian is responsible for overseeing bridge activities including inspection, design, plan production, and construction administration services. Originally a rehabilitation project, the structure collapsed prior to construction due to a deep soil failure. A 3-span bridge improves hydraulic capacity while achieving the required limits to cross Hennessey Bayou. Large diameter drilled shafts (7-ft) were designed, along with fortifying the channel with rip rap, to mitigate the deep soil failure. This project is currently in construction.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Amir Botros, PhD, PE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1	
TITLE	Senior Structural Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	15	
DEGREE(S) / YE	ARS / SPECIALIZATION		PhD 2015 Civil Engineerin	g; MS 2009 Civil Engineering; BS 2005 Civil Engineering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 43701 LA 3/31/20	24		
YEAR REGISTERED	2019	DISCIPLINE	Civil Engineering	Civil Engineering		
Contract role(s) / brief description of respons bilities	With over 15 years of experience, Amir will serve as structural task lead for this contract. Amir has extensive experience in the analysis, design and rating of variety of bridge types including Prestressed Concrete Girders, Steel Plate Girders, Precast and Cast in Place Concrete Slabs, Column and Pile Bents, and RC box culverts. He is proficient in commercial design and rating software packages. He has been involved in bridge replacement projects across the state and has been a member of the Precast Prestressed Concrete Institute (PCI) for many years and has participated in PCI research projects. Further, he is the recipient of the 2017 Martin P. Korn and George Nasser PCI Journal Awards. He also received the 2018 ASCE T.Y. Lin award for his outstanding research on the dapped ends of prestressed concrete thin stemmed members. Amir will serve as BRIDGE DESIGN + RATINGS for this contract. Amir meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 5					
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.					
01/21 - Ongoing	MDOT TRUSS INSPECTIONS AND LOAD RATINGS MDOT Statewide, MS Load Rating Engineer. Stantec is tasked with inspecting and load rating superstructure elements on four steel through truss bridges with spans ranging from 120-ft to 180-ft. MDOT will use the findings to develop rehabilitation plans for future projects and establish procedures that will be used on other structures throughout the state. Amir is responsible for performing quality reviews of load ratings for four steel through truss bridges. AASHTOWare BrR is being used to model and analyze all truss members including main members, floor beams, stringers, and gusset plates. The load factor rating (LFR) method is being used at the request of MDOT and to have the ability to compare with the original designs.					
01/21 - Ongoing	MISSISSIPPI STATEWIDE COMPLEX BRIDGE INSPECTIONS & LOAD RATINGS Mississippi Office of State Aid Road Construction Statewide, MS Load Rating Engineer. Amir oversees QA/QC for the load rating analyses for over 200 bridges annually. Inspections performed by Stantec personnel are used to assist with developing load rating models and performing the analysis using AASHTOWare BrR, RC Pier, and STAAD. Load ratings are performed in accordance with AASHTO MBE and typically use the load factor rating (LFR) method to match the original design as requested by the client. Structure types include steel trusses, structural steel plate girders, steel railroad flat cars, reinforced concrete girders and slabs, reinforced concrete box culverts, and prestressed concrete girders.				e, MS e used to assist ce with AASHTO s, structural steel	
03/21 - 06/21	ALDOT LOAD RATING OF 42 BRIDGES ALDOT Statewide, AL Lead Structural Engineer. Project consisted of rating of 42 bridges in accordance with ALDOT Policies and Guidelines for Bridge Rating and Evaluation. Bridge types comprised cast in place concrete T beam spans, Post-tensioned Channel beams and continuous steel plate-girders and steel I beam encased girders. Responsibilities included review of the as-built plans/ standard plans of the bridges, determining the appropriate load rating method, supervising engineers on the load rating analysis and review of load rating reports.			tion. Bridge d girders. Ingineers on the		
10/19 - 12/20	RC CULVERTS TESTING AND RATING OF 100 CULVERTS LADOTD H.009859.5 Statewide, LA Lead Structural Engineer. Project consisted of developing a load rating methodology for Reinforced concrete box culverts that accounts for the actual field conditions, performance history, and advanced modeling techniques. Study investigated the effect of utilizing advanced modeling techniques (finite element analysis) on the load rating of concrete box culverts. Results were verified through diagnostic testing of a sample of culverts (12 culverts) representing the existing Louisiana inventory. Responsibilities included building 3D FE analytical models of the parametric study, designing instrumentation and diagnostic load test procedure, supervising the crew on performing the diagnostic load tests, development of load rating guidelines that accurately account for all parameters believed to influence the culvert performance, development of a technical report that summarizes the proposed load rating guidelines and supervising engineer on load rating 100 representative culverts selected from the existing Louisiana inventory using the proposed guidelines.			ual field te element nting the ignostic load parameters sing engineers		

10/19 - 12/20	LOAD RATING OF 396 OFF SYSTEM BRIDGES LADOTD H.012485.5 Statewide, LA Lead Structural Engineer. This project consisted of load rating of 396 bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. The bridge types comprised cast in place concrete slab spans, precast concrete slab spans, prestressed concrete girders, steel plate-girders, and RC box and arch culverts. The substructures comprised various components including reinforced concrete caps, timber caps, timber piles and steel H piles. Responsibilities included determining the appropriate load rating method, supervising engineers on the load rating analysis and review of load rating reports
11/19 - 12/20	US-90 MACARTHUR INTERCHANGE - PHASE II LADOTD Jefferson, LA Tasks in this project included designing two access ramps (off and on ramps) to/from the service roads to the elevated viaduct. The new ramps consisted of 22-spans of off-ramp and 24-spans of on-ramp. The ramps structures consisted of complex structural elements including precast-prestressed U-shaped girders and LG-girders, inverted-T piers, complex columns, and foundations. The design also included an appropriate construction phasing sequence, instructing the removal of existing structures to accommodate the new structure. Amir was responsible for the design of the superstructure elements including the deck and the prestressed LU and LG girders for the 22 spans off-ramp and the 24 spans on-ramp.
05/20 - 12/20	I-10 OVER US 165 & MPRR LADOTD Jefferson Davis, LA This project is a bridge replacement of a multi-span steel I-beam interstate overpass. The design was in accordance to the latest AASHTO LRFD Bridge Design Specifications and LADOTD Bridge Design and Evaluation Manual. The bridge has a total length of 765 ft EB and 776 ft WB and clear roadway widths of 72 ft. Both the EB and WB superstructures consist of eight (8) LG 63 beams over US 165 and ten (10) LG 54 beams over Union Pacific Railroad, acting in composite action with an 8.5-inch continuous concrete deck with new 36" MASH TL-4 bridge railing. The substructure consists of cast-in-place column bents supported drilled shafts. An important aspect of the design was to configure an appropriate construction phasing scheme that ensures that two lanes on each bound of I-10 remain in operation during the bridge replacement. In addition, the new bridge overpasses the Union Pacific Railroad entailing challenges with respect to bent locations and fulfilling the horizontal and vertical clearance requirements. Amir served as senior design engineer in this project and was involved in design calculations and plan preparation.
01/19 - 09/19	27 COMPLEX OFF-SYSTEM BRIDGES RATING AND EVALUATION LADOTD H.009859.5 Statewide, LA Lead Structural Engineer. This project consisted of rating of 27 complex bridges in accordance with LADOTD Policies and Guidelines for Bridge Rating and Evaluation. The bridge types comprised prestressed concrete girders, steel plate-girders, truss bridges, swing spans and steel trapezoidal girders. The superstructures were rated using Bridge Rating AASHTOWARE and/or and the substructures were rated using RC-Pier combined with MathCad Sheets. Some bridges involved complex irregular geometry for their on/off ramp spans and were not analyzed using AASHTO approximate methods and therefore those bridge/ ramp junctions were analyzed using finite element models developed using Midas Civil software. Responsibilities included: reviewing the as-built drawings of the bridges; determining the appropriate load rating method for complex bridges; performing load rating on selected complex bridges and supervising the team on other bridges; developing the load rating reports. Additionally, multiple steps of QC were performed to assure accuracy and consistency of the rating analysis.
03/16 - 09/16	US 80 RED RIVER TEXAS STREET BRIDGE: INSPECTION AND LOAD RATING LADOTD H.011484 Bossier, LA Senior Structural Engineer. Amir's responsibilities performing load rating analysis for the truss members and Gusset plates using Bridge Rating software, preparation of load rating report for the bridge with proposed repair recommendations for the deficient elements and development of a three-dimensional (3D) finite element model using Midas Civil Software for verification of the load effects on the truss members.
01/17 - 10/18	US 80 RED RIVER BRIDGE TEXAS STREET REHABILITATION PLANS LADOTD H.011484 Bossier, LA Senior Structural Engineer. Amir's responsibilities included design of appropriate strengthening systems for the deficient truss members and gusset plates for the deck truss spans and the main truss spans. Design of suitable strengthening schemes for the reinforced concrete T beams of the approach spans, the concrete pile bents, and the two column bents using carbon fiber reinforced polymer sheets (CFRP). Preparation of the rehab plans of the bridge followed the design phase and the 100% final plans were submitted in October 2018.
04/16 - 03/17	LA 10 BEAVER CREEK BRIDGE LADOTD St. Helena Parish, LA This project is an emergency bridge replacement that consisted of an expedited design within two months of a precast prestressed concrete girder bridge consisting of two 60' LG-36 girder spans and one 80' LG-36 girder span. The design was performed according to the specifications provided in the LADOTD Bridge Design Manual. The responsibilities of this project included substructure design and evaluation using standard details and RC-Pier for analysis, bearing design according to LADOTD requirements and LG girder standard details, and calculations for the girder design data tables, such as prestressed strand configuration, shear reinforcement, camber, deflections, and haunch requirements. Amir was responsible for the structural analysis and design for all the bridge elements and preparation of the plans.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Whit Hawkins, PE*, CFM			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	5	E.
TITLE	Hydraulics Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	11	
DEGREE(S) / YEA	ARS / SPECIALIZATION		MBA 2005; BS 2004 Civi	l Engineering	_	
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 19738 MS 12/31/2	022		
YEAR REGISTERED	2005	DISCIPLINE	Civil Engineering; Certified F	loodplain Manager		
Contract role(s) / brief description of respons bilities	Whit has 16 years of experience specifically related to hydraulic projects. This experience includes developing hydraulic and hydrologic studies for FEMA's Digital Flood Insurance Rate Maps, Letters of Map Revisions, Risk MAP program, hydraulics for bridge design, 2-D hydraulic modeling, Phase I and II bridge scour analyses, and design of roadway storm-drain systems. Prior to joining Stantec, Whit served as the Director of Public Works for the City of Madison, MS, for two years that involved leading the design, construction, and maintenance of city streets, water supply system, and storm and sanitary sewers. Whit will serve as BRIDGE HYDRAULICS ANALYST for this contract.					s for Phase I for the torm and
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10 LOYOLA DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Hydraulics Engineer. Whit is responsible for determining hydraulic impact of US Interstate 10 bridge expansion over Duncan Canal and determined placement of scuppers for roadway barriers, noise barriers, and bridges from roadway hydrology and hydraulic calculations.					
12/17 - 12/20	0 US HIGHWAY 80 BRIDGE REPLACEMENTS MDOT Newton, MS Hydraulics Engineer. Whit served as the Hydraulics Engineer and calculated flows to determine sizing of drain pipes for four bridge replacement sites in Newton County.					
06/19 - 08/20	SR 772 BETWEEN CR 132 AND SR 15 (BRIDGE #271.8) MDOT Pontotoc County, MS Hydraulics Engineer. Whit provided Phase A bridge hydraulic design and recommendations for Bridge No. 271.8 over Chiwapa Creek on SR 772 utilizing 2D Modeling.					
01/17 - 12/18	SR 42 BRIDGE REPLACEMENT MDOT Perry County, MS Hydraulics Engineer. Whit developed 2-dimensional hydraulic models and proposed bridge designs to replace a bridge over Tallahala Creek on State Route 42 west of Runnelstown, MS.					
05/16 - 06/19	BRIDGE SCOUR EVALUATION FOR LYNCH CREEK AT I-20 MDOT Hinds County, MS Hydraulics Engineer. Whit developed 2-dimensional hydraulic models and performed a Level 2 Basic Engineering Analysis for three sets of Interstate 20 bridges over Lynch Creek in Jackson, MS.					
03/19 - Ongoing	KEMP BOTTOM ROAD BRIDGE SCOUR City of Vicksburg Vicksburg, MS Hydraulics Engineer. Whit developed HEC-RAS model to proposed bridge designs and developed countermeasures to resist scour for the Kemp Bottom Road bridge in Warren County.					
08/05 - 04/14	MISSISSIPPI FLOOD MAP Hydraulics Engineer. Whit w these tasks included GIS da outreach and presentations	P MODERNIZATION INI as responsible for a varie ta processing and analys	TIATIVE MDEQ Jackson, M ety of technical tasks necessar es, hydrologic and hydraulic m	S y to update FEMA floodplain maps for counties throughout Mississ odeling, digital mapping, production of flood insurance studies, and	ippi. S I comi	come of munity

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Joey Lefante, PE, PTOE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	13	25
TITLE	Senior Associate, Traffic E	ngineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	and the
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2008 Civil Engineering	l .		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 37244 LA 09/30/2	022		
YEAR REGISTERED	2012	DISCIPLINE	DISCIPLINE Civil Engineering PTOE #3560, 2013 TEPR 3 Modules			
Contract role(s) / brief description of respons bilities	With over 13 years of experience working on major traffic projects, preparing feasibility studies and interchange modification reports and leading improvements through plan design and signal construction. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey will serve as TRAFFIC + SAFETY LEAD for this contract. Joey meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 7				HEETS MINIMON DEERSONNEL REQ.	
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Traffic Engineer. 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 is also leading the traffic signal design effort, including specialized DDI operations and complete street accommodations such as sidewalks and a two-way cycle track.					
04/11 - 06/15	I-210 COVE LANE INTERCHANGE AND ROUNDABOUT LADOTD Contract No. H.010151 Lake Charles, LA Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development. Joey coordinated collection of traffic counts and performed field calibration of the traffic models. Roundabout was analyzed using SIDRA.					
05/12 - 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.					nt Street t Policy. repared
11/08 - 09/10	SOUTH HARRELL'S FERRY ROAD SOUTH SHERWOOD FOREST TO MILLERVILLE City of Baton Rouge Baton Rouge, LA Project Engineer. Joey created a new signal wiring diagram and chart for the intersection of South Harrell's Ferry Road and Millerville Road as well as assisted in the design process. He also created new interconnect plans for a fiber run from South Harrell's Ferry Road at South Sherwood Forest Boulevard to the intersection.					ssisted in tersection.
11/08 - 12/13	STARING LANE EXTENSION Project Engineer. Joey deta Lane and Highland Road. H	ON AND BRIDGE City o ailed traffic signal plans f le also developed interco	of Baton Rouge Baton Rouge, for both a signal replacement a onnect plans for Staring Lane b	, LA at Staring Lane and Hyacinth Avenue as well as a signal modifica between Highland Road and Hyacinth Avenue.	tion at	t Staring
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.					

08/14 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD 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 LADOTD 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.
08/09 - Ongoing	I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR LADOTD Shreveport, LA Traffic Engineer. Joey is responsible for performing NEPA investigations, developing Interchange Modification Report (IMR) and an Interchange Justification Report (IJR) and providing quality assurance for this 3.5-mile final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the proposed I-49/I-220 interchange. NLCOG's Travel Demand Forecasting Model was modified and used to project future traffic for 3 alternatives representing different interchange combinations. HCS will be used to determine which roadway improvements would be necessary for each alternative.
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	Stephen Mensah, PhD, PE,	PTOE, RSP1		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	10	25
TITLE	Associate, Traffic Enginee	r		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	199	8 Civil
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 38591 LA 09/30/2	022		
YEAR REGISTERED	2013	DISCIPLINE	Civil Engineering; PTOE #39	60, 2013 TEPR 3 Modules, 2018		
Contract role(s) / brief description of respons bilities	Stephen is a transportation and traffic engineer, with over 15 years of experience, specializing in traffic analysis, design and operations. His work experience includes highway safety analysis, traffic impact studies, systems engineering analysis, regional ITS architecture development and traffic signal design. Stephen served as a member of the TRB Committee for Application of Emerging Technologies to Design and Construction. Stephen will perform SAFETY ANALYSES 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.		
01/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Safety Engineer. Stephen is responsible for the safety analysis of the bridge, ramps, and roadway included in the Transportation Management Plan for this design- build project.					
04/20 - 07/20	Interface to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.					
05/12 - 12/17	17 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Safety Analyst. Stephen was responsible for the safety analysis of implementing a road diet and bike lanes along this corridor, converting a four-lane urban principal arterial into a three-lane corridor with new bike lanes, improvements to sidewalks and the streetscape. The substantive safety analysis was based on the methodology prescribed in the HSM and Human Factors Guide. The outcome of the safety and traffic analysis helped to develop conceptual alternatives to increase traffic safety and improve access management on this corridor. Stephen also performed a crash analysis of the existing corridor for the Stage 0 study to identify high accident locations.				an ed on ves to) study to	
03/11 - 03/15	I-210 COVE LANE INTERCHANGE LADOTD Lake Charles, LA Safety Analyst. Stephen was responsible for the safety analysis of the intersections and segments impacted by this development including analysis of the freeway safety performance to identify crash hotspots or abnormal crash locations for mitigation. He performed safety assessments for the temporary traffic control included in the Transportation Management Plan					
07/15 - Ongoing	I-49 CONNECTOR LADOTD Lafayette, LA Safety Analyst. 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. Stephen is responsible for the safety analysis of interchange designs providing inputs for crash mitigation. Stephen developed the system engineering analysis to deploy ITS devices in the corridor.					roposed ystem
03/15 - Ongoing	NICHOLSON CORRIDOR IMPROVEMENTS LADOTD Baton Rouge, Louisiana Safety Analyst Stephen was responsible for the safety analysis that resulted in the expected crash prediction for mitigation in design. The LA 30 corridor is being developed into a multimodal corridor near the LSU.					

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Joseph Barker, PE, PTOE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	4	
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	6	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2011 Civil Engineering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 40664 LA 09/30/2	022		
YEAR REGISTERED	2016	DISCIPLINE	CIPLINE Civil Engineering PTOE #4364, 2017 TEPR 3 Modules			
Contract role(s) / brief description of respons bilities	trole(s) / scription ons bilities Joseph has over 10 years of experience in transportation planning and traffic engineering. He specifically has interest in sustainable transportation planning, urban mobility, tactical urbanism, equitable placemaking, and the promotion of active modes of transportation. Joseph will perform TRAFFIC ANALYSES & SIGNAL DESIGN for this contract.					. Joseph
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
08/19 - Ongoing	I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Contract No. H.011670 New Orleans, LA Traffic Engineer. Joseph is responsible for 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					
02/18 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Engineer. Joseph is responsible for traffic analysis and environmental documentation 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 LADOTD and FHWA. Joseph has been involved in the Context Sensitive Solutions (CSS) process that has allowed for informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements through a Tiered Analysis approach to emphasize urban design principles, including pedestrian and bicycle accommodations. Joseph is also in charge of documenting the project to follow the LADOTD Traffic Engineering Process and Report (TEPR) guidelines.					
04/20 - 07/20	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 therefore important to help design efficient roundabout. 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.					
08/19 - Ongoing	MCCNO NEIGHBORHOOD DEVELOPMENT MASTER PLAN New Orleans, LA Traffic Engineer. Responsible for traffic engineering services for master planning efforts for a proposed mixed use neighborhood to be developed on 10 parcels of land spanning 6 vacant blocks along the New Orleans Riverfront. Completed trip generation based on proposed land uses, trip distributions, traffic impact analysis VISSIM modeling with dynamic traffic assignment, and provided appropriate traffic impact mitigation measures. Additionally, Joseph was responsible for making recommendations pertaining to locations of dedicated public spaces for placemaking, incorporation of active transportation facilities (bicycle and pedestrian facilities such as bike lanes and linear parks), internal roadway geometry and appropriate vehicle class restrictions, locations of on-street parking, and further incorporation of multi-model transportation through transit-oriented development (proposed extension of a nearby existing streetcar line to provide connectivity). Ultimately, the owners agreed with Joseph's recommendations listed above and incorporated all of them in the RFQ from prospective developers.					

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				3=	
NAME	Andy Griffith, PE	-		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8		
TITLE	Traffic Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	MAND.	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2013 Civil Engineering				
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 42906 LA 03/31/20	023			
YEAR REGISTERED	2018	DISCIPLINE	Civil Engineering TEPR 3 M	ivil Engineering TEPR 3 Modules			
Contract role(s) / brief description of responsibilities	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 perform TRAFFIC ANALYSES + SIGNAL DESIGNS for this contract.					of his veral	
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
01/14 - 08/17	7 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Traffic Engineer. Andy was responsible for creating temporary traffic signal plans using MicroStation to be used during reconstruction of select intersections. The temporary signal plans involved coordinating temporary signal pole & equipment locations throughout multiple phases of construction.						
11/14 - Ongoing	I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Engineer. Andy performed data analysis concerning level of service (LOS) on existing conditions and several possible future conditions. He also created exhibits in AutoCAD and Excel to help others interpret this data and his findings. Andy has also been creating VISSIM models of the downtown core area of the project based on LADOTD's microsimulation policy requirement for alternative analysis purposes.						
03/14 - 12/15	I -49 INNER CITY CONNECTOR STAGE 0-1, STUDY & IJR LADOTD Shreveport, LA Traffic Engineer. Andy assisted in performing data analysis using HCS software. He compiled the analysis results into tables and figures using Excel and AutoCAD which provided a comparison of three different build alternatives.					AD which	
01/15 - 07/16	TRAMLINKBR: ENVIRONMENTAL AND CONCEPTUAL ENGINEERING PHASE City of Baton Rouge Baton Rouge, LA Project Engineer. Andy created a detailed VISSIM model for visualization of tram operations involving automobiles, trams (light rail vehicles), and pedestrians. Andy also combined existing data of utility locations from the City of Baton Rouge and utility companies with new survey data to analyze potential conflicts concerning both buried and aboveground utilities.						
03/19 - Ongoing	PORT ALLEN CANAL BRIDGE ITS LADOTD Port Allen, LA Plan Developer. Andy is 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.					n Canal	
02/18 - 06/18	SIGNAL COMMUNICATIONS UPGRADE PHASE 1 LADOTD Baton Rouge, LA Project Manager/ITS Engineer. Andy was responsible for detailing ITS plans for a network that included 36 traffic signal & ITS cabinets in the Baton Rouge, Louisiana area. Construction for this project is ongoing and Stantec is providing construction support services.						

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Scott Hoffeld, CEP			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	2	100
TITLE	Senior Project Manager, Er	vironmental		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	26	
DEGREE(S) / YE/	ARS / SPECIALIZATION		MS 1994 Resource Manag	ement and Administration; BA 1989 Economics		
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	CEP No. 02040408 LA 3/3	1/2022		
YEAR REGISTERED	2002	DISCIPLINE Certified Environmental Practitioner				
Contract role(s) / brief description of respons bilities	ole(s) / ription s bilities Scott is a Senior Environmental and Transportation Planner with over 27 years of NEPA and permitting experience for LADOTD, spanning form CEs, EAs and re-evaluations to complete multi-phased and 3rd party EISs and SEISs. His LADOTD experience includes 404 wetland, scenic stream and bridge permitting; agency coordination; public outreach; and a variety of corridor and site impact analyses, needs and alternatives justification evaluations, and the communication/presentation of complex information to mixed audiences. Scott will serve as ENVIRONMENTAL TASK LEAD for this contract.					g d, d as
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
10/15 - 03/17	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.					
02/04 - 09/05	05 I-210 AT COVE LANE INTERCHANGE IMPROVEMENTS AND EA LADOTD Lake Charles, LA NEPA Project Manager. Scott worked with Stantec, formerly ABMB during this project. He served as NEPA Project Manager for this aggressive seven-month NTP to FONSI, high-profile interstate interchange improvement project in Lake Charles, Louisiana. 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 by ARCADIS and approved by LADOTD and FHWA, enabling environmental streamlining and reduction of schedule by over 55 percent.					nth NTP rator. ion and er 55
12/14 - 12/17	7 US 11 NORFOLK SOUTHERN RAILROAD OVERPASS REPLACEMENT LADOTD SP No. H.000688 Orleans Parish, LA Project manager for replacement and widening of the US 11 roadway overpass of the Norfolk Southern Railroad in Slidell, Louisiana. Project included evaluation of partial and full-access intersection options and bridge alignment and type alternatives for the heavily skewed and long steel span bridge in this urban area of Slidell. Key issues included the historic status of the bridge, commercial parking impacts, use of the Norfolk southern right of way, and travel pattern changes following the construction.				aluation area of anges	
04/10 - 10/14	4 CHEF MENTEUR BRIDGE AND APPROACHES REPLACEMENT LADOTD Orleans Parish, LA Scott was the project manager for a high-priority bridge replacement EA and Line and Grade Study, responsible for coordination and technical assessment of key issues. Both movable and fixed-span designs are under consideration along three alignments in an area of notable environmental and design challenges. Built in 1930, the existing US 90 swing-span bridge over Chef Menteur Pass has two 10-foot lanes, no shoulders and a bridge sufficiency rating of 37. Environmental constraints include the abutting Venetian Isles subdivision, Fort Macomb structure and state parkland, terrestrial and submerged archaeological sites, and the Bayou Sauvage National Wildlife Refuge. Intensive public and agency outreach and involvement was initiated along with computerized renderings of post- construction views to be used in the effort.				nt of key . Built mental nd post-	
02/16 - 12/17	FLORIDA AVENUE IMPROVEMENTS LADOTD Orleans and St. Bernard Parishes, LA Scott was responsible for team coordination and public/stakeholder outreach oversight and agency coordination. The project alternatives include a new bridge over the Inner Harbor Navigation Canal, as well as optional roadway improvements, and neighborhood traffic calming for neighborhoods in the vicinity of the project alternatives, including 9th Ward of New Orleans. Key issues include truck traffic, property values, and environmental justice concerns.					bridge f the

FIRM EMPLOYED BY		Stantec Consulting Services Inc.				
NAME	Lindsay Grissom	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	7	25
TITLE	Principal, Senior Environm	ental Scientist		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	11	1 2
DEGREE(S) / YE/	ARS / SPECIALIZATION		MS 2002 Cell & Molecular	Biology; BS 2000 Zoology & Physiology		
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	NA			
YEAR REGISTERED	NA	DISCIPLINE	NA			
Contract role(s) / brief description of respons bilities	Lindsay is a Principal Scientist with over 17 years of experience in the environmental services industry. Lindsay specializes in federal and state agency permitting and plan preparations for linear pipeline and facility construction projects. She serves as Stantec's U.S. Technical Lead for Assessment and Permitting. Lindsay routinely provides technical oversight for NEPA documents, with a focus on water resources, socioeconomics, land use, and safety and reliability. Lindsay has a diverse regulatory background in oil and gas, which includes U.S. Army Corps of Engineers Section 408 and 404/10 permitting, threatened & endangered species coordination, state coastal zone permitting, development of environmental training, and occupational health and safety. She has completed projects in more than 25 states, focusing on the gulf coast, mid-west, and Marcellus shale regions. Lindsay will provide ENVIRONMENTAL support for this contract.					e agency nent ıse, and d 404/10 tional dsay will
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
2016 - 2018	3 DEPUTY PROJECT MANAGER Confidential Pipeline Project Louisiana The proposed project involved construction of approximately 40 miles of pipeline in St. Charles, Jefferson, Orleans, and St. Bernard Parishes, including a crossing of Lake Pontchartrain. Responsible for routing and siting support; alternatives analysis; securing federal, state, and local environmental permits; and supporting agency coordination and public outreach.					
2016 – Ongoing	ng VALERO ENERGY ST. CHARLES DOCK EXPANSIONS – MULTIPLE PROJECTS LOUISIANA Responsible for overseeing environmental surveys, agency coordination, and securing environmental permits for construction and modification of multiple oil and gas dock facilities in Louisiana. Permits and clearances obtained include U.S. Army Corps of Engineers (USACE) Section 404/10 and Section 408 permits, Louisiana Department of Natural Resources (LDNR) Coastal Use Permits, levee district Letters of No Objection (LONOs), and threatened and endangered species clearances.				oil and Louisiana rances.	
2019 – Ongoing	g ENBRIDGE TEXAS EASTERN PIPELINE O&M PROGRAM MANAGEMENT Louisiana, Texas, Mississippi, Arkansas, Missouri Responsible for environmental review, overall project coordination, and development and oversight of federal, state, and local environmental permit applications for more than 60 operations & maintenance projects along the Texas Eastern pipeline.					ions for
2015 - 2016	UTICA MARCELLUS TEXAS PIPELINE PROJECT Ohio, Kentucky, Tennessee, Arkansas, Mississippi, Louisiana, and Texas Protected species lead responsible for all aspects of threatened and endangered species compliance for the Project, which involves conversion of 990 miles of pipeline and 375 miles of new build pipeline. Tasks included coordination with state and federal agencies, report preparation oversight, and technical review of related deliverables. Also served as a Quality Assurance/Quality Control lead for the Project.					
2008 - 2015	MULTIPLE LINEAR PIPELINE PROJECTS – THIRD-PARTY CONTRACTOR TO FERC Responsible for review of environmental reports, survey reports, and other studies as well as preparation of the corresponding section of the NEPA Environmental Impact Statement. Specific resource areas included water resources, land use, recreation and visual aesthetics, socioeconomics, health and safety, and geological resources.					

FIRM EMPLOYED BY		Ardaman and Associates, Inc.				0	
NAME	Megan Bourgeois, PE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	16		
TITLE	Project Engineer; Assistan	t Branch Manager		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	10.0	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2006 Civil Engineering				
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 36725 LA 3/31/20	24			
YEAR REGISTERED	2011	DISCIPLINE	Civil Engineering	Civil Engineering			
Contract role(s) / brief description of respons bilities	Megan has more than 16 years of experience with shallow foundations, embankment settlement, pavement and road base thickness recommendations, pile and drilled shaft foundations, LRFD design, slope stability (embankment and excavation), pipeline and pump station recommendations, geotechnical instrumentation and construction monitoring. She has managed numerous geotechnical investigations and design evaluations, managed laboratory testing programs, while also serving as Ardaman's program manager for many LADOTD projects for bridges and roadways throughout Louisiana. Megan also serves as the director of our geotechnical engineering laboratory in Baton Rouge. In this role, she supervises the laboratory manager, oversees testing, provides guidance to laboratory staff, and ensures appropriate protocol is followed and deadlines are met in addition to provide training material and maintaining AASHTO, USACE, and DEQ certifications. Megan will serve as GEOTECH TASK LEAD for this contract. Megan meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 8,9						
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.			
06/20 - Ongoing	I-10 WIDENING CMAR (LA 415 TO ESSEN LANE ON I-10 AND I-12) SP NO. H.004100 East Baton Rouge Parish, LA Project Engineer. Currently assisting with engineering design on this project which consists of the improvement of Interstate 10 by widening and reconstruction of the mainline from 3 to 4 lanes in each direction, including bridge replacement and rehabilitation, interchange and ramp modification, shoulder widening, and auxiliary lane(s). The geotechnical services include site characterization throughout the site, deep foundation analyses and recommendations, test shaft/pile program, and earth retained wall analyses throughout the entire design phase.						
05/13 - 08/13	HOOPER ROAD AND OLD HAMMOND HIGHWAY PUMP STATIONS AAI NO. 13-80-3724 East Baton Rouge Parish, LA Project Engineer. Lead the engineering design of two new duplex pump station structures for the Sanitary Sewer Overflow (SSO) Program. The geotechnical investigation included two soil borings and associated laboratory testing.					al	
06/09 - 09/09	HOOPER/SULLIVAN ROAD IMPROVEMENTS AAI NO. 09-80-L1043 East Baton Rouge Parish, LA Assistant Project Engineer. Assisted with the geotechnical field investigation consisting of 22 soil borings and associated laboratory testing along a two mile stretch of Hooper Road between Joor Road and Sullivan Road for the City of Baton Rouge.					nile	
10/09 - Ongoing	I-20 MISSISSIPPI RIVER BRIDGE REVIEW SP NO. H.004646.5 Vicksburg, MS Project Manager. Megan managed this multi-million-dollar, high risk, high technical needs, high visibility project. She managed a highly technical team including academia, outside experts, including internationally recognized geotechnical engineers, geohydrologist, instrumentation specialists, and 3-D geotechnical modeling experts. She managed and oversaw a comprehensive laboratory testing program and helped refine the geotechnical site characterization for the bank/ bluff where there was evidence of shifting creating movement in the bridge structure. She personally performed or managed specialized testing including x-ray diffraction for the determination of mineralogy, x-ray scanning of unextruded samples to identify existing shearing plane, stress-reversal direct shear tests to determine true residual angles of critical strata. She was instrumental in designing the geotechnical instrumentation for this project including vibrating wire piezometers, Casagrande type piezometers, In-place inclinometers, SAA inclinometers, and traditional inclinometers. In addition, she performed seepage and drawdown analyses, slope stability analyses, evaluation of remedial measures, and developed technically feasible solutions. Co-authored the geotechnical analysis and design report.					uding bank/ x-ray to re and I	

03/19 - 07/20	I-10 WIDENING (LA 415 TO HOWARD ST) SP NO. H.004100.5-2 East Baton Rouge Parish, LA Project Manager. Megan managed all aspects of the widening of the East and Westbound lanes, elevated structures, and construction of interchange and ramps on Westbound lanes along I-10 between LA 415 and Howard Street spanning approximately 1 mile. The geotechnical investigation will include 58 deep borings and 15 cone penetrometer (CPT) soundings, electrical resistivity imaging, laboratory testing and the preparation of a geotechnical data report.				
10/18 - 6/21	CHEF MENTEUR PASS BRIDGE & APPROACH SP NO. H.000263 Orleans Parish, LA Project Manager. Megan managed and oversaw all aspects of an extensive field investigation program including performing 37 deep soil borings, borings over 200 feet in over 80 feet deep of high flow water. She also managed laboratory testing program to provide geotechnical characterization data for use in design of deep foundations and embankments for the bridge and roadway replacement, oversaw the field resistivity testing program, and developed the data report.				
10/15 - Ongoing	PECUE LANE I-10 INTERCHANGE I-10 SP NO. H.013579 East Baton Rouge Parish, LA Project Manager. Megan is managing all aspects of the project that includes field investigations, laboratory testing, and engineering design. This interchange consists of twin bridges with MSE wall abutments for both bridges crossing Interstate I-10 in south Baton Rouge. Megan performed analyses including settlement estimates with recommendations for monitoring, driven pile and drilled shaft design including down drag considerations, MSE Wall design, slope stability and pavement section recommendations; all completed according to LADOTD standards. Ardaman is currently overseeing the field construction monitoring.				
07/15 - Ongoing	I-49 CONNECTOR (LAFAYETTE REGIONAL AIRPORT TO I-10/I-49/US 167 INTERCHANGE SP NO. H.004273.5 Lafayette Parish, LA Project Engineer. Megan is the Program Manager in overseeing the geotechnical investigation and design of the 5 miles of freeway consisting of a 3.5-mile elevated structures that will include pile supported approach slabs, pile foundations, slope stability, embankment settlement, advanced pile load test programs, and earth retaining structures. Overseeing laboratory program which will include a total of more than 400 borings including deep borings, shallow borings, and CPT soundings. Megan is the project lead to develop the Geotechnical Investigation and Design Report once the environmental clearance of contaminated areas is received and the borings within these areas are completed.				
10/14 - 12/16	I-10 WIDENING (E. JCT. I-49 TO LA 328) SP NO. H.010601.5 St. Martin Parish, LA Project Engineer. Megan managed and provided oversight for the geotechnical investigation which included 44 deep borings and 25 cone penetrometer (CPT) soundings, associated laboratory testing, and preparation of a geotechnical data report for the widening of the nine existing structures along I-10 between I-49 to LA 328 spanning approximately 7 miles.				
09/15 - 11/15	TARBUTTON ROAD INTERCHANGE & I-20 FRONTAGE ROADS BRIDGE REDESIGN SP NO. H.003298 Lincoln Parish, LA Project Manager. Megan reviewed the existing geotechnical data for use in design analyses, performed drilled shaft design, supervised slope stability analyses for the approach embankment and developed settlement monitoring plans with recommendations for implementation prior to abutment construction as well as drilled shaft monitoring/cross-hole sonic logging recommendations. Final report included geotechnical design recommendations.				
05/06 - 12/11	LA 1 – PHASES 1 & 2 SP NO. 700-29-0112 & 700-29-0130 Lafourche Parish, LA Project Engineer. This project is the second phase of the 17-mile elevated highway spanning from Golden Meadow to Fourchon. Megan directed the laboratory testing program to ensure strict adherence to LADOTD standards and managed the drilling operations which included deep borings and CPT soundings in the coastal marshes via air-boat mounted equipment. She oversaw the completion of over 70 soil boring logs and approximately 300 CPT sounding logs for use in design of pile foundations.				
FIRM EMPLOYED	BY	Ardaman and Associat	es, Inc.		0
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NAME	Albert Ayenu-Prah, Jr., Ph	D, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 7	
TITLE	Project Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	, <u> </u>
DEGREE(S) / YE	ARS / SPECIALIZATION		PhD 2007 Civil Engineerin	g; MS 2004 Civil Engineering; BS 2001 Civil Engineering	
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 37402 LA 3/31/20	23	
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Albert is a Project Engine projects pertaining to pile embankments, pavemen Albert will perform GEO T	eer with 14 years of ex e foundations, drilled s ts, excavation shoring FECH ANALYSES for t	perience in geotechnical an shaft foundations, low-strair I, vibration and ground move this contract.	d pavement engineering. He has been in lead technical roles in and high-strain pile integrity testing, various shallow foundatement instrumentation monitoring, and horizontal directional directiona directional directiona d	in various ions, drilling.
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.	
03/19 - Ongoing	I-10 CMAR PROJECT (LA Project Engineer. Albert lea of I-10 from LA 415 in West retaining structures, and in	415 TO ESSEN LANE O ds geotechnical design t Baton Rouge Parish to terchanges.	N I-10 AND I-12) SP NO. H. and technical review for variou Essen Lane on I-10 and I-12 in	004100 East Baton Rouge Parish, LA is structures along the project alignment. Project scope consists of East Baton Rouge Parish. Project includes elevated structures, on/o	widening off ramps,
03/19 - 07/20	I-10 WIDENING (LA 415 T Project Engineer. Albert eva of interchange and ramps of include 58 deep borings an	O HOWARD ST) SP NO aluated laboratory test re on Westbound lanes alor d 15 cone penetrometer	D. H.004100.5-2 East Baton esults and produce logs for the ng I-10 between LA 415 and Ho (CPT) soundings, associated	Rouge Parish, LA widening of the East and Westbound lanes, elevated structures, an ward Street spanning approx. 1 mile. Ongoing geotechnical investig laboratory testing and the preparation of a geotechnical data report	d construction gation will
07/15 - Ongoing	I-49 CONNECTOR (LAFAY Project Engineer. Albert lea the project includes frontag	ETTE REGIONAL AIRP ds geotechnical design ge roads, an elevated ma	ORT TO I-10/I-49/US 167 INT and technical review for variou iinline viaduct structure, interc	ERCHANGE SP NO. H.004273.5 Lafayette Parish, LA is structures along the project alignment. Over a total length of alm hanges with associated ramps, and bridges.	ost 6 miles,
12/20 - Ongoing	COLLEGE DRIVE FLYOVER Project Engineer. Albert lea the project alignment. Proje exit into separate I-12 West	RAMP I-10/I-12 WEST ds technical reviews per ect is a Design-Build, wit and I-10 West exits.	「 SP NO. H.013897 East Ba rtaining to Owner verification o h scope consisting of Owner v	ton Rouge Parish, LA f geotechnical design for various structures as well as pavement de erification services. Project consists of modifying the I-10 West/Co	esign along llege Drive
12/20 - Ongoing	LA 23: BELLE CHASSE BR Project Engineer. Albert lea P3 consisting of replacing	RIDGE AND TUNNEL S ds geotechnical and pay the Belle Chasse bridge	P NO. H.004791 Plaquemine /ement engineering reviews pe and tunnel.	s Parish, LA rtaining to Owner verification during design and construction phase	s. Project is a
10/15 - Ongoing	PECUE LANE I-10 INTERC Project Engineer. Albert is r retaining structures. The pr replacing two existing over	CHANGE I-10 SP NO. F responsible for geotechr oject consists of the con pass bridges, as well as	I.013579 East Baton Rouge I nical engineering analyses, incl nstruction of an interchange w roadway widening and extens	Parish, LA uding embankment settlement, slope stability, and global stability of ith multiple through and turn lanes, entry and exit ramps in a conge- ion.	of earth sted area,
07/18 - Ongoing	I-220 / I-20 INTERCHANG Project Engineer. During the the team won the project a foundation designs, evalua testing of the test shaft. He	E IMPROVEMENT AND e bidding stage of this D ward. He helped plan the ted settlement for ramps e helped prepare the Geo	BARKSDALE AIRFORCE BAS esign-Build project, Albert prove supplementary geotechnical s that up to 30 feet fill will be p otechnical Planning Report and	SE ACCESS ROAD SP. NO. H.003370 Bossier Parish, LA vided technically sound and the most efficient foundation design to investigation, instrumentation and monitoring program. He assisted laced, he also developed the instrumentation layout for the bi-direc the subsequent Geotechnical Design Report.	assist I with the tion load cell

FIRM EMPLOYED	BY	Ardaman and Associat	tes, Inc.			0
NAME	Robert Jewell, PE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	15	U.
TITLE	Project Engineer; Branch M	<i>l</i> lanager		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 2009 Civil Engineering			
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 38579 LA 9/30/20	22		
YEAR REGISTERED	2013	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of responsibilities	Robert serves as the ma and drilled shaft foundat many geotechnical field recommendation reports conducted PDA testing a issued by the Pile Driving for this contract.	nager of our Baton Ro tions, shallow foundati investigations, includiu s for LADOTD projects and pile monitoring du g Contractors Associat	uge office and as project m ions, static and dynamic pile ng shallow and deep boring . For two years, he served a ring construction. He also a tion for Dynamic Measurem	anager for various geotechnical engineering projects include testing, and slope stability. He has managed and coordina s, CPT soundings, and performed analyses and prepares d s an on-site engineer for the LA Hwy. 1, Phase 1 project, wh chieved Advanced Level Certification for High Strain Dynan ent and Analysis Proficiency. Robert will perform GEOTEC	ling p ated esign iere h nic Te H AN	ile e esting ALYSES
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
06/20 - Ongoing	I-10 WIDENING CMAR PR Project Manager. Robert is from 3 to 4 lanes in each d The geotechnical services retained wall analyses thro	OJECT (LA 415 TO ESS currently managing this irection, including bridge include site characteriza ughout the entire design	SEN LANE ON I-10 AND I-12) project which consists of the is replacement and rehabilitatio tion throughout the site, deep phase.	SP NO. H.004100 East Baton Rouge Parish, LA mprovement of Interstate 10 by widening and reconstruction of n, interchange and ramp modification, shoulder widening, and au foundation analyses and recommendations, test shaft/pile progr	the ma xiliary am, ar	iinline Iane(s). 1d earth
05/13 - 08/13	HOOPER ROAD AND OLD Assistant Project Engineer. geotechnical investigation	HAMMOND HIGHWAY Robert assisted with the included two soil boring	PUMP STATIONS AAI NO. 1 e design of two new duplex pu s and associated laboratory te	3-80-3724 East Baton Rouge Parish, LA mp station structures for the Sanitary Sewer Overflow (SSO) Prog sting.	jram.	The
06/09 - 09/09	HOOPER/SULLIVAN ROA Assistant Project Engineer. mile stretch of Hooper Roa	D IMPROVEMENTS A/ Robert assisted with the d between Joor Road an	AI NO. 09-80-L1043 East Bat e geotechnical field investigati d Sullivan Road for the City of	on Rouge Parish , LA on consisting of 22 soil borings and associated laboratory testin Baton Rouge.	g alon	g a two
10/18 - 06/21	CHEF MENTEUR PASS BR Project Engineer. In conjun laboratory tests, final soil a	RIDGE & APPROACH S ction with Megan, Rober and CPT logs, and the da	P NO. H.000263.5-1 Orleans t oversaw the geotechnical inv ta report.	• Parish, LA estigation consisting of deep borings and field resistivity testing	. He re	viewed
10/18 - Ongoing	I-220 / I-20 INTERCHANG Project Engineer. Robert as access to Interstate I-20 fro currently overseeing the fie	E IMPROVEMENT AND ssisted the Project Mana om the Barksdale Air For eld construction services	BARKSDALE AIRFORCE BA ger in preparing the preliminar ce Base (BAFB) and construct consisting of PDA monitoring	SE ACCESS ROAD SP. NO. H.003370 Bossier Parish, LA y design and planning report for this Design Build project which p ing an interchange and access road from Interstate 20 in Bossier bi-directional load cell load tests, and settlement monitoring.	provide City.	es direct He is
03/19 - 07/20	I-10 WIDENING (LA 415 T Project Engineer. Robert co on westbound lanes along penetrometer (CPT) sound	O HOWARD ST) SP NO o-managed all aspects of I-10 between LA 415 and ings, field resistivity test	D. H.004100.5-2 East Baton f the widening of the East and d Howard Street spanning 1 mi ing, and associated laboratory	Rouge Parish, LA Nestbound lanes, elevated structures, construction of interchang le. The geotechnical investigation included 54 deep borings and testing along with preparing a geotechnical data report.	je and 13 cor	ramps 1e

FIRM EMPLOYED	BY	Ardaman and Associat	es, Inc.			1
NAME	Ross McGillivray, PE*			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	24	TE
TITLE	Principal Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	53	
DEGREE(S) / YE/	ARS / SPECIALIZATION		MS 1968 Civil Engineering	g (Soil Mechanics)' BS 1966 Civil Engineering		
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 17920 FL 2/28/20	23		
YEAR REGISTERED	1998	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of respons bilities	As a Senior Consultant fr foundations, geotechnica and sinkhole evaluation a and New Orleans. Ross n research into the behavio and Venezuela, including development of a permat	om the Tampa office o al and materials engine and remediation. He ha nanaged the operations or of soil and soil-like in the evaluation of soil s frost and soil mechanic	f Ardaman, Ross provides te ering for port facilities, pave s provided engineering revie s of the soil mechanics labo dustrial waste products. He stability and anchor capacity cs laboratory in Anchorage. I	echnical review and consultation on projects involving buildir ment systems, earth structures, surface mining, ground wate w and design on projects in Florida as well as for offices in E ratory as a Research Engineer at MIT from 1968 to 1970, and worked as a staff engineer on projects in North Carolina, Flo for a large retaining wall for the Parque Central' project in Ca Ross will perform GEOTECH ANALYSES for this contract.	g and r hyd laton l conc rida, / aracas	bridge rology Rouge Jucted Jaska S, and the
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
07/18 - Ongoing	I-220 / I-20 INTERCHANG Principal Engineer. Ross is access to Interstate I-20 fro	E IMPROVEMENT AND responsible for review a om the Barksdale Air For	BARKSDALE AIRFORCE BA nd analyses of Drilled Shaft Lo ce Base (BAFB) and an interch	SE ACCESS ROAD SP. NO. H.003370 Bossier Parish, LA bad Tests and Static Capacity for this Design Build project consis nange and access road from I-20 in Shreveport.	ting of	f direct
07/15 - Ongoing	I-49 CONNECTOR (LAFAY Principal Engineer. Ross re- structure that will include p retaining structures. Geote	ETTE REGIONAL AIRPO viewed and analyzed the vile supported approach chnical engineering anal	ORT TO I-10/I-49/US 167 INT lateral load performance of p slabs, pile foundations, slope yses and design recommenda	ERCHANGE SP NO. H.004273.5 Lafayette Parish, LA iles for the construction of 5 miles of freeway consisting of a 3.5 stability, embankment settlement, advanced load test programs, tions report will be developed for this project.	-mile e and ea	elevated arth
06/20 - Ongoing	I-10 WIDENING CMAR PR Principal Manager. Ross is reconstruction of the mainl widening, and auxiliary land shaft/pile program, and ear	OJECT (LA 415 TO ESS currently providing revie line from 3 to 4 lanes in e e(s). The geotechnical se th retained wall analyse	EN LANE ON I-10 AND I-12) w and oversight to this project each direction, including bridg ervices include site characteriz s throughout the entire design	SP NO. H.004100 East Baton Rouge Parish, LA t which consists of the improvement of Interstate 10 by widening e replacement and rehabilitation, interchange and ramp modificat cation throughout the site, deep foundation analyses and recomm phase.	and tion, sl tendat	houlder ions, test
09/15 - 11/15	MCARTHUR INTERCHAN Principal Engineer. Ross re Interchange consisting of c	GE COMPLETION PHAS viewed and evaluated the construction ramps enter	SE II, US 90Z SP NO. H.0113 e capacity of tip-grouted Drille ring and exiting Westbank Expl	8 09 Jefferson Parish, LA d Shafts utilizing Cone Penetrometer Test data for Phase II of the ressway.	: Mac/	Arthur
09/15 - 11/15	TARBUTTON ROAD INTER Principal Engineer. Ross re geotechnical design recom	RCHANGE & I-20 FRON viewed soil properties fo mendations.	TAGE ROADS BRIDGE REDES or lateral load performance and	SIGN SP NO. H.003298 Lincoln Parish, LA alyses of Drilled Shafts for Bridge redesign project. Final report in	nclude	d
08/05 -10/06	I-10 BRIDGES OVER ESCA Principal Engineer. The I-10 the Lead Geotechnical Engi Prestressed Concrete Piles criteria were established fo Vertical Load test results a Cone Penetrometer Tests v	AMBIA BAY (AAI 05-40 bridge over Escambia B ineer for the design of fo s. Soil conditions consist or two different pile ham nd the Static Capacity an vere required to model th	D-1149) Pensacola, FL Bay was damaged by Hurricane bundations for the replacement red of deep, soft silt and clay s mers. Both Vertical and Latera nd PDA/CAPWAP analyses. La ne results of the load test	e Ivan in 2004. Two bridges were three lanes, 2.6 miles long. Ross t bridges. This was the first project since 1972 in FL to use 36-inc ediments over loose sand underlain by medium dense to dense s I Load tests were performed for the project, with good correlation teral load performance analyses showed that the soils strengths	work h void and. [betw projec	ed as led)riving een the sted from

FIRM EMPLOYED	BY	N-Y Associates, Inc.				0
NAME	James Simmons, PE	•		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	28	220
TITLE	Vice President; Civil/Struc	tural Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	17	14
DEGREE(S) / YE	ARS / SPECIALIZATION		BS 1977 Civil Engineering			
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 19891 LA 9/30/23			
YEAR REGISTERED	1982	DISCIPLINE	Civil Engineering			
Contract role(s) / brief description of respons bilities	James has over 45 years DESIGN + RATINGS for	s of experience in trans this contract.	sportation engineering. He i	s a Senior Bridge and Roadway Engineer. James will perfor	m BRII	DGE
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.		
03/12 - 09/15	ENVIRONMENTAL ASSES Structural Engineer. Engine roadway and bridge improv alternative included new sid	SMENT FOR HOOPER I ering, Environmental, an ements and extension o dewalks and 8 ft. wide s	ROAD EXTENSION (LA 408) d Planning services for a Stag f Hooper Road (LA 408). The p houlders suitable for bicycling	East Baton Rouge and Livingston Parishes, LA e 1 Environmental Assessment (including Concept Engineering D project also addressed the LADOTD Complete Streets Policy, and	esign) fo the pref	or ferred
01/12 - 06/12	STAGE 0 FEASIBILITY ST Rouge Parish, LA Structural Engineer. This St study, cost estimates, and	UDY, HOOPER ROAD (L age 0 study examined th an environmental invent	A 408) WIDENING, SULLIVA ne feasibility of widening this s ory.	N ROAD (LA 3034) TO GREENWELL SPRINGS ROAD (LA 37/64 ection, and included alternatives development and evaluation, a	l) East traffic in	Baton npact
01/11 - 07/12	STAGE 0 FEASIBILITY ST Structural Engineer. Stage 0 connecting to LA 16 or LA 1 Primary purpose of the toll of forecasts, projected gross a	UDY, HOOPER ROAD EX study examined the exter 019. Study included alter evaluation for the new bri and net toll revenues under	XTENSION AND TOLL ROAD ension of LA Hwy 308 (Hooper I rnatives development and evalu idge and roadway was to develo er a tolled scenario, and the po	EVALUATION East Baton Rouge and Livingston Parishes, LA Road) from Greenwell Springs Road with a new bridge crossing the lation, a traffic impact study, cost estimates, and an environmenta op estimates of total traffic demand under tolled vs. non-tolled con tential amount of debt that could be issued to help fund the project	Amite R l invento ditions, t's const	River My. toll traffic truction.
08/11 - 12/23	LA HIGHWAY 23 (HAPPY Structural Engineer. Enviror lane divided roadway with s	JACK TO N. PORT SUL nmental Assessment, To subsurface drainage and	PHUR) ENVIRONMENTAL AS pographic Survey and Design utility relocations. All design	SESSMENT AND DESIGN Plaquemines Parish, LA for the reconstruction of the existing four (4) mile two-lane roadw work is being done to LADOTD standards under contract with the	/ay to a Parish.	new four-
06/18 - 11/22	COMITE RIVER DIVERSIO Structural Engineer. Design five (5) span precast prestr This project also includes of performed to LADOTD stan	N PROJECT – US HIGH for new northbound and ressed girder and concre design for 1.2 miles of U dards under contract wit	IWAY 61 HIGHWAY BRIDGES d southbound bridges for the L te deck, including bridge abut S 61 Bypass Road and drainag th the USACE.	AND BYPASS ROAD East Baton Rouge Parish, LA IS Highway 61 crossing. The northbound and southbound bridges ments, bents, superstructure and sub-structure with a 30-foot sco e and the relocation of a 2700 LF segment of Barnett Road. All w	s each ha our requi ork is bo	ave a irement. eing
06/02 - 12/18	JEFFERSON AVENUE COV QA. A 4400 LF covered rein segment of the RCBC is 14	/ERED CANAL IMPROV iforced concrete box cul w x 8'h and a 1400 LF, 1	YEMENTS, SOUTH CLAIBORN vert along Jefferson Avenue ir 500 CFS segment is 14'w x 10	IE AVENUE TO DRYADES STREET New Orleans, LA cluding roadway replacement and major utility relocations. A 30 'h.	00 LF, 11	100 CFS
01/15 - 09/22	BOX CULVERTS AT DUNC QA. A 340 LF, 38'w x 13'h, c Duncan Canal at its interse Duncan Canal. This project	AN CANAL AND WEST louble barrel, 3000 CFS, ction with Canal No. 2. i also includes the recons	ESPLANADE AVENUE Kenn reinforced concrete box culve i.) A 160 LF, 14'w x 8'h double struction of approx. 700 LF of	er, LA rt which will replace the existing bridges and improve stormwate barrel, reinforced concrete box culvert in Canal No. 2 which inter eastbound and westbound W. Esplanade Ave.	r flow in sects wi	the ith the

FIRM EMPLOYED	BY	N-Y Associates, Inc.			
NAME	Steven Fall, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	14
TITLE	Structural Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	24
DEGREE(S) / YEA	ARS / SPECIALIZATION		MS 1989 Civil Engineering	g; BS 1984 Civil Engineering	
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 23634 LA 3/31/24		
YEAR REGISTERED	1990	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of respons bilities	Steven has 38 years of e this contract.	xperience in transport	ation engineering. He is a S	tructural Engineer. Steven will perform BRIDGE DESIGN + I	RATINGS for
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.	
06/18 - 11/22	COMITE RIVER DIVERSIO Structural Engineer. Design have a five (5) span precas requirement. All work is be	N PROJECT – US HIGH for new north bound an t prestressed girder and ing performed to LADOT	WAY 61 HIGHWAY BRIDGES d south bound bridges for the concrete deck, including bridg D standards under contract to	East Baton Rouge Parish, LA US Highway 61 crossing. The northbound and southbound bridge ge abutments, bents, superstructure and sub-structure with a 30 f the USACE.	s will each oot scour
11/19 - 12/22	CARNEY ROAD REALIGNN Structural Engineer. The rea LG girders. New bridge will requirement.	MENT AND NEW BRIDG alignment of approx. 1 m have 11' travel lanes an	E East Baton Rouge Parish, I ille of Carney Road which inclu d 8' shoulders/bicycle lanes to	L A udes a new 270 LF, 3-span bridge crossing Bayou Baton Rouge us o match the roadway width and meet East Baton Rouge's Complet	ing LADOTD e Streets
02/21 - 12/22	FIVE NEW "WASKEY-TYPI Charles and St. John the B Structural Engineer. Design and precast barrier rails su being designed for an AAS	E" BRIDGES ASSOCIAT aptist Parishes, LA of five new "Waskey-typ pported on precast conc HTO HS20 truck load (HI	ED WITH THE WEST SHORE re" access bridges ranging in lo rete piles. The bridges vary in -93 loading).	LAKE PONTCHARTRAIN FLOOD PROTECTION SYSTEM, WSL ength from 60 feet to 160 feet using precast deck panels, precast width: 24 foot, 16 foot and 12 foot clear width, gutter to gutter. T	P-114 St. t pile bent caps, he bridges are
06/99 - 04/10	LA 1088 INTERCHANGE, I Structural Engineer. The ad roadway to a 4- lane divided IV precast, pre-stressed co	ROUTE I-12 St. Tamma dition of a fully direction d roadway with a 30' dep ncrete girders.	my Parish, LA ial interchange to I-12 at LA 10 pressed median; 8,648 LF of si	088. The new interchange includes: 6,585 LF of widening LA 1088 ngle lane ramps and a New 446 LF westbound 2-lane bridge using	from a 2-lane J AASHTO Type
01/01 - 12/06	DIRECTOR OF ENGINEERI Director of Engineering. Ste in the world. Movable bridg design review, project/prog inspection services.	NG, GREATER NEW OR even provided oversight le's parallel spans are ma ram management and a	LEANS EXPRESSWAY COMM of all engineering work for the ade of prestressed panels sup dministration of all engineering	IISSION, CAUSEWAY BRIDGE Metairie, LA Causeway Bridge, which spans 24 miles and is the longest bridge ported by over 9,000 concrete pilings. He was responsible for the g consultants providing design, bidding, construction administrat	e over water oversight, ion and resident
06/12 - 09/14	LA 1085 (BOOTLEGGER R Structural Engineer. A singl the south. The project also	OAD) INTERSECTION I e-lane roundabout to rep included relocation of u	MPROVEMENTS St. Tamma blace the existing intersection tilities, a temporary detour roa	ny Parish, LA of Bootlegger Road with Francis Road on the north and the Ochsr d and phased construction of the roundabout to maintain traffic f	ter Boulevard on Tow.
08/19 - 12/24	WEST SHORE LAKE PONT Structural Engineer. 5580 L monoliths up to 15' high de	CHARTRAIN, WSLP-10 F of new levee, 280 LF o signed to current HSDR	09, LEVEES AND FLOODWAL f T-wall crossing over nine pipe RS criteria; and a multi-culvert	LS St. John the Baptist Parish, LA elines, transition floodwalls tying the T-wall into the levee section, crossing of the interior drainage canal at the access road.	multiple T-wall

FIRM EMPLOYED	BY	N-Y Associates, Inc.			0
NAME	Constantine Nicoladis, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	35
TITLE	Vice President and Civil En	ıgineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0
DEGREE(S) / YE/	ARS / SPECIALIZATION		MBA 1987; BS 1985 Civi	l and Environmental Engineering	
ACTIVE REGISTI	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 27095 LA 9/30/20	23	
YEAR REGISTERED	1997	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Constantine has 35 years contract.	s of experience in tran	sportation engineering. He	is a Senior Roadway Engineer. Steven will perform ROAD D	ESIGN for this
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.	
06/02 - 12/18	JEFFERSON AVENUE COV Roadway and Drainage Eng relocations. A 3000 LF, 110	VERED CANAL IMPROV ineer. A 4400 LF covered 0 CFS segment of the R	EMENTS, SOUTH CLAIBORN d reinforced concrete box culv CBC is 14'w x 8'h and a 1400 L	IE AVENUE TO DRYADES STREET New Orleans, LA ert along Jefferson Avenue including roadway replacement and n F, 1500 CFS segment is 14'w x 10'h.	najor utility
01/15 - 09/22	BOX CULVERTS AT DUNC. Roadway and Drainage Eng improve stormwater flow in No. 2 which intersects with	AN CANAL AND WEST ineer. i.) A 340 LF, 38'w : the Duncan Canal at its the Duncan Canal. This	ESPLANADE AVENUE Kenn x 13'h, double barrel, 3000 CFS intersection with Canal No. 2. project also includes the reco	er, LA 6, reinforced concrete box culvert which will replace the existing b ii.) A 160 LF, 14'w x 8'h double barrel, reinforced concrete box cu nstruction of approx. 700 LF of eastbound and westbound W. Esp	pridges and Ilvert in Canal Danade Avenue
06/96 - 12/04	SOUTH CLAIBORNE AVEN Roadway and Drainage Eng 10'h x 24'w from Jena Stree	NUE MANIFOLD CANAL ineer. A 2500 LF single b et to the west and 10'h x	, JENA STREET TO LOUISIA parrel reinforced concrete box 14'w from Louisiana Avenue t	NA AVENUE New Orleans, LA culvert placed in the median of S. Claiborne Avenue (US 90). The o the east.	box culvert is
09/10 - 12/16	VETERANS ADMINISTRA Roadway and Drainage Eng including drainage, water, a	TION MEDICAL CENTE ineer. Approx. 4,400 LF ind sanitary sewer instal	R (VAMC) AND UNIVERSITY of new roadway and roadway r lation	MEDICAL CENTER (UMC) INFRASTRUCTURE IMPROVEMENT econstruction complete with curbs; base; 13,810 LF of subsurfac	F S LA e utilities,
06/08 - 06/16	NORTH GALVEZ STREET Roadway and Drainage Eng sidewalks, driveways, hand sewer house connections.	FROM TENNESSEE ST. ineer. The complete reco icapped ramps; and repl	TO DELERY ST. New Orleans onstruction of the street paver acement of subsurface utilitie	s, LA nent including concrete pavement and curb, crushed stone base o s. Also included is CIPP Lining of 2,550 LF of 8" sewer mains and	course, I 2,000 LF of 6"
06/14 - 12/16	ST. ROCH NEIGHBORHOO Roadway and Drainage Eng repairs to approx. 90,000 L	D INFRASTRUCTURE I ineer. New roadway pave F of streets with either a	MPROVEMENTS New Orlea ement including curbs, base, A sphalt or concrete pavement.	n s, LA DA ramps, sidewalks and driveways. The project included design	for full or partial
01/06 - 06/09	IMPROVEMENTS TO DES Roadway and Drainage Eng base course, sidewalks, dri	IRE STREET (N. ROMA ineer. The complete reco veways, curb ramps and	N STREET – FLORIDA AVENU onstruction of approx. 3,630 L replacement of all subsurface	JE) New Orleans, LA F of roadway. The work included new concrete pavement and cur e utilities (drainage, sewer and water).	rb, crushed stone
01/06 - 06/04	IMPROVEMENTS TO S. P Roadway and Drainage Eng base course, sidewalks, dri	RIEUR STREET (UPPER ineer. The complete reco veways, curb ramps and	CLINE STREET – NAPOLEON Distruction of approx. 950 LF replacement of all subsurface	AVENUE) New Orleans, LA of roadway. The work included new concrete pavement and curb, e utilities (drainage, sewer and water).	crushed stone

FIRM EMPLOYED	BY	N-Y Associates, Inc.			0
NAME	Bruce J. Richards, AICP, P	ГР, GIP		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	23
TITLE	Vice President and Directo	r of Planning		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 11
DEGREE(S) / YE/	ARS / SPECIALIZATION		Master of City Planning 19	89 Planning	
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	AICP No. 126106 PTP No.	643 GIP No. 974	
YEAR REGISTERED	1999	DISCIPLINE	American Institute of Certifi Practitioner	ed Planners; Professional Transportation Planner; Green Infras	tructure
Contract role(s) / brief description of respons bilities	Bruce has 34 years of ex	perience as a transpo	rtation and environmental p	anner. Bruce will provide ENVIRONMENTAL support for t	his 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.	
03/12 - 09/15	ENVIRONMENTAL ASSES Transportation and Environ and bridge improvements a new sidewalks and 8 ft. wid	SMENT (EA) FOR HOO mental Planner. Enginee nd extension of Hooper le shoulders suitable for	PER ROAD EXTENSION (LA 4 ring, Environmental, and Plann Road. The project also addres bicycling. Bruce provided Tran	08) East Baton Rouge and Livingston Parishes, LA ing services for a Stage 1 EA (including Concept Engineering De sed the LADOTD Complete Streets Policy, and the preferred alte isportation Planning, Feasibility and Environmental Services for	sign) for roadway rnative included this project.
01/11 - 07/12	STAGE 0 FEASIBILITY ST Transportation and Environ crossing the Amite River cc environmental inventory. Pr non-tolled conditions, toll to help fund the project's cons	UDY, HOOPER ROAD EX mental Planner. Stage 0 onnecting to LA 16 or LA rimary purpose of the tol raffic forecasts, projecte struction.	XTENSION AND TOLL ROAD study examined the extension 1019. Study included alternati Il evaluation for the new bridge d gross and net toll revenues o	EVALUATION East Baton Rouge and Livingston Parishes, LA of LA Hwy 308 (Hooper Road) from Greenwell Springs Road wit ves development and evaluation, a traffic impact study, cost est and roadway was to develop estimates of total traffic demand u inder a tolled scenario, and the potential amount of debt that co	h a new bridge imates, and an under tolled vs. uld be issued to
01/12 - 06/12	STAGE 0 FEASIBILITY ST Rouge Parish, LA Transportation and Environ evaluation, a traffic impact	UDY, HOOPER ROAD (L mental Planner. This Sta study, cost estimates, a	A 408) WIDENING, SULLIVA age 0 study examined the feasi nd an environmental inventory	N ROAD (LA 3034) TO GREENWELL SPRINGS ROAD (LA 37/6) bility of widening this section, and included alternatives develop	4); East Baton
08/11 - 10/14	LA HIGHWAY 23 (HAPPY Transportation and Environ development, refinement, a	JACK TO N. PORT SUL mental Planner. An EA fo nd analysis of alternativ	PHUR) ENVIRONMENTAL AS or the reconstruction of a 3.8 r es, conceptual roadway and dr	SESSMENT (EA) Plaquemines Parish, LA nile segment of LA 23 from two-lanes to four-lanes. The EA inclu ainage plans, cost estimates and an analysis of likely impacts.	uded the
09/16 - 12/20	LA 3234 EXTENSION (LA Transportation and Environ extending LA 3234 to impro and add pedestrian and bic	1065 TO HAMMOND Al mental Planner. Enginee ove east-west connectivi ycle facilities. Several sr	IRPORT) STAGE 1 ENVIRONM ring, Environmental, and Plann ty through Hammond. The exter mall bridges are also included.	IENTAL ASSESSMENT (EA) Tangipahoa Parish, LA ing Services for a Stage 1 EA (including Concept Engineering De ended roadway segment will also include the LADOTD complete	sign) for Streets policy
03/14 - 07/18	US 51 (LA 22 TO CLUB DE Transportation and Environ improvements to US 51. Th buffered from travel lanes,	LUXE RD.) STAGE 1 EN mental Planner. Stage 1 e preferred alternative ir and new sidewalks for p	VIRONMENTAL ASSESSMEN EA (including Concept Engine includes a complete streets cro edestrians.	IT (EA) Tangipahoa Parish, LA ering Design) for added capacity and roadway, bridge and inters ss-section design which includes addition of a new median, new	ection / bicycle lanes
05/99 - 04/10	LA 1088 INTERCHANGE, I Transportation and Environ adding a fully directional in	ROUTE INTERSTATE 12 mental Planner. Geomet terchange to Interstate 1	2 St. Tammany Parish, LA ric Design Study, Stage 1 Envir 12 at LA 1088. Project also inc	onmental Assessment, and Preliminary and Final Roadway and uded an Interchange Access Request (IAR) report.	Bridge Plans for

FIRM EMPLOYED	BY	N-Y Associates, Inc.			
NAME	William Haensel, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1 201
TITLE	Senior Civil Engineer			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	53
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 1968 Civil Engineering		
ACTIVE REGIST	RATION NUMBER / STATE / E	EXPIRATION DATE	PE No. 13375 LA 3/31/20	24	
YEAR REGISTERED	1972	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of respons bilities	William has 54 years of e	experience in roadway	and drainage design. Willia	m will perform ROAD DESIGN 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.	
11/21 - 04/23	REPLACEMENT OF RURA Jackson Parishes, LA Senior Transportation Engli Highway System in LADOT	L BRIDGES, LADOTD D neer. H&H Modeling utili D Districts 08, 58 and 05	ISTRICTS 08, 58 AND 05 Wi zing HEC-RAS and design for t	nn, Grant, Natchitoches, Rapides, Vernon, Catahoula, Caldwell, he replacement of 15 rural bridges crossing creeks and bayous o	F ranklin and In the State
05/03 - 04/19	FLEUR DE LIS BLVD. REC Senior Transportation Engin City with suggestions for a linear feet (1.5 miles) of ma and FHWA. Because the co sequencing. The project rec	ONSTRUCTION: DESIG neer. William supervised Iternative designs based ajor urban divided roadw rridor was bounded by r quired multiple LADOTD	N AND PROGRAM MANAGEN the engineering design team f l on the various sources and fu vay. As required by FHWA, a NE esidential development, signifi design exceptions because of	MENT (PHASES I, II AND III) New Orleans, LA for this project from its inception, performed a feasibility study an inding available. The project consisted of the complete reconstru EPA environmental clearance was prepared, completed and accept cant attention was given to pedestrian access, bike paths, and co physical constraints and preservation of trees.	nd provided the Iction of 8,200 Dited by LADOTD Distruction
01/15 - 07/15	CLEARVIEW PARKWAY TU Senior Transportation Engin included modifications to t requirements. Design was	JRN LANE IMPROVEMI neer. Design of roadway he existing traffic signal reviewed and approved b	ENT AT MOUNES Jefferson widening and left turn lane to and new pavement markings f by DOTD. Construction was ins	Parish, LA serve southbound traffic on Clearview Parkway at Mounes Street or Clearview Parkway. All design was in accordance with DOTD a pected by and accepted by DOTD.	. Design and AASHTO
04/09 - 09/11	ISLAND ROAD RESTORAT Senior Transportation Engin of Houma. Design included superpave asphalt surface side slopes adjacent to wa administrator. The design of	TION Terrebonne Paris neer. Design of the wide the cold mill of existing and overlay on the exist terways on both sides of conformed to DOTD and	h, LA ning, overlay, and restoration of asphalt pavement, placing 20 ing and widened roadway. The f the roadway. All design was r AASHTO requirements.	f a 5 mile long primary access road in southern Terrebonne Paris ,000 cubic yards of new crushed stone base course, and placing design also included 17,000 cubic yards of stone riprap to stabil eviewed by and approved by the Terrebonne Dept. of Public Work	h, just south 6,600 tons of ize and line the s and the FEMA
03/08 - 10/09	OAK HARBOR BOULEVAR Senior Transportation Engin conformed to DOTD and AA	D EAST WIDENING (I-1 neer. Design of additiona ASHTO requirements.	IO SERVICE ROAD TO LAKES al travel lanes for an existing 2	HORE BOULEVARD) St. Tammany Parish, LA ,600 foot long divided roadway including drainage improvements	. The design
06/95 - 06/06	WEST NAPOLEON AVENU Senior Transportation Engin urbanized area. He was in o Jefferson Parish Departme was advanced. Total const	IE CORRIDOR: DESIGN neer. William provided pr charge of coordinating th nts of Drainage, Sewage ruction cost of corridor v	AND PROGRAM MANAGEME rogram management services he design and surveying servic e, Water, and Streets, LADOTD, was \$75M.	ENT Jefferson Parish, LA for a 5-mile urban aerial roadway which included a major drainag es of 5 design engineering firms. He coordinated and attended m and USACE. The project was completed over 10 years as constru	e canal in an neetings with the nction funding

FIRM EMPLOYED	BY	Civil Design & Constru	ction, Inc. (CD&C)		1
NAME	Karla Weston, PE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17
TITLE	President			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	6
DEGREE(S) / YE/	ARS / SPECIALIZATION		BS 1999 Civil Engineer		
ACTIVE REGISTI	RATION NUMBER / STATE / E	XPIRATION DATE	PE No. 31010 LA 3/31/20	23	
YEAR REGISTERED	2004	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Karla has over 23 years 10 Corps of Engineering surveying, and SUE serv Karla will perform ROA E	of civil engineering ex Districts throughout ices. Karla will overse DESIGN for this con	perience. She started CD& the U.S. She has also work e the firms' role as a sub-c tract.	C, a small woman-owned business in 2005. Karla has wo ed with various state and local agencies providing civil en onsultant and make sure the work is completed to LADOT	ked with over gineering, D standards.
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.	
02/16 - 09/19	PECUE LANE/I-10 INTER(Principal in Charge. Karla o Ramp from I-10, the extens government agencies.	CHANGE H.003047 B versaw CD&C's role as a ion to Rieger Road and F	aton Rouge, LA subconsultant for the engine Pecue Lane Extension. She wo	ering design services of the West Bound on Ramp to I-10, the We ked to oversee the firm's design, coordinate with the prime cons	st Bound Off ultant and
12/13 - 10/19	GRAMERCY BRIDGE H.0 Principal in Charge. Karla o Typical Sections, and Grapl	2960 St. James Parish versaw CD&C's role as a nical Grades for the proje	, LA subconsultant for the engined ect.	ering design elements of the plans including Hydraulic Analysis a	ınd Design,
02/14 - 02/15	I-49 DESIGN BUILD H.01 QA/QC. Karla provided QA/	0620 Lafayette, LA QC review for the Roadv	vay Design Plans on this Desig	n-Build Project.	
05/13 - 05/14	LA 1 RAILROAD BRIDGE A Principal in Charge. Karla o Typical Sections, and Grap	AT DOW H.009288.5 V versaw CD&C's role as a nical Grades for the proje	West Baton Rouge Parish, LA subconsultant for the engine ect. She worked to oversee the	ering design elements of the plans including Hydraulic Analysis a firm's design, coordinate with the prime consultant and governm	Ind Design, nent agencies.
06/12 - 10/12	LA 1 RAILROAD BRIDGE A Principal in Charge. Karla o Typical Sections, and Grapl	AT DOW H.009288.5 \ versaw CD&C's role as a nical Grades for the proj	West Baton Rouge Parish, LA subconsultant for the engine ect. She worked to oversee the	ering design elements of the plans including Hydraulic Analysis a firm's design, coordinate with the prime consultant and governm	Ind Design, nent agencies.
01/06 - 12/12	EBR CITY/PARISH PROJE Principal in Charge. This pr Dr. CD&C designed the upg included the design of a ne	CT NO. 06-CS-HC-001 oject was approx. 1.25 r rade to the existing narrow w sub-surface drainage	8, FAIRCHILD-BADLEY ROAD niles in length along Fairchild- ow roadway to a typical sectio system throughout the length	WAY East Baton Rouge Parish, LA Badley Road and also included approximately 600 linear feet of E n of 2-11' lands with a 2' barrier curb and gutter, and a 6' adjacen of the project as well.	Im Grove Garden: sidewalk. This
06/18 - 05/19	COMITE RIVER DIVERSIO Lead Cost Engineer. These improvements. Karla helpe equipment prices; and all ta	N – US 61 & KCS BRID bridge projects which ar d provide a complete co asks and assemblies for	GES East Baton Rouge Paris re part of the Comite River Dive ntractor style estimate includio these items.	n, LA ersion project. The project included roadway, bridges, and associ ng all material costs and quotes, hauling and disposal quotes; la	ated channel bor and
12/19 -12/20	COMITE RIVER DIVERSIO Lead Cost Engineer. This pro style estimate including all i	N – BAYOU BATON RO oject included bridge and material costs and quote	UGE DROP STRUCTURE Eas I roadway improvements as par s, hauling and disposal quotes;	t Baton Rouge Parish, LA t of the Comite River Diversion project. Karla helped provide a con labor and equipment prices; and all tasks and assemblies for the	nplete contractor se items.

FIRM EMPLOYED	BY	Civil Design & Constru	ction, Inc. (CD&C)	
NAME	John Ewing, CPE			YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER 12
TITLE	Cost Estimator			YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S) 10
DEGREE(S) / YEA	ARS / SPECIALIZATION		BS 2021 Business Manage	ement
ACTIVE REGIST	RATION NUMBER / STATE / E	XPIRATION DATE	CPE No. 3100008358-0811	LA 12/31/2022
YEAR REGISTERED	2010	DISCIPLINE	Cost Estimator	
Contract role(s) / brief description of responsibilities	John has over 22 years a Survey Processing Teo contract.	of experience in the c chnician when needec	onstruction industry and be I on various projects. John	ecame a Certified Professional Estimator in 2011. He also serves as will perform COST ESTIMATES + VALUE ENGINEERING for this
Experience dates (mm/yy - mm/yy)	Experience and qualifications	relevant to the proposed co	ontract; i.e., "Designed drainage",	"designed girders", "designed intersection", etc.
06/18 – 05/19	COMITE RIVER DIVERSIO Lead Cost Estimator. John roadway, bridges, and asso quotes, hauling and dispos	N – US 61 & KCS BRID served as the Lead Cost ciated channel improver al quotes; labor and equ	GES East Baton Rouge Parisl Estimator on these bridge pro nents. He led the team in prov ipment prices; and all tasks an	n, LA jects which are part of the Comite River Diversion project. The project included iding a complete contractor style estimate including all material costs and d assemblies for these items.
12/19 -12/20	COMITE RIVER DIVERSIO Lead Cost Estimator. John project. He led the team in equipment prices; and all ta	N – BAYOU BATON RO served as the Lead Cost providing a complete co asks and assemblies for	UGE DROP STRUCTURE Eas Estimator on this project inclu ntractor style estimate includin these items.	It Baton Rouge Parish, LA Ided bridge and roadway improvements as part of the Comite River Diversion ng all material costs and quotes, hauling and disposal quotes; labor and
05/19 - 03/22	ROOSEVELT AVENUE BRI Lead Cost Estimator. John bridge over a large drainage contractor style estimate ir project being constructed o	DGE, USACE JACKSON served as the Lead Cost e channel and the constr cluding obtaining multip on an island.	VILLE DISTRICT San Juan, Estimator on this bridge proje ruction of a new one. This site ble material quotes, evaluating	PR ct in San Juan, PR. The project required the demolition of an existing highway is a heavily congested urban area in San Juan. The team developed a complete labor rates, shipping costs, and other unique requirements of such a massive
02/09 - 02/10	WBV 73 Jefferson Parish Lead Cost Estimator. John included both a bridge and contractor style estimate in items.	, LA served as the Lead Cost roadway improvements icluding all material cost	Estimator on this project on the project on the spart of the levee improvem ts and quotes, hauling and disp	ne West Bank Vicinity Levees in Jefferson Parish post Katrina. This project ents to increase flood protection. He led the team in providing a complete posal quotes; labor and equipment prices; and all tasks and assemblies for these

17. Staff Experience:

Identify the team's project experience <u>most relevant</u> to the scope in the advertisement. The projects should be limited to a total of 20, with no more than 5 projects being represented by the prime consultant and with no more than 3 projects represented by each sub-consultant on the team. If more than 5 projects are identified for the prime consultant, all projects identified after the first 5 will not be evaluated. If more than 3 projects are identified after the first 3 from that sub-consultant will not be evaluated. Include no more than one page per project. Projects identified shall only include work performed by firms on the team. The projects identified do not necessarily need to have been DOTD projects.

FIRM NAME	Stantec Consulting Service	s Inc.			PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road, Traffic, Bridge
PROJECT NAME	US 90 AT LA 318 INT	ERCHAN	GE DESIGN-I	BUIL	D	FIRM RESPONSIBILITY (prime or sub?)	Sub-consultant
PROJECT NUMBER	H.004932		OWNER'S NAM	IE	Louisiana Departn	nent of Transportation and Develo	oment
PROJECT LOCATION	St. Mary Parish, Louisiar	na				OWNER'S PROJECT MANAGER	Timothy Nickel, PE
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Cap	oital Access Ro	oad, E	Baton Rouge, LA 70	802 225-379-1110 timothy.nick	cel@la.gov
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	07/15	ТОТ	TAL CO	NSULTANT CONTRAC	T COST (\$1,000's)	\$4,917
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	06/18	COS	ST OF	CONSULTANT SERVIC	ES PROVIDED BY THIS FIRM (\$1,000's)	\$4,258
Describe the project in	cluding the firm's role and memb	ers involved.	(Highlight membe	ers to b	be used in this proposal.)	

Improved the intersection of US 90 at LA 318 to a grade separated interchange and upgraded to interstate standards.

Stantec served as the Lead Design Engineer for this Design-Build project which improved the intersection of US 90 at LA 318 to a grade separated interchange and brought US 90 up to interstate standards as a part of the Future I-49 Corridor. The project included dual overpass bridges, ramps, and frontage road relocations. It also improved LA 318 to a two-lane divided highway within the interchange footprint.

During the Design-Build Proposal preparation, Stantec submitted an **alternative technical concept** (ATC) to the proposed alternative in the RFP. Stantec's solution eliminated a loop entrance ramp that would have been more difficult and time

consuming to construct and replaced it with a tight urban diamond ramp configuration in the westbound direction. This ATC conserved right of way and lessened impacts to the community and the environment, and saved construction cost. **Stantec's ATC added value to the Design-Build proposal**.

I-49 bridges were designed as twin overpasses with repetitive spans of 111-foot, LADOTD LG-54 girders – streamlining both design and construction. As the first LADOTD design-build project of this type, Stantec was responsible for acquiring the right of way (50 parcels) and relocating utilities during construction. Stantec developed utility conflict resolutions, utility relocation agreements and permits, and processed cost estimates, change orders and invoices for six utility companies with facilities in conflict with the project. Stantec designed the water and sewer relocations for St. Mary Parish.

Throughout construction Stantec was intricately involved in progress and partnering meetings, constructability issues, requests for information, and resolution of non-conformance reports.

TEAM MEMBERS INVOLVED: C. HALL, G. HEITMAN, J. CAINS, B. JOHNSON, J. LEFANTE, N. PRUDHOMME, M. O'ROURKE, H. KREBS, M. NEUMANN, S. MENSAH



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PROJECT RELEVANCE: Roadway Design

D-B Alternative Delivery

Phased Construction

Collab. w/Contractor and LADOTD

Traffic Analysis

Environmental



with bulb outs are being provided along the corridor. Revisions since preliminary plans included narrower travel lanes and modifications to the grade and bu outs to conserve right of way. Perkins Road will have a safer roadway section with a raised median, turn lane pockets, and no open ditches adjacent to the roadway. It also provides for multiple modes of transportation including safe accommodations for pedestrian and bicycle travel through shared use paths along both edges. Stantec is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design , and wetland permitting. Final plans for this project should be completed by the end of 2022.
which have been shown to increase capacity and safety. Fai that median openings and u-turn movements

	Stantec Consulting Services	5 1110.				· · ·	Kudu, Italiic
PROJECT NAME	PERKINS ROAD (SIEC TRAFFIC STUDY, ENV PRELIMINARY PLANS MAPS	GEN LANI /IRONME S, FINAL	E TO PEC NTAL AS PLANS A	UE LAN SESSM ND RIG	E) WIDENING ENT, HT-OF-WAY	FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	C.P. No. 12-CS-HC-0015		OWNER'S I	NAME	The City of Baton	Rouge	
PROJECT LOCATION	Baton Rouge, Louisiana					OWNER'S PROJECT MANAGER	Zach Schmidt
OWNER'S ADDRESS,	PHONE, EMAIL	8555 Uni	ted Plaza I	Blvd., Bat	on Rouge, LA 7080	09 225-769-0546 ext 1224 zach	schmidt@csrs.com
SERVICES COMMENC	CED BY THIS FIRM (MM/YY)	11/12		TOTAL CO	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$4,353.6
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$3,684.6
Describe the project in	cluding the firm's role and memb	ers involved.	(Highlight m	embers to b	be used in this proposal.	.)	

PAST PERFORMANCE EVALUATION CATEGORY(IES)*

Perkins Road widening will ease congestion and provide a safer roadway section.

Stanton Conculting Services Inc.

FIRM NAME

The City of Baton Rouge and LADOTD determined a need to increase capacity along Perkins Road (LA 427) between Siegen Lane and Highland Road. Stantec was originally hired by the City of Baton Rouge under the Greenlight Program to conduct an environmental evaluation and engineering services to assess a widening project for the segment of Perkins Road from Siegen Lane to Highland Road (S.P. No. H.002344). Stantec was tasked with providing conceptual traffic analyses and design alternatives for the corridor, as well as, preparing an Environmental Assessment in accordance with the Federal Highway Administration's (FHWA's) National Environmental Policy Act (NEPA). At the time, this portion of the road was a state route and a FONSI was obtained for the project in February of 2017.

The existing roadway is two-lanes with open ditches and very few shoulders. There are no existing sidewalks, pedestrian crosswalks, or ADA accommodations. The preferred alternative widened the existing roadway from 2-lanes to a 4-lane divided roadway with a raised median, curb and gutter drainage system, sidewalks and median opening spaced according to LADOTD's access management guidelines (EDSM IV.2.1.4). Stantec produced final preliminary plans and final ROW maps using State standards in 2017.

Under the MOVEBR Program, Stantec is currently completing Final Plans for Perkins Road from Siegen Lane to Pecue Lane using MOVEBR design criteria. This widening project accommodates the increase in traffic and improves travel efficiency along this corridor by introducing access management principles.

Section A-A Proposed Roadway Section - Perkins Rd. Typical Roadway Sectio travel lanes and modifications to the grade and bulb ane pockets, and no open ditches adjacent to the



PROJECT RELEVANCE:

Roadway Design

Traffic Analysis

Environmental

Community & Agency Involvement

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Dood Troffin



PROJECT NAME	WEST PRIEN LAKE R	OAD REL	OCATION			FIRM RESPONSIBILITY (prime or	sub?)	Prime
PROJECT NUMBER	H.011088		OWNER'S NA	ME	Louisiana Departr	Louisiana Department of Transportation and Development		
PROJECT LOCATION	Lake Charles, LA					OWNER'S PROJECT MANAGER		Tim Nickel
OWNER'S ADDRESS, PHONE, EMAIL 1201 Capitol Access Road, Baton Rouge, LA 70802 225-379-1110 timothy.nickel@la.gov								
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	08/14	T	OTAL C	ONSULTANT CONTRAC	CT COST (\$1,000's)		\$632.4
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	07/19	С	OST OF	CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1	,000's)	\$524.1
Describe the project in	cluding the firm's role and memb	ers involved.	(Highlight men	nbers to	be used in this proposal	.)		
his project was included in two studies to improve traffic operations north of the existing Nelson ROJECT RELEVANCE: Road Interchange at I-210 in Lake Charles.								
he I-210 Feasibility Study was the latest study to propose the realignment of existing W. Prien Lake Road. The 🛛 Traffic Analysis								raffic Analysis

PAST PERFORMANCE EVALUATION CATEGORY(IES)*

length of the realignment is approximately 4,000 feet through one of the last undeveloped parcels in the area, which is planned to be a mixed commercial and residential development (Contraband Pointe). The roadway features a 4-lane divided section with a raised median, curb, subsurface drainage, a multi -lane roundabout, a shared use (pedestrian/bicycle) path, and a sidewalk. This project also included roadway lighting, utility coordination, and stakeholder coordination (Private owner and City of Lake Charles, and L'Auberge Du Lac Casino and Resort.

Stantec was hired by LADOTD to provide roadway, drainage, structural, traffic signal construction plans. The new roadway was planned to tie into existing Nelson Road to the west, and a planned roundabout at the intersection of existing W. Prien Lake Road and Holly Hill Road to the east. The signalized intersection with existing Nelson Road will accommodate the future extension of Nelson Road to the north over Contraband Bayou, as well as the planned Nelson Road at I-210 Interchange Improvement project.

The project also included subsurface drainage design with consideration for future development, and the design of a box culvert for a major drainage outfall in the area that directly connected to Contraband Bayou. This box culvert was a multiple-cell 12' x 12' structure, which required a special design since it was larger than the largest standard box culvert used by LADOTD.

FIRM NAME

Stantec Consulting Services Inc.

Traffic signal timings were determined using Highway capacity (Software (HCS) and Vistro software packages. Traffic signal plans were also developed following the LADOTD standard Traffic Signal Inventory (TSI) v2.1 format, and include video detection and GPS-based interconnect with nearby traffic signals. Stantec also performed an update on the TSI for the I-210 intersections to bring them up to the latest format.

This project is part of the LADOTD Road Transfer program, which has now been turned over to the City of Lake Charles since the completion of construction in 2017. Stantec provided construction support and coordinated as needed with LADOTD's field personnel.



Roundabout

Large Drainage Structure

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Road, Traffic, Bridge

FIRM NAME	Stantec Consulting Service	s Inc.			PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Road, Bridge	
PROJECT NAME	MID-BRETON SEDIM	ENT DIVE	ERSION			FIRM RESPONSIBILITY (prime or sul	^{?)} Prime	
PROJECT NUMBER	N/A		OWNER'S	NAME	Coastal Protection	Coastal Protection and Restoration Authority		
PROJECT LOCATION	Plaquemines Parish, Lou	uisiana				OWNER'S PROJECT MANAGER	Brad Barth	
OWNER'S ADDRESS,	PHONE, EMAIL	150 Terra	ace Avenu	e, Baton I	Rouge, LA 70802	225-342-9417 bradley.barth@	la.gov	
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	06/18		TOTAL CO	ONSULTANT CONTRAC	CT COST (\$1,000's)	\$38,800	
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF CONSULTANT SERVICES PROVIDED BY THIS F							^('S) \$20,800	
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)								
Stantec is the Prime Consultant for the Coastal Protection and Restoration Authority (CPRA) working with the CMAR Contractor on the Mid-Breton Sediment Diversion Project.								

As part of CPRA's Coastal Master Plan, the Mid-Breton sediment diversion project will reconnect the Lower Mississippi River with the adjacent land and wetlands, restoring the land building potential by delivering sediment from the Mississippi River.

As Prime Consultant, Stantec, is providing project management, engineering and design, geotechnical, hydraulic

modeling, surveying, and other technical services for the Mid-Breton Sediment Diversion project. Phase 1 of the project involved field investigation, modeling, and engineering analysis to prepare a 15% level conceptual design culminating in a Basis of Design Report. A primary goal of the 15% Design is to determine the appropriate location of the inlet and the horizontal corridor through which the diversion will be developed. During Phase 1, **workshops were conducted with CPRA** resulting in Draft Project Design Criteria, with particular focus on parameters that influence inlet location and diversion corridor. The Design Criteria will be updated and further refined in Phase 2 of the project. The 15% deliverables include technical memoranda summarizing numerical modeling, field investigations (geotechnical explorations and river sampling), design options considered, Draft Project Design Criteria, a report, drawings, and workshop outputs.

Between 15% and 30% design a CMAR Contractor was selected. Stantec and the



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Value Engineering

Stakeholders

Realign SR 39

Coordination w/CPRA, LADOTD and

design team are now working on Phase 2, detailed design, and are **in close coordination with the CMAR contractor** on design refinements and value engineering. The Mid-Breton project will open the levee to allow the diversion of sediment from the Mississippi River to restore the marsh. LA 39 which runs along the levee is being relocated as a part of this project. The CMAR contractor recommended realigning LA 39 to coincide with the t-wall which houses the gate structure. This **recommendation by the CMAR contractor will significantly reduce the cost** of temporary works during construction. The design team has also reduced the number of bays in the gate as a result of coordination with the contractor. There has been approximately **\$100 million savings** in construction cost based on the Value Engineering Study.

TEAM MEMBERS INVOLVED: B. JOHNSON, A. BOTROS, M. O'ROURKE, M. NEUMANN, J. CAINS, H. KREBS



FIRM NAME	Stantec Consulting Services	s Inc.			PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road, Bridge, Traffic		
PROJECT NAME	I-10 LOYOLA DESIGN	-BUILD P	ROJECT			FIRM RESPONSIBILITY (prime or sub?)	Sub-consultant		
PROJECT NUMBER	H.0011670		OWNER'S NA	ME	Louisiana Department of Transportation and Development				
PROJECT LOCATION	New Orleans, Louisiana					OWNER'S PROJECT MANAGER	Timothy Nickel		
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Cap	oital Access,	Baton	Rouge, LA 70808	225-379-1071 timothy.nickel@la	a.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY) 08/19 TOTAL C					NSULTANT CONTRAC	CT COST (\$1,000's)	\$125,591		
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$8,508		
Describe the project in	cluding the firm's role and memb	ers involved	(Highlight mem	nbers to h	be used in this proposal				

Multimillion dollar design that connects you to new destinations.

Stantec is serving as the Lead Design Engineer for this **Design-Build project** which provides improvements to Loyola Drive north of Interstate 10 (I-10) and continues south of I-10 connecting to the new terminal access road for the new LANOIA north terminal. As part of the GCC/Stantec proposal, ATC No.2 is being constructed which includes a Diverging Diamond Interchange (DDI) at Loyola and I-10. ATC No.2 provides one-way elevated flyovers from I-10 Westbound to Lovola Drive Southbound; Lovola Drive Northbound to I-10 Eastbound; and, eliminates the need for a third bridge structure in the Preferred Alternative configuration which traversed nearly 1,200 feet along the median of Loyola north of I-10. Through Stantec traffic analysis, the DDI was shown to perform better than the Preferred Alternative for the overall project.

Innovation provided by the GCC/Stantec Team allowed a total price of \$125.6M, which was at the LADOTD's budget and 27% below the next lowest bid. The improvements include aesthetically pleasing bridge structures, including steel box girders and enhanced substructure in the high-level areas; and concrete trapezoidal box girders (LU shapes); enhanced substructure at the combined bridge section of the northbound and southbound Loyola approaches to the Airport Access Road.

The project includes sidewalks, a two-way cycle track, and a landscaped park area. The commitment to enhanced pedestrian and bicycle circulation in the area meets needs identified in recent pedestrian and bicycle crash studies identifying the Loyola interchange as one of the highest crash locations in Jefferson Parish. The increased pedestrian and bicycle accommodations were coded into the traffic model to evaluate their impacts on the proposed signal timing.

The GCC/Stantec Team also worked hard to avoid as many utility relocations as possible by continually improving geometrics and providing longer spans for the bridges at strategic locations -

especially near Veterans Boulevard. Our design achieved minimal impacts to existing right-of-way by avoiding business and residences - especially along the east side of Loyola near the new terminal access road.

Stantec assisted LADOTD with the reevaluation and has participated in public and stakeholder meetings. Stantec completed the IMR, which required traffic and safety studies of the Design-Builder's Alternative.

TEAM MEMBERS INVOLVED: C. HALL, G. HEITMAN, P. FOSSIER, B. JOHNSON, J. LEFANTE, M. O'ROURKE, S. MENSAH, J. CAINS, M. DAVIS, M. NEUMANN, A. BOTROS



Traffic & Safety Studies

Project Management

Environmental Reevaluation

PROJECT RELEVANCE: Traffic Engineering

Public Outreach

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FIRM NAME	Ardaman and Associates, Inc.				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Geotech
PROJECT NAME	I-10 WIDENING CMAR (LA 415 TO ESSEN LANE ON I-10 & I-12					FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	SP NO. H.004100		OWNER'S N/	AME	Louisiana Department of Transportation and Development		
PROJECT LOCATION	East Baton Rouge Parish	n, LA				OWNER'S PROJECT MANAGER	Nicholas Olivier
OWNER'S ADDRESS,	PHONE, EMAIL	1201 Cap	oitol Access	Road, E	Baton Rouge, LA 70)802 225-379-1133 nicholas.oli	vier@la.gov
SERVICES COMMENCED BY THIS FIRM (MM/YY) 06/20 TOTAL CO					TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$6,390
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing COST OF				COST OF	CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$618
Describe the project in	cluding the firm's role and memb	bers involved.	. (Highlight mer	mbers to l	be used in this proposal.)	

This project consists of the improvement of Interstate 10 (I-10) by widening and reconstruction of the mainline from 3 to 4 lanes in each direction, including bridge replacement and rehabilitation, interchange and ramp modification, shoulder widening, and auxiliary lane(s) from LA 415 to Essen Lane on I-10 and I-12.

Ardaman is the Geotechnical Consultant for the Design Team on this project. Ardaman is currently helping provide the development of a preliminary geotechnical characterization throughout the corridor, in order, to enable early evaluation of foundation and roadway section alternatives through various design submittals. DOTD provided soil borings and laboratory testing throughout the project corridor including soil boring logs and associated layout and location of the borings.

Ardaman is utilizing the provided soil borings and data to provide preliminary structural foundations, retaining structures, roadway sections and embankment design criteria. Ardaman is responsible for the following task items:

- Data and Boring Information Review
- Preliminary Geotechnical Assessment Reports
- Test Shaft/Pile Program
- Geotechnical Design Reports.

TEAM MEMBERS INVOLVED: M. BOURGEOIS, R. JEWELL, A. AYENU-PRAH, R. MCGILLIVRAY





FIRM NAME	Ardaman and Associates, Inc.				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Geotech	
PROJECT NAME	HOOPER/SULLIVAN R		ROVEMEN	NTS		FIRM RESPONSIBILITY (prime or sub?)	Sub	
PROJECT NUMBER	09-80-L1043		OWNER'S N	AME	CSRS c/o East Ba	CSRS c/o East Baton Rouge, LA		
PROJECT LOCATION	East Baton Rouge Parish	n, LA				OWNER'S PROJECT MANAGER	Sparky Hoffman	
OWNER'S ADDRESS,	PHONE, EMAIL	CSRS 67	67 Perkins I	Road, Ba	aton Rouge, Louisia	ana 70808 225-769-0546 hoffm	an@csrsonline.com	
SERVICES COMMENCED BY THIS FIRM (MM/YY) 08/09 TOTAL C					OTAL CONSULTANT CONTRACT COST (\$1,000's)		N/A	
SERVICES COMPLETED BY THIS FIRM (MM/YY) 09/11 COST O					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$24	
Describe the project in	cluding the firm's role and memb	ers involved	. (Highlight mei	mbers to l	be used in this proposal	.)		

Ardaman provided (22) soil borings along a 2 mile stretch of Hooper Road between Joor Road and Sullivan Road for the City of Baton Rouge.

The scope of work included performing soil boring and laboratory testing. Ardaman performed the soil borings to characterize the soil conditions at the selected locations. In addition, Ardaman provided sieve analysis testing and subgrade CBR tests.

TEAM MEMBERS INVOLVED: M. BOURGEOIS, R. JEWELL



FIRM NAME	Ardaman and Associates, Inc.				PAST PERFORMANCE EVALUATION CATEGORY(IES)*		Geotech		
PROJECT NAME	HOOPER & OLD HAMI		IMP STATI	ON		FIRM RESPONSIBILITY (prime or sub?)	Sub		
PROJECT NUMBER	13-80-3724		OWNER'S NA	AME	CSRS c/o East Bat	CSRS c/o East Baton Rouge, LA			
PROJECT LOCATION	East Baton Rouge Parish	n, LA				OWNER'S PROJECT MANAGER	Sparky Hoffman		
OWNER'S ADDRESS,	, PHONE, EMAIL	CSRS 67	67 Perkins F	Road, Ba	aton Rouge, Louisia	ana 70808 225-769-0546 hoffm	an@csrsonline.com		
SERVICES COMMENCED BY THIS FIRM (MM/YY) 05/13 TOTAL C					FOTAL CONSULTANT CONTRACT COST (\$1,000's) \$10.4		\$10.4		
SERVICES COMPLETED BY THIS FIRM (MM/YY) 08/13 COST OF					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	N/A		
Describe the project in	cluding the firm's role and memb	pers involved	. (Highlight men	mbers to t	be used in this proposal	.)			

This project included upgrades of two existing pump stations by installing a new duplex pump station structure for the Sanitary Sewer Overflow (SSO) Program on Hooper Road.

The new Hooper Road and Old Hammond Highway pump stations included an approximate 7-foot and 6-foot diameter wet well structure, respectively, and adjacent, shallow valve pit structure. Ardaman performed two soil borings and associated laboratory testing for the pump stations. Engineering analyses were performed and issued in a Geotechnical Engineering Evaluation report.

TEAM MEMBERS INVOLVED: M. BOURGEOIS, R. JEWELL, R. MCGILLIVRAY





PROJECT NAME	HOOPER ROAD EXTERNION ENVIRONMENTAL AS	NSION (L SESSME	A 408) STAG NT	;Е 1		FIRM RESPONSIBILITY (prime o	or sub?)	Prime
PROJECT NUMBER	H.005403; H.009300.1		OWNER'S NAM	ME Louisiana Department of Transportation and Development				
PROJECT LOCATION	East Baton Rouge and Li	ivingston I	Parishes, LA			OWNER'S PROJECT MANAGER	2	Nicholas Olivier
OWNER'S ADDRESS,	PHONE, EMAIL	oitol Access F	Baton Rouge, LA 70	0802 225-379-1133 nicho	olas.oli	vier@la.gov		
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	03/12	ТС	TAL CO	ONSULTANT CONTRAC	CT COST (\$1,000's)		\$973
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	09/15	СС	OST OF	CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$	1,000's)	\$667
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight meml	bers to	be used in this proposal	l.)		
Engineering, Environmental, and Planning services for a Stage 1 Environmental Assessment for improvements to and extension of Hooper Road (LA 408) in East Baton Rouge and Livingston Parishes.								

PAST PERFORMANCE EVALUATION CATEGORY(IES)*

Hooper Road will be improved to create a new four-lane corridor stretching from LA 16 to I-110 that will provide suburban areas access to downtown Baton Rouge. This project is the last link of the corridor,

including a widening of Hooper Road from 2-lane to 4-lanes between Sullivan Road and Greenwell Springs Road, as well as a 4-lane extension of Hooper Road via a new bridge across the Amite River into Livingston Parish, eventually linking up with LA Hwy 16 in that parish.

This study included:

FIRM NAME

Development of Alternatives and Alternative Analyses

N-Y Associates, Inc.

- Concept Roadway and Bridge Plans / Line and Grade
- A Traffic Impact Study
- Cost Estimates
- **Environmental Impact Analyses**
- **Conceptual Relocation Plan**
- A Public Participation Program

Technical Criteria:

- Louisiana Standard Specifications
- Federal Highways Administration (FHWA)
- American Association of State Highway and Transportation Officials (AASHTO)
- Americans with Disabilities Act (ADA)

The project also addressed the LADOTD Complete Streets Policy, and the preferred alternative conceptual design included new sidewalks and 8 ft. wide shoulders suitable for bicycling on the widened portion of Hooper Road, and the new bridge over the Amite River.



Planning

Complete Streets

FIRM NAME	N-Y Associates, Inc.				PAST PERFORMANC	CE EVALUATION CATEGORY(IES)*	Planning
PROJECT NAME	LA 23 WIDENING (HA	PPY JACI	к то N. Ро	ORT SUI	ULPHUR) FIRM RESPONSIBILITY (prime or sub?)		Prime
PROJECT NUMBER	H.001399		OWNER'S N	NAME	(1) Regional Planning Commission (2) Plaquemines Parish		
PROJECT LOCATION	Plaquemines Parish, LA					OWNER'S PROJECT MANAGER	(1) Jeffery Roesel, AICP (2) Ken Dugas, PE
OWNER'S ADDRESS,	, PHONE, EMAIL	(1) 10 Ve (2) 333 F	eterans Blvo Edward He	d., New C ebert Blv	Drleans, LA 70124 d., Belle Chasse, L	504-483-8528 jroesel@norpc.or A 70037 504-934-6116 kdugas(g @ppgov.net
SERVICES COMMENCED BY THIS FIRM (MM/YY) 06/122 TOTAL C					ONSULTANT CONTRAC	CT COST (\$1,000's)	\$1,934
SERVICES COMPLETED BY THIS FIRM (MM/YY) Ongoing 12/23 (E) COST O					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$1,614
Describe the project in	cluding the firm's role and memb	bers involved.	. (Highlight me	embers to l	be used in this proposal	.)	

LA 23 is the only highway access to the residential areas and the oil and fishing industry in southern Plaquemines Parish.

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

Plaquemines Parish, the LADOTD, and the RPC saw the need to widen this segment to four lanes, and thus commissioned a Stage 1 Environmental Assessment. The EA included the development, refinement, and analysis of alternatives, conceptual roadway and drainage plans, cost estimates and an analysis of likely impacts.

After completion of the EA, Plaquemines Parish selected N-Y to prepare the topographic survey and the construction plans and specifications for reconstructing the existing 3.8-mile two-lane roadway with open ditches to a new four-lane divided roadway with subsurface drainage and utility relocations. All work is being done to LADOTD standards and reviewed by LADOTD.

TEAM MEMBERS INVOLVED: C. NICOLADIS, B. RICHARDS, J. SIMMONS





LA Highway 23



FIRM NAME	N-Y Associates, Inc.				PAST PERFORMANC	CE EVALUATION CATEGORY(IES)	*	Road/Bridge
PROJECT NAME	JEFFERSON AVENUE SOUTH CLAIBORNE A	COVEREI	D CANAL O DRYAD	IMPRO\ ES STRI	VEMENTS, EET			Prime
PROJECT NUMBER	N/A		OWNER'S I	NAME	Sewerage and Wa	ter Board of New Orleans		
PROJECT LOCATION	New Orleans, LA					OWNER'S PROJECT MANAGER Ron Spooner, PE		
OWNER'S ADDRESS	, PHONE, EMAIL	625 St. J	oseph Stre	eet, New	Orleans, LA 70165	504-865-0409 rspooner@	ູງswbn	o.org
SERVICES COMMEN	CED BY THIS FIRM (MM/YY)	06/02		TOTAL CO	ONSULTANT CONTRAC	CT COST (\$1,000's)		\$3,898
SERVICES COMPLET	ED BY THIS FIRM (MM/YY)	12/18		COST OF	OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's) \$2,322			\$2,322
Describe the project in	cluding the firm's role and memb							
Design and Cor Covered Canal.	ECT RELEVANCE: ox Culvert Design							
							🔽 R	oadway and Drainage Design

The work included a 4400 LF covered reinforced concrete canal along Jefferson Avenue including roadway replacement and major utility relocations. A 3000 LF, 1100 CFS segment of the RCBC is 14'w x 8'h and a 1400 LF, 1500 CFS segment is 14'w x 10'h.



Completed Jefferson Avenue Corridor and Covered Canal Improvements



Construction

TEAM MEMBERS INVOLVED: C. NICOLADIS, J. SIMMONS



FIRM NAME	Civil Design & Construction, Inc. (CD&C)				PAST PERFORMANCE EVALUATION CATEGORY(IES)*		Road
PROJECT NAME	PECUE LANE I-10 INT	ERCHAN	GE			FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	H.003047		OWNER'S NA	AME	Louisiana Department of Transportation and Development		
PROJECT LOCATION	Baton Rouge, LA					OWNER'S PROJECT MANAGER	Brian Kendrick, PE
OWNER'S ADDRESS,	, PHONE, EMAIL	1201 Ca	pitol Access	Road, E	Baton Rouge, LA 70)802 225-379-1356 brian.kendri	ick@la.gov
SERVICES COMMENCED BY THIS FIRM (MM/YY) 02/16 TOTAL C					TOTAL CONSULTANT CONTRACT COST (\$1,000's)		N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY) 06/20 COST OF					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$330
Describe the project in	cluding the firm's role and memb	bers involved	. (Highlight men	nbers to l	be used in this proposal.)	

The scope of this project includes the construction of a new Diverging Diamond Interchange (DDI) at Pecue Lane and I-10.

The project replaces the current two-lane overpass bridge with twin overpass structures and adds ramps to complete one of the first DDI interchanges to be constructed by LADOTD. The project also includes replacing the Pecue Lane Wards Creek bridge, extending Rieger Road to a new intersection with Pecue Lane and extending new Pecue Lane to tie into existing Pecue Lane.

CD&C provided engineering design services for Preliminary and now Final Plans of the West Bound Entrance-Ramp to I-10, the West Bound Exit-Ramp from I-10, the extension to Rieger Road and Pecue Lane Extension.

TEAM MEMBERS INVOLVED: K. WESTON



FIRM NAME	Civil Design & Construction, Inc. (CD&C)				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Road
PROJECT NAME	FAIRCHILD STREET /	BADLEY	RD. STREE		ROVEMENTS	FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	06-CS-HC-0018		OWNER'S N	AME	City of Baton Rouge		
PROJECT LOCATION	Baton Rouge, LA					OWNER'S PROJECT MANAGER	Bryan Hamon
OWNER'S ADDRESS,	PHONE, EMAIL	1100 Laı	urel Street, E	Baton Ro	ouge, LA 70802 2	25-389-3090 tstephens@brgov.c	om
SERVICES COMMEN	SERVICES COMMENCED BY THIS FIRM (MM/YY) 01/06 TOTAL CO					TOTAL CONSULTANT CONTRACT COST (\$1,000's)	
SERVICES COMPLETED BY THIS FIRM (MM/YY) 12/12 COST O					CONSULTANT SERVIC	CES PROVIDED BY THIS FIRM (\$1,000's)	\$551
Describe the project in	cluding the firm's role and memb	bers involved	. (Hiahliaht mei	mbers to l	be used in this proposal)	

The Fairchild-Badley Roadway project corridor is approximately 1.25 miles located in the Scotlandville Area of the City of Baton Rouge.

It is an east-west route connecting Scenic Highway (US Hwy 63) at the west terminus. The project also included approximately 600 linear feet of Elm Grove Garden Drive.

The project design was to upgrade the existing narrow roadway to a typical section of 2-12' lanes with a 2' barrier curb and gutter and a 6' adjacent sidewalk. The design had to be approached with the goal of minimizing the need for additional R/W taking due to the very close proximity of the residences to the existing R/W. Therefore, a new sub-surface drainage system was designed for the entire length of the project. This project was also intended to improve the flow of pedestrian traffic through the neighborhood by adding sidewalks to both sides of Fairchild-Badley Road and along one side of Elm Grove Garden Drive. The design also extended sidewalks across the bridge over the drainage canal located along Badley Road and along one side of Elm Grove.

TEAM MEMBERS INVOLVED: K. WESTON



FIRM NAME	Civil Design & Construction, Inc. (CD&C)				PAST PERFORMANC	E EVALUATION CATEGORY(IES)*	Other	
PROJECT NAME	COMITE RIVER DIVERSION - US 61 & KCS BRID				GES	FIRM RESPONSIBILITY (prime or sub?)	Sub	
PROJECT NUMBER	H.003184.5 OWNER'S NAME			AME	USACE			
PROJECT LOCATION	Baton Rouge Parish, LA					OWNER'S PROJECT MANAGER	John Petitbon	
OWNER'S ADDRESS,	7400 Leake Ave. #3651, New Orleans, LA 70118 504-862-2732 john.b.petitbon@usace.army.mil							
SERVICES COMMEN	06/18	Т	TOTAL CO	ONSULTANT CONTRAC	N/A			
SERVICES COMPLET	05/19	C	COST OF	CONSULTANT SERVIC	\$70			
Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.)								

The US Highway 61 and the Kansas City Southern Railway bridges are a part of the Comite River Diversion Project (CRDP).

The central element of the CRDP is a 12-mile long channel running east-to-west between the Comite River and the Mississippi River, approximately 15 miles north of Baton Rouge, Louisiana. The channel alignment crosses numerous existing highways, railroads, utility rights-of-way, and streams, inclusive of US Highway 61 and the Kansas City Southern Railway.

CD&C performed the **contractor style construction cost estimate and construction schedules**. This work included obtaining multiple material quotes for all features of the project, determining labor costs, equipment costs, and contractor approach to the construction of this project. All of this

was combined to provide the government with a contractor style estimate and construction schedule. 100% performed in Louisiana.

TEAM MEMBERS INVOLVED: K. WESTON, J. EWING



18. Approach and Methodology:

Provide a description of how the work will be performed and provide the proposed project schedule. Include any additional information or description of unique resources that are planned to be used to produce the deliverables. Include any proprietary technologies, methods or approaches that will be used on this project to improve quality or efficiency. If the proposal is for an IDIQ contract, the consultant should review the scope of services in Attachment A to the advertisement to obtain a general understanding of what a typical task order would entail. Based upon that understanding, the consultant should provide a sample schedule that identifies the major milestones, deliverables, tasks, etc., to demonstrate sufficient understanding of a typical task order. The duration of the task order is not required. This section shall be limited to four pages. If more than four pages are included, all pages after the fourth page will not be evaluated. If the consultant has information it believes is proprietary, label it accordingly.

THE STANTEC TEAM

The widening of Hooper Road from LA 3034 to LA 37 improves one of the last segments needed to complete this planned 4-lane corridor expansion and will pave the way for another potential crossing of the Amite River should the Department choose to extend Hooper Road in the future. The Hooper Road CMAR project is one of the first of its kind for Louisiana. Using the Construction Management at Risk (CMAR) delivery method will allow for optimization of cost and constructability and require the CMAR Consultant Team to have a strong, collaborative working relationship with both DOTD and the CMAR Contractor.

CMAR AND ALTERNATIVE DELIVERY EXPERTISE

Stantec is currently serving as the CMAR Design Consultant for the Mid-Breton Sediment Diversion project contracted by the Coastal Protection and Restoration Authority (CPRA). This mega-project is being led by our Baton Rouge Water Office, but it includes the relocation of LA 39 which is being designed by our Highway Division. The project includes the relocation of LA 39, a new bridge structure, the construction of a sediment diversion canal through an existing levee, and the installation of a large gate structure to control the sediment deposits. At this point in the project >30% design plans have been completed and a CMAR Contractor, Louisiana Diversion Company, LLC, has been selected. To date Stantec has worked closely with CPRA, the CMAR contractor, and other stakeholders including DOTD to implement **Value Engineering cost**

savings for the project of approximately \$100 million. The contractor recommended a realignment that shortened the crossing of the diversion channel and relocated a 1.3mile segment of LA 39. Michael Neumann from Stantec's Highway Division is the designer for the roadway segment. He is



working closely with members of Stantec's Water Group who are co-located with the CMAR Contractor making collaboration easier on this large, dynamic project.

In addition to this CMAR experience, Stantec has been a **proud partner with DOTD on four Design-Build projects** in Louisiana including the I-12 Widening Design-Build from the Amite River Bridge to Juban Road – this urban freeway

■ Driving communities toward a better future

project required coordinating with both our team's Design-Build Contractor and another Design-Build Contractor working along the same corridor at the same time. The overlap in these projects **required Stantec to adapt our design to accommodate the means and methods of our Teammate and the neighboring Contractor**. We are currently working on the I-10/Loyola Drive Interchange Design-Build project in Kenner, LA. Stantec has completed the majority of the design of this project which will provide flyover connections from the new MSY Airport Terminal to I-10 as well as replace the existing interchange at Loyola Drive with a Diverging Diamond Interchange. Collaboration on this project has been exhaustive including not only DOTD and the D-B Contractor but also the District, Jefferson Parish, the City of Kenner and the Airport.

Stantec also partnered with a contractor on two projects that widened and added new interchanges on US 90, namely US 90 at LA 85 Interchange and the US90 at LA 318 Interchange. These projects upgraded US 90 to freeway standards for the Future I-49 Corridor. Both projects were rural interchanges that allowed Stantec to gain experience in **working with the contractor to creatively sequence the construction and optimize the construction schedule**. Existing frontage roads were used as temporary ramps on the US 90 at LA 85 project, and an alternative technical concept proposed by the Design-Build Team on the US 90 at LA 318 project saved 16 acres of right of way and reduced relocation and wetland impacts significantly. Stantec's experience with the Design-Build Alternative Delivery system will translate well into the CMAR method, our ability to strategize with both DOTD and the contractor will result in the best – most economical, constructible, and environmentally responsible solution for the project.

Working on these **four alternative delivery transportation projects** has our team **ready** and **available** to work on the Hooper Road CMAR Project!



Cindy Hall has served as Design Manager on both the US 90 at LA 318 and I-10/ Loyola Drive D-B projects. She has also held the position of Lead Roadway on the I-12 Widening project and Design Quality Control Manager for the US 90 at LA 85 project. Stantec's Hooper Road staff would include traffic engineering led by Joey Lefante, roadway and drainage design led by Nick Prudhomme, and structural engineers/subconsultant led by Brian Johnson.



Scott Hoffeld would lead any efforts that may be required for a Reevaluation of the Environmental Assessment and any permitting requirements. Scott is currently acting as Assistant Project Manager for the reopening of the EIS for I-49 Connector in Lafayette and has been involved in public outreach and managing environmental milestones. Each of these talented engineers/planners have been heavily involved with alternative delivery projects and have excellent working relationships with their DOTD counterparts. In addition to our experienced local staff in Baton Rouge and New Orleans, we have added Doug Stoker and James Hunt to our team for CMAR support and value engineering expertise. Doug and James work in our Clearwater, FL office but have extensive experience with CMAR and D-B projects. Florida has adopted CMAR for local, county and State projects as a tool for improving constructability, cost, and schedule. Doug 's experiences with CMAR and James' experience as an Associate Value Specialist (AVS) in Value engineering will be important resources on the Hooper Road project. Please refer to the resumes in Section 16 to get a full description of the projects our staff has worked on. Stantec's Team is familiar with the accelerated schedules that alternative delivery projects require, and we stand ready with local staff availability to expedite plan production as needed.

STANTEC'S TEAMMATES

Stantec has also chosen three partners for this project who bring their own strengths and will supplement our team well. N-Y Associates was the lead designer for the Hooper Road Extension EA with FONSI. They bring **firsthand knowledge of this corridor** to the project. In addition to assisting Stantec with Roadway and Structure Design, N-Y will be available to assist with the Environmental Reevaluation that will be required for the project. N-Y's knowledge of the project history and environmental impacts will be invaluable to our team.

Secondly, Ardaman & Associates will serve as the Geotechnical Consultant for our team. Ardaman also has extensive knowledge about the soils in this corridor having worked on a previous project at the Sullivan Road intersection. In addition to previous knowledge of the Hooper corridor, Ardaman is currently involved in the I-10 CMAR project and has firsthand experience with CMAR. Our team also includes **Civil Design and Construction (CDC)**, a Disadvantage Business Enterprise (DBE) that will assist with cost estimating, value engineering and some roadway design. CDC is very familiar with Contractor-Style estimating as required by the US Army Corps of Engineers and has participated in value engineering for the Corps considering multiple material quotes and even types/quantity of construction crews and equipment required to complete tasks. We trust that you'll agree we've assembled an excellent Team to serve alongside DOTD on this long-awaited project.

UNDERSTANDING + APPROACH OF HOOPER ROAD WIDENING PROJECT

The Hooper Road Extension Environmental Assessment with finding of no significant impact (FONSI) was received in 2015 and the selected preferred Alternative 1-B included widening Hooper Road to 4 lanes between Sullivan Road and Greenwell Springs Road and included the extension of Hooper Road across the Amite River with multi-lane roundabouts at Greenwell Springs Road, LA 16, and LA 1019/LA3285 intersections. The Hooper Road Extension project limits did not include the Sullivan Road intersection (LA 3034) but did include the Extension of Hooper Road into Livingston Parish with a structure across the Amite River. The scope of the current RFQ begins at the LA 3034 intersection with

an investigation of improvements and a potential additional roundabout at this location and terminates at the LA 37 intersection with another potential roundabout. The preferred alternative includes partial median openings spaced at ½-mile intervals based on an earlier version of the EDSM IV.2.1.4. but a new version of this EDSM was signed in June of 2014 that requires ¼-mile spacing for partial median openings. The preferred alternative - a four-lane divided roadway with a 30-ft median and eight-ft shoulders - will need to be updated to include the new guidance on median openings and bulb-out locations, as well as to incorporate intersection and corridor recommendations vetted during





the updated traffic study. Similar to the updated median spacing EDSM noted, Stantec will consider other more recent DOTD policies and how they may be incorporated to improve the project and/or minimize required ROW. Although Environmental Services will be performed by DOTD, **Stantec is prepared to support DOTD with any environmental reevaluation** documentation that may be required including traffic and safety analyses, revisions to alternatives, public meeting support, and required permits.

Early efforts on the Hooper Road project will include traffic counts and a traffic study performed in accordance with EDSM VI.1.1.2. Stantec's staff has worked with DOTD on several projects which have implemented the Traffic Engineering Process and Report. This process has been used on I-49 in Lafavette through Tier 2 to develop, evaluate, and document alternatives. On Hooper Road we expect that an alternative similar to the preferred alignment in the EA will be selected by the Reevaluation with some refinement for the Sullivan and Greenwell Springs Road intersections. If roundabouts are considered at these intersections they will be analyzed with SIDRA. The preferred alternative has a design speed of 55 mph and will require rural roundabout design in accordance with NCHRP 672. Rural roundabout design implements progressively tighter curvature in the roadway in advance of the roundabouts to step-down the speed in the roundabout approach. Stantec used a somewhat similar method to slow down traffic in advance of the three consecutive roundabouts that were introduced on River Road in Baton Rouge near the L'Auberge Casino. The Sullivan Road intersection is currently signalized, but roundabouts may work well at both this intersection and the Greenwell Springs Road intersection providing a safer (less conflict points), more efficient (less delay), and more maintenance-free intersection for the years to come. A predictive safety analysis including the analysis of historical crash data (3-years' worth) will also inform the preferred alternative selection. Although there are no locations within the project limits on the list for high potential for safety improvements, understanding the safety performance along the corridor and the contributory factors will help determine recommendations to mitigate

crashes for the preferred alternative.

A recent site visit and our review of the EA reveal that two large drainage structures are located within the project limits, one east of Devall Road with recommended size of a six-barrel 6 ft x 5 ft RCB and the other at Beaver Bayou with recommended



size of a four-barrel 10 ft x9 ft RCB. The existing structures were constructed in 1950 and should be nearing their design life. Considering the age of these structures, they will likely be replaced as part of the Hooper Road widening project. The recommended box culverts at these locations equate to an approximate structure length of 40-ft at each site. Preliminary analysis of the construction sequencing and an estimate of probable cost for these box culverts indicates that reinforced box culverts of this size and length may be less desirable than short slab span bridges. Stantec and Teammate N-Y Associates will investigate which structure types will be the best option for the project.

Since the EA FONSI in 2015, Baton Rouge



was hit by a significant storm in August of 2016 which flooded the project area. During the preparation of this RFQ we reviewed the Stormwater Master Plan which is being prepared for the greater Baton Rouge area to identify and mitigate Regional Flooding concerns. Hooper Road was characterized in the Master Plan as having a medium to high risk of flooding, but no specific improvements to bridges or other drainage structures were mentioned in the plan. The RFQ requires a **hydraulic analysis** to document the performance of the existing drainage structures and propose drainage structures that adhere to the performance criteria and policies in the LADOTD Hydraulics Manual. Effort will be made to minimize cuts and fill in any wetlands areas and the grade will be set using future planning considerations and guidance from the DOTD Hydraulics Manual in Chapter 1. While the effects of the 2016 storm should be considered, the intent of our design is to avoid constructing a roadway within this important floodplain that creates adverse impacts to adjacent development and the surrounding areas along the project limits.

The traffic study and EA Reevaluation should take place early in the project and the **30% plans will be produced in accordance with the preferred alternative** selected by the reevaluation. 30% plans would be very similar to the Design Development plan set on our previous Alternative Delivery projects and would include preliminary design and an engineer's opinion of probable cost that can be used or included with the procurement package for the CMAR Contractor.

CMAR SCHEDULE

The following table illustrates a 22-month schedule including the TEPR and Environmental Reevaluation process (9-mos total), CMAR contractor procurement, and the full design needed to develop the Guaranteed Maximum Price.



молтн	2	4	6	8	10	12	2	4	6	8	10	12
1) Data Collection and Project Setup		_										
Kick-off, work plan, finalize QC/QA Plan												
Traffic Counts at signalized I/S & minor roads/major drive for AM/PM Peak												
2)Traffic Design and Analysis												
Perform existing, no build and alternative traffic analyses												
Traffic Analyses of turn lane lengths, median openings and I/S at LA3034 & LA37												
Conduct Safety Analysis												
TEPR Report including Documentation and Reviews												
3) DOTD Led Environmental Assessment Reevaluation												
Assist with updates to alternative(s) for EA Reevaluation												
Assist with Public Outreach (DOTD Led)												
Selection of Preferred Alternative & EA Reevaluation (DOTD Led)												
4) Progress on Geotechnical and Hydraulic Analyses												
Geotechnical Data Collection & Analysis												
Hydraulic Analysis of existing & proposed structures												
5) Proceed with 30% Design of the Preferred Alternative												
Coordinate with DOTD about 30% Plan Expectations												
Develop 30% plans & Opinion of Probable Cost												
Design Reviews by DOTD & Designer Assist w/ CMAR Procurement as needed												
6) Engage with CMAR Contractor & Preconstruction CMAR Proc	ess											
Use 30% Design Submittal to begin Open Book Cost Estimation Process												
Work with DOTD & Contractor to incorporate ideas on phasing, materials, risks, etc.												
Complete 60% and 90% Milestones and Reviews												
Incorporate ICE input and CMAR Contractor's input from Value Engineering Analysis												
100% Design Milestone and Opinion of Probable Cost												
7) CMAR Contractor prepares Construction Guaranteed												

Once the CMAR contractor is onboard, **Stantec will work with contractor and DOTD to refine the project plans** and incorporate any concepts that DOTD approves to promote constructability and cost/schedule savings. Here are some of the constructability, schedule, and cost savings measures that would be worth investigating:

 DOTD will be developing the typical section pavement design, but the CMAR team including the Geotechnical Designer and Contractor may investigate alternative typical sections by modifying the pavement and base layers to use lower cost materials equating to the same required structural number. This has been an effective strategy used on several of our D-B projects to clear obstructions, ease construction, and lower costs.

- Structure investigations should be performed at the two large box culvert sites to ensure that the most constructible, cost effective and hydraulically effective solution is employed.
- The recommended typical section of two 24-ft roadways with a 30-ft median and 8-ft outside



shoulders and 6:1 foreslopes is a wide section. Efforts will be made to optimize the section's width within DOTD's design criteria policy to minimize earthwork and right-of-way taking wherever possible.

- Work with the CMAR contractor to identify long lead-time items (such as piles, box culverts, lighting, etc.) and weigh the risk of ordering these items while the design and construction documents are still being developed. Ordering materials ahead can result in significant compression of the schedule once the contractor mobilizes.
- On several of Stantec's D-B projects we have worked with the contractor to phase the construction in order to begin critical path efforts or begin in areas where ROW acquisition or material orders will not delay the work. The CMAR contractor would be included in decisions to advance portions of the work that make the most sense for constructability and efficiency.
- Once the right of way acquisition is complete, it may also be possible for the Contractor to begin clearing and grubbing, utility relocation, surcharge, or test piles if needed while the design is still being finalized.

Stantec has enjoyed working on Alternative Delivery projects for LADOTD. We have built strong relationships with our LADOTD counterparts and contractor partners as we work out the best design and construction solutions for each project. We would be excited for an opportunity to work on the Owner's side of Alternative Delivery and still have the knowledge of constructibility from the CMAR Contractor. The Hooper Road Widening project is very similar to our Perkins Road Widening project and the West Prien Lake Road project. These projects are all 4-lane divided highways with an emphasis on access management, complete streets, and appropriate drainage design. We have assembled a team that is very familiar with the project area and used to the demands and flexibility that come with the design of alternative delivery projects. Our team will focus on constructability, accurate cost estimating, minimizing right of way impacts, and excellent collaboration with LADOTD and the CMAR contractor to provide a maximum guaranteed price with minimal associated cost risk. We look forward to working closely with LADOTD on this important CMAR project!



19. Workload:

For all contracts where a firm on the team is a prime consultant or sub-consultant and where a) the consultant selection was made by DOTD, and b) a contract was executed by the consultant and the contracting entity by the date the advertisement for this proposal was posted, list all work meeting the following criteria:

1) one of the team's firms is responsible for the performance of the work;

2) authorization to perform the work has been provided, as provided in the contract between the consultant and the contracting entity;

3) the work has not yet been performed and invoiced; and

4) the work is not currently suspended for an indefinite period of time.

For indefinite delivery/indefinite quantity (IDIQ) contracts, list open Task Orders individually. List only the portion of the fees attributable to the firms on the team.

FIRM(s)	Past Performance Evaluation Discipline(S)*	STATE PROJECT NUMBER	PROJECT NAME	REMAINING UNPAID BALANCE**
Stantec Consulting Services Inc.	Bridge	S. P. No. 700-99-0430	Retainer Contract for Bridge Preservation [Statewide, Louisiana]	
			T.O. 701-65-1018 Bayou Tech Bridge	\$1,053
Stantec Consulting Services Inc.	Bridge, Traffic	S. P. No. 700-10-0153	Nelson Road Ext. Bridge [Lake Charles, Louisiana]	\$0
Stantec Consulting Services Inc.	Planning	S. P. No. 4400004128	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]	\$1,537,192
Stantec Consulting Services Inc.	Stantec Consulting Services Inc. Traffic/ITS		Retainer Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, Louisiana]	
			H.004104.5 Pecue Lane/I-10 Interchange Phase 3 [East Baton Rouge Parish]	\$14,984
			H.011152.4 I-12 US 190 to LA 59 [St. Tammany Parish]	\$36,195
			H.013261.6 I-110 ITS Deployment/Constr. [East Baton Rouge Parish]	\$14,952
			H.013866.6 I-12: LA 21 to US 190 Roadway Widening [St. Tammany Parish]	\$24,326
			H.014529.1 Baton Rouge Regional ITS Architecture Update [EBR & WBR Parishes]	\$3,247
Stantec Consulting Services Inc.	Road, Bridge, ITS, Traffic	S. P. No. H.011670	Loyola Dr./I-10 Interchange to New Airport Terminal Design Build (Sub to Gilchrist Co., LLC) [Jefferson Parish]	\$459,726
Stantec Consulting Services Inc. Traffic/ITS S. P.		S. P. No. 4400017922	IDIQ Contract for Intelligent Transportation Systems (ITS) System Design, Integration and System Verification Services [Statewide, LA]	
			H.014515.1 ATMS and 511 Upgrade SEA [Statewide]	\$2,073
Stantec Consulting Services Inc.	nsulting Services Inc. Traffic/ITS S. P. No. 4400020058		IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services [Statewide, LA]	
			H.013710.6 I-10: US-61 to Laplace ITS Deployment [Ascension, St. James & St. John Parishes]	\$6,543

			H.013842.5 I-10: WBR Queue Warning System Design [Iberville & WBR Parishes]	\$1,258
			H.001234.6 LA 1: Port Allen Canal BR REPL (PHI) (HBI) [West Baton Rouge Parish]	\$9,347
			H.002424.5 LA 70: Sunshine Bridge - LA 22 [St. James & Ascension Parishes]	\$47,624
Stantec Consulting Services Inc.	Other	S. P. No. 4400020064	IDIQ Contract for Electrical Services [Statewide, LA]	
			H.005967.5 I-12: Nelson Road Ext. & Bridge-Roadway Lighting Engineering [Calcasieu Parish]	\$14,165
			H.014286.5 I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$123,713
			H.014272.5 I-10: LA 97 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$230,685
Ardaman and Associates, Inc.	Geotech	H.009266	I-10 (LA 73 to LA 30) Route I-10 Ascension Parish	\$21,050
Ardaman and Associates, Inc.	Geotech	H.011309.5	MacArthur Interchange Completion Phase II Route US 90-Z Jefferson Parish	\$73,327
Ardaman and Associates, Inc.	Geotech	H.012565, H.012891, H.014251, 252, 253,254,256,257	Rural Bridge Replacement – Phase II, Districts 02, 03, 07, 61, 62	\$ 90,277
Ardaman and Associates, Inc.	Geotech	H.003370	I-220/I-20 Interchange Improvement and Barksdale Air Force Access Rd	\$4,179
Ardaman and Associates, Inc.	Geotech	H.004273	I-49 Connector, Lafayette	\$619,139
Ardaman and Associates, Inc.	Geotech	H.010603.6	Mississippi River Bridge at Vicksburg, MS	\$90,293
Ardaman and Associates, Inc. Geotech H.004791		H.004791	LA 23: Belle Chasse Bridge and Tunnel (HBI)	\$302,731
Ardaman and Associates, Inc. Geotech H.013897		H.013897	I-10 / I-12 College Drive Flyover	\$352,657
Ardaman and Associates, Inc.	Geotech	H.004113	I-12 to Bush LA 3241 (LA 435 – LA40/LA41)	\$114,635
Ardaman and Associates, Inc.	Geotech	H014217, 218, 225, 228, 233, 236	Rural Bridges Replacement Phase II – Districts 04 & 05	\$307,297
Ardaman and Associates, Inc.	Geotech	H.04435.5	I-12 to Bush LA 3241 (LA 36-LA 435) Construction	\$176,629
Ardaman and Associates, Inc.	Geotech	H.004100.5-2	I-10: LA 415 to Essen Lane on I-10 & I-12	\$299,407
Ardaman and Associates, Inc.	Geotech	H.002244.5	Boudreaux Canal Bridge (LA 56)	\$170,295
Ardaman and Associates, Inc.	Geotech	H.004100	I-10: CMAR 30% Segment 1 Design	\$298,180
Ardaman and Associates, Inc.	Geotech	H.014554.6	Boeuf River Bridge (PDA)	\$5,699
Ardaman and Associates, Inc.	Geotech	H00.1166.6	Caddo Lake Bridge (PDA)	\$41,096
Ardaman and Associates, Inc.	Geotech	H.012030	KCS Railroad Overpass HBI (US 371)	\$32,774
N-Y Associates, Inc.	Environmental	H.014242	Rural Bridge Replacement Phase II	\$19,362
N-Y Associates, Inc.	Bridge	H.014243	Rural Bridge Replacement Phase II	\$70,141



N-Y Associates, Inc.	Environmental	H.014243	Rural Bridge Replacement Phase II	\$5,854
N-Y Associates, Inc.	Bridge	H.014245	Rural Bridge Replacement Phase II	\$159,246
N-Y Associates, Inc.	Environmental	H.014245	Rural Bridge Replacement Phase II	\$10,878
N-Y Associates, Inc.	Bridge	H.014246	Rural Bridge Replacement Phase II	\$99,642
N-Y Associates, Inc.	Environmental	H.014246	Rural Bridge Replacement Phase II	\$7,526
N-Y Associates, Inc.	Environmental	H.014247	Rural Bridge Replacement Phase II	\$18,992
N-Y Associates, Inc.	Bridge	H.014248	Rural Bridge Replacement Phase II	\$100,467
N-Y Associates, Inc.	Environmental	H.014248	Rural Bridge Replacement Phase II	\$7,526
N-Y Associates, Inc.	Environmental	H.014249	Rural Bridge Replacement Phase II	\$3,852
N-Y Associates, Inc.	Bridge	H.014250	Rural Bridge Replacement Phase II	\$17,758
N-Y Associates, Inc.	Environmental	H.014250	Rural Bridge Replacement Phase II	\$1,818
N-Y Associates, Inc.	Environmental	H.014268	Rural Bridge Replacement Phase II	\$25,060
Civil Design & Construction, Inc.	Surveying	4400017597	Rural Bridge Replacement Initiative (Districts 03, 07, 61, & 62)	\$7,000
Civil Design & Construction, Inc.	Surveying	4400017091/ TO-2	LWI Statewide Modeling R5 – Task Order #2	\$148,000
Civil Design & Construction, Inc.	Surveying	4400017091/ TO-3	LWI Statewide Modeling R5 – Task Order #3	\$246,000

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(Add rows as needed)

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



Page 67 of 123 Stantec Consulting Services Inc.













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10/2/2020 Print Lookup Details

The Louisiana Professional Engineering and Land Surveying Board has the following information on file:

Name:	Public Address:
Civil Design & Construction, Inc.	Ms. Karla Weston P.O. Box 857 Port Allen,LA 70767

License/Certificate Information w/ Supervision

License	Status	First Issuance	Expiration	Supervisor(s)	SAM.
		Date	Date	Mrs. Karla Ewine Weston # PE 0031010 -	Home Search
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Name:		Public Address: Ms. Karla WestonP.	O. Box 857		Show Workspace Non Federal Ent
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License VF.0000555	Status Active	First Issuance Date 02/10/2006	Expiration Dat 09/30/2023	e Supervisor(s) Mr. Ralph D. Burgess # PLS.0005040 - Active	Service Contra
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Civil Design & Construction, Inc.

April 11, 2022

Attn: Karla Weston PO Box 857

Port Allen, LA 70767

Dear Karla Weston:

Office of the Secretary PO Box 94245 | Baton Rouge, LA 70804-9245 PH: 225-379-1200 | FK: 225-379-1851

John Bel Edwards, Governo Shawn D. Wilson, Ph.D., Secreta

The Louisiana Professional Engineering and Land Surveying Board has the following information on file:

'	Name:	Public Address:
	N-Y Associates, Inc.	Mr. Michael Nicoladis 2750 Lake Villa Drive, Suite 100 Metairie, Louisiana 700026797

License/Certificate Information w/ Supervision

License	Status	First Issuance Date Expiration Date Supervisor(s)			
EF.0000585	Active	09/26/1984	09/30/2023	Mr. Frank Nicoladis # PE.0005924 - Active ; Mr. Constantine Frank Nicoladis # PE.0027095 - Active	

NC541330-Engineering Services **C05-Structural Engineering C09-Civil Engineering** NC541340-Drafting Services C03-Drafting NC541350-Building Inspection Services **C21-Construction Inspections** NC541370-Surveying and Mapping (except Geophysical) Services **C06-Land Surveying** C12-Right-of-Way 727-Mobilization 740-Construction Layout **CSL-Construction Layout Design**

Please note that per the federal regulations, suppliers only receive 60% goal credit towards the materials they provide. Also, note that any contractor performing work in excess of \$59,000 with the exception of electrical, mechanical and plumbing requires A Louisiana Contractor's License, which are required to have a license if work is in excess of \$10,000. You may contact the State Licensing Board for Contractors at (225) 765-2301 for more information. All participants of the Louisiana Unified Certification Program will recognize your firm's certification. This includes all entities receiving federal transportation funding within the boundaries of our state.

The Louisiana Department of Transportation and Development (LADOTD) Compliance Programs

Section have received your firm's Disadvantaged Business Enterprise (DBE) and Small Business Element (SBE) annual affidavit. Based on the information, which you provided, it has been confirmed

that your firm continues to meet the eligibility requirements of our program and remains certified for only

the following specific work categories that fall under the listed NAICS codes:

You will be required to submit an annual affidavit with all supporting documents (Business taxes with all attachments, such as 1098, 1099, K-1's and/or W-2's) stating your firm continues to meet the eligibility requirements of the program. An email informing you to submit the necessary documentation will be forwarded to you approximately six (6) weeks prior to your anniversary date of March 31, 2023. However, should you not receive notification from this office for your annual affidavit; it is your responsibility to contact us. Additionally, you must notify our office immediately regarding any changes, which affect the social and economic disadvantage, size, ownership or control of your firm.

Louisiana Department of Transportation and Development | 1201 Capitol Access Road | Baton Rouge, LA 70802 | 225-379-1200 An Equal Opportunity Employer | A Drug-Free Workplace | Agency of Louisiana.gov | dotd.la.gov



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.





22. Sub-consultant Information:

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

Firm Name (as registered with Louisiana's Secretary of State)	Address	Point of Contact and Email Address	Phone Number
Ardaman and Associates, Inc.	316 Highlandia Dr., Baton Rouge, LA 70810	Robert Jewell, PE RJewell@ardaman.com	225-752-4790
N-Y Associates, Inc.	2750 Lake Villa Drive, Metairie, LA 70002	Michael F. Nicoladis, Senior Vice President mnicoladis@n-yassociates.com	504-885-0500
Civil Design & Construction, Inc.	3251 Southern Pacific Road Port Allen, LA 70767	Karla Weston, PE kweston@cdcbr.com	225-765-1803



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.

