

LA 384 (BIG LAKE ROAD TO MCNEESE STREET) ROUTE: LA 384 Calcasieu Parish

Contract No. 4400035806
State Project No. H.011242.5
Federal Aid Project No. H011242

Submitted by:
Stantec Consulting Services Inc.



Best Relevant Project Example:
GOVERNMENT STREET ROAD DIET



August 5, 2026

Attention:

Catherine Mastin

LADOTD Contract Manager

Reference:

LA 384

(BIG LAKE ROAD TO MCNEESE STREET)

ROUTE: LA 384

Calcasieu Parish

Contract No. 4400035806

State Project No. H.011242.5

Federal Aid Project No. H011242

Submitted by:

Stantec Consulting Services Inc.

1200 Brickyard Lane, Suite 400

Baton Rouge, LA 70802



Contact Person:

Joseph "Joe" Cains III, PE

Project Manager

Mobile: (225) 588-6336

joseph.cainsiii@stantec.com

Dear Ms. Mastin,

We are pleased to submit our proposal package for your review and consideration! The Stantec Team brings LADOTD a well-known and strong, local team for this important roadway corridor improvement project with several team members who have worked both in and around this corridor. We felt that a true local presence was important for our team composition. The combination of Stantec's experience and successful projects in the Lake Charles area (Cove Lane, W. Prien Lake Road Relocation, Ryan Street Interchange Improvements, Nelson Road Extension & Bridge, Casino Developments, etc.) and a very experienced local firm in the Lake Charles area (Meyer & Associates) brings a unique value and perspective to this project.

To elaborate, our Project Manager was not only born and raised in Lake Charles, but has worked on several projects in and around the Southwest Lake Charles area. Our team also has an active project on this corridor, and all of our subconsultants also either live in or have active projects in the Lake Charles area.

Our structural, lighting, and communications team members also have direct experience working in the District 07 area. Through past conversations, correspondence, active projects, research, and knowledge of the area, the Stantec team:

- ✓ understands the vision, objectives, local challenges and needs of the project,
- ✓ has proven success with delivering very relevant LADOTD projects from a context and goals standpoint (i.e., Government Street & Perkins Road projects both had an emphasis on capacity improvements, complete streets accommodations, access management, heavy utility conflicts, tight right-of-way constraints, as well as commercial and residential development impacts), and
- ✓ maintains strong local relationships and a reputation for quality, accountability, and trust with local community members, leaders, and stakeholders.

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

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

Gary Heitman, PE

Principal-in-Charge

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

Joseph "Joe" Cains III, PE

Principal, Project Manager

joseph.cainsiii@stantec.com | (225) 588-6336

SECTIONS 1 - 13



BIG LAKE ROAD AT LA 384 INTERSECTION

DOTD FORM: 24-102

(Revised August 11, 2025)

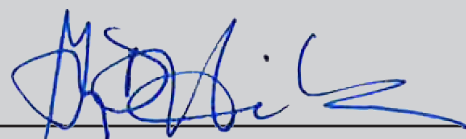
PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1.	Contract Name as shown in the advertisement.	LA 384 (BIG LAKE RD TO MCNEESE ST) ROUTE: LA 384 CALCASIEU PARISH
2.	Contract Number(s) as shown in the advertisement	No. 4400035806
3.	State Project Number(s), if shown in the advertisement	No. H.011242.5
4.	Prime consultant name (name must match exactly as registered with the Louisiana Secretary of State (SOS) where such registration is required by law; including punctuation; include screenshot from SOS at the end of Section 20)	Stantec Consulting Services Inc. 
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	Joseph "Joe" Cains III, Principal, Project Manager (225) 588-6336 (cell) (225) 215-5132 (office) joseph.cainsiii@stantec.com
9.	Name title, phone number, and email address of the official with signing authority for this proposal	Gary Heitman, PE, Senior Principal (225) 215-5105 gary.heitman@stantec.com

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

10.	This is to certify that all information contained herein is accurate and true, and that the team presently has sufficient staff to perform these services within the designated time frame. By submitting this proposal, proposer certifies that it is not engaged in a boycott of Israel and it will, for the duration of its contract obligations, refrain from a boycott of Israel. Proposer also certifies and agrees that the following information is correct: In preparing its response, the proposer has considered all proposals submitted from qualified, potential subcontractors and suppliers, and has not, in the solicitation, selection, or commercial treatment of any subcontractor or supplier, refused to transact or terminated business activities, or taken other actions intended to limit commercial relations, with a person or entity that is engaging in commercial transactions in Israel or Israeli-controlled territories, with the specific intent to accomplish a boycott or divestment of Israel. The proposer also has not retaliated against any person or other entity for reporting such refusal, termination, or commercially limiting actions. DOTD reserves the right to reject the response of the bidder or proposer if this certification is subsequently determined to be false, and to terminate any contract awarded based on such a false response. Pursuant to Act No. 581 of the 2024 Louisiana Legislature Regular Session, proposer further certifies that it does not have a practice, policy, guidance, or directive that discriminates against a firearm entity or firearm trade association based solely on the entity's or association's status as a firearm entity or firearm trade association. In addition, proposer certifies it will not discriminate against a firearm entity or firearm trade association during the term of the contract based solely on the entity's or association's status as a firearm entity or firearm trade association.	 Signature above shall be the same person listed in Section 9: Date: August 5, 2026
11.	If a Disadvantaged Business Enterprise (DBE) goal has been set for this advertisement, indicate which firm(s) will be used to meet the DBE goal and each firm(s)' percentage.	No DBE goal has been set for this project

12. **Discipline Table:**

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

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

Past Performance Evaluation Disciplines	% of Overall Contract	Stantec Consulting Services Inc. (Prime)	Meyer and Associates, Inc.	Intelligent Transportation Systems LLC	Franklin Associates, LLC	Each Discipline must total to 100%
Road	68%	60%	40%			100%
Bridge	8%	100%				100%
Data Collection	1%			100%		100%
Traffic	10%	80%		20%		100%
Other (Communications)	1%				100%	100%
Other (Lighting)	8%	100%				100%
Other (Landscaping)	4%	100%				100%
Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant.						
Percent of Contract	100%	68.8%	27.2%	3%	1%	100%

13. **Team Size:**

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

Firm Name	DOTD Job Classification	Number of personnel committed to this contract*	Total number of personnel available in this DOTD Job Classification (if needed)
Stantec Consulting Services Inc.	Principal	1	3
Stantec Consulting Services Inc.	Supervisor - Eng	2	4
Stantec Consulting Services Inc.	Engineer	9	14
Stantec Consulting Services Inc.	Engineer Intern	7	9
Stantec Consulting Services Inc.	Senior Technician	4	8
Stantec Consulting Services Inc.	Landscape Architect	1	2
Meyer and Associates, Inc.	Supervisor - Eng	1	3
Meyer and Associates, Inc.	Engineer	3	9
Meyer and Associates, Inc.	Engineer Intern	1	1
Meyer and Associates, Inc.	Senior Technician	1	1
Meyer and Associates, Inc.	Designer	1	1
Meyer and Associates, Inc.	CADD Operator	1	5
Intelligent Transportation Systems LLC	Principal	2	3
Intelligent Transportation Systems LLC	Engineer	1	2
Intelligent Transportation Systems LLC	Engineer Intern	1	1
Intelligent Transportation Systems LLC	ITS Technician	0	5
Intelligent Transportation Systems LLC	Supervisor-Other	0	1
Intelligent Transportation Systems LLC	Clerical	0	1
Franklin Associates, LLC	Other (Public Outreach and Relations Support)	2	21

(Add rows as needed)

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

SECTIONS 14 - 16



LA 384 AT IHLES ROAD/ELLIOTT ROAD INTERSECTION

14. **Organizational Chart:**

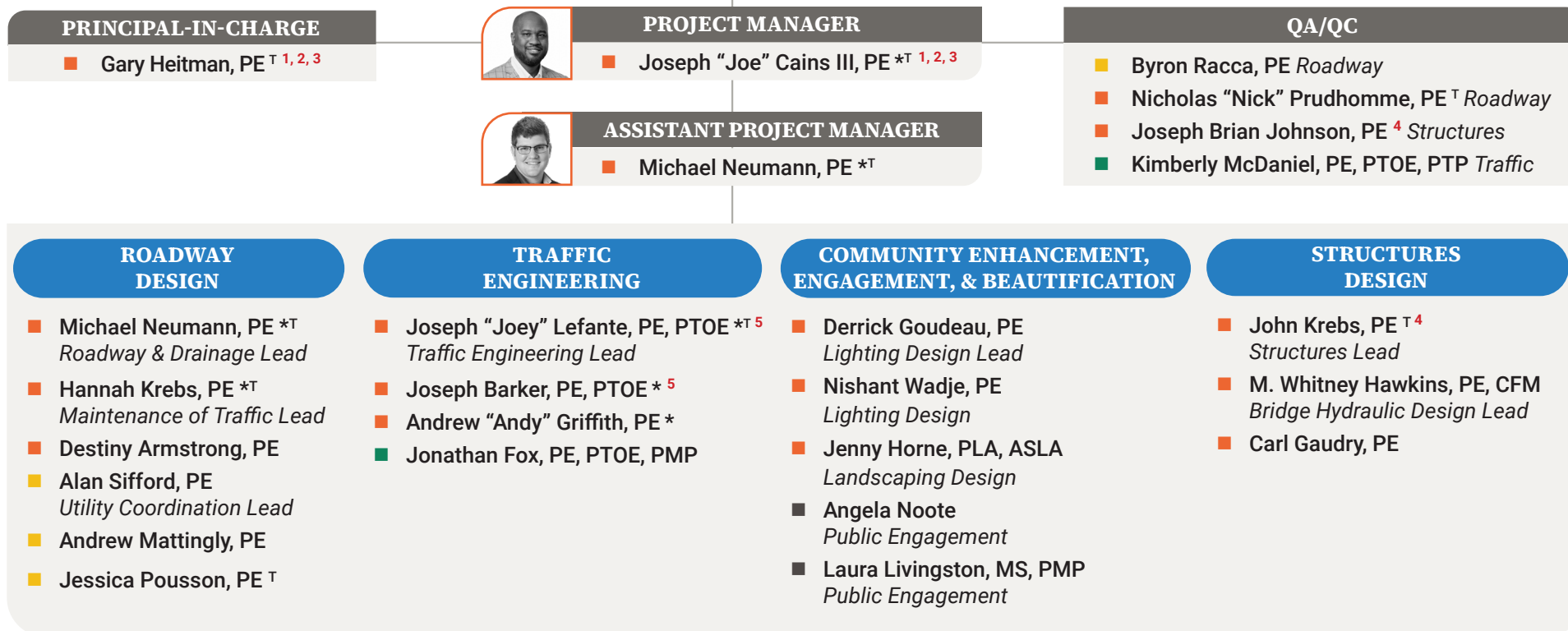
Provide an organizational chart showing ALL **relevant** prime consultant and sub-consultant (if applicable) personnel assigned to the contract, area of project responsibility for each, and reporting lines for the purposes of this contract. An individual's role does not necessarily have to match their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

Project Team

- Stantec Consulting Services Inc.
- Meyer and Associates, Inc.
- Intelligent Transportation Systems LLC
- Franklin Associates, LLC

**Legend**

- # Denotes MPR No.
- * Traffic Engineering Process and Report Training
- † Has Work-Zone Training



15. **Minimum Personnel Requirements:**

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

MPR No. <i>Do not insert wording from ad</i>	Personnel being used to meet the MPR <i>(Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)</i>	Firm employed by	Type of license and discipline meeting MPR/certification & number <i>(Ex: PE # - Civil)</i>	State of license	License/certification expiration date
1.	Joseph "Joe" Cains III, PE	Stantec Consulting Services Inc.	PE No. 33670 - Civil	LA	03/31/2028
	Gary Heitman, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil/Environmental	LA	09/30/2026
2.	Joseph "Joe" Cains III, PE	Stantec Consulting Services Inc.	PE No. 33670 - Civil	LA	03/31/2028
	Gary Heitman, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil/Environmental	LA	09/30/2026
3.	Joseph "Joe" Cains III, PE	Stantec Consulting Services Inc.	PE No. 33670 - Civil	LA	03/31/2028
	Gary Heitman, PE	Stantec Consulting Services Inc.	PE No. 24670 - Civil/Environmental	LA	09/30/2026
4.	Joseph Brian Johnson, PE	Stantec Consulting Services Inc.	PE No. 31273 - Civil	LA	09/30/2026
	John Krebs, PE	Stantec Consulting Services Inc.	PE No. 37259 - Civil	LA	09/30/2026
5.	Joseph "Joey" Lefante, PE, PTOE	Stantec Consulting Services Inc.	PE No. 37244 - Civil PTOE No. 3560	LA LA	09/30/2026 11/20/2028
	Joseph Barker, PE, PTOE	Stantec Consulting Services Inc.	PE No. 40664 - Civil PTOE No. 4364	LA LA	09/30/2026 11/20/2026

(Add rows as needed)

16. **Staff Experience:**

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Gary Heitman, PE	YEARS OF RELEVANT EXPERIENCE WITH THIS EMPLOYER	26	
TITLE	Senior Principal	YEARS OF RELEVANT EXPERIENCE WITH OTHER EMPLOYER(S)	12	
DEGREE(S) / YEARS / SPECIALIZATION		BS 1986 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 24670 LA 9/30/2026		
YEAR REGISTERED	1992	DISCIPLINE	Civil Engineering, Environmental Engineering	
Contract role(s) / brief description of responsibilities	Gary brings more than 38 years of expertise to his role as Transportation Business Operations Leader, overseeing business metrics and projects across Louisiana, Mississippi, Alabama, Tennessee and Arkansas. Throughout his career, he has guided the planning and design of a wide range of transportation infrastructure—from interstates and interchanges to arterials, local roads, and bridge replacements—on both existing alignments and new corridors. His hands-on experience with Design-Build and Construction Administration gives him a unique perspective, enabling him to integrate lessons learned from the construction site into the design process. This approach ensures more practical alternatives and stronger construction plans. In addition to technical leadership, Gary plays a key role in client engagement and business development, fostering strong relationships with public agencies and private partners to deliver innovative, cost-effective solutions. His ability to align client needs with strategic objectives has contributed to growth across the region. Gary will serve as the PRINCIPAL IN CHARGE for this contract, and meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2, and 3			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “designed drainage”, “designed girders”, “designed intersection”, etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Roadway Design QC. Gary provided roadway design quality control for this multimillion-dollar project that improves access and traffic operations to and around the new Northfield Terminal at the New Orleans Airport. This project consists of an innovative Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.			
01/18 - Ongoing	DIJON DRIVE PHASE I & PHASE II City of Baton Rouge Baton Rouge, LA Project Manager. This fast-paced project includes a 4-lane divided roadway on new alignment, sanitary sewer force main, subsurface drainage, signalization, and off-site intersection improvements. Gary led the team in the environmental study, line and grade, and the design/plan development phases of the project. He also led construction support services for Phase I provided by Stantec.			
07/15 - Ongoing	H.004273 I-49 CONNECTOR LADOTD Lafayette, LA Assistant Program Manager and Geometrics Task Manager. The Department plans to extend I-49 from its current terminus at I-10 south to New Orleans, by converting the existing US90 corridor to a controlled access facility. This project, a 5-mile segment from existing I-10 south through Lafayette, is a critical link, as it passes through a heavily congested urbanized area of the city. Stantec performed a re-evaluation of the Final EIS through the corridor, began an extensive context sensitive solutions (CSS) process, and analyzed the horizontal and vertical geometry concepts developed in the previous phases of the project. Through this process, additional concepts are being considered, and in addition to the CSS component, a formal SEIS process is being followed to document the changes identified for the project. Gary is assisting with the Program Management task, including overseeing the implementation of an extensive QC/QA plan. He is also managing the geometric design of the corridor, which includes segments of at-grade and elevated mainline, frontage roads, urban interchanges and slip ramps, as well as connections/modifications to the existing roadway network. The Geometric team's task also includes conceptual constructability and maintenance of traffic plans, conceptual drainage design, and estimates of probable construction costs throughout the project.			
04/15 - 06/18	H.004932 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD LADOTD St. Mary Parish, LA Roadway Independent QC. This project constructed a diamond interchange with frontage roads 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. He also performed independent QC and assurance reviews on the roadway design packages.			

02/13 - 07/16	LADOTD RETAINER CONTRACT FOR TRAFFIC ENGINEERING ROAD MANAGEMENT LADOTD Statewide, LA Contract Manager and QA/QC. Gary provided overall management and QA/QC for this Traffic Engineering Retainer in addition to geometric guidance and oversight during plan development. The Task Orders included design and plan development for five roundabout projects.
10/12 - 09/17	LADOTD RETAINER CONTRACT FOR ROADWAY PROJECTS LADOTD Statewide, LA Contract Manager. Gary provided overall management and Quality Assurance for this contract that completed 3 significant projects - Essen Lane Widening, Government Street (included roundabout intersection) and West Prien Lake Road Relocation (included roundabout intersection). He was involved in all project meetings, supervised the design, plan development and the preparation of exhibits, and coordinated directly with LADOTD and City personnel to ensure the project schedules, quality goals, and other LADOTD requirements were met. Gary supervised all phases of work including: completion of the environmental phase, development of final roadway, signal, and bridge plans, and continued coordination with all parties to ensure timely delivery of the final construction documents. The contract also included design and plan development for five roundabout projects.
04/11 - 06/15	H.010151 I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS 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.
11/10 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway Division Manager. Gary oversaw the design effort for this new, high-level bridge and approaches over Contraband Bayou, a navigable waterway in the Lake Charles area. This will provide a crucial link to downtown and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street.
03/07 - 12/12	RIVER ROAD (LA 327) RELOCATION FOR PINNACLE CASINO DEVELOPMENT LADOTD Baton Rouge, LA QA/QC Lead and Design Oversight. Gary provided oversight and guidance for design of the relocation of Louisiana 327 (River Road) for about a one-mile segment to create a more contiguous site for development. During planning, design, and construction phases of the roadway work, he provided extensive coordination with the LADOTD Headquarters and District 61 staff to ensure timely plan approvals and permitting. He provided QC reviews for the roadway plans and documents prepared by staff under his direct supervision and answered questions that arose during construction. In addition, plans for off-site improvements identified in the Traffic Impact Study, including several intersections were developed. Gary's roles for the offsite work included direct oversight of the roadway design and plan development as well as QA/QC support and assistance with the LADOTD permitting process. Gary also developed a wayfinding signage plan directing traffic from I-10 approximately 13 miles along various state highways to the site and assisted the developer with obtaining LADOTD input and approvals for this additional signage.
08/05 - 12/13	STARING LANE EXTENSION AND BRIDGE City of Baton Rouge Baton Rouge, LA Roadway QA/QC. This Green Light Plan 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. Gary's responsibilities included technical assistance in the study and design phases, QA/QC of roadway plans, and participation in regular project meetings as well as public meetings.
01/00 - 06/06	I-10 FRONTAGE ROADS (PICARDY AVENUE INTERCHANGE) LADOTD Baton Rouge, LA Project Manager. Gary's responsibilities included oversight and preparation of design details and plans required for the construction of frontage roads parallel to I-10 between Bluebonnet Boulevard and Siegen Lane. In addition to the frontage roads, the project scope included design details for six ramps connecting interstate to frontage roads and the extension of a local road to tie into the frontage roads. As part of plan development, Gary and his team also provided extensive maintenance of traffic plans for these noted improvements as well as the widening of the interstate from a four-lane to a six-lane facility. He participated in public meetings and coordinated with multiple agencies during the planning and design phases. Gary assisted the LADOTD by providing construction support services consisting of shop drawing review, on-call support to the LADOTD project engineer, verification of design and as-built quantities, and resolution of questions and issues arising during the construction process.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Joseph "Joe" Cains, III, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	22	
TITLE	Principal, Roadways Leader	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2003 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 33670 LA 03/31/2028		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Joe has 22 years of experience for various project types, including interstates and interchanges, arterials and collector highways, local roads, bridge replacement projects, and other similar transportation systems, on both existing highway alignments and new locations. He also has experience with innovative intersections including roundabouts, DDIs, and CFIs, and has been involved in several major projects involving compressed schedules and quick turnaround deadlines. He has experience in both traditional and alternative delivery types as well as Construction Administration services, allowing him to help lead the charge in the transportation industry for Stantec in the State of Louisiana. Joe will serve as the PROJECT MANAGER for this contract. Joe meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 1, 2, and 3			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Roadway Design Oversight and QC. Joe's responsibilities include design oversight and QC of this 2.6-mile project spanning the LA 385 corridor which includes Ryan Street (McNeese Street to Eddy Street) and McNeese Street (Ryan Street to Louisiana Avenue). The goal of this project is to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. This highly developed commercial corridor also includes access management improvements, striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.			
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Lead Roadway Engineer. This multi-million dollar design-build project improved access and traffic operations to and around the new Northfield Terminal at the Louis Armstrong New Orleans International Airport. The project consists of a Diverging Diamond Interchange and flyover ramps as well as improvements to Loyola Drive, Veterans Boulevard, and the Airport Access Road. In addition to the interstate access improvements, the project also included complete streets and ADA improvements, aesthetic project element enhancements and treatments, intersection capacity improvements, drainage improvements, lighting improvements, and signing improvements. Joe was responsible for the roadway design and plan development of the DDI, flyover ramps, Loyola Drive improvements, Veterans Blvd. improvements, Airport Access Road improvements, complete streets improvements, and design coordination between various disciplines (bridge, drainage, lighting, signalization, utilities, right-of-way).			
07/15 - Ongoing	H.004273 I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Assistant Task 4 Lead and Design Phase Project Manager. Joe's responsibilities include assisting with the delivery of Task 4 (Geometrics) submittals, which is part of a 15-task program being performed with a team of 15 design firms. Joe's duties involve design and oversight of the various roadway elements of the project, alternative studies (including tunnels, overpasses, intersection modifications, local network reconfigurations, airport runway impact investigations, etc.), as well as development of new interstate alternatives and intersections, multi-disciplinary coordination, utility coordination, and public and stakeholder coordination. Task 4's involvement in this 5.5-mile project consists of new construction, roadway widening, roadway realignments, new interchange, intersection improvements, conceptual drainage studies, and complete streets implementation. Joe is currently leading the design team as Project Manager of the H.015934 E. Kaliste Saloom Road at US 90 Interchange project.			
04/15 - 06/18	H.004932 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT LADOTD St Mary Parish, LA Lead Roadway Engineer. Project included upgrading the existing two-lane undivided roadway LA 318 to a two-lane divided roadway with a raised median, and constructing a new overpass bridge for US 90 over LA 318. This project also included a significant utility relocation coordination effort, as well as ROW acquisition (first for a Design-Build Project), and a Transportation Management Plan. Joe's duties included leading the effort for roadway design and plan development of the various design units, development of the TMP, design of frontage road and ramp geometry, as well as construction support during the process.			

08/14 - 08/19	H.011088 W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Project Manager. Joe served as Project Manager for the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approx. 1.4 miles to improve interchange operations at I-210 and Nelson Road. Joe designed the original horizontal and vertical geometry for the project that included a multi-lane roundabout, and a 4-lane divided highway section between Nelson Road and the W. Prien Lake Road at Holly Hill roundabout intersection that also included a multi-use path and the design of a multi-barrel 12' x 12' Box Culvert. He also oversaw the final design of the horizontal and vertical geometry, as well as provided general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, structural design, traffic signal design, and lighting design performed by a subconsultant. Joe also assisted with construction support for this project.
01/13 - 01/15	H.005963 LA 447/I-12 INTERCHANGE LADOTD Livingston Parish, LA Project Manager. Joe managed the roadway design of improvements to the existing ramp terminal intersections for the diamond interchange at LA 447 and Interstate 12. The proposed roundabout improvements at both ramp terminals facilitate traffic movements in all directions, as well as provide bypass lanes for I-12 eastbound & westbound traffic, which increase the overall operation of the interchange. Both roundabout locations proposed are multilane roundabout intersections, featuring two circulating lanes for the north and south approaches. The roundabout approaches expand from two to four lanes on each side of the existing LA 447 bridge that overpasses I-12. The location of the roundabout intersections were strategically placed to expedite construction and maintain traffic during the construction phase. Joe designed all aspects of the project including horizontal and vertical geometry for the proposed widening and roundabouts, drainage, striping, signage, and the traffic control plan. Joe also led the plan development efforts for the project, which included study and consideration of future phased construction of the ultimate interchange improvement (partial cloverleaf) at I-12.
05/12 - 08/17	H.011295 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA QC Reviewer. Joe provided QA/QC and roundabout design oversight services for this project. This project converted the existing 4-lane undivided roadway into a 3-lane road diet improvement with access management improvements, turn lane capacity improvements at major intersections, bike lanes, and sidewalk improvements along this busy corridor.
04/11 - 06/15	H.010151 I-210: COVE LANE INTERCHANGE AND ROUNDABOUT PROJECT LADOTD Lake Charles, LA Assistant Project Manager and Lead Roadway Engineer. During the Stage 0 and IMR phases of the project, Joe developed 29 full interchange alternatives and coordinated with traffic engineers during the analysis and modeling efforts to modify the alternatives as needed to satisfy DOTD needs. In the environmental phase, he provided the exhibits and materials necessary to support the Environmental Assessment document. During the Preliminary and Final Design Phases of the project, he designed the horizontal geometry for the entire project that upgraded the existing partial interchange exit ramp at Cove Lane to a full access interchange, including a new roundabout intersection at W. Prien Lake Road, and connections to the access road leading to the Golden Nugget Casino & Resort Development. Joe also led the roadway design plan development efforts, designed and coordinated multiple disciplines including hydraulic analysis and design, striping and signing design, bridge and structural design, geotechnical design, and maintenance of construction, as well as ROW acquisition, Utility Coordination and Relocation, and implemented environmental commitments into the design. Joe was also involved with the development of the Transportation Management Plan, and the development and approval of several Special Provisions for the project. Lastly, he was heavily involved in the construction process, which included frequent trips to the project site, answering RFIs, and assisting LADOTD with maintaining the project schedule.
11/10 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Project Manager. Joe served as Project Manager for the Environmental Assessment as well as the Preliminary and Final Design Phases of this project, that proposes to construct a new high-level bridge over Contraband Bayou that also includes a multi-use path for pedestrians and bike users. Joe also designed the horizontal and vertical geometry for the project and providing general oversight, guidance, and coordination of plan development for the various disciplines involved, including roadway design, drainage design, maintenance of traffic, bridge design, traffic signal design, railroad design, lighting design, and assisted District 07 with the coordination of utility impacts. Joe is currently providing roadway construction support for this project.
03/07 - 12/12	RIVER ROAD (LA 327) RELOCATION LADOTD (Permit Project) Baton Rouge, LA Lead Roadway Engineer and Assistant Project Manager. Joe led roadway design and plan development efforts to relocate River Road for approx. 1.1 miles and install three new, single-lane, roundabout intersections for the proposed development access that mitigated impacts for this \$400M+ casino development. In addition to designing the horizontal and vertical geometry for these improvements, Joe also designed the typical section that included future considerations for pedestrian improvements, drainage elements for the project (paved gutter drains, culvert design, and open ditch design), striping and signage, maintenance of traffic plans, and assisted with coordination of utilities and lighting for the project. He was heavily involved in the client coordination and project coordination efforts during the planning of the development. Joe was also heavily involved in the construction phase of the project, including construction support and construction administration. This project made history for being the first roundabouts in Baton Rouge.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Michael Neumann, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		10
TITLE	Roadway Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION			BS 2015 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE			PE No. 45396 LA 9/30/2027		
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Michael has 10 years of experience in various roadway design improvements including new construction, widening, mill & overlay, and intersection improvements. He also has a unique expertise in drainage design for both open and closed drainage systems. Michael will serve as the ASSISTANT PROJECT MANAGER and ROADWAY AND DRAINAGE LEAD for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
11/24 - Ongoing	LA 384 (COUNTRY CLUB ROAD) AND IHLES ROAD / ELLIOTT ROAD INTERSECTION IMPROVEMENTS Calcasieu Parish Police Jury Lake Charles, LA Project Manager and Lead Roadway Engineer. Michael's responsibilities on this project include Project Management and Lead Roadway Design for this intersection improvement associated with the ultimate LA 384 corridor improvement. Michael has been working closely with the Calcasieu Parish Police Jury and LADOTD District 07 to design the intersection capacity improvements at this highly congested intersection. Michael is responsible for the roadway design, drainage design, maintenance of traffic plan (traffic control), striping, signage, and modeling of the project currently being developed in OpenRoads Designer (ORD). Michael is also working to identify utility conflicts and access impacts associated with the improvements. The project is currently in the latter stages of Preliminary Design.				
04/15 - 06/25	LA 30: SOUTH BOULEVARD TO W. CHIMES STREET LADOTD Baton Rouge, LA Drainage Engineer. The Nicholson Drive (LA 30) corridor from Louisiana State University to Downtown Baton Rouge is being developed into a multimodal corridor to accommodate traffic demand that will grow with planned development of new facilities including office and residential space. Michael was responsible for performing existing drainage analysis and subsurface drainage design. For the roadway itself, he has performed roadway striping design, plan profile, typical section, drainage map, and geometrics sheet development.				
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Drainage Design Lead. Michael's responsibilities on this project include subsurface drainage design and coordination with the roadway design lead to improve this 2.6-mile project spanning the LA 385 corridor which includes Ryan Street (McNeese Street to Eddy Street) and McNeese Street (Ryan Street to Louisiana Avenue). The goal of this project is to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. This highly developed commercial corridor also includes access management improvements, striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.				
10/17 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway/Drainage Engineer. This project provides a crucial link to downtown Lake Charles and the Port of Lake Charles by extending Nelson Road over Contraband Bayou to West Sallier Street. Stantec has led the design effort for this new, high-level bridge (56-ft. clearance) and approaches over the navigational channel of Contraband Bayou. Michael assisted with the NEPA Environmental Assessment process and coordination between stakeholders, led the drainage design and roadway modeling efforts, and assisted with plan development. He also assisted with drainage and earthwork design. Michael is currently providing roadway construction support for this project.				
06/20 - 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. This two-lane to four-lane divided roadway expansion project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor. R-CUT openings with bulb outs are also being provided along the corridor. Michael led the design and coordination of five subsurface drainage systems, culvert design, and developed the hydraulics report.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Nicholas "Nick" Prudhomme, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	20	
TITLE	Associate, Senior Roadway Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2006 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 35996 LA 03/31/2027		
YEAR REGISTERED	2011	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Nick has 20+ 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. Nick will serve as the ROADWAY QA/QC MANAGER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/12 - 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 Baton Rouge, LA Roadway and Drainage Lead. This project initially included 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. The project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor. R-CUT openings with bulb-outs are also being provided along the corridor. During preliminary plan development, Nick was involved in all areas of design and plan development including client interaction, drainage design, drainage report, roadway modeling and earthwork analyses, quantity calculations, and construction cost estimate. Under the MOVEBR Program, Stantec completed Final Plans and is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting.			
05/12 - 12/21	H.011295 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer and QC Oversight. This project converted the existing 4-lane undivided roadway into a 3-lane road diet improvement with access management improvements, turn lane capacity improvements at major intersections, bike lanes, and sidewalk improvements along this busy corridor. Nick provided QC oversight for the roundabout design along a four-mile upgrade to a portion of Government Street. He reviewed designs/plan development including typical sections, plan sheets, geometric details, signing and striping, sequence of construction, and quantity calculations. He also assisted with the development of the cost estimate and provided construction support, including responses to RFI's and plan revisions.			
09/07 - 10/12	H.003183 RYAN STREET EXIT RAMPS LADOTD Lake Charles, LA Lead Roadway Engineer. Nick led the roadway design and plan development efforts to complete final highway, bridge and traffic signal plans. The project included two new slip ramps, frontage road, and surface street improvements. The project improves connectivity and access to Ryan Street from the I-10 Eastbound and Westbound Frontage Roads. Nick's specific responsibilities covered all areas of plan development including horizontal and vertical design, superelevation design, drainage design, earthwork modeling, cross section development, joint layout, striping layout, sequence of construction, quantity calculations, and cost estimation. This approximate 1.4-mile long project proposed to rehabilitate and improve the aging LA 30 corridor including turn lane improvements, signal upgrades, sidewalk and multi-use path improvements, striping, signage, and access management improvements.			
04/15 - 06/25	LA 30/NICHOLSON DRIVE FROM SOUTH BOULEVARD TO W. CHIMES STREET LADOTD Baton Rouge, LA Project Manager and Lead Roadway. Nick oversaw all aspects of the roadway design including horizontal and vertical geometry, roadway modeling, drainage, striping, sequence of construction, and quantities. As both a member of the MOVEBR Program Management Team and the Nicholson Drive project manager, Nick worked closely with the City of Baton Rouge Plank-Nicholson Bus Rapid Transit (BRT) project, coordinating bus pad designs, locations, and construction sequencing between both projects. Additional scope would later include the realignment of the Interstate 10 off-ramp to Nicholson Dr. and Highland Rd. and the widening of Oklahoma St. from a 2-lane to 4-lane section. During construction, Nick provided construction including shop drawing checks, field visits, and RFI responses.			
01/06 - 12/13	STARING LANE WIDENING AND BRIDGE City of Baton Rouge Baton Rouge, LA Lead Drainage Designer. Nick worked with the roadway division assisting with drainage improvements for the project. Project involved the design and plan development expanding the existing 2-lane roadway corridor into a new 4-lane divided section with a raised median for approximately 2.5 miles. 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	Joseph Brian Johnson, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	21
TITLE	Principal, Structural Section Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5
DEGREE(S) / YEARS / SPECIALIZATION		MS 2000 Civil Engineering; BS 1999 Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 31273 LA 09/30/2026	
YEAR REGISTERED	2004	DISCIPLINE	Civil Engineering; NBIS Certified Team Leader
Contract role(s) / brief description of responsibilities	Brian brings 26 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 horizontally curved steel plate girders, prestressed concrete girders, steel truss vertical lift bridges, long span steel trusses, concrete box culverts, and retaining walls. He has overseen several NSBI bridge inspection projects and been involved in hydraulic studies for bridge replacement projects in both Mississippi and Louisiana. Brian will serve as the STRUCTURES QA/QC MANAGER for this contract. Brian meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4		
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
01/23 - Ongoing	LA 3094: HEARNE AVE BRIDGE AND US 80: KCS RR OVERPASS (HBI) LADOTD Shreveport, LA Project Manager. Brian manages the design and plan development efforts for the replacement of two bridges over CPKC (formerly KCS) lines in Shreveport, LA. Using concepts developed by LADOTD, new span arrangements are being developed to minimize railroad right-of-way impacts with the goal to limit impacts due to raising the finish grade to accommodate vertical and horizontal clearances. The Hearne Ave. crossing concepts were studied to determine potential impacts ahead and back station of the bridge. Preliminary plans are in development. Topographic survey is being collected at the US 80 (Texas Ave.) crossing with preliminary plans anticipated to begin early 2026. Brian coordinates with LADOTD PMs regularly and is responsible for QC efforts and transmitting deliverables.		
10/22 - Ongoing	IDIQ CONTRACT FOR BRIDGE PRESERVATION Contract No. 4400023922 LADOTD Statewide, LA Project Manager. Brian serves as the Project/Contract Manager overseeing this \$7 million IDIQ contract. Two task orders are active (I-10 over Trinity Canal Bridge Repair and Box Culvert Initiative to replace 13 existing bridges) with several in the negotiation phase (US80 near Minden, 10 bridge replacement with boxes, Yellow Water River bridge replacement, and I-10 over Loyola Dr rehabilitation). He is responsible for developing scope and estimate documents, overseeing project activities, coordinating with LADOTD and supporting disciplines/sub-consultants, managing project budgets, and maintaining schedules.		
01/20 - Ongoing	I-49 INNER CITY CONNECTOR Northwest Louisiana Council of Governments Shreveport, LA Bridge Design Manager. 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. Build Alts 1 and 2 consist of a new alignment connecting I-20 to I-220. The total length of the new corridor is approximately 3.0 miles. Structure types being considered include structural steel I-girders, tub girders, and prestressed concrete girders. Build Alt 5 considers widening and upgrading existing roadways and structures along LA3132 and I-220.		
08/19 - 04/24	H.011670 I-10 LOYOLA DESIGN-BUILD LADOTD Kenner, LA Lead Structural Engineer. Brian led the structural design efforts of two new flyover ramps, one bridge widening, 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. He oversaw construction support which included shop drawing reviews, addressing RFIs, and providing construction engineering services.		
12/15 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Bridge Design Manager. This project proposed to extend Nelson Road across Contraband Bayou as a high-level fixed span bridge with a 56-ft navigational clearance and a structural complete streets element that accommodated pedestrians and bicycles. 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 and 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. Brian is currently providing structural construction support for this project.		



01/19 - Ongoing	LA 12 BRIDGE REPLACEMENTS VALUE ENGINEERING LADOTD Calcasieu Parish, LA Project Manager. Stantec provided a value engineering proposal that eliminated the need to construct six detour bridges and several thousand feet of detour roadway, thereby eliminating the need for costly maintenance of traffic elements. Stantec updated the currently approved roadway plans to propose six overbuilt bridges that would not only maintain traffic during construction, but also accommodate future widening / expansion of the LA 12 corridor, which has a direct connection to the state of Texas. Eliminating the detour bridges introduced phase construction for each bridge. A roadway alignment transition will be constructed at each bridge end during Phase 1. This phase will consist of constructing approximately 26-ft width of new bridge south of the existing structures to shift traffic during Phase 2. The final bridge width will be approximately 61-ft resulting in an outside shoulder width of approximately 27-ft. The bridge sites consist of the following: 1) LA 12 over Old River Slough; 680-ft long; 2) LA 12 over Current Slough; 640-ft long; 3) LA 12 over Washout Slough; 400-ft long; 4) LA 12 over Mud Lake; 440-ft long; 5) LA 12 over Hursey Slough; 280-ft long; and 6) LA 12 over Ashworth Slough; 400-ft long. Each bridge consists of a series of three and four 40-ft prestressed concrete quad beam spans founded on concrete pile bents. This project is currently in construction and Stantec is responsible for reviewing shop drawings and providing construction engineering services.
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 Rd. 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.
04/15 - 06/18	H.004932 US 90 AT LA 318 INTERCHANGE DESIGN-BUILD PROJECT 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.
08/14 - 08/19	H.011088 W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Bridge Design Manager. This project proposed to realign W. Prien Lake road for approx. 1.4 miles to improve interchange operations at I-210 and Nelson Road. Project included a multi-lane roundabout, and a 4-lane divided highway section between Nelson Road and the W. Prien Lake Road at Holly Hill roundabout intersection that also included a multi-use path and the design of a multi-barrel 12' x 12' Box Culvert.
09/12 - 09/17	RETAINER CONTRACT FOR BRIDGE PRESERVATION Contract No. 4400002536 LADOTD Statewide, LA Project/Contract Manager. Brian served as the Project/Contract Manager for this \$6 million contract. Services included bridge inspections, bridge rehabilitation, new roadway alignment construction, lighting and utility design services, new bridge construction, construction support services, and bridge load rating analyses. Task orders included design and construction support for the US90Z Ramp Improvements in New Orleans, LA3064 Essen Lane Bridge Widening in Baton Rouge, LA511 Jimmie Davis Bridge Rehabilitation in Bosier Parish, I-10 Bridge Preventive Maintenance along the Atchafalaya Floodway Basin; and construction support on the I-210 / Cove Lane interchange in Lake Charles. Brian provided both technical and contractual oversight on these tasks and more.
04/11 - 03/15	I-210 COVE LANE INTERCHANGE AND IMPROVEMENTS LADOTD Lake Charles, LA Bridge Design Manager. Brian managed and performed 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 along Cove Lane over Cline Canal. Bridge approaches for all three structures consist of a mechanically stabilized earth wall (MSEW) system that minimized the embankment footprint. Due to poor soil conditions, a load transfer platform (LTP) was designed and constructed to support the MSEW fill. The LTP consists of a cast-in-place concrete deck supported by over 8,000 concrete and timber piles. Brian was responsible for providing construction administration services by reviewing shop drawings, addressing contractor RFIs, attending weekly progress meetings, and performing construction engineering analyses. This project received the Highways/Bridges: Award of Merit from the Engineering News Record for Texas and Louisiana in October 2016.
09/08 - 08/10	JUDGE SEEBER BRIDGE REHABILITATION LADOTD Project No. 046-31-0053 New Orleans, LA Project Manager. This multi-discipline project consisted of mechanical, electrical, architectural, and structural rehabilitation of an existing vertical lift steel truss bridge. To obtain the necessary funds for construction, this project required a 'fast-track' timeframe which was approximately four months to complete final plans. Brian managed design and plan development efforts, coordinated between subconsultants, developed special provisions, and oversaw construction support services which included reviewing shop drawings, addressing contractor RFIs, and performing construction engineering.
01/05 - 12/11	STARING LANE IMPROVEMENTS (HIGHLAND ROAD TO PERKINS ROAD) City of Baton Rouge Baton Rouge, LA Bridge Design Manager. As part of a 2.5-mile, \$38 million roadway and sewer improvement project, Stantec was responsible for the design and plan development for 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.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Hannah Krebs, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		11
TITLE	Roadway Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2017 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 45917 LA 3/31/2028			
YEAR REGISTERED	2021	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Hannah has 11 years of experience in design and plan development of interstate, arterial, and collector facilities, including existing and new alignment locations. She also has experience with the design of intersection improvements for both urban and rural projects. Hannah is specifically experienced in roadway design, environmental assessments and temporary traffic control plans. Hannah will serve as a ROADWAY DESIGN ENGINEER AND MAINTENANCE OF TRAFFIC LEAD for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.				
06/17 - Ongoing	H.004273 I-49 LAFAYETTE CONNECTOR LADOTD Contract No. H.004273.5 Lafayette, LA Roadway Engineer. Hannah is responsible for developing cost estimates for various alternatives, creating public meeting exhibits, attending and participating in public meetings, developing geometry for all corridor alternative modifications (C3 thru C6), line and grade exhibits, reports, and project organization. She also developed a Conceptual Maintenance of Traffic Report and exhibits and was primarily involved in the development of the Complete Streets typical section in the "Core Area" of the project that includes bicycle and pedestrian facilities, and even transit considerations. 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. Hannah is now serving as the lead roadway engineer for the design of the H.015934 E. Kaliste Saloom Rd. at US 90 Interchange phase, an overall 5.5-mile project.				
11/15 - 12/17	H.011295 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. This project converted a 4-lane roadway into a 3-lane road diet improvement with access management improvements, turn lane capacity improvements at major intersections, bike lanes, and sidewalk improvements along this busy corridor. Stantec implemented LADOTD's access management policy to reduce conflict points throughout. Hannah assisted in providing analysis of existing project conditions through field work. Hannah developed temporary traffic control plans for the Final Plan set. Hannah analyzed pedestrian accessibility through the corridor, ensured clear sight lines at intersections, and evaluated design vehicle accessibility in parking lots modified by the project. She also coordinated with stakeholders and business owners to maintain accessibility during construction, including developing a carpool management plan with a local high school.				
11/15 - 8/19	H.011088 W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Roadway Engineer. Hannah assisted with the Preliminary and Final Design Phases of this project, that proposed to realign W. Prien Lake road for approximately 1.4 miles to improve interchange operations at I-210 and Nelson Road. This project included a multi-lane roundabout, a multi-use path and the design of a multi-barrel 12' x 12' Box Culvert.				
09/18 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Roadway Engineer. Hannah was responsible for creating traffic control plans and modifying the traffic control plan to meet the Design-Build Contractor's ever-changing needs. Hannah also assisted with the development and implementation of the Transportation Management Plan (TMP) document. This project improved access and traffic operations to and around the new Northfield Terminal at the New Orleans International Airport and included a Diverging Diamond Interchange, in addition to flyover ramps leading to and from the Airport on the east side of the interchange.				
06/20 - 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/Traffic Engineer. Hannah's responsibilities included final plan development, geometric design, and traffic control plans. Under the MOVEBR Program, Stantec completed Final Plans for Perkins Road from Siegen Lane to Pecue Lane. This 2-lane to 4-lane divided roadway expansion project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor.				
08/25 - Ongoing	H.003915 I-49 INNER CITY CONNECTOR STAGE 0-1, STUDY AND IJR Northwest Louisiana Council of Governments Shreveport, LA Roadway Engineer. Hannah's responsibilities include geometric design (horizontal and vertical) for the overall corridor, including design of roundabouts and complete streets improvements at the Ford St / Caddo St interchange with I-49. She also led production of the line and grade exhibits for the SEIS document. The approximate 4.5-mile route will provide the final nationwide link of I-49 by connecting the existing I-49/I-20 interchange to the existing I-49/I-220 interchange. Stantec is leading the traffic study and impacts effort along with development of an implementation plan and strategy for the Stage 0 Feasibility Study. Stantec will also provide input to concept development and evaluation, development of environmental investigations, and ultimately the context sensitive design elements.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Destiny Armstrong, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		10
TITLE	Roadway Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2018 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 47602 LA 09/30/2027			
YEAR REGISTERED	2023	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Destiny is a Civil Engineer with 10 years of transportation engineering experience, specializing in roadway design and plan development. She is experienced in temporary traffic control, quantity calculations and cost estimation, signing and striping design, hydraulic analysis, subsurface drainage design, QC coordination/document control, GIS maps and visualizations, and joint layout design for a range of minor and major transportation design projects in Louisiana. Destiny is also knowledgeable in industry standards such as MUTCD, AASHTO Green Book, AASHTO Roadside Design Guide, LADOTD Hydraulics Manual, LADOTD Road Design Manual, ADA Standards for Accessible Design, AASHTO Guide for Development of Bicycle Facilities, NACTO Urban Street Design Guide, and AASHTO Pedestrian Guide. Destiny will serve as a ROADWAY DESIGN ENGINEER for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., “Designed drainage”, “designed girders”, “designed intersection”, etc.				
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Lead Roadway Engineer. Destiny leads the roadway design efforts for this project including sidewalk and ADA design, striping, signage, guardrail, roadway widening, milling and overlay , and coordination with the drainage and traffic design disciplines. This is a 2.6-mile project spanning the LA 385 corridor which includes Ryan Street (McNeese Street to Eddy Street) and McNeese Street (Ryan Street to Louisiana Avenue). The goal of this project is to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. This highly developed commercial corridor also includes access management improvements , striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.				
11/19 - 05/22	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Roadway Engineer. This provided 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 led the design for this new high-level bridge (56-foot clearance) and approaches over the navigational channel of Contraband Bayou. Destiny assisted with quantity calculations and plan development including typical sections, plan and profile sheets, and striping and signing. She performed AutoTurn Analyses for driveways, produced exhibits, and prepared Utility Conflict Matrix and the Coast Guard Bridge Permitting Application along with other documentation.				
11/16 - 12/17	H.011295 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Roadway Engineer. This project converted the existing 4-lane undivided roadway into a 3-lane road diet improvement with access management improvements, turn lane capacity improvements at major intersections, bike lanes, and sidewalk improvements along this busy corridor. Destiny generated vertical profiles for driveways and side streets. She assisted in the design of subsurface drainage, retaining walls, signing, curb ramps, and joint layout design. She also assisted with plan development for typical sections, plan and profile sheets, sequence sheets, striping and signing sheets, and joint base layout sheets. Destiny prepared Utility Conflict Matrix and technical specifications.				
11/16 - 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. This project initially included 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. The project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor. R-CUT openings with bulb-outs are also being provided along the corridor. Destiny was responsible for plan production, drainage design, quantity development, and also assisted with the development of the OPCC at various milestone submittals.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.	
NAME	Joseph "Joey" Lefante, PE, PTOE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17
TITLE	Principal, Traffic Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2008 Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 37244 LA 09/30/2026 PTOE No. 3560 N/A 11/20/2028	
YEAR REGISTERED	2012 (PE) 2013 (PTOE)	DISCIPLINE	Civil Engineering
Contract role(s) / brief description of responsibilities	Joey has over 17 years of experience working on major traffic projects, preparing feasibility studies and interchange modification reports, and leading improvements through plan design and signal construction. His experience using various analysis software packages, including TransCAD, Synchro, and VISSIM, allows him to determine innovative transportation solutions tailored to each individual situation. Joey will serve as the TRAFFIC ENGINEERING LEAD for this contract. Joey 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. Experience dates should cover the years of experience specified in the applicable MPR(s).		
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Project Manager and Lead Traffic Engineer. Joey manages this 2.6-mile project spanning the LA 385 corridor which includes Ryan Street (McNeese Street to Eddy Street) and McNeese Street (Ryan Street to Louisiana Avenue). The goal of this project is to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. Joey leads the traffic signal design for the upgrade of 11 signal locations be integrated in to District 07's adaptive traffic signal system. This highly developed commercial corridor also includes access management improvements, striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.		
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, 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, lane closure analyses, transportation management plan and complete street accommodations such as sidewalks and a two-way cycle track.		
06/17 - Ongoing	H.016421 I-20/ROUGH EDGE ROAD INTERCHANGE STAGE 0 STUDY LADOTD Ruston, LA Lead Traffic Engineer. The new interchange on I-20 at Rough Edge Road would provide many benefits, including providing a direct link from I-20 to the Ruston Airport as well as providing an alternate route that would divert some trucks from the currently congested areas of downtown Ruston along US167. Stantec initially assembled and reviewed previous documentation related to the project and the I-20 corridor through Ruston, developed a conceptual interchange layout, completed a PowerPoint presentation outlining the history and benefits of the project, and facilitated discussions with the Louisiana Department of Transportation and Development (LADOTD) executives and District staff touting the project benefits. Stantec then initiated a traffic study consisting of a mesoscopic model of the pre- and post-improved conditions following the LADOTD TEPR process. Concurrently, Stantec prepared a Stage 0 document and Environmental Inventory. The Stage 0 study has been approved by LADOTD, and the LADOTD has agreed the project warrants continuation of the TEPR process to further analyze the proposed improvements. When City funding is available for the next phases of the project, Stantec services will continue to include completion of the TEPR process and the Stage 1 NEPA study and documentation, then ultimately Stage 3 design and plan development.		
07/15 - Ongoing	H.004273 I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Traffic Task Manager. Joey is responsible for coordination with DOTD traffic staff and managing analysis of various geometric design alternatives. This project includes a comprehensive Vistro model and additional analyses using TransCAD, VISSIM, and Sidra software packages. It follows the Access Justification Request (AJR) guidelines established by DOTD and FHWA. Joey has been involved in the Context Sensitive Solutions (CSS) process, attending community meetings. Feedback from the CSS process has informed changes to ramp layouts and interchange design and has enabled Stantec to redesign several key elements to emphasize urban design principles, including pedestrian and bicycle accommodations. Joey is responsible for documenting the project to follow DOTD Traffic Engineering Process and Report (TEPR) Guidelines.		



04/15 - 06/25	LA 30 (NICHOLSON DRIVE): SOUTH BOULEVARD TO WEST CHIMES STREET LADOTD Baton Rouge, LA Lead Traffic Engineer. Joey leads the traffic team which conducted a Feasibility Study to first assess the anticipated growth in traffic from the future developments and determined measures to improve safety and traffic operations. The proposed improvements included the addition of access management policies at several intersections including the conversion of full access median openings to partial median openings, full median construction, signal removal and relocation, sidewalks, crosswalks, and complete streets implementation. As Preliminary Plan production progressed, several additional scope items were added. Plan set consists of typical sections, plan and profile sheets, drainage design, pavement markings, signs, sequence of construction, cross sections, as well as the contributions of multiple disciplines including traffic signal plans, right of way plans, lighting and electrical plans, and bridge plans.
08/14 - 08/19	H.011088 W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Lead Traffic Engineer. Joey led traffic services on this project that featured a new signalized intersection at the relocated roadway and Nelson Rd., which required Stantec to develop traffic signal warrants, signal timing analyses and signal plans. Since the improvements impacted certain areas near the Nelson Rd. Interchange at I-210, Stantec developed a Level 2 TMP document. This project improved traffic flow in this very congested area of Southwest Lake Charles.
05/13 - 03/19	ESSEN LANE WIDENING LADOTD Baton Rouge, LA Lead Traffic Engineer. Joey was responsible for traffic signal plans for four intersections along Essen Lane that were impacted by the widening. Traffic signal plans consist of providing all new traffic signal equipment along with fiber optic communications between the traffic signals. Multiple site visits were held to ensure feasibility of traffic signal equipment locations and avoid interference with utilities. Plans were developed according to the latest MUTCD, DOTD and City of Baton Rouge Standards and Specifications. This project required coordination with Stantec's Roadway group, DOTD, and the City of Baton Rouge.
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 Baton Rouge, LA Lead Traffic Engineer. This project initially included 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. The project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor. 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 completed Final Plans and is responsible for all final design including roadway and traffic signal plans, subsurface drainage and culvert design, and wetlands permitting.
05/12 - 12/21	H.011295 GOVERNMENT STREET ROAD DIET: STUDY THROUGH FINAL DESIGN LADOTD Baton Rouge, LA Lead Traffic Engineer. Joey served as Traffic Analyst responsible for examining improvements to increase safety and access management on Government Street between I-110 and Jefferson Highway. Stantec evaluated traffic data, developed conceptual alternatives, and accounted for the LADOTD Complete Street Policy. Joey collected traffic data and developed models in VISSIM, Synchro, and SIDRA to analyze different operational improvements alternatives. Joey also prepared materials for and participated in public meetings under the DOTD public involvement process. Joey also prepared permanent and temporary signal plans.
04/11 - 06/15	H.010151 I-210 / COVE LANE INTERCHANGE AND ROUNDABOUT LADOTD Lake Charles, LA Lead Traffic Engineer. Joey developed an Interchange Justification Report (IJR) for I-210 between Cove Lane and Nelson Road interchanges on Port of Lake Charles property. He developed peak hour traffic volumes for 28 possible design alternatives, which took into account and accommodated for all future developments in the area, including the Nelson Road Bridge over Contraband Bayou and the Ameristar Casino and Hotel development north of I-210. Joey coordinated the collection of traffic counts and performed field calibration of the traffic models by collecting data such as queues and travel times. Once the alternatives were narrowed down to the final, Joey performed HCS and SIDRA analyses on over 50 locations per alternative. The recommended alternative included innovative interchange configurations including roundabout ramp terminals at Cove Lane and a Diverging Diamond Interchange (DDI) at Nelson Road.
11/10 - Ongoing	H.005967 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.
09/07 - 10/12	H.003183 RYAN STREET EXIT RAMP LADOTD Lake Charles, LA Traffic Engineer. This project included the study of an Interstate 10 eastbound off-ramp to Ryan Street. Capacity analyses were performed to evaluate the existing conditions and proposed improvements in the projected opening year 2001, and in the 2021 design year. A detailed traffic study was performed to assess the effects of the proposed ramp and frontage road improvements. Signal warrants were completed for Ryan Street at Belden Street, South Frontage Road at Broad Street, and Ryan Street at Church Street. Stantec used the analysis to determine the approach lane configuration and completed the traffic signal design for the three intersections. Joseph designed the traffic signal plans for the project. Considerations included equipment locations and signal wiring diagrams.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Joseph Barker, PE, PTOE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	
TITLE	Traffic Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	6	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2011 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 40664 LA 09/30/2026 PTOE No. 4364 LA 11/20/2026		
YEAR REGISTERED	2016 (PE) 2017 (PTOE)	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Joseph has over 14 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 serve as a TRAFFIC ENGINEER for this contract. Joseph 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. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/25 - Ongoing	LSU PEDESTRIAN SAFETY TRAFFIC STUDY Baton Rouge, LA Traffic Lead. The LSU Pedestrian Safety Traffic Study evaluated geometric, operational, and multimodal safety deficiencies along the Nicholson Drive corridor adjacent to Louisiana State University, where high pedestrian volumes, particularly during major sporting events, combine with high-speed traffic and missing pedestrian infrastructure to create significant safety risks. The study assessed conditions at the Burbank Drive and S. Quad Drive intersections and a potential midblock crossing location, documenting skewed geometry, absence of marked crosswalks, non-ADA-compliant facilities, and signal timings lacking adequate vehicle and pedestrian clearance intervals. As the traffic lead, Joseph directed all concept development, technical analysis, and documentation for the study, including evaluating crosswalk feasibility, performing clearance-time calculations for modified stop-bar locations , reviewing operational impacts through Synchro modeling, and applying FHWA STEP guidance to identify appropriate midblock countermeasures such as PHBs, refuge islands, and high-visibility treatments. Joseph ensured that geometric layouts, pedestrian phase timing, operational modeling, and final recommendations complied with AASHTO, ADA, and FHWA criteria while balancing pedestrian accommodation with corridor performance and event-day operational constraints.			
05/25 - 06/26	MARCONI DRIVE PEDESTRIAN STUDY New Orleans, LA Traffic Engineer. The Marconi Drive Pedestrian Study assessed existing conditions along a four-lane collector roadway in City Park, documenting high operating speeds, insufficient lighting, ADA-noncompliant ramps, and mid-block crossing deficiencies. Recommended treatments included RRFB-equipped mid-block crossings, raised pedestrian tables, median refuge islands, signal upgrades , and a corridor-wide road diet alternative. Joseph contributed to early development of these conceptual alternatives and subsequently served as QA/QC reviewer, ensuring analytical accuracy, design consistency, and adherence to FHWA, ADA, and AASHTO guidance.			
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Traffic QA/QC. The goal of this project is to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. This highly developed commercial corridor also includes access management improvements, striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.			
01/22 - Ongoing	AIRLINE HIGHWAY SOUTH STUDY LADOTD Baton Rouge, LA Traffic Engineer. Airline Highway (US 61), in the project area, is currently six lanes between Bluebonnet Boulevard and Cedarcrest Avenue. South of Cedarcrest Avenue, Airline Highway transitions from a six-lane roadway to a four-lane roadway, which continues to the East Baton Rouge/Ascension Parish Line. The City-Parish has directed that Phase 1 of the project shall consist of studies associated with improvements from south of the Airline/Siegen CFI to Bluebonnet Boulevard. Between the CFI to Industriplex Boulevard, Phase 1 will transition to two through lanes in each direction to match the existing NB and SB section beyond Industriplex. Joseph is responsible for performing traffic engineering services in accordance with the LADOTD TEPR process including, but not limited to, peak period/hour determination, peak period observations, future volume projections, existing analysis, alternative analysis, microsimulation, signal timing/optimization , and documentation.			

03/21 - 03/26	44-20058 LADOTD RETAINER CONTRACT FOR ITS DESIGN AND IMPLEMENTATION SERVICES LADOTD Traffic Engineer. Stantec has performed services under 19 task orders covering all phases of Project Management/Program Assistance, Coordination Meeting/Project Reporting, ITS/Traffic Engineering Analyses, Engineering Plans/Specifications/Construction Estimates, and Technical support during Construction through this IDIQ contract for LADOTD. Throughout this contract, Stantec has proactively managed each task order, typically multiple task orders concurrently. By completing this work, Stantec has delivered multiple in-service ITS improvements around the entire state; we have performed an update to the Statewide ITS architecture and the New Orleans regional architecture, completed three project planning reports (typically Systems Engineering Analyses), two sets of design plans and specifications and is closing out nine projects designed under the previous ITS IDIQ Contract by providing technical support during construction services. We rise to the challenge to deliver unique solutions utilizing the latest technological advances and best practices to improve safety on our roadways. These projects are already helping DOTD improve their TMC operations and planning for the future.
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 important for efficient roundabout design. Joseph was responsible for all SIDRA analysis for five sample data sets at existing roundabout approaches in Louisiana. The analysis involved an iterative process of completing SIDRA analysis for saturated flow data sets at each approach to determine the EF that would most closely calibrate the analysis outputs to real-world capacity. The findings of the study were to be used by LADOTD to revise the SIDRA methodology for all roundabout analysis in Louisiana.
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Traffic Engineer. Joseph assisted with the signal design services for what will be one of the first diverging diamond interchanges in the State of Louisiana. Completed signal layouts, design plans, and signal timings . The project consists of a Diverging Diamond Interchange, in addition to flyover ramps leading to/from the Airport on the east side of the interchange.
02/18 - Ongoing	H.004273 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 documenting the project to follow the LADOTD Traffic Engineering Process and Report (TEPR) guidelines.
02/18 - 02/22	MARY BIRD PERKINS CANCER CENTER Baton Rouge, LA Traffic Engineer. Our Lake of the Lake Regional Medical Center has requested Stantec to provide services to assist with the identifying pedestrian improvements along Hennessy Boulevard between Essen Lane and O'Donovan Drive in Baton Rouge, Louisiana. Hennessy Boulevard is the main entryway for patients to access the hospital, and many pedestrians must cross the street to access parking areas. Joseph was in charge of completing a comprehensive review to determine possible improvements including updated crosswalks, pedestrian signalization , sidewalk, signing, striping, and lighting.
01/18 - Ongoing	H.016421 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.
06/16 - 02/18	I-10 AT LA 73 (LA 74 TO LA 621) STAGE 0 FEASIBILITY AND TIER ANALYSIS LADOTD Prairieville, LA Project Engineer. Provided a Stage 0 Feasibility Study and environmental inventory for LADOTD, documented in accordance with NEPA requirements, to evaluate conceptual alternatives and no-build for the LA 73 corridor to improve traffic operations. A traffic engineering study and Tiered Interchange Analysis report were completed to study a comprehensive number of interchange alternatives and analyze the operational and safety improvements associated with each. Improvements in operations and safety through conceptual geometric design were also analyzed. Detailed crash analysis was completed to determine segments, intersections, or spot locations with abnormal crash rates.
04/15 - 06/25	LA 30: SOUTH BOULEVARD TO W. CHIMES STREET LADOTD Baton Rouge, LA Traffic QA/QC. The Nicholson Drive (LA 30) corridor from Louisiana State University to Downtown Baton Rouge is being developed into a multimodal corridor to accommodate traffic demand that will grow with planned development of new facilities including office and residential space. Joseph provided Traffic QA/QC for the project.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Andrew "Andy" Griffith, PE		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		12
TITLE	Traffic Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		0
DEGREE(S) / YEARS / SPECIALIZATION		BS 2013 Civil Engineering			
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 42906 LA 03/31/2027			
YEAR REGISTERED	2018	DISCIPLINE	Civil Engineering		
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 serve as a TRAFFIC ENGINEER for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).				
12/22 - Ongoing	H.012685 LA 385: RYAN STREET INTERSECTION IMPROVEMENTS LADOTD Lake Charles, LA Traffic Engineer. Andy worked on the signal plans for this project which looks to improve safety for pedestrians as well as provide adaptive signal improvements to the signalized intersections along the corridor. This highly developed commercial corridor also includes access management improvements, striping, stakeholder coordination (McNeese State University), and District 07 coordination. The project is currently in the Final Plans phase of development.				
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 Baton Rouge, LA Traffic Engineer. This project initially included 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. The project improves capacity for vehicular traffic, provides access management improvements, and provides new facilities for pedestrian and bicycle users, promoting mobility along this busy corridor.				
05/12 - 08/17	H.011295 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.				
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Traffic Engineer. Andy was responsible for detailing temporary signal plans in the DOTD TSI format during multiple phases of construction for multiple intersections. This project included the Interstate 10 at Loyola Dr interchange's conversion from being a traditional diamond interchange into a diverging diamond interchange (DDI), along with two flyover ramps that bypass the Loyola Dr at Veterans Blvd intersection, which is immediately south of the interchange.				
03/23 - Ongoing	TARBUTTON ROAD IMPROVEMENTS & I-20 FRONTAGE ROAD LADOTD Ruston, LA Traffic Engineer. Andy was responsible for detailing traffic signal plans in the DOTD TSI format for three existing, currently unsignalized intersections along Tarbutton Rd in Ruston, LA. Two of the intersections are part of an interstate interchange and the third is an intersection between the existing Ruston Junior High School and a future Buc-ee's Travel Center, which will need to handle the access of trucks.				
02/18 - Ongoing	H.004273 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 models 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 DOTD's microsimulation policy requirement for alternative analysis purposes.				
04/15 - 06/25	LA 30 (NICHOLSON DRIVE): SOUTH BOULEVARD TO WEST CHIMES STREET LADOTD Baton Rouge, LA Traffic Engineer. Feasibility Study to asses the anticipated growth in traffic from the future developments and determined measures to improve safety and traffic operations. The proposed improvements included the addition of access management policies at several intersections including the conversion of full access median openings to partial median openings, full median construction, signal removal and relocation, sidewalks, crosswalks, and complete streets implementation. Plan set consists of typical sections, plan and profile sheets, drainage design, pavement markings, signs, sequence of construction, cross sections, as well as the contributions of multiple disciplines including traffic signal plans, right of way plans, lighting and electrical plans, and bridge plans. Andy was responsible for detailing traffic signal plans in the DOTD TSI format for four signalized intersections along with interconnect plans to connect the traffic signal controllers. Mast arm pole foundations at a fifth intersection were included in the design to accommodate future projects.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Derrick Goudeau, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	8	
TITLE	Senior ITS/Electrical Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	15	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2003 Electrical Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 33288 LA 09/30/2027		
YEAR REGISTERED	2007	DISCIPLINE	Electrical and Computer Engineering	
Contract role(s) / brief description of responsibilities	Derrick has over 23 years of experience in the design and development of ITS and electrical power, lighting, control, and related systems. He has been responsible for the preparation of plans and specifications (design and development) of ITS, lighting and electric power engineering projects, from design to final construction inspection. Other design experience includes QC/QA review, calculations, data collection, and report preparation. During the construction phase, Derrick has provided CE&I services to support the owner and verify general conformance with the design including review of shop drawing and equipment submittals, respond to request for information, review/prepare as-built drawings, and perform periodic inspection and final system acceptance. He is also well-versed in industry codes and standards, including the 2020 NEC (NFPA 70) and 2018 NFPA 70E in which he has recently completed training courses. Derrick will serve as the LIGHTING DESIGN LEAD for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.			
06/25 - 04/26	MOVEBR - PLANK ROAD LIGHTING Baton Rouge, LA QC Reviewer. Derrick provided quality control reviews for this 4.5 mile corridor through Baton Rouge to support the Bus Rapid Transit(BRT) line, traffic signal improvements, and new shared use paths. The project includes tight right-of-way, numerous utilities and an aggressive schedule, so we worked closely with the electric utility (Entergy) to provide a design consistent with their standard luminaire offerings for an expedient deployment. The project included nearly 700 lights for Plank Road and intersecting streets. The photometric report covered a total of 660 horizontal and vertical calculation zones for roadways, intersections, sidewalks and crosswalks.			
11/19 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Engineer of Record. Derrick serves as Engineer of Record for Roadway and Navigation Lighting design. This project includes a new fixed-high level bridge with 51-foot vertical clearance along with connecting roadways at-grade. The bridge typical section will include four travel lanes with shoulders and a separated pedestrian and bicycle lane. Stantec provided the roadway lighting design and bridge mounted navigation lighting for the navigable channel per USCG guidelines, as well as a pier protection system with additional solar powered lighting to prevent a drifting vessel from impacting the bridge.			
03/13 - 02/18	H.010440 I-210 OVER CALCASIEU RIVER WEST OF I-10 INTERSTATE LIGHTING LADOTD Lake Charles, LA Engineer of Record. Project limits are from the I-10/I-210 Interchange to the I-210/Cove Lane Interchange (approximately 4.5 miles of I-210). Project makeup consists of the following types of roadway lighting standards: 44 ground mount low mast, 54 structure mount low mast (bridge), 7 barrier mount low mast, 10 ground mount high mast, and 4 underpass. Derrick was the Engineer of Record for this project and provided CE&I services through construction.			
04/11 - 03/15	H.010151 I-210 COVE LANE INTERCHANGE LADOTD Lake Charles, LA Engineer of Record for Lighting/Electrical. Project limits are from the East foot of the I-210 Lake Prien Bridge through the I-210/Cove Lane Interchange (approximately 1 mile of I-210). Project included coordinating roadway lighting design with the new interchange which was already in construction. This required frequent field inspection for changing site conditions, coordination with LADOTD Project Engineer and Contractor, and design adjustments for compatibility with Contractor's sequence of construction. Derrick was the Engineer of Record for the lighting/electrical portion of the project (incorporated via plan change) and provided CE&I services through construction.			
07/15 - Ongoing	H.004273 I-49 LAFAYETTE CONNECTOR LADOTD H.004273 Lafayette, LA Lighting Task Lead. This project extends I-49 from the I-10 interchange 5 miles south to Kaliste Saloom Road along the existing US-165 alignment through urban sections of Lafayette. As task lead, Derrick is responsible for establishing lighting criteria and standards for the project through a Context Sensitive Solutions process which solicits feedback from agency stakeholders and the public. The project includes lighting for a wide range of classifications including interstate, freeway, collector, and local streets. He is also leading the preliminary photometric analysis for interim interchange improvement projects that will facilitate future phases on construction.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Nishant Wadje, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	6	
TITLE	Electrical Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	5	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2016 Electrical Engineering // BS 2012 Electrical Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 45837 LA 03/31/2028		
YEAR REGISTERED	2021	DISCIPLINE	Electrical and Computer Engineering	
Contract role(s) / brief description of responsibilities	Nishant has 11 years of experience in electrical engineering, specifically electrical and communication design and power engineering. He is responsible for the engineering calculations, Systems Engineering Analysis (SEA) report, design and development of plans for Intelligent Transportation Systems (ITS), roadway lighting and electrical power engineering projects. He is experienced in engineering calculations of low and medium voltage electrical engineering projects. He is also well versed in design, modeling and analysis of power systems using ETAP and SKM Power tools. His other areas of expertise include research on electrical design codes and design options, data collection and report preparation. He is well versed in industry codes and standard, including the 2020 NEC (NFPA 70) and NFPA 70E. Nishant will serve as a LIGHTING DESIGN ENGINEER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
06/25 - 04/26	MOVEBR - PLANK ROAD LIGHTING Baton Rouge, LA Engineer of Record/Lead Engineer. Nishant led the lighting design for this 4.5 mile corridor through Baton Rouge to support the Bus Rapid Transit(BRT) line, traffic signal improvements, and new shared use paths. The project includes tight right-of-way, numerous utilities and an aggressive schedule, so we worked closely with the electric utility (Entergy) to provide a design consistent with their standard luminaire offerings for an expedient deployment. The project included nearly 700 lights for Plank Road and intersecting streets. The photometric report covered a total of 660 horizontal and vertical calculation zones for roadways, intersections, sidewalks and crosswalks.			
11/19 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Lighting/Electrical Engineer. This project included a new fixed-high level bridge with 51-foot vertical clearance along with connecting roadways at-grade. The bridge typical section will include four travel lanes with shoulders and a separated pedestrian and bicycle lane. Nishant designed the roadway lighting and performed electrical/illumination calculations under the supervision of engineer of record. Nishant also designed bridge mounted navigation lighting for the navigable channel per USCG guidelines and pier protection system with additional solar powered lighting to prevent a drifting vessel from impacting the bridge. Nishant will be responsible for construction support tasks on this project.			
08/14 - 08/19	H.011088 W. PRIEN LAKE ROAD RELOCATION LADOTD Lake Charles, LA Lighting Engineer. Project scope included realignment of W. Prien Lake road for approx. 1.4 miles to improve interchange operations at I-210 and Nelson Road. Project design included the following types of roadway lighting standards: ground mount low mast, structure mount low mast, ground mount high mast, and underpass. Nishant worked on photometric analysis, lighting control and power distribution design.			
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Lighting/Electrical Engineer. Stantec was successful on this Design-Build pursuit that will provide a new efficient interchange at Loyola Drive and I-10 and which will be an improved entrance to the new Louis Armstrong New Orleans International Airport (LNOIA) terminal. Nishant provided the lighting design under the supervision of the signing engineer. Nishant was responsible for the photometric analysis, lighting control, power distribution design and Arc Flash Analysis of the proposed lighting system.			
04/20 - Ongoing	STATE HIGHWAY 288 TOLL LANES PROJECT Texas DOT Houston, TX Electrical Engineer. This P3 project will implement improved functionality over 10.3 miles along SH 288, from US 59 to the Harris/Brazoria County line at Clear Creek, by constructing new toll lanes, installing toll infrastructure, and establishing toll operations and maintenance. The lighting system consisted of conventional light standards as well as high mast towers up to 175 feet. The project also included two pedestrian bridges with decorative lighting to provide safe crossings for the residential communities on each side of this 400ft wide corridor. Nishant is currently assisting the Engineer of Record (Illumination) for construction support.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Jenny Horne, PLA, ASLA	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	12	
TITLE	Principal, Landscape Architect	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	17	
DEGREE(S) / YEARS / SPECIALIZATION		BA 1996 Landscape Architecture		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PLA No. 0746 LA 01/31/2027		
YEAR REGISTERED	2017	DISCIPLINE	Landscape Architecture	
Contract role(s) / brief description of responsibilities	Jenny is a landscape architect with 29 years of experience managing publicly funded projects for municipalities, state and federal agencies. She has served as project manager and senior landscape architect for complex, high-profile public projects and brings a deep familiarity with multi-agency coordination and site specific constraints. Jenny is highly experienced in public-sector procurement processes and regularly works with governmental agencies to navigate regulatory compliance, contract administration, and interagency coordination. Her expertise includes managing regulatory and entitlement processes such as rezoning, variance requests, and site permitting, ensuring projects advance efficiently while meeting all statutory, procedural, and stakeholder requirements. Jenny will serve as a LANDSCAPE ARCHITECT for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/23 - Ongoing	MOVEBR PROGRAM MANAGEMENT PROJECTS City of Baton Rouge, LA Landscape Architecture QA/QC Reviewer. Jenny provided thoughtful design review and technical guidance on projects led by peer firms, helping strengthen design quality, functionality, and project outcomes. Representative projects include the Perkins Road Overpass, S. Harrell's Ferry Bike Lanes, Plank Road Phase 2, and Jewell J. Newman.			
08/17 - Ongoing	BLUE-GREEN CORRIDOR PROJECT City of New Orleans, LA Landscape Architecture QA/QC Reviewer. Jenny provided QA/QC for the technical design of the ~one mile blue and green corridor through the Gentilly Residential District that aims to reduce flood risk, slow land subsidence and encourage neighborhood revitalization. Phase 1 is under construction.			
02/23 - Ongoing	SCANLONVILLE/MATHIS FERRY ROAD Mount Pleasant, SC Project Manager/Client Liaison. Project manager/client liaison for this section of the Mount Pleasant Way trail system. The project includes public outreach, landscape architecture, engineering, and right-of-way acquisitions. Construction is expected to be complete fall 2026.			
03/19-3/20	MOUNT PLEASANT WAY MULTI-USE PATH FEASIBILITY STUDY Mount Pleasant, SC Project Manager. The Stantec project team worked with the Town of Mount Pleasant, stakeholders, and the community to determine the best route/alignment and design for Mount Pleasant Way (MPW), approximately 23 miles multi-use path project. Once it's constructed, MPW will be a transportation corridor for bicyclists and pedestrians to access town centers, places of employment, and local schools. Through this feasibility study, the first several segments of the path proceeding into technical design, ~1.5 miles along Mathis Ferry Road from Wingo Way intersection to Eagle Street. This segment includes two pocket parks along this routing, both of which are within the Historical Scanlonville Community.			
10/17 - 3/24	CHESTNUT STREET (US 178/US 21 BYPASS) CORRIDOR IMPROVEMENT Orangeburg, SC Project Manager. Stantec worked with SCDOT to design corridor enhancements for US -178/US 21 Bypass (Chestnut Street) from the busy intersection of US 601 (Magnolia) to SC 33 (Russell Street) in Orangeburg, SC. Since the entrance to SC State University is along the corridor, special attention to pedestrian safety improvements were vital. Proposed corridor improvements include the design of a 10' multi-use path, pedestrian lighting, an additional stair connection to the existing pedestrian overpass, and median improvements. The multi-use path weaves along the road and a stream that runs parallel to the roadway and terminates at the community park. The existing sidewalks are being shifted away from the back of curb to allow for a 5' planted verge and new street lighting to provide more pedestrian safety. The intersections are being improved with new crosswalks and decorative mast arms. Chestnut Street requires coordination with multiple jurisdictions and agencies including South Carolina Department of Transportation, Orangeburg County, City of Orangeburg, and SC State University.			
05/17 - 05/19	CITY OF HANAHAN DOWNTOWN REVITALIZATION (YEAMANS HALL ROAD STREETScape) Hanahan, SC Project Manager/Landscape Architect. Project Manager for this project, which consists of streetscape improvements along a section of Yeamans Hall Road from Remount Road to Sledge Street. Improvements include, but are not limited to, sidewalk improvements, placing overhead utility poles underground, continue the acorn-style lighting along Yeamans Hall Road, and new plant material. Potential traffic signal upgrades at the intersection of Yeamans Hall Road, Loftis Road, and Carolyn Street to include powder coated mast arms. Assisted with the public engagement program.			

FIRM EMPLOYED BY		Stantec Consulting Services Inc.	
NAME	John Krebs, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	17
TITLE	Associate/Senior Bridge Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0
DEGREE(S) / YEARS / SPECIALIZATION		MS 2008 Civil Engineering; BS 2007 Civil Engineering	
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 37259 LA 9/30/2026	
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering
Contract role(s) / brief description of responsibilities	John has 17 years of engineering experience providing engineering design and load ratings for bridges and interchanges for LADOTD, MDOT, and KYTC. His primary expertise lies in the engineering analysis and design of a variety of structure types such as prestressed concrete girders, reinforced concrete substructure elements, and retaining walls. He has been heavily involved in the inspection and load rating of existing bridges in both Louisiana and Mississippi. John has an excellent working knowledge of AASHTO LRFD and the LADOTD Bridge Design Manual. He is proficient in several commercial software packages including AASHTOWare BrR, RC-Pier, CONSPAN, MDX, and STAAD. John will serve as the STRUCTURES DESIGN LEAD for this contract. John meets the following Minimum Personnel Requirements (MPRs) as specified in the advertisement for this project: 4		
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).		
10/23 - Ongoing	H.004273 I-49 LAFAYETTE CONNECTOR LADOTD Lafayette, LA Bridge Engineer. John is responsible for developing bridge design plans for the new Kaliste-Saloom interchange configuration. Bridge structures include for ramps tying into a two-span, "table-top" structure that will move traffic to and from northbound and southbound I-49. Structure types consist of prestressed LG and horizontally curved structural steel plate girders. Existing and proposed constraints (railroad crossing, existing and proposed I-49, temporary roadways) required unique substructure placement and a variety of foundation types (pile footings, pile bents, drilled shafts). In addition, John oversaw plan development for new structures crossing Vermillion River that are to be included in the final structure report.		
06/23 - 09/24	H.015137 I-10 BONNET CARRE SEA LADOTD Laplace, LA Structural Engineer. Stantec provided all services required to develop a System Engineering Analysis (SEA) to improve mobility and safety in the I-10 and I-310 corridors by improving the services delivered using intelligent transportation systems (ITS). The project limits are I-10 between the I-10 Laplace Weigh Station to Williams Blvd. and I-310 between I-10 to US-61. John's responsibilities included inspecting the control box platform as well as the hangers used to support ITS cables on the sides of the bridge.		
03/20 - 10/22	H. 009498 LA 121: CALCASIEU RIVER BRIDGES LADOTD Hieston, LA LADOTD Bridge Task Manager. John was responsible for the independent design and plan review of the three LA 121 bridges. Bridge design items included reinforced concrete deck, LG-36 prestressed concrete girders, steel reinforced elastomeric bearing pads, and reinforced concrete end bent and intermediate bent caps. John also managed plan changes as well as quantity input into the AASHTOWare Project database. In addition to design, John updated the internally-cured concrete special provision for colloidal nano silica. The three bridges consisted of a total of five three-span deck units, and a testing scheme was noted in the plans applying the updated special provision.		
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Bridge Engineer. This multi-million dollar design-build project improved access and traffic operations to and around the new Northfield Terminal at the Louis Armstrong New Orleans International Airport. The project consists of a Diverging Diamond Interchange and flyover ramps as well as improvements to Loyola Drive, Veterans Boulevard, and the Airport Access Road. The project included one-way elevated flyovers from I-10 Westbound to Loyola Drive Southbound and Loyola Drive Northbound to I-10 Eastbound. The concept eliminated the need for a third bridge structure, 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.		
10/17 - 01/19	AASHTOWARE BRR BRIDGE LOAD RATING MDOT Statewide, MS Project Engineer. Project Engineer responsible for the load rating of 120 bridges using AASHTOWare BrR. Structure types included steel plate girders, prestressed concrete girders, concrete T-beams, concrete slab spans, and integral reinforced concrete multi-cell box girders. Ratings were performed in accordance with the current MDOT and AASHTO standards. John was responsible for day-to-day support of the load rating engineers and performing QC/QA on finished load ratings.		



05/17 - 05/18	LADOTD LOAD RATING AND POSTING OF 110 ON-SYSTEM BRIDGES LADOTD Statewide, LA QC/QA Load Rating Engineer. John was responsible for performing quality control and quality assurance on bridge load rating models and summary reports. This project involved the load rating and posting of 110 on-system highway bridges for LADOTD. Bridges are located throughout the state and were load rated in accordance with current LADOTD and AASHTO LRFR specifications. Structure types included concrete slab spans, prestressed concrete girders, steel plate girders, and reinforced concrete tee beams.
12/15 - Ongoing	H.005967 NELSON ROAD EXTENSION AND BRIDGE LADOTD Lake Charles, LA Structural Engineer. John worked on the bridge and structural design efforts during preliminary plans. Project tasks included preliminary design of bridge superstructure, substructure including foundations, median barrier design, and as-designed load rating. Other design elements include navigational lighting bridge attachments and steel bracket light supports with concrete anchors to the bridge structure. Structural Design was performed in compliance with AASHTO LRFD Specifications. In addition, he completed the vessel study report detailing the expected water-borne vessel traffic and establishing the need for pier protection structures. John will also be assisting with structural construction support for the project.
07/15 - 06/18	US 90 INTERCHANGE AT LA 318 DESIGN-BUILD LADOTD St. Mary Parish, LA Structural Engineer. 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. John assisted in the proposal development by performing preliminary designs of the major structural elements and later managed the construction support efforts.
04/11 - 03/15	H.010151 I-210: COVE LANE INTERCHANGE AND IMPROVEMENTS PROJECT LADOTD Lake Charles, LA Project Engineer. John was responsible for the design and plan development of three bridges and an MSE wall system load transfer platform. The bridge along I-210 consists of a single, 130-ft-long, LG-54 prestressed concrete girder span founded on true abutments (spread footings). The remaining bridges consist of concrete slab spans founded on concrete pile bents. All design was performed in accordance with AASHTO LRFD Bridge Design. This project received the Highways/Bridges: Award of Merit from the Engineering News Record for Texas and Louisiana in October 2016.
10/09 - 06/11	US 90 AT LA 85 INTERCHANGE DESIGN-BUILD LADOTD Patoutville, LA Bridge Task Lead. The project included the construction of a grade-separated, diamond interchange to replace the existing US 90 intersections with LA 85 in Iberia Parish. This stretch of US 90 was designated as the future I-49 corridor. Two new parallel structures on US 90 with concrete girder spans were provided to overpass existing LA 85. LA 85 was previously a two-lane roadway and the overpass structures built for US 90 allowed LA 85 to be widened to four lanes in the future.
05/09 - 04/13	STATEWIDE BRIDGE PRESERVATION RETAINER LADOTD Project Engineer. John was responsible for load rating various bridges across state and preparing load rating reports for each bridge. One task order consisted of 4 ramps (J,K,L, and M) for I-10/North Claiborne Ave in New Orleans, LA. John was required to conduct a site visit and generate observation reports for each of these ramps to verify the condition reported in their most recent LADOTD inspection reports. These ramps consisted of mainly prestressed girder spans and were predominately supported by single-column, reinforced concrete bents; both the bent cap and the column had to be rated for these bents. The most complicated element of these ramps was the 3-span continuous, two-steel plate girder system on Ramp M. The load rating of this superstructure required a full 3-D finite element model to accurately obtain the member forces for the girders and cross frames. John was responsible for the analysis and load rating of the prestressed spans and the single-column bents. He performed the load rating of the steel unit and generated the load rating report. John also load rated and generated the report for the LA 97 Bridge over I-10 in Jennings, LA, which is a 338', 4-span bridge consisting of composited, welded steel plate girders of 60', 100', and 115' in length.
09/08 - 09/12	JUDGE SEEGER BRIDGE REHABILITATION LADOTD New Orleans, LA Project Engineer. John was primarily responsible for construction support on this multi-discipline project consisting of mechanical, electrical, architectural, and structural rehabilitation of an existing vertical lift steel truss bridge. In order to obtain the necessary funds for construction, this project required a 'fast-track' timeframe which was approximately four months to complete final plans.

FIRM EMPLOYED BY		Stantec Consulting Services Inc.			
NAME	Michael Whitney (Whit) Hawkins, PE, CFM		YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER		10
TITLE	Hydraulics Engineer		YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)		11
DEGREE(S) / YEARS / SPECIALIZATION			MBA 2005 Business Administration; BS 2004 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE			PE No. 46867 LA 09/30/2026; Certified Floodplain Manager No. US-07-02689 MS N/A		
YEAR REGISTERED	2022	DISCIPLINE	Civil Engineering		
Contract role(s) / brief description of responsibilities	Whit has 21 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 the BRIDGE HYDRAULICS DESIGN LEAD for this contract.				
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.				
08/19 - 04/24	H.011670 I-10/LOYOLA INTERCHANGE DESIGN-BUILD LADOTD Kenner, LA Hydraulics Engineer. 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.				
04/25 - Ongoing	IDIQ CONTRACT FOR BRIDGE PRESERVATION (TASK ORDER NO. 2 - BOX CULVERT INITIATIVE) LADOTD Various Locations (13), LA Bridge Hydraulics Engineer. Responsible for performing hydraulics analysis in accordance with LADOTD Hydraulics Manual and FHWA Hydraulic Engineering Circulars, which established the recommended box culvert sizes to replace existing bridge locations. Whit utilized a combination of software packages to perform the analysis and design including Aquaveo's Surface-water Modeling System (SMS), HEC-RAS, and FHWA HY-8 program.				
07/19 - 11/22	KEMP BRIDGE REPLACEMENT PROJECT City of Vicksburg Warren County, MS Hydraulics Engineer. Developed HEC-RAS model to design a new bridge over Hennesseys Bayou for the Kemp Bottom Road crossing in Warren County.				
05/26 - Ongoing	IDIQ CONTRACT FOR BRIDGE PRESERVATION (TASK ORDER NO. 5 - BOX CULVERT INITIATIVE) LADOTD Various Locations (6), LA Bridge Hydraulics Engineer. Responsible for performing hydraulics analysis in accordance with LADOTD Hydraulics Manual and FHWA Hydraulic Engineering Circulars, which established the recommended box culvert sizes to replace existing bridge locations. Whit utilized a combination of software packages to perform the analysis and design including Aquaveo's Surface-water Modeling System (SMS), HEC-RAS, and FHWA HY-8 program.				
06/19 - 03/21	SR 772 BETWEEN CR 132 AND SR 15 (BRIDGE NUMBER 271.8) Mississippi DOT Algoma, MS Hydraulics Engineer. Developed a 2-Dimensional Hydraulic Model using Aquaveo SMS Program to design a box-bridge to replace the existing bridge over Chiwapa Creek in Pontotoc County, MS.				
09/17 - 03/21	SR 7 OVER RIVERDALE CREEK AND GRENADA RAILROAD Mississippi DOT Grenada County, MS Hydraulics Engineer. Developed HEC-RAS hydraulic models and proposed bridge designs to replace a bridge over Riverdale Creek and the Grenada Railway on SR 7 in Grenada County, Mississippi.				
12/17 - 12/20	US HIGHWAY 80 BRIDGE REPLACEMENTS Mississippi DOT Newton, MS Hydraulics Engineer. Calculated flows to determine sizing of drain pipes for four bridge replacement sites in Newton County.				
01/17 - 12/18	SR 42 BRIDGE REPLACEMENT Mississippi DOT Perry County, MS Hydraulics Engineer. Developed a 2-Dimensional Hydraulic Model using Aquaveo SMS Program to design a quarter-mile-long bridge replacement over Tallahala Creek in Perry County, MS.				
08/05 - 04/14	MISSISSIPPI FLOOD MAP MODERNIZATION INITIATIVE MDEQ Jackson, MS Hydraulics Engineer. Whit was responsible for a variety of technical tasks necessary to update FEMA floodplain maps for counties throughout Mississippi. Some of these tasks included GIS data processing and analyses, hydrologic and hydraulic modeling, digital mapping, production of flood insurance studies, and community outreach and presentations.				

FIRM EMPLOYED BY		Stantec Consulting Services Inc.		
NAME	Carl Gaudry, PE, MSCE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1	
TITLE	Senior Bridge Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	17	
DEGREE(S) / YEARS / SPECIALIZATION		BS Civil Engineering 2007; MS Civil Engineering 2011		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 37365 LA 03/31/2027		
YEAR REGISTERED	2012	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Carl recently joined Stantec after over 17 years of experience working for the Louisiana Department of Transportation and Development (DOTD) Bridge Design section. As a former employee of DOTD Bridge Design, the first 14.5 years had Carl serving as the Bridge Design Task Manager on many DOTD projects, both in-house design or consultant designed. The last 3 years of Carl's career at LaDOTD had him take on the role as DOTD's Road and Bridge Safety Hardware manager, serving as the department's expert on guardrail and end terminals, bridge rails, roadway barriers and breakaway structures. This role's responsibilities included oversight roadside and bridge safety (Standard Plans, specifications, policies and design waivers on projects) across the state of Louisiana, reviewing all overhead sign structure projects, and managing various urgent structural repair projects. Carl will serve as a STRUCTURE DESIGN ENGINEER for this contract			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc.			
01/26 - Ongoing	IDIQ CONTRACT FOR BRIDGE PRESERVATION Contract No. 4400023922 LADOTD Statewide, LA Structural Engineer. Carl serves as Structural Engineer for this \$7 million IDIQ contract. The active task orders Carl is participating in include the Box Culvert Initiative to replace 13 existing bridges, 10 bridge replacement with boxes , and Yellow Water River bridge replacement.			
01/08 - 01/25	PAVEMENT PRESERVATION PLAN REVIEWS FOR GUARDRAIL INSTALLATIONS AND BRIDGE OVERLAYS (VARIOUS) LADOTD LA Bridge Design Task Manager. LaDOTD Bridge Design's representative plan reviewer for letter-size Pavement Preservation projects developed by the LaDOTD District Design offices utilizing guardrail or overlaying existing bridges or bridge approaches. The Pavement Preservation projects commonly upgraded existing guardrail installations attached to existing bridge or culvert structures or shielding roadside obstructions, such as bridge piers, roadside drop-offs greater than 3:1, overhead sign structures, etc. The representative must review the plans to ensure compliance with guardrail design policies (RSDG, BDEM, Standard Plans) and ensure the correct bridge rail attachment (GRR Standard Plan) is provided for the specific structure. Additionally, the representative was required to review the milling and overlay portion of the project to ensure the bridge structure and approach slab was not negatively affected by the proposed operations. As the Bridge Design Manager - Road/Bridge Safety (2023-2025), review all guardrail design waivers to DOTD policy and ensure compatibility with existing hardware systems (bridge rails), current guardrail standard plans, and proprietary end terminals (end treatments and impact attenuators).			
03/23 - 12/25	MASH GUARDRAIL STANDARD PLAN UPDATES (2026) LADOTD LA Bridge Design Manager - Road/Bridge Safety. Major overhaul of GR-MASH-ON Standard Plans for ease of administrative updating and MASH component updates. -Broke up existing GR-MASH-ON to individual standards: NCHRP-350 Bridge Rail transition attachment, Roadside installations, Trailing end system and components, w-beam typical section/components, Common notes/details sheets. -Created new MASH Bridge Rail transition attachment based off of MASH crash test TTI-TRP-6946-R3 -Updated Asphalt and Concrete leave outs to new MASH details based on MASH crash tests TTI-TRP-690900-AFP2, TTI-608551-01-1-5, and TTI-TRP-0-6968-R2. -Developed new Half Post MGS w-beam detail, which functionally replaces the NCHRP-350 Nested Thrie Beam guardrail found in GR-201, based on MASH crash test TTI-TRP-610211-01. This detail has not been made a standard plan yet, but has been implemented on several projects with limited working width installations.			
09/08 - 02/15	LA 514 GRAND BAYOU BRIDGE LADOTD H.001756 (100-01-0021) Red River Parish, LA LaDOTD Bridge Design Task Manager. Task Manager responsible for the delivery of the Bridge Plans. This project was an in-house design project utilizing some of the slab span standard plans: design of curved, superelevated slab span bridge using the AASHTO LRFD 4th edition with 2009 interims; design/detail of bridge general plan per LaDOTD Bridge Design Manual and AASHTO Green Book; and design of Guardrail in accordance with AASHTO RSDG 3rd edition and LaDOTD GR-200 Standard Plan. At the end of plan development, I was responsible for the bridge quantities and construction cost estimates. During construction, performed construction related engineering services tied to the implementation of the plans and specifications, such as requests for information for clarification of the contract documents.			

FIRM EMPLOYED BY		Meyer and Associates, Inc.		
NAME	Byron D. Racca, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	25	
TITLE	Senior Project Director/General Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2002 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 33694 LA 03/31/28		
YEAR REGISTERED	2008	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Byron has 25 years of civil engineering experience, and has managed the planning, design, and delivery of transportation and public infrastructure projects throughout Louisiana. His expertise includes roadway geometric design, pavement rehabilitation, hydrologic and hydraulic analysis, stormwater collection and conveyance systems, grading, utility infrastructure, maintenance of traffic, and construction administration. As a Senior Project Director, he is responsible for overall management and technical direction of roadway and drainage design, ensuring compliance with LADOTD design standards, policies, and procedures while maintaining project schedule and quality objectives. His experience includes preparation of preliminary and final construction plans, specifications, engineer's cost estimates (PS&E), utility coordination, permitting, and bid documents for roadway reconstruction and corridor improvement projects involving complex drainage systems, utility conflicts, and phased construction. Throughout his career, Byron has successfully delivered projects requiring coordination with multiple public agencies, utility owners, and project stakeholders while developing practical, cost-effective solutions that improve constructability and provide long-term infrastructure performance. Byron will serve as a ROADWAY QA/QC MANAGER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/06 – Ongoing	SALLIER STREET RECONSTRUCTION (RIVERSIDE DRIVE TO LAKE STREET) City of Lake Charles, LA Roadway/Drainage/Utilities Engineer. Byron served as Engineer of Record for the reconstruction and widening of approximately 5,500 linear feet of Sallier Street from Riverside Drive to Lake Street. The project involved replacing an existing two-lane urban concrete roadway with a three-lane Portland cement concrete roadway to improve traffic capacity, safety, and long-term pavement performance. Meyer provided preliminary and final engineering design, roadway geometric design, pavement design, subgrade stabilization, stormwater drainage improvements, traffic signal modifications, and shared-use path design for pedestrians and cyclists. The project also included the design and coordination of sanitary sewer, potable water, and public utility relocations, requiring extensive coordination with utility owners to minimize conflicts and maintain project schedule. Byron served as Project Engineer throughout design and construction, directing the preparation of PS&E, and bid documents, while providing engineering support and construction administration services during project implementation.			
12/23 – Ongoing	MAPLEWOOD DRIVE RECONSTRUCTION PHASE 3 City of Sulphur, LA Roadway/Drainage/Utilities Engineer. Byron served as Engineer of Record for the rehabilitation of approximately 4,060 linear feet of Maplewood Drive from E. Diane Street to N. Cities Service Highway. The project included rehabilitation of the existing subgrade and roadway base, construction of a new Portland cement concrete pavement, subsurface stormwater drainage improvements, and relocation of sanitary sewer, potable water, and pedestrian infrastructure. All roadway and utility improvements within the N. Cities Service Highway corridor were designed and permitted in accordance with LADOTD District 07 standards, policies, and procedures, requiring close coordination with the Department and utility owners. Meyer is providing engineering design, construction administration, and construction inspection services throughout project delivery. Mr. Racca serves as Project Engineer, responsible for the preparation of the roadway, drainage, and utility plans, specifications, and engineering estimates, as well as providing engineering support during construction.			
06/21 – Ongoing (currently in construction closeout)	CURRIE DRIVE BRIDGE REPLACEMENT AND ROADWAY IMPROVEMENTS Calcasieu Parish Police Jury, LA Program Manager. Byron provided engineering services for the reconstruction and widening of an existing two-lane roadway to a three-lane urban roadway, including replacement of an existing three-span bridge on Currie Drive. The project required coordination of roadway, bridge, drainage, and utility improvements to enhance traffic capacity, safety, and long-term infrastructure performance. Scope of services included preliminary and final engineering design, property and topographic surveys, hydrologic and hydraulic analyses, geotechnical engineering coordination, bridge replacement design, roadway improvements, and construction phase services. Mr. Racca served as Program Manager, directing Meyer's professional services, coordinating the multidisciplinary design team, and managing project development through design and construction.			

FIRM EMPLOYED BY		Meyer and Associates, Inc.		
NAME	Alan Sifford, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	15	
TITLE	Project Engineer	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	11	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2010 Mechanical Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 39975 LA 03/31/28		
YEAR REGISTERED	2015	DISCIPLINE	Mechanical Engineering	
Contract role(s) / brief description of responsibilities	Alan has extensive experience in the planning, design, utility relocation, and construction engineering of municipal utility infrastructure, including potable water transmission and distribution systems, water treatment facilities, elevated storage tanks, booster stations, pump stations, and utility improvements. He directs utility investigations, coordinate with public and private utility owners, identify utility conflicts, and develop cost-effective utility relocation solutions that support the roadway design while minimizing impacts to existing services. Alan has successfully managed utility improvement projects for municipalities, water districts, and public agencies throughout Louisiana, serving as Project Engineer, Design Engineer, and Engineer of Record. His experience includes the preparation of utility plans, specifications, engineer's cost estimates, utility relocation plans, permitting documentation, and construction engineering support, as well as coordinating with utility providers, regulatory agencies, contractors, and project stakeholders throughout design and construction. His thorough understanding of utility systems, multidisciplinary project coordination, and construction sequencing enables him to effectively integrate utility improvements with roadway, bridge, and other transportation infrastructure projects. Alan will serve as the UTILITY COORDINATION LEAD for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/06 - Ongoing	SALLIER STREET RECONSTRUCTION (RIVERSIDE DRIVE TO LAKE STREET) City of Lake Charles, LA Utility Design Engineer. Alan served as Utility Design Engineer for the reconstruction and widening of approximately 4,580 linear feet of Sallier Street from an existing two-lane roadway to a three-lane urban corridor. The project required the relocation and replacement of critical utility infrastructure to accommodate roadway widening, drainage improvements, and increased transportation capacity while supporting the LADOTD Nelson Road Extension and Contraband Bayou Bridge project. Alan was responsible for the design of relocated water mains, sanitary sewer mains, and a sanitary sewer lift station, including preparation of construction plans and supporting engineering documents. He developed utility relocation solutions that minimized conflicts with the proposed roadway and drainage improvements, maintained continuity of utility service, and supported the phased construction of the transportation corridor. His responsibilities included coordinating utility design with the overall roadway improvements to facilitate efficient project delivery and construction sequencing.			
11/20 - 10/23	NELSON ROAD AND BRIDGE UTILITIES IMPROVEMENTS City of Lake Charles, LA Utility Design Engineer. Alan served as Utility Design Engineer for the relocation of critical water and wastewater infrastructure required to accommodate the LADOTD Nelson Road Extension and Contraband Bayou Bridge project. The project included the design and relocation of water mains, sanitary sewer mains, and a sewer lift station to eliminate utility conflicts while maintaining reliable utility service throughout construction. Alan was responsible for the design of the relocated utility infrastructure, preparation of plans, specifications, and engineer's cost estimates (PS&E), utility owner coordination, LADOTD coordination, permitting, bidding assistance, and construction engineering administration. He developed practical utility relocation solutions that minimized conflicts with the proposed roadway and bridge improvements, maintained continuity of utility service during construction, and supported efficient construction sequencing and project delivery.			
05/20 - 04/21	WATER MAIN RELOCATION FOR LA 378 TURN LANE IMPROVEMENTS AT PHILLIPS ROAD Calcasieu Parish Waterworks District No. 4 Utility Design Engineer. Alan served as Utility Design Engineer for the relocation of an existing potable water main required to accommodate the LADOTD LA 378 turn lane improvements at Phillips Road. The project involved the design of relocated water distribution infrastructure to eliminate utility conflicts while supporting the proposed highway improvements. Alan was responsible for the design of the relocated water main, preparation of plans, specifications, and engineer's cost estimates (PS&E), utility coordination, and construction engineering support throughout project implementation. He developed practical utility relocation solutions that minimized conflicts with the proposed roadway improvements, maintained reliable water service during construction, and facilitated the successful integration of the utility infrastructure with the transportation project.			
02/13 - 02/15	LA 8 WATER LINE RELOCATION AT CANEY BRANCH BRIDGE Village of Simpson, LA Utility Design Engineer. Alan served as Utility Design Engineer for the relocation of an existing potable water line required to accommodate the LADOTD LA 8 Caney Branch Bridge replacement. The project involved the design of relocated water distribution infrastructure to eliminate utility conflicts and support construction of the new bridge while maintaining reliable water service. Alan was responsible for the design of the relocated water line, preparation of plans and specifications, utility owner coordination, LADOTD coordination, and development of a utility relocation solution compatible with the proposed bridge improvements. He worked closely with the project stakeholders to minimize utility conflicts, maintain reliable water service during construction, and successfully integrate the relocated water infrastructure with the bridge replacement project.			

FIRM EMPLOYED BY		Meyer and Associates, Inc.		
NAME	Andrew Mattingly, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	16	
TITLE	Senior Project Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	0	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2012 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 40925 LA 03/31/27		
YEAR REGISTERED	2016	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Andrew has 16 years of experience providing civil engineering design and technical support for roadway, highway, drainage, utility, and site development projects throughout Louisiana. As Roadway/Drainage Engineer, he will assist with roadway geometric design, grading, stormwater drainage design, utility coordination, plan production, quantity calculations, and preparation of construction plans, specifications, and engineer's estimates. Throughout his career, Andrew has provided design support on municipal, parish, state, and private-sector transportation and infrastructure projects, including roadway reconstruction, urban roadway improvements, drainage systems, water and wastewater utilities, parking facilities, and railroad infrastructure. Andrew will serve as a ROADWAY/DRAINAGE ENGINEER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
11/24 – Ongoing	BAILEY ROAD IMPROVEMENTS Vernon Parish Police Jury, LA Project Manager and Lead Roadway/Drainage Engineer. Project Manager and Lead Roadway & Drainage Designer to rehabilitate 10 miles of Bailey Road near Rosepine, Louisiana. The project includes full-depth asphalt roadway reconstruction, pavement striping, roadside drainage improvements, and cross-drainage enhancements to improve roadway safety, drainage capacity, and long-term pavement performance. Andrew is responsible for the roadway and drainage design, preparation of plans and specifications, engineer's cost estimates, and construction administration for all phases of the project. The work requires extensive coordination with the Vernon Parish Police Jury, Town of Rosepine, and the Louisiana Department of Agriculture and Forestry (LDAF) due to improvements within the Kisatchie National Forest corridor. Phase I is currently under construction, with Phase II in design.			
08/23 – Ongoing	ALLEN PARISH BRIDGE IMPROVEMENTS Allen Parish Police Jury, LA Project Engineer. Project Engineer for the replacement of five existing bridges north of Oberlin, Louisiana. His responsibilities include overseeing the preparation of roadway, bridge, and drainage plans and specifications, coordinating project development, and ensuring the integration of roadway approaches and drainage improvements into the final construction documents. The project is funded through State Capital Outlay and administered in coordination with the Louisiana Office of Facility Planning and Control, requiring adherence to state design standards and agency review procedures.			
06/22 – Ongoing	CAMP EDGEWOOD ROAD AND DRAINAGE IMPROVEMENTS (PHASE 1 AND PHASE 2) Beauregard Parish Police Jury, LA Lead Roadway/Drainage Designer. Lead Roadway & Drainage Designer for this reconstruction project, including asphalt pavement rehabilitation, soil-cement base improvements, pavement striping, and replacement of cross-drain culverts. The project also required raising an extended section of roadway profile to improve drainage and long-term pavement performance. Andrew was responsible for roadway design, grading, hydrologic and hydraulic analyses of the existing and proposed drainage system, preparation of construction plans/specs, and coordination of Phase I and Phase II project development. Phase I was completed in Spring 2025, with Phase II currently in design.			
06/21 – Ongoing (currently in construction closeout)	CURRIE DRIVE BRIDGE REPLACEMENT AND ROADWAY IMPROVEMENTS Calcasieu Parish Police Jury, LA Lead Roadway/Drainage Engineer. Lead Roadway & Drainage Engineer for the replacement of the Currie Drive Bridge and the associated widening of Currie Drive and Carlyss Drive from two lanes to a three-lane urban roadway. Responsibilities included preparation of the roadway, drainage, and utility plans and specifications, incorporating curb and gutter, subsurface storm drainage, and roadway geometric improvements. The project also included hydrologic and hydraulic analyses, property and topographic surveys, geotechnical coordination, and bridge replacement design performed in coordination with specialty subconsultants. Andrew provided design support throughout project development, ensuring the roadway, drainage, and bridge improvements were fully integrated into the final construction documents.			
05/20 - 07/23	CLOONEY STREET RECONSTRUCTION City of Lake Charles, LA Lead Roadway/Drainage Engineer. Lead Roadway & Drainage Designer for the full-depth reconstruction of approximately 740 linear feet of Clooney Street from Louie Street to Rosalie Street. The project included Portland cement concrete pavement reconstruction, subsurface stormwater drainage improvements, utility infrastructure rehabilitation and replacement, pedestrian facilities, grading, and cured-in-place pipe (CIPP) rehabilitation within the project corridor. As Project Manager and primary design engineer, Andrew was responsible for roadway geometric design, vertical alignments, grading, hydrologic and hydraulic analyses of the proposed drainage system, preparation of construction plans and specifications, and construction administration. He coordinated the integration of roadway, drainage, and utility improvements to deliver a comprehensive transportation infrastructure project from design through construction.			

FIRM EMPLOYED BY		Meyer and Associates, Inc.		
NAME	Jessica Pousson, PE	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	1.5	
TITLE	Senior Project Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	11	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2015 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 43716 LA 03/31/28		
YEAR REGISTERED	2018	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Jessica has over 12 years of experience in transportation and civil engineering design, specializing in roadway geometric design, roundabouts, traffic engineering, stormwater drainage systems, and hydrologic and hydraulic analyses. As Project Engineer, she has successfully managed the planning, design, and delivery of municipal, state, and private infrastructure projects from concept through construction, including preparation of plans, specifications, engineer's cost estimates, technical reports, and permitting documentation. Jessica has extensive experience coordinating multidisciplinary engineering efforts involving roadway design, drainage, traffic operations, utility coordination, and regulatory agency approvals. She has also led public involvement efforts, coordinated with project stakeholders, and provided engineering support during construction to facilitate successful project delivery. Her work is performed in accordance with LADOTD, AASHTO, FHWA, and MUTCD standards, as well as applicable local and federal regulations. Jessica will serve as ROADWAY ENGINEER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
10/18 - 08/24	LA675 ROUNDABOUT AT ARA ACCESS ROAD Iberia Parish, LA Project Engineer. Project Engineer for the design of a five-legged roundabout connecting a new boulevard extension between LA 3212 (Prairie Road) and LA 675 (Jefferson Island Road). She prepared preliminary and final roadway plans for LADOTD, including roadway geometric design, drainage design, and hydrologic and hydraulic analyses with supporting HYDRWIN calculations and reports. Jessica coordinated with LADOTD, Iberia Parish, utility companies, and project stakeholders to resolve design issues and improve constructability. She also developed public meeting exhibits and coordinated public involvement activities to communicate the project scope, schedule, and design to the community.			
08/17 - 08/24	RED DAVIS MCCOLLISTER ROAD AND SOUTH PARK DRIVE ROUNDABOUT Calcasieu Parish, LA Engineer of Record. Engineer of Record for the design of a modern roundabout, including roadway geometry, stormwater drainage, utility coordination, lighting, landscaping, and right-of-way planning. She coordinated survey and LiDAR data collection, utilized AutoTURN to verify vehicle turning movements, and prepared roadway plans, drainage analyses, specifications, cost estimates, and a HYDRWIN drainage report. Jessica also coordinated with Calcasieu Parish, utility providers, and project stakeholders to integrate utility relocations, a municipal waterline, and other project improvements into a coordinated, constructible design.			
02/23 - 08/24	BAKER BOULEVARD OVERLAY Baker, LA Project Engineer. Project Engineer for the rehabilitation of approximately 1.25 miles (6,600 linear feet) of Baker Blvd. and Bentley Blvd. between LA 19 and Bentley Extension. The project improved deteriorated pavement conditions through an asphalt overlay designed to extend the service life of the roadway and improve ride quality while avoiding full-depth reconstruction. Ms. Pousson was responsible for the roadway design, vertical profile adjustments, cross slope corrections, and preparation of plans, specifications, and engineer's cost estimates for the asphalt overlay improvements. She developed the roadway geometry to improve pavement performance, drainage characteristics, and overall drivability while ensuring compatibility with existing roadway features and project design standards.			
01/22 - 07/23	CALCASIEU PARISH POLICE JURY OVERLAY PHASE 1A Calcasieu Parish, LA Engineer of Record. Engineer of Record for the rehabilitation of approximately 10.78 miles of roadway within the Calcasieu Parish Metropolitan Planning Organization (MPO), including six roadways and one state route, LA384. The project consisted of asphalt pavement rehabilitation through patching and overlay to improve roadway conditions and extend pavement service life. Jessica coordinated the collection and evaluation of existing roadway condition data and was responsible for the roadway rehabilitation design, preparation of plans, specifications, and engineer's cost estimates for the asphalt patching and overlay improvements. She oversaw the development of construction documents to ensure the proposed improvements met project objectives and applicable design standards while maximizing the long-term performance of the roadway network.			
01/25 - Ongoing	GUILLORY STREET SHARED USE PATH Westlake, LA Engineer of Record. Engineer of Record for the replacement of approximately 2,900 linear feet of existing sidewalk with a 10-foot-wide shared-use path to improve pedestrian and bicycle connectivity and safety between two public schools. The project is being developed in accordance with LADOTD design standards and incorporates horizontal and vertical geometric design, ADA-compliant pedestrian facilities, grading, and utility conflict avoidance within a constrained urban corridor. Jessica is responsible for the preparation of preliminary engineering plans, roadway geometry, utility coordination, and development of construction documents, ensuring the proposed improvements are compatible with existing infrastructure while minimizing impacts to adjacent utilities and property.			

FIRM EMPLOYED BY		Intelligent Transportation Systems LLC		
NAME	Kimberly McDaniel, PE, PTOE, PTP	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	3.5	
TITLE	CEO/Principal	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	19.5	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2005 Civil Engineering; BS 2003 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 0032973 LA 02/09/2027 Professional Traffic Operations Engineer (Nat'l) No. 2072 10/02/2028 Professional Transportation Planner (Nat'l) No. 802 03/14/2028		
YEAR REGISTERED	2006	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Kimberly is the Principal and CEO of Intelligent Transportation Systems LLC (ITS LLC), bringing over 20 years of experience in transportation engineering. She has worked extensively as a consultant and spent six years at LADOTD where she helped shape state laws, policies, and programs on Access Management, Traffic Impact Studies, and Complete Streets. Her expertise includes traffic impact studies, safety and capacity analyses, corridor studies, access management, transportation planning, environmental assessments, and pedestrian planning. She also has experience in roadway design, including bicycle and pedestrian facilities and traffic control plans. As a project manager, Kimberly has a strong record of delivering high-quality projects on time and within budget, improving transportation infrastructure and mobility. Kimberly will serve as TRAFFIC QA/QC MANAGER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/18 - 04/24	COUNTRY CLUB ROAD IMPROVEMENTS Calcasieu Parish, LA Senior Engineer. As part of the Calcasieu Parish Transportation Improvement Program, ITS LLC was contracted to conduct a detailed analysis of the intersection of Country Club Road (LA 384) and Ihles Road. The study focused on evaluating existing traffic conditions, identifying operational deficiencies, and developing potential improvement alternatives to enhance safety and efficiency. Various alternatives were assessed to determine the most effective approach for mitigating congestion and improving intersection performance. The selected alternative for implementation included the addition of turn lanes on all approaches to optimize traffic flow, as well as upgraded signal control to improve safety and coordination.			
04/26 - Ongoing	LA 21 CORRIDOR AND CIRCULATION STUDY Covington, LA Project Principal. ITS LLC is evaluating existing and future traffic conditions along this rapidly developing corridor, with a focus on addressing congestion, safety, and mobility challenges. The project includes data collection, traffic modeling, and detailed analysis of current roadway performance. A key component is the evaluation of pedestrian conditions, with emphasis on roadways lacking dedicated pedestrian facilities. The study identifies operational deficiencies—particularly those affecting pedestrians and other vulnerable road users—and develops targeted, cost-effective countermeasures to improve safety and accessibility.			
02/25 - Ongoing	US 190 ENVIRONMENTAL ASSESSMENT Opelousas, LA Principal and QA/QC Reviewer. As a sub-consultant to GEC, Inc., ITS LLC is responsible for conducting all traffic and safety analyses for the Environmental Assessment of the US 190 corridor, a couplet in historic downtown Opelousas. This study, commissioned by the Louisiana Department of Transportation and Development (LADOTD), aims to evaluate alternatives for improving the corridor, which is heavily utilized by both motorized and non-motorized users. Given its significance as a pedestrian thoroughfare and its role as part of a public transportation (bus) route, the study will place a particular emphasis on pedestrian safety and accessibility. The traffic analysis will contribute to the overall Environmental Assessment for the corridor's potential improvements.			
05/24 - 12/25	LOBDELL PEDESTRIAN IMPROVEMENTS Baton Rouge, LA Project Manager and Engineer of Record. As part of the MoveBR Program, ITS LLC was contracted to conduct a Design Study and develop improvement plans for the intersections of Goodwood Avenue and Seven Oaks Avenue with Lobdell Boulevard. The intersection of Goodwood at Lobdell is signalized with an existing right-turn slip lane, while Goodwood at Seven Oaks is non-signalized. Both intersections are frequently used by pedestrians, and the project aims to improve crosswalk safety and accessibility. The study has evaluated alternatives such as rectangular rapid flashing beacons (RRFB), HAWK signals, and Pedestrian Hybrid Beacons (PHB) to enhance pedestrian safety. The study determined a PHB to be the most effective alternative, ITS LLC developed the design and construction plans for the implementation of two PHBs.			
10/23 - 02/25	NORTH PERKINS FERRY ROAD Calcasieu Parish, LA Engineer of Record and Project Manager. North Perkins Ferry Road is a corridor of approximately 2.6 miles in length in northern Calcasieu Parish with a documented history of crashes and congestion. ITS LLC was contracted by the Parish to perform a comprehensive corridor study including data collection, intersection analyses, and crash and safety analysis. The roadway did not have current pedestrian facilities so segments near residential areas were evaluated for potential implementation of sidewalks and multi-use paths. Both short-term and long-term improvements were developed. A Stage 0 Report was developed for a segment of the corridor between Coffey Road and Joe Miller Road for the potential implementation of a roundabout.			

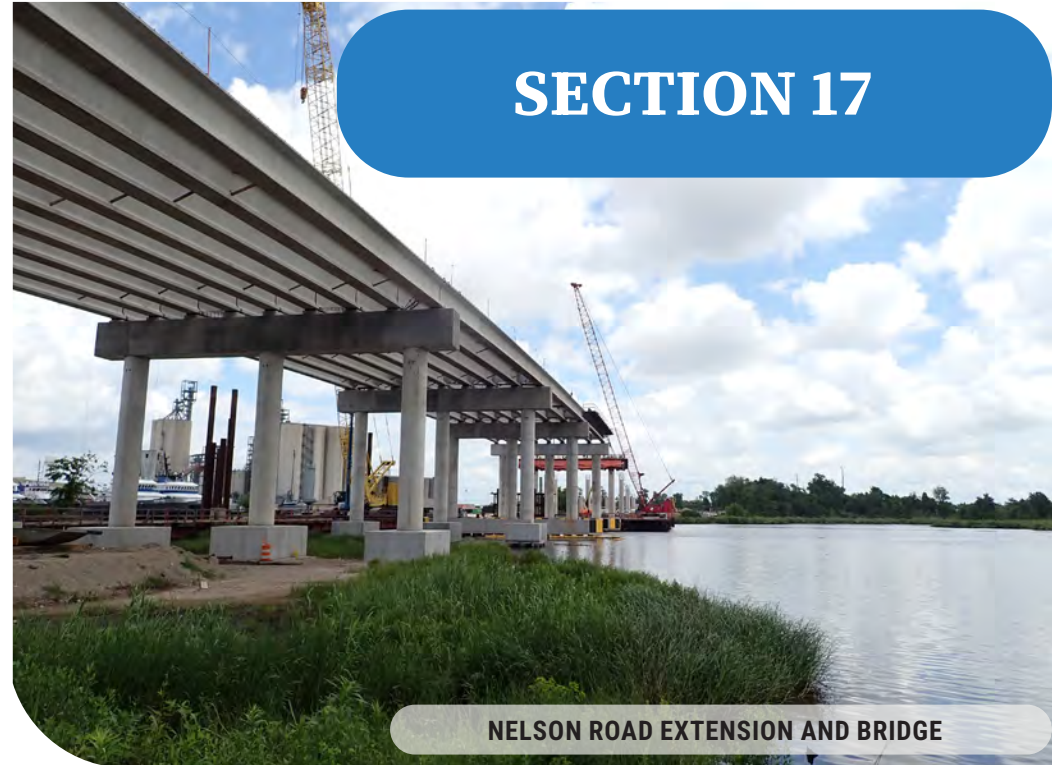
FIRM EMPLOYED BY		Intelligent Transportation Systems LLC		
NAME	Jonathan Fox, PE, PTOE, PMP	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	10.5	
TITLE	Principal	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	14	
DEGREE(S) / YEARS / SPECIALIZATION		BS 2003 Civil Engineering		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PE No. 0033277 Louisiana 09/30/2027 Professional Traffic Operations Engineer (Nat'l) No.2329 11/07/2028 Project Management Professional (Nat'l) No. 1812148 Exp 04/28/2027		
YEAR REGISTERED	2007	DISCIPLINE	Civil Engineering	
Contract role(s) / brief description of responsibilities	Jonathan has 15 years of experience in traffic engineering and intelligent transportation systems. He currently serves as Principal at Intelligent Transportation Systems LLC (ITS LLC). His background includes traffic studies and assessments, traffic signal design, and ITS systems engineering and architecture. Jonathan's ITS-related experience includes system diagnostics and troubleshooting, system testing, management and operations, and systems maintenance. He led the design and implementation of the first adaptive traffic signal system in Louisiana and continues to be a leader in this specialty. Jonathan has varied experiences in design, ITS, traffic engineering, and program management. Additionally, Jonathan is a licensed electrical contractor (CL.47985). Jonathan will serve as a TRAFFIC ENGINEER for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/18 - 04/24	LA 384 (COUNTRY CLUB ROAD) IMPROVEMENTS Calcasieu Parish, LA Project Principal and QA/QC Oversight. As part of the Calcasieu Parish Transportation Improvement Program, ITS LLC was contracted to conduct a detailed analysis of the intersection of Country Club Road (LA 384) and Ihles Road. The study focused on evaluating existing traffic conditions, identifying operational deficiencies, and developing potential improvement alternatives to enhance safety and efficiency. Various alternatives were assessed to determine the most effective approach for mitigating congestion and improving intersection performance. The selected alternative for implementation included the addition of turn lanes on all approaches to optimize traffic flow, as well as upgraded signal control to improve safety and coordination.			
01/23 - Ongoing	H.012685 - LA 385 (RYAN STREET) INTERSECTION IMPROVEMENTS Lake Charles, LA Project Manager. ITS LLC serves as a subconsultant to Stantec, providing traffic signal engineering services for the improvement of 11 signalized intersections along the LA 385 (Ryan Street) and East McNeese Street corridors. The project includes partial roadway widening and overlay, modernization of existing traffic signals, complete redesign of two intersections, installation of pedestrian accommodations, and deployment of infrastructure to support an adaptive traffic signal system, improving safety, accessibility, and corridor operations.			
07/24 - Ongoing	H.012288.5 DISTRICT 02 FLASHING YELLOW ARROW PART I Houma, LA QA/QC Reviewer. ITS LLC is responsible for inspecting 22 traffic signals as part of the existing conditions analysis, which includes developing inventories, completing forms, capturing photographs, and collecting relevant data. Additionally, ITS LLC is leading the design of upgrades at seven intersections, which involves implementing Flashing Yellow Arrow (FYA) technology to improve traffic flow and safety. The design includes upgrading signal equipment and control to optimize operations and enhance driver awareness.			
08/15 - 07/19	SASOL LAKE CHARLES CHEMICAL PROJECT - ADAPTIVE TRAFFIC SIGNAL SYSTEMS Westlake, LA Lead Traffic Engineer. Jonathan was the lead traffic engineer on new traffic signal designs, upgrades, communication design, and integration. He oversaw developing traffic signal plans, simulation models, communication layouts, network design, surveillance, travel time management, and permit applications. Six of these intersection upgrades were integrated by Jonathan's team as the first Adaptive Traffic Signal System deployed in the state of Louisiana (System A). Jonathan has overseen the design, implementation and integration of the Sasol System B (LA 108 signal corridor) as well as LA 27 (Beglis Rd.) at LA 379 (Houston Rive Rd.). These intersection designs used stop bar and setback radar detection as well as wireless and cellular communications. Efforts for Sasol also included design and construction support for a temporary traffic signal on Old Spanish Trail at Prater Road.			
06/18 - 07/19	US 90 ADAPTIVE CORRIDOR Westlake, LA Project Manager and Design Lead. Designs included preparing updated traffic signal inventory (TSI) forms as well as communications in support of two isolated traffic signals. Equipment included in the design consisted of new radar detection and unlicensed wireless communications. Jonathan oversaw the integration of the intersections into the adaptive system in Lake Charles.			

FIRM EMPLOYED BY		Franklin Associates, LLC		
NAME	Angela Noote	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	3	
TITLE	Project Manager	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	27	
DEGREE(S) / YEARS / SPECIALIZATION		BA 1991 Communications – Public Relations		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		N/A		
YEAR REGISTERED	N/A	DISCIPLINE	N/A	
Contract role(s) / brief description of responsibilities	Angela leads Franklin Associates' project communication efforts with 30 years of communications experience as a writer, editor, marketer, communications director and lobbyist. She is the Communications Project Manager for the I-49 Inner-City Connector public engagement project, where she has organized public meetings and prepared reports to highlight stakeholder feedback. As the media liaison for the Louisiana State University Foundation's University Lake Project, she leads all media relations efforts, including organizing interviews and tracking the amount, tone, and sentiment of media coverage. She is the Public Information Officer for the Belle Chasse Bridge & Tunnel Replacement Project, the first P3 infrastructure project for the state's Department of Transportation and Development in Louisiana. She is also on the communications team for the \$2.3B Calcasieu River Bridge P3 project, contributing strategies and tactics to create connection and affinity for this transformational project. She has contributed to crisis communications/reputation management for clients benefiting from her messaging and brand management experience. Her tailored communications plans emphasize increasing engagement through a variety of channels including social media, traditional media, and the web. She is certified in data analytics and focuses on capturing key engagement metrics to make data-driven decisions on messaging while providing detailed data reports to clients. Angela will serve as a PUBLIC ENGAGEMENT/COMMUNICATIONS SPECIALIST for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
01/24 – Ongoing	BELLE CHASSE BRIDGE AND TUNNEL REPLACEMENT PROJECT Belle Chasse, LA Communications Project Manager/Deputy Public Information Officer. Angela manages all communications for the project as Deputy Public Information Officer. She supports tolling education through public channels including newsletter, media releases, and social media posts. Angela is responsible to field all public inquiries and research and create timely responses. She keeps the public updated on construction progress, traffic impacts, and as the official media spokesperson of the project, schedule, participate in, and track amount, tone, and sentiment of media coverage.			
08/23 – Ongoing	I-49 INNER CITY CONNECTOR Shreveport, LA Communications Project Manager. Angela is leading the public outreach for the final Phase 0 public meeting for the I-49 Inner-City Connector in Shreveport. This includes stakeholder engagement, media relations, meeting promotion, and all meeting logistics followed by a detailed report for DOTD including a summary of the tone and sentiment of public comments. She also maintains and updates the project's website content.			
08/23 – Ongoing	UNIVERSITY LAKES IMPROVEMENT PROJECT Baton Rouge, LA Communications Project Manager. Angela is leading media relations efforts for this project which includes setting up interviews and media tracking.			
06/23 - Ongoing	I-10 CALCASIEU RIVER BRIDGE REPLACEMENT PROJECT Lake Charles, LA Deputy Public Information Manager. Angela writes and disseminates public notices and press releases concerning project updates and impacts to the community. She maintains documentation of and coordinates responses to inquiries related to all aspects of the project, including residents, business owners, and government leaders. Additionally, Angela presents information to the public via social media, open houses, community education events, and meetings with special interest groups. She tracks and reports on monthly communications metrics.			
08/23 - 05/24	EAST BATON ROUGE PARISH LIBRARY OPERATIONS ASSESSMENT Baton Rouge, LA Communications Project Manager. Angela developed a change management plan to impact internal culture and aid in employee retention within the library system. She performed extensive audit encompassing surveys and focus groups, creating a detailed report with recommendations and a move-forward action plan.			

FIRM EMPLOYED BY		Franklin Associates, LLC		
NAME	Laura Livingston, MS, PMP	YEARS OF EXPERIENCE WITH THIS FIRM/EMPLOYER	3	
TITLE	Public Engagement Specialist	YEARS OF EXPERIENCE WITH OTHER FIRM(S)/EMPLOYER(S)	7	
DEGREE(S) / YEARS / SPECIALIZATION		MS 2022 Environmental Policy & Management, Energy & Sustainability; BA 2015 Political Science		
ACTIVE REGISTRATION NUMBER / STATE / EXPIRATION DATE		PMP #4305587 National N/A		
YEAR REGISTERED	2026	DISCIPLINE	N/A	
Contract role(s) / brief description of responsibilities	Laura has 10 years of experience managing complex projects at all levels of implementation. She has built teams from scratch, including a multilingual staff of 10 for an emergency COVID-19 project, and continued to provide managerial support by implementing clear policies and procedures designed to increase efficiency. She can develop strategic plans for community engagement just as easily as she conducts interviews to compile feedback for clients. Laura also has experience writing grants and a track record of receiving funding, a testament to her attention to detail and ability to effectively articulate a project's scope from the beginning. Due to her background with environmental policy, Laura has led a number of projects that demand a firm understanding of energy and conservation regulations. Laura will serve as a PUBLIC ENGAGEMENT/COMMUNICATIONS SPECIALIST for this contract.			
Experience dates (mm/yy - mm/yy)	Experience and qualifications relevant to the proposed contract; i.e., "Designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).			
07/25 - Ongoing	IBERVILLE PARISH MASTER PLAN UPDATE PLAQUEMINE, LA Project Manager. Laura is responsible to drafts and executes the public engagement plan. Laura establishes engagement objectives, success measures, and outreach approaches. She plans and facilitates focus groups and public participation events, and analyzes community input and synthesizing data collected through engagement activities.			
02/25 - Ongoing	DOWNTOWN PLAN BATON ROUGE III Baton Rouge, LA Outreach Specialist. Laura contributes to the creation of the public engagement strategy. She aids in establishing engagement objectives, success measures, and outreach approaches. She provides support in planning and facilitating focus groups and public participation events, and participates in analyzing community input and synthesizing data collected through engagement activities.			
01/25 - Ongoing	I-10 BATON ROUGE WIDENING CMAR LADOTD Outreach Specialist. Laura identifies and informs project stakeholders and provides public engagement coordination. She supports the development of project materials and outreach surveys, as well as documents and analyzes outreach results.			
11/24 - 03/25	CARBON SOLUTIONS Baton Rouge, LA Program Manager. Laura developed a framework for listening sessions to solicit feedback about the client's air quality analysis tool to inform further development of the prototype. She identified stakeholders to participate in the listening sessions, and facilitated one virtual listening session with national stakeholders. Laura also analyzed and summarized stakeholder input into a comprehensive report, and supplied Carbon Solutions with all event materials for use in future events.			
04/24 - 04/25	CAPITOL REGION PLANNING COMMISSION REGIONAL CLIMATE ACTION PLAN Baton Rouge, LA Project Manager. Laura was responsible to develop a strategic outreach and engagement plan for the Baton Rouge MSA. She organized and facilitated interviews with key stakeholders. She established and coordinated partnerships with a Community Working Group, a coalition of local outreach organizations, to assist with public engagement. Laura designed and executed public outreach events throughout the Baton Rouge MSA, and facilitated four sector focus groups to solicit feedback about potential low-carbon scenarios. Additionally, she analyzed and summarized feedback into a comprehensive report.			
05/23 - 06/24	DCFS STRATEGIC RECRUITMENT, RETENTION, AND PUBLIC OUTREACH CAMPAIGN PROJECT Baton Rouge, LA Project Manager. Laura developed strategic recruitment plan for staff and foster parents. She curated and facilitated media campaign for outreach efforts, and improved awareness for DCFS supportive services through communications plans.			



I-210 COVE LANE INTERCHANGE & IMPROVEMENTS



NELSON ROAD EXTENSION AND BRIDGE

STANTEC PROJECTS



WEST PRIEN LAKE ROAD RELOCATION



RYAN STREET INTERCHANGE IMPROVEMENTS

17. Firm Experience:

FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic
PROJECT NAME	LA 384 (COUNTRY CLUB ROAD) AND IHLES RD/ELLIOTT RD INTERSECTION IMPROVEMENTS		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	DOTD: PA070012 CPPJ: E115	OWNER'S NAME	Calcasieu Parish Police Jury	
PROJECT LOCATION	Calcasieu Parish, Louisiana		OWNER'S PROJECT MANAGER	Matt Morris
OWNER'S ADDRESS, PHONE, EMAIL	1114 Ryan Street, Lake Charles, LA 70601 (337) 721-4100 mbmorris@calcasieu.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	11/24	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,035.2
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$722.9

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

Stantec is leading the design of the widening of the intersection of LA 384 (Country Club Road) and Ihles Road/Elliott Road for the Calcasieu Parish Police Jury.

This project is planned to be the first improvement along the LA 384 corridor that will ultimately tie into the currently advertised LA 384 Big Lake Road to McNeese Street project.

The proposed project will improve the existing signal-controlled intersection by widening the existing roadways including resurfacing and leveling of approximately 1,500 feet of roadway along each leg of the intersection with new curbs and subsurface drainage. All existing three-lane approaches will be widened to two through lanes in each direction with turn lanes added to each approach. Stantec is applying a multidisciplinary approach including topographic survey, roadway design, drainage design, geotechnical analysis, and traffic design.

Country Club Road, Elliott Road, and Ihles Road are all classified as Urban Minor Arterials. The LA 384 corridor serves as a connection between Lake Charles' urban core, McNeese State University and the ever-growing southwest Lake Charles area. Elliott Road and Ihles Road provide access to the residential areas adjacent to LA 384. The existing intersection experiences a high volume of traffic on a daily basis and this project will provide more efficient operations of the intersection by providing congestion relief and reduce travel times for motorists. Stantec is coordinating with Calcasieu Parish and LADOTD District 07.

The Stantec team is currently developing the roadway and traffic signal plans and are currently in the preliminary design stage of development. Special care is being taken to avoid key constraints within the project area such as existing businesses and major utilities. The design also includes striping, signage, and signal design are ongoing. Stantec's team is working closely with the client and stakeholders so that all local and state performance desires are met.

TEAM MEMBERS INVOLVED: **M. NEUMANN, N. PRUDHOMME, D. ARMSTRONG, J. LEFANTE, A. GRIFFITH, J. CAINS III**

TASK RELEVANCE:

- ☒ Roadway Design (Capacity Improvements)
- ☒ Drainage Design
- ☒ Sidewalk Considerations
- ☒ Maintenance of Traffic/Traffic Control
- ☒ Traffic Signal Design
- ☒ Utility Conflicts
- ☒ Quality Review
- ☒ Cost Estimates
- ☒ Stakeholder Coordination



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Bridge, Traffic
PROJECT NAME	LA 385: RYAN STREET IMPROVEMENTS		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.012685	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Calcasieu Parish, Louisiana		OWNER'S PROJECT MANAGER	Mohammad Nur
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capital Access, Baton Rouge, LA 70808 (225) 379-1028 Mohammad.Nur@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	12/22	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$797.1
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$602.6

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

This project proposes improvements on Ryan Street (LA 385) between McNeese Street and Eddy Street, and McNeese Street between Ryan Street and Louisiana Avenue in Lake Charles, LA (approximately 2.6 miles).

Stantec is leading the design for the project, which includes sidewalk improvements, turn lane improvements at the intersection of Ryan Street and Sale Road, drainage improvements and repairs, access management improvements including driveway consolidation, raised dividers at intersections, signalization upgrades and improvements, striping, and signage. This project is funded through HSIP funds managed by DOTD.

The project will acquire right-of-way primarily in the turn lane widening areas to accommodate the proposed improvements but will generally replace the existing mountable curb with barrier curb along the entire corridor to meet DOTD curb policy for adjacent sidewalk while also reconstructing existing sidewalks within the existing right-of-way to address ADAAG / PROWAG requirements at side street intersections, driveways and vertical utility features. Stantec also worked closely with District 07 as well as McNeese State University (MSU) to develop sidewalk solutions along the MSU campus adjacent to Ryan Street that avoided impacts to their endowed oak trees, a prominent feature outlining their campus. The Stantec team also is designing adaptive traffic signals along the corridor, a new technology that adjusts signal timing operations to traffic behavior patterns during peak hours.

The project also includes new sidewalk or sidewalk replacement and access management improvements along McNeese Street between Ryan Street and Louisiana Avenue, where similar ADA compliance considerations for sidewalk conflicts with utilities, driveways, and side street intersections were addressed. Stantec is currently in the Final Plans Phase of the project, awaiting resolution of the right-of-way acquisition process to finalize the plans for construction advertisement. This project has a direct physical connection at the McNeese Street intersection to the LA 384 Corridor Improvement project currently in the procurement phase by DOTD.

TEAM MEMBERS INVOLVED:

**J. LEFANTE, J. CAINS III,
D. ARMSTRONG, M. NEUMANN,
J. BARKER, A. GRIFFITH,
N. PRUDHOMME, C. GAUDRY**



TASK RELEVANCE:

- ☒ Roadway Design (Capacity Improvements)
- ☒ Drainage Design
- ☒ Sidewalk Improvements
- ☒ Maintenance of Traffic/Traffic Control
- ☒ Adaptive Traffic Signal Design
- ☒ Utility Conflicts
- ☒ Quality Review
- ☒ Cost Estimates
- ☒ Stakeholder Coordination

FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic, Bridge, Other (Landscape)
PROJECT NAME	GOVERNMENT STREET ROAD DIET STAGE 0 THROUGH FINAL PLANS		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.011295	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Baton Rouge, Louisiana		OWNER'S PROJECT MANAGER	Anna Hanks
OWNER'S ADDRESS, PHONE, EMAIL		1201 Capital Access, Baton Rouge, LA 70808 (225) 379-1726 anna.hanks@la.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	05/12	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,250.3
SERVICES COMPLETED BY THIS FIRM (MM/YY)	12/21	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,201

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

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

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

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

As part of this project, Stantec coordinated with the Capitol Regional Planning Commission (CRPC) staff, traffic engineers from the city and state, as well as staff members from the Center of Planning Excellence (CPEX). The staff members from CPEX were able to use the information we developed from this project to seek a grant from the Better Block non-profit organization for a demonstration project to convert Government Street to three lanes on a weekend. Our Project Manager worked with event organizers to develop the cross-section that would be acceptable to the City of Baton Rouge and LADOTD. The event was held in April 2013, with crowd estimates in the thousands. The traffic plan developed by Stantec in coordination with the event organizers and the City of Baton Rouge worked very effectively.

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

TEAM MEMBERS INVOLVED: J. CAINS III, N. PRUDHOMME, J. LEFANTE, H. KREBS, A. GRIFFITH, M. NEUMANN, D. ARMSTRONG, B. JOHNSON

TASK RELEVANCE:

- ☒ Roadway Design (Intersection Capacity Improvements)
- ☒ Drainage Design
- ☒ Complete Streets (Ped/Bike/Transit)
- ☒ Maintenance of Traffic/Traffic Control
- ☒ Traffic Signal Design
- ☒ Utility Conflicts
- ☒ Landscaping
- ☒ Quality Review
- ☒ Cost Estimates
- ☒ Stakeholder Coordination



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Road, Traffic, Other (Landscape), Bridge
PROJECT NAME	PERKINS ROAD (SIEGEN TO PECUE) WIDENING TRAFFIC STUDY, ENVIRONMENTAL ASSESSMENT (EA), PRELIMINARY PLANS, FINAL PLANS AND RIGHT-OF-WAY MAPS		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	CP Proj. No. 12-CS-HC-0015 (Road Transfer, formerly H.002344)	OWNER'S NAME	City of Baton Rouge	
PROJECT LOCATION	Baton Rouge, Louisiana		OWNER'S PROJECT MANAGER	Craig Rabalais
OWNER'S ADDRESS, PHONE, EMAIL		6767 Perkins Road, Baton Rouge, LA, 70808 (225) 769-0546 rabalais@csrsonline.com		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	01/12	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,580.8
SERVICES COMPLETED BY THIS FIRM (MM/YY)	01/14	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,560.6

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

The City of Baton Rouge and the LADOTD determined a need to increase capacity along Perkins Road (LA 427) between Siegen Lane and Highland Road.

Stantec was hired by the City of Baton Rouge to provide full engineering services (Environmental Study through Design Phases) to assess a corridor expansion project for a segment of Perkins Road beginning near the intersection of Siegen Lane and ending at the intersection of Highland Road. The result of the environmental study resulted in a phased implementation approach due to budgetary constraints. The section between Siegen Lane and Pecue Lane was identified for improvement, expanding the existing 2-lane roadway with open ditches and minimal shoulders into a 4-lane divided roadway with raised median, access management improvements, curb and gutter with subsurface drainage, median openings, R-CUT improvements with bulb-outs (loons), new pedestrian and bicycle facilities, traffic signal improvements at two major intersections, landscaping, green infrastructure, and noise walls. The project also included three (3) signalized mid-block crossings and fiber interconnect improvements for traffic signal coordination.

This capacity improvement improves travel efficiency along this 1.8 mile corridor with dense residential development as well as commercial use immediately adjacent in various locations.

This project also has several utilities that require relocation, including overhead electric and communication lines, as well as underground sewer (public and private, gravity and force main), water, gas, and fiber lines, and a very large telephone / communications duct bank. Stantec identified the utility conflicts through the development of a utility conflict matrix to assist the utility coordination efforts. This project also included a robust stakeholder outreach initiative, with a public meeting and several stakeholder interest group meetings.

Stantec attended these meetings with the client and provided all the necessary materials, exhibits, and handout content to properly conduct the meeting. Stantec has finalized the plans and is currently supporting the client during the clearing & grubbing phase of the project where utility relocations are ongoing.

TEAM MEMBERS INVOLVED: N. PRUDHOMME, J. LEFANTE, M. NEUMANN, D. ARMSTRONG, A. GRIFFITH

TASK RELEVANCE:

- ☒ Roadway Design (Intersection Capacity Improvements)
- ☒ Drainage Design
- ☒ Complete Streets (Ped/Bike/Transit)
- ☒ Maintenance of Traffic/Traffic Control
- ☒ Traffic Signal Design
- ☒ Utility Conflicts
- ☒ Landscaping
- ☒ Quality Review
- ☒ Cost Estimates
- ☒ Stakeholder Coordination



FIRM NAME	Stantec Consulting Services Inc.		DISCIPLINE(S)*	Bridge
PROJECT NAME	IDIQ CONTRACT FOR BRIDGE PRESERVATION (TASK ORDER NO. 2 - BOX CULVERT INITIATIVE)		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	H.016311, H.016312, H.016314, H.016318, H.016319, H.016320, H.016325	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Acadia, Evangeline, Jackson, and St. Landry Parishes, Louisiana		OWNER'S PROJECT MANAGER	Michael Chorazak, PE
OWNER'S ADDRESS, PHONE, EMAIL		1201 Capital Access, Baton Rouge, LA 70808 (225) 379-1091 Michael.Chorazak@la.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	04/25	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,568
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,568

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

Stantec is responsible for preparing seven project plan sets for 13 different bridge sites to replace existing timber bridges with precast concrete box culverts.

An initial project site visit was performed by the plan development team to determine project limits, verify survey accuracy, gather channel information for hydraulic design, and confirm area of environmental investigation. Project goals included minimizing project limits to avoid right-of-way acquisitions, expedite project delivery, and develop a project to shorten construction time. Environmental services included preparing the solicitation of views, categorical exclusion documentation, wetland study, cultural resources study, threatened and endangered survey, and navigability determination packet for each site. Using these results, Stantec prepared and facilitated obtaining necessary permits. To determine the required box size, a hydraulic analysis was performed in accordance with the DOTD Hydraulics Manuals and FHWA Hydraulic Engineering Circulars.

Box sizes were established to verify future flood events would not compromise the project site. A combination of software packages were used to perform the analysis and design including Aquaveo's Surface-water Modeling System (SMS), HEC-RAS, and FHWA HY-8. If feasible, boxes were lengthened to avoid being in the clear zone, thus eliminating the need for guardrail. Ultimately this will minimize future maintenance costs by eliminating replacing guardrail elements when impacted by vehicles. Milestone deliverables were limited to 60%, 90%, and 100% preliminary plans and 90% and 100% final plans. At this time, 90% final plans have been delivered to DOTD for all seven projects.

TEAM MEMBERS INVOLVED: B. JOHNSON, C. GAUDRY, W. HAWKINS, D. ARMSTRONG, J. CAINS III

TASK RELEVANCE:

- ☒ Roadway Design
- ☒ Drainage Design (Box Culvert)
- ☒ Maintenance of Traffic/Traffic Control
- ☒ Utility Conflicts
- ☒ Bridge Replacement (Box Culvert Design)
- ☒ Quality Review
- ☒ Cost Estimates

Projects included in this initiative:

- » H.016311 - LA 1123: Creek Bridges (3 sites)
- » H.016312 - LA 3116: Creek Bridges (3 sites)
- » H.016314 - LA 3048: Creek Bridge (1 site)
- » H.016318 - LA 3149: Bayou Bridges (2 sites)
- » H.016319 - LA 542: Creek Bridges (2 sites)
- » H.016320 - LA 3187: Creek Bridge (1 site)
- » H.016325 - LA 358: Creek Bridge (1 site)



FIRM NAME	Meyer and Associates, Inc.		DISCIPLINE(S)*	Road
PROJECT NAME	SALLIER STREET RECONSTRUCTION			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	N/A	OWNER'S NAME	City of Lake Charles	
PROJECT LOCATION	Lake Charles, Louisiana			OWNER'S PROJECT MANAGER Wendy Robinson
OWNER'S ADDRESS, PHONE, EMAIL	326 Pujo Street Lake Charles, LA 70601 (337) 491-1346 wendy.robinson@cityoflc.us			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	12/16	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$1,315
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$1,232

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

The City of Lake Charles retained Meyer & Associates, Inc. to provide engineering services for the reconstruction and widening of approximately 4,580 linear feet of Sallier Street from an existing two-lane roadway to a three-lane urban corridor. The project was developed to improve traffic operations, roadway safety, and corridor capacity while accommodating increased traffic generated by the LADOTD Nelson Road Extension and Contraband Bayou Bridge project and supporting future commercial and residential development.

The project included the preparation of preliminary and final design plans for the primary corridor improvements and three construction alternates. Improvements included reconstruction and widening of the existing concrete roadway, major storm drainage improvements, relocation of water and sanitary sewer infrastructure, utility relocations, construction of a new cul-de-sac, drainage system improvements on connecting roadways, intersection improvements, and construction of a new roadway connection and associated parking improvements to improve corridor access and circulation.

Engineering services included roadway geometric design, roadway widening, pavement design, hydrologic and hydraulic analysis, storm drainage design, water distribution design, sanitary sewer design, intersection design, utility coordination and relocation, preparation of Plans, Specifications and Engineer's Cost Estimates (PS&E), construction phasing, maintenance of traffic planning, constructability reviews, and agency coordination with the City of Lake Charles, LADOTD, the Port of Lake Charles, utility owners, and project stakeholders.

Project Highlights:

- Approximately 4,580 LF of urban roadway reconstruction and widening
- Two-lane to three-lane roadway conversion
- Concrete pavement reconstruction
- Storm drainage improvements
- Water and sanitary sewer relocations
- Gas, electric, and communications utility relocations
- New cul-de-sac construction
- Intersection and interchange improvements
- New roadway connection and parking improvements
- Phased corridor improvements
- Coordination with the LADOTD Nelson Road Extension and Contraband Bayou Bridge
- Multi-agency utility and stakeholder coordination

TEAM MEMBERS INVOLVED: **B. RACCA, A. MATTINGLY**

TASK RELEVANCE:

- ☒ Roadway Geometric Design
- ☒ Roadway Widening
- ☒ Pavement Design
- ☒ Drainage Design
- ☒ Hydrologic & Hydraulic Analysis
- ☒ Utility Coordination & Relocations
- ☒ Water Distribution Design
- ☒ Sanitary Sewer Design
- ☒ Intersection Design
- ☒ PS&E Development
- ☒ Construction Phasing
- ☒ Maintenance of Traffic
- ☒ Constructability Reviews
- ☒ Agency Coordination



FIRM NAME	Meyer and Associates, Inc.		DISCIPLINE(S)*	Road
PROJECT NAME	FORT POLK GROWTH MGT INFRASTRUCTURE IMPROVEMENTS SUB-REGIONAL PARKWAY		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A	OWNER'S NAME	Vernon Parish Police Jury	
PROJECT LOCATION	Vernon Parish, Louisiana		OWNER'S PROJECT MANAGER	Rhonda Plummer
OWNER'S ADDRESS, PHONE, EMAIL	300 S. 3rd Street, Leesville, LA 71446 (337) 238-0324 rhonda@vppjla.com			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	03/12	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$2,400
SERVICES COMPLETED BY THIS FIRM (MM/YY)	10/22	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$2,000

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

The Vernon Parish Police Jury retained Meyer & Associates, Inc. to provide engineering services for the phased development of approximately 2.6 miles of Sub-Regional Parkway Corridor to improve regional transportation connectivity between the surrounding roadway network and the adjacent U.S. Army installation at Fort Polk. The project was developed to enhance roadway capacity, improve traffic operations, support future economic development through improved regional mobility and transportation connectivity, and accommodate anticipated military and civilian traffic demands. Due to funding availability and scheduling considerations, the corridor improvements were strategically implemented through multiple construction phases.

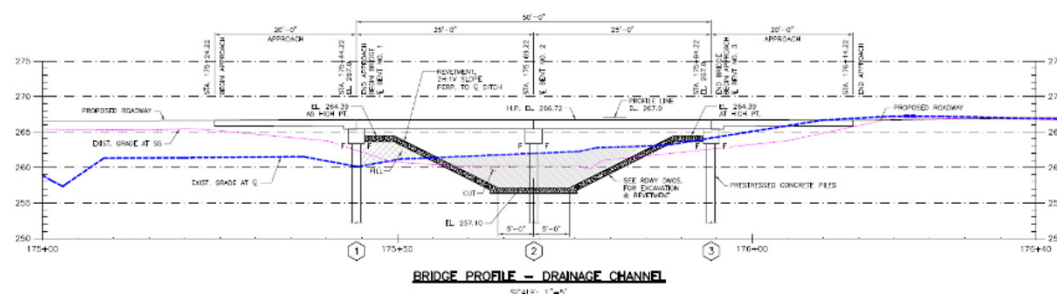
The project included the construction of a new roadway corridor with associated bridge, drainage, utility, and channel improvements. Major project components included a reinforced concrete bridge structure, channel improvements, roadside drainage ditches, subsurface drainage systems, cross-drain culverts, water distribution improvements, sanitary sewer improvements, and utility infrastructure necessary to support future development throughout the corridor.

Engineering services included roadway geometric design, pavement design, bridge coordination, hydrologic and hydraulic analysis, storm drainage design, channel improvements, cross-drain culvert design, water distribution design, sanitary sewer design, utility coordination, preparation of Plans, Specifications and Engineer's Cost Estimates (PS&E), construction phasing, constructability reviews, USACE permitting, LADOTD off-system bridge coordination, and agency coordination with the Vernon Parish Police Jury, USACE, LADOTD, utility providers, and project stakeholders.

Project Highlights:

- Approx. 2.6 miles of new roadway corridor
- Multi-phase transportation project
- Reinforced concrete bridge
- Storm drainage improvements
- Channel improvements
- Cross-drain culverts
- Water distribution improvements
- Sanitary sewer improvements
- USACE permitting
- LADOTD off-system bridge coordination
- Utility coordination
- Regional transportation connectivity

TEAM MEMBERS INVOLVED:
B. RACCA, A. MATTINGLY



TASK RELEVANCE:

- ☒ Roadway Geometric Design
- ☒ Pavement Design
- ☒ Bridge Coordination
- ☒ Drainage Design
- ☒ Hydrologic & Hydraulic Analysis
- ☒ Cross-Drain Culvert Design
- ☒ Water Distribution Design
- ☒ Sanitary Sewer Design
- ☒ Utility Coordination
- ☒ PS&E Development
- ☒ Construction Phasing
- ☒ Constructability Reviews
- ☒ Permitting
- ☒ Agency Coordination

FIRM NAME	Meyer and Associates, Inc.		DISCIPLINE(S)*	Road
PROJECT NAME	WELSH FRONTAGE ROAD			FIRM RESPONSIBILITY (prime or sub?) Prime
PROJECT NUMBER	N/A	OWNER'S NAME	Town of Welsh	
PROJECT LOCATION	Welsh, Louisiana			OWNER'S PROJECT MANAGER Karl Arceneaux, Mayor
OWNER'S ADDRESS, PHONE, EMAIL	112 South Adams Street, Welsh, LA 70591 (337) 733-4223 welshla@centurytel.net			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	08/2022	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$259
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$259

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

The Town of Welsh retained Meyer & Associates, Inc. to provide engineering services for the design and phased implementation of approximately 1 mile of new urban frontage roadway extending along the south side of Interstate 10 between North Adams Street and North Joseph Street. The project was developed to improve traffic operations, roadway safety, and corridor connectivity while supporting future commercial development and accommodating local, commercial, school, and regional traffic demands.

Engineering services included roadway geometric design, pavement design, hydrologic and hydraulic analysis, roadside drainage design, cross-drain culvert design, reinforced concrete box culvert extension, utility coordination and relocation, preparation of PS&E, construction phasing, constructability reviews, permitting support and agency coordination.

Project Highlights:

- Approximately 1 mile of new urban roadway
- Pavement design
- Open roadside drainage improvements
- Cross-drain culvert improvements
- Reinforced concrete box culvert extension
- Utility relocations
- Intersection improvements
- State Capital Outlay Funding
- Phased project delivery

TEAM MEMBERS INVOLVED:

B. RACCA, J. POUSSON

TASK RELEVANCE:

- ☒ Roadway Geometric Design
- ☒ Pavement Design
- ☒ Drainage Design
- ☒ Hydrologic & Hydraulic Analysis
- ☒ Utility Coordination & Relocations
- ☒ PS&E Development
- ☒ Construction Phasing
- ☒ Constructability Reviews
- ☒ Agency Coordination

Welsh Frontage Road Project Limits



FIRM NAME	Intelligent Transportation Systems LLC (ITS LLC)		DISCIPLINE(S)*	Traffic
PROJECT NAME	LAFAYETTE CONSOLIDATED GOVERNMENT – TRAFFIC VIDEO DETECTION SYSTEM		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	N/A	OWNER'S NAME	Lafayette Consolidated Government	
PROJECT LOCATION	Lafayette, LA		OWNER'S PROJECT MANAGER	Warren G. Abadie, PE
OWNER'S ADDRESS, PHONE, EMAIL		101 Jefferson, Suite 202; P.O. Box 4017-C; Lafayette, LA 70502 (337) 291-8548		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	05/25	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$175
SERVICES COMPLETED BY THIS FIRM (MM/YY)	07/25 (Integration Support Ongoing)	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$175

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

Intelligent Transportation Systems LLC (ITS LLC) has played a key role in Lafayette Consolidated Government's (LCG) initiative to upgrade traffic signal detection at 10 signalized intersections using AI-based video detection technology. This project represents LCG's first corridor-level deployment of artificial intelligence-driven video detection for traffic signal operations, vulnerable road user (VRU) detection, and data analytics, marking a significant advancement from traditional loop and basic video detection systems.

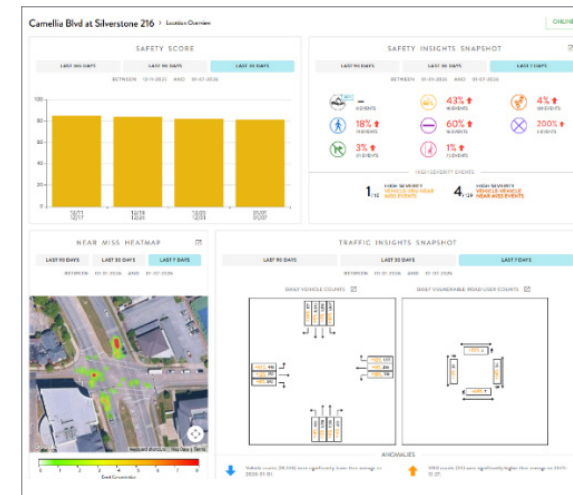
The purpose of the project was to improve signal responsiveness, operational efficiency, and data accuracy by implementing an AI-based detection platform capable of identifying vehicles, bicycles, pedestrians, and safety-related events in real time. ITS LLC supported the deployment through extensive technical coordination and hands-on implementation, ensuring the new detection system integrated seamlessly with existing signal controllers and cabinet hardware.

As part of the project, ITS LLC staff were instrumental in material coordination, bench testing, system verification, and troubleshooting throughout the deployment process. This included close collaboration with the AI video detection provider (DERQ), traffic signal controller and cabinet manufacturers, and LCG staff to resolve compatibility issues and refine system configurations. Due to the innovative nature of the technology, hardware and configuration adjustments were required to optimize detection zones, camera placement, and processing parameters.

Special emphasis was placed on ensuring both reliable signal operation and high-quality data collection, including accurate turning movement counts, vehicle classifications, pedestrian detection, and safety analytics such as near-miss events and events involving vulnerable road users (VRUs). ITS LLC worked closely with project stakeholders to refine detection performance across varying lighting conditions, traffic patterns, and intersection geometries.

This project highlights ITS LLC's ability to support cutting-edge traffic signal technologies, manage complex multi-party coordination, and adapt emerging systems to real-world operating conditions. The successful deployment provides LCG with enhanced operational insight, improved signal performance, improved experiences for vulnerable road users (VRUs) and a foundation for future data-driven safety and mobility initiatives.

TEAM MEMBERS INVOLVED: **J. FOX, K. MCDANIEL**



FIRM NAME	Intelligent Transportation Systems LLC (ITS LLC)		DISCIPLINE(S)*	Traffic
PROJECT NAME	LOBDELL AVE/GOODWOOD BLVD AND LOBDELL AVE/SEVEN OAKS AVE INTERSECTION PEDESTRIAN IMPROVEMENTS		FIRM RESPONSIBILITY (prime or sub?)	Prime
PROJECT NUMBER	23-EN-HC-0021 23-EN-HC-0022	OWNER'S NAME	East Baton Rouge City-Parish MovEBR Program	
PROJECT LOCATION	Baton Rouge, LA		OWNER'S PROJECT MANAGER	Fred Raiford
OWNER'S ADDRESS, PHONE, EMAIL		P.O. Box 1471, Baton Rouge, LA 70802 (225) 389-3158 fraiford@brla.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	05/24	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$113
SERVICES COMPLETED BY THIS FIRM (MM/YY)	12/25	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$63

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

As part of the MovEBR Program, ITS LLC was contracted to perform a Design Study and conceptual pedestrian improvement design for two intersections along Lobdell Boulevard—at Goodwood Avenue and Seven Oaks Avenue—in Baton Rouge, Louisiana. The project was initiated in response to concerns about pedestrian safety and access in a corridor that experiences frequent foot traffic connecting residential neighborhoods to commercial areas, schools, and public transit stops.

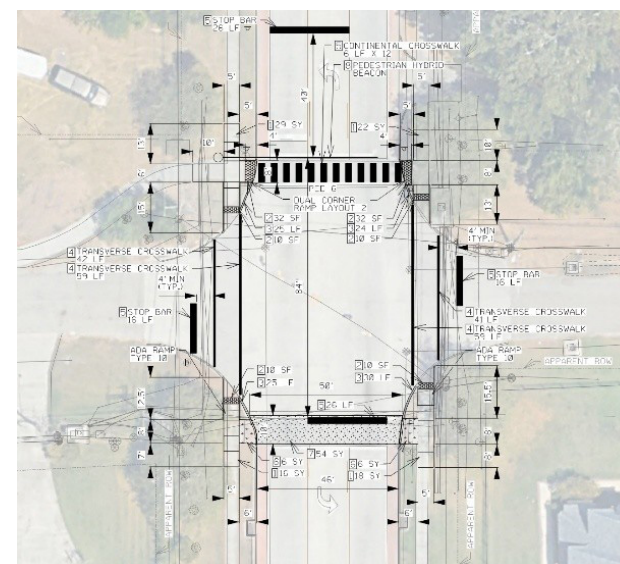
The intersection of Lobdell at Goodwood Avenue is signalized with a free-flowing right-turn slip lane, creating challenges for pedestrian crossings due to vehicle speed and visibility. The intersection of Lobdell at Seven Oaks Avenue is unsignalized but still experiences regular pedestrian use. ITS LLC was tasked with evaluating these locations and recommending pedestrian crossing enhancements to reduce conflict points and improve safety.

ITS LLC evaluated multiple options, including Rectangular Rapid Flashing Beacons (RRFBs), Pedestrian Hybrid Beacons (PHBs), and HAWK signals. Each alternative was assessed for its ability to improve driver yielding behavior, reduce pedestrian delay, and integrate effectively with existing roadway conditions. A critical challenge identified during the design process was the presence of significant underground utility conflicts along both sides of Lobdell Boulevard. Due to the complexity of the existing utilities, Subsurface Utility Engineering (SUE) services were recommended as an essential component of the design phase to accurately locate utilities and prevent costly.

ITS LLC also developed design plans for Pedestrian Hybrid Beacons including proposed signal placement, crosswalk alignments, and ADA-compliant curb ramps. These designs were developed with a focus on minimizing impacts to the roadway and surrounding properties, while still delivering a meaningful safety benefit to pedestrians.

Through this project, ITS LLC demonstrated its ability to deliver data-driven pedestrian infrastructure solutions while navigating real-world constraints such as complex utilities and limited right-of-way. The proposed improvements will enhance pedestrian safety and connectivity in a corridor that serves both local residents and broader community access.

TEAM MEMBERS INVOLVED: **K. MCDANIEL**



FIRM NAME	Franklin Associates, LLC		DISCIPLINE(S)*	Other (Public Outreach and Relations support)
PROJECT NAME	I-10 WIDENING (LA 415 TO ESSEN LANE ON I-10 AND I-12) STAGE 0, 1, AND CMAR		FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	H.004100.2	OWNER’S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	East Baton Rouge and West Baton Rouge Parishes, Louisiana		OWNER’S PROJECT MANAGER	Nicholas Olivier
OWNER’S ADDRESS, PHONE, EMAIL		1201 Capitol Access Road, Baton Rouge, LA, 70802 (225) 379-1133 nicholas.olivier@la.gov		
SERVICES COMMENCED BY THIS FIRM (MM/YY)	10/11	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$N/A
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$624
Describe the project including the firm’s role and members involved. (Highlight staff to be used in this proposal.)				

Franklin assists the Louisiana Department of Transportation and Development (LADOTD) on the I-10 CMAR project. In 2011, LADOTD initiated efforts to determine whether widening Interstate 10 in Baton Rouge was a feasible approach to mitigating some of the region's traffic issues. The project passes through a constrained urban area with no alternate interstate bypass route available. As the public engagement lead, Franklin began an outreach campaign targeting area residents and businesses, as well as commuters and out-of-state travelers. Over 12K responses were received through an online survey. Franklin's team continues to spearhead all public and stakeholder engagement planning, delivery, and documentation for the widening of I-10 through Baton Rouge through several phases: Stage 0 Feasibility, Stage 1 Environmental Assessment, and the current design/build stage.

Throughout these planning and implementation efforts, Franklin's team has developed and deployed comprehensive public engagement efforts as the project underwent a feasibility study, underwent an environmental assessment study, received a finding of no significant impact from the Federal Highway Administration in February 2021 at the end of the environmental process, and is now in its design/build stages for various segments within the inner Baton Rouge corridor of the interstate. As the engagement lead, Franklin assisted in the design and deployment of public input surveys including map-based polling; developed and implemented use of in-person and digital input mechanisms; and coordinated data trending and logistics for all engagement activities during the planning, environmental, and design phases. Franklin has deployed multiple and diverse surveys, dozens of stakeholder briefings, focus group meetings, public meetings, and public hearings that complied with state and federal requirements.

*the cost of consultant services are provided from the most recent stage (CMAR)

TEAM MEMBERS INVOLVED: **L. LIVINGSTON**



FIRM NAME	Franklin Associates, LLC		DISCIPLINE(S)*	Other (Public Outreach and Relations support)
PROJECT NAME	I-10 CALCASIEU RIVER BRIDGE REPLACEMENT PROJECT		FIRM RESPONSIBILITY (prime or sub?)	Sub
PROJECT NUMBER	H.003931	OWNER'S NAME	Louisiana Department of Transportation and Development	
PROJECT LOCATION	Calcasieu Parish, Louisiana		OWNER'S PROJECT MANAGER	Paul Vaught, PE
OWNER'S ADDRESS, PHONE, EMAIL	1201 Capitol Access Road, Baton Rouge, LA, 70802 (225) 379-1816 paul.vaughtiii@la.gov			
SERVICES COMMENCED BY THIS FIRM (MM/YY)	06/23	TOTAL CONSULTANT CONTRACT COST (\$1,000's)		\$2,140
SERVICES COMPLETED BY THIS FIRM (MM/YY)	Ongoing	COST OF CONSULTANT SERVICES PROVIDED BY THIS FIRM (\$1,000's)		\$628

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

Franklin serves as the Public Information Manager for the I-10 Calcasieu River Bridge Replacement P3 project, which will replace an aging bridge along I-10 in Calcasieu Parish, addressing congestion issues and bridge deficiencies in the process. Under the P3 contract, the existing bridge will be replaced and I-10 widened to six lanes, with three lanes in each direction. Franklin leads all communications efforts related to the project, including but not limited to:

- Working with local stakeholders to assure deployment of workforce development plans.
- Developing and coordinating all public engagement during the project's design phase.
- Managing construction notifications throughout the seven-year build period.
- Managing emergency notification processes during construction using a combination of communications modes (website, social media, doorhangers, advertising, email notifications).
- Developing and deploying a tolling education campaign during the project launch phase.

Franklin develops and communicates talking points about the project benefits and keeps people informed about public involvement opportunities and construction notifications. Franklin also manages all information requests; coordination of receiving and responding to public inquiries; updates to LADOTD regarding project status, traffic impacts, and other information for communication to key stakeholder groups and the public; and presentation of information to the public, essential Calcasieu Parish staff, elected officials, community stakeholders, and other parties, as necessary.

Project Website: Franklin developed the website, I-10 Calcasieu Bridge, and is responsible for its maintenance throughout the bridge project's design and build phases. The website serves as a hub of information where residents can find project updates, schedules, FAQs, photos, videos, and downloadable information as well as a project information portal for the public, providing real-time design and construction updates. Once the bridge is operational, the intent is that the website will be linked to LADOTD's web portal and accessible through www.geauxpass.com, the website for all Louisiana toll roads.

Tolling Education: Franklin will design and implement an education campaign as part of the outreach process, which will include creating and scheduling informational presentations; facilitating small group meetings; creating print and digital materials to make the public aware of the process; and providing guidance on how to set up a GeauxPass tolling account, pay invoices, contact customer service, and other tolling-related issues.

Groundbreaking Facilitation: Franklin Associates spearheaded the comprehensive event management and multi-agency coordination for the project's groundbreaking. Our team directed all onsite logistics, audio-visual production, and complex ceremonial protocols while seamlessly aligning participation across the Governor's office, LA DOTD, federal agencies, local municipalities, stakeholders, and media.

Accomplishments: Franklin developed a 10-year outreach and communications plan that currently includes website updates and tracking, newsletter production for a growing subscriber list, and social media accounts on Facebook and Instagram. Franklin has facilitated three public meetings as of November 2025 and delivers numerous presentations to community stakeholders. Part of Franklin's event management for the project groundbreaking was execution of a targeted media strategy that generated more than \$570,000 in earned media coverage for this milestone.

TEAM MEMBERS INVOLVED: **A. NOOTE**



SECTION 18



LA 384 AT WEAVER ROAD INTERSECTION

18. **Approach and Methodology:**

→ **UNDERSTANDING OF THE PROJECT**

The LA 384 corridor has experienced significant commercial and residential growth surrounding the project limits between Big Lake Road and McNeese Street over the past 20 years, especially west of Lake Street. In general, the residential and business community surrounding this corridor and the City of Lake Charles as a whole has rebounded stronger each time following major hurricane events over the past 20+ years. Although the roadway network in the southwest Lake Charles area continues to improve, the LA 384 corridor is one of the primary east-west corridors that leads directly into the heart of Lake Charles' urban center. With the exception of the handful of major intersections along the route, this arterial roadway currently provides one lane of travel in each direction with minimal shoulders and open ditch drainage to the west of Lake Street, but widens into a four-lane divided roadway with a raised median, curb, and subsurface drainage to the east headed towards McNeese Street. The apparent right-of-way along the corridor varies from 60 feet to 110 feet between Big Lake Road up to around 120 feet east of Lake Street. The history of growth along the corridor combined with the current traffic capacity limitations and crash history has led to a strong desire to make substantial improvements along this corridor for quite some time.

Our team understands that the LA 384 corridor project represents the implementation phase of a comprehensive planning effort undertaken to improve safety, mobility, access management, multimodal connectivity, community aesthetics, and long-term operational performance in the southwest Lake Charles area. The project will include roadway widening, access management improvements, intersection upgrades, traffic signal enhancements, Complete Streets accommodations, replacement of two bridge structures with reinforced concrete box culverts, drainage improvements, roadway lighting, landscaping, and a public meeting.

→ **ADVANCING THE STAGE 0 CORRIDOR VISION**

Our team will begin by validating and refining the Stage 0 recommended alternative through detailed traffic engineering analysis, field investigations, traffic studies, hydraulic evaluations, utility coordination, and constructability assessment. We will focus on developing technically sound design solutions that preserve the goals and objectives of the planning-level decisions made while addressing the project-specific engineering challenges and constraints to deliver a constructable project that benefits the local and regional community from a safety and functional standpoint.

Raised medians, directional access control, driveway consolidation, controlled left-turn movements, and U-turn accommodations were identified as the corridor's primary safety strategy. These treatments will guide the direction of the roadway, drainage, traffic signal, complete streets, and traffic control aspects of the design throughout the corridor. The corridor also serves as an important community destination, providing direct access to established residential neighborhoods,

apartment communities, major retail centers, grocery stores, restaurants, churches, and family-oriented recreational and entertainment venues that contribute significantly to the quality of life in southwest Lake Charles. In addition, the corridor serves two nearby elementary schools, including one located directly along LA 384, generating substantial pedestrian, bicycle, and school-related vehicle traffic during peak arrival and dismissal periods. **The design team will be mindful to avoid impacts to constraints along the corridor such as the Duhon Cemetery, Lake Charles Country Club Golf Course, Consolata Cemetery, Prien Memorial Park, and Nelson Elementary School.** In addition, other major project impacts to overhead electric transmission/distribution lines or underground high-pressure pipelines will also be a point of emphasis for avoidance where practical.

→ **ROADWAY DESIGN AND ACCESS MANAGEMENT**

Design development will be organized around logical corridor segments and complement the surrounding land use in a way that provides continuity throughout the project. All design elements will adhere to LADOTD guidance, including the Roadway Design Manual.

From a roadway design standpoint, the primary focus of our team will be to balance the sensitivity of drainage needs with the impact of widening improvements that inherently lower the final edge of pavement elevation. There are also locations where the construction clearance of existing pipes are minimal or non-existent. Our team will assess the drainage impacts of the existing longitudinal grade and make recommendations that best address the width of flooding criteria of the DOTD Hydraulics Manual, which may include (but not limited to) providing uniformly spaced curb openings or paved gutter drains, producing a rolling grade through overlay improvements, or maintaining an open shoulder to accommodate drainage design storm frequency requirements. In addition, turnout design at major and side street intersections as well as driveways will be carefully considered to develop a design that does not encourage high speed vehicular turning movements that would be adverse to pedestrian and bicycle crossing safety. From a Complete Streets standpoint, our team will also consider several factors including projected traffic volumes, safety conflict points, driveway density, business access, and circulation functions, as well as design vehicle needs to **promote safety and functionality for all users of the corridor while providing a design that meets LADOTD and PROWAG/ADA requirements.**



From an access management standpoint, the Stage 0 study suggests that a conscious decision was made by DOTD to recommend a three-lane urban section with a continuous center turn lane and targeted access-management improvements to the west of the Nelson Road intersection. To **develop a design that optimizes the design life of this section, our team believes it is important to balance throughput needs with access needs, especially in the commercial development segments between major intersections.** Our team will accomplish this through targeted traffic operations analysis, strategic access management treatment implementation, and safety assessment by referencing the DOTD Access Connection Policy and other urban application guidance to provide DOTD with decision-ready information regarding corridor performance, right-of-way needs, and cost considerations. East of Nelson Road, design efforts will focus on advancing the recommended four-lane divided roadway section and refining median treatments, access-management features, and intersection operations. Particular attention will be given to corridor continuity through Nelson Road, the westbound U-turn location, Lake Street, Jefferson Drive, and McNeese Street so that improvements function as a coordinated transportation system.

➔ TRAFFIC OPERATIONS AND SIGNAL DESIGN

The project will address eight traffic signal locations for new installation or upgrade, including:

- Big Lake Road
- Prien Lake Road
- Elliot Road
- Weaver Road
- Nelson Road
- Westbound U-turn Location (near Powell Lane)
- Lake Street
- Jefferson Drive

Our team will perform comprehensive traffic engineering analyses including turning movement counts, traffic signal inventory development, crash analyses, signal warrant evaluations, progression studies, pedestrian and bicycle counts, crosswalk studies, and operational assessments to understand the trends, behaviors, and common functions of the corridor to inform our signal design. Particular emphasis will be placed on validating the operational assumptions supporting the Stage 0 recommendation and understanding the transition between the western three-lane segment and eastern four-lane section.

Traffic signal improvements will be developed as part of a corridor-wide operational strategy rather than isolated intersection projects. **Signal timing, phasing, adaptive signal opportunities, accessible pedestrian signals, pedestrian crossing enhancements, and progression strategies will be coordinated with roadway design, access management, and Complete Streets improvements.** Because the Stage 0 concept depends heavily on directional circulation and U-turn accommodations, signal operations will be evaluated concurrently with roadway geometry and access-management decisions to confirm that all elements work together as a coordinated transportation system.

➔ BRIDGE REPLACEMENT AND HYDRAULIC DESIGN

Although the project only contains two bridge structures, their replacement represents one of the most technically significant aspects of the corridor improvement project due to our goal to maintain two lanes of traffic at all times for this two-lane roadway, upstream drainage impacts, and right-of-way needs. DOTD's preliminary assessment indicates that both structures may be replaced with reinforced concrete box culverts, requiring close coordination among structural, roadway, drainage, hydraulic and traffic control disciplines. Our bridge engineers will work collaboratively with roadway and drainage designers to evaluate hydraulic performance, roadway profile impacts, utility conflicts, guardrail transitions, erosion protection, temporary drainage provisions, and constructability considerations. Final design will include roadway sections at the culvert crossings, headwall design, load-rating documentation, and temporary detour structures (if required) to maintain traffic during construction.

From a hydraulic design standpoint, our team will evaluate watershed characteristics, tailwater conditions, overtopping criteria, flood elevations, and hydraulic performance at each structure location to verify that proposed crossings satisfy DOTD hydraulic requirements while supporting resiliency and long-term system performance. Hydraulic evaluations will be coordinated with roadway geometry, maintenance-of-traffic requirements, erosion protection needs, utility conflicts, and construction phasing. Independent quality-control reviews and bridge-specific QA/QC procedures will be implemented consistent with DOTD Bridge Design and Evaluation Manual requirements.

➔ DRAINAGE, HYDRAULICS, AND WATERSHED MANAGEMENT

The LA 384 corridor lies within a low-gradient coastal watershed system where stormwater runoff ultimately contributes to receiving waters associated with the Contraband Bayou and the broader Calcasieu River watersheds. As a result, hydraulic performance within the corridor is influenced not only by local runoff conditions but also by downstream receiving-water elevations, backwater effects, floodplain conditions, and tidal influences.

The proposed widening improvements may result in the existing open ditch systems being filled instead of maintained due to right-of-way, environmental, and funding constraints. Our team will evaluate all relevant existing drainage features and structures to understand drainage patterns, identify deficiencies, and understand watershed interactions. **We also recognize the importance of early and ongoing coordination with the Calcasieu Parish Police Jury, the City of Lake Charles, and Gravity Drainage District No. 2** to gain a comprehensive understanding of previously completed drainage improvements,



historical drainage concerns, available hydraulic data, and planned capital improvement projects within the watershed. This collaboration **will help verify the proposed drainage improvements** are compatible with existing infrastructure, account for known drainage challenges, and complement future system enhancements throughout the corridor.

We also understand that portions of this watershed have been evaluated through the Louisiana Watershed Initiative (LWI), providing valuable hydrologic and hydraulic information that can be incorporated into the project development process. Our team will leverage available LWI data, modeling efforts, and study recommendations, where applicable, to improve design efficiency, validate hydraulic assumptions, and develop drainage solutions that are consistent with the broader watershed planning efforts already completed within the project area. The basis of the hydraulic design will be as recommended by the DOTD Hydraulics Manual, but modified as necessary to support the design needs of the project.

Drainage design will also be coordinated with access-management features, signal improvements, pedestrian and bicycle accommodations, landscaping enhancements, roadway lighting improvements, and utility relocation needs.

→ **UTILITY COORDINATION AND RIGHT-OF-WAY**

Utility impacts and right-of-way requirements have the potential to significantly influence corridor design decisions. The Stage 0 document identifies numerous locations where widening, drainage improvements, traffic signal upgrades, median construction, and multimodal facilities intersect with existing utility corridors and developed properties. Our team will leverage DOTD-provided survey information, SUE data, and relationships with utility companies through coordination efforts to identify conflicts early and develop a comprehensive Utility Conflict Matrix. Utility impacts will be evaluated in conjunction with roadway design, drainage improvements, traffic signal placement, bridge replacement activities, potential roadway lighting and landscaping improvements, and maintenance-of-traffic requirements. As with many mature urban corridors in southwest Lake Charles, the project area contains a dense network of municipal and private utilities, including water, sanitary sewer, electric distribution, natural gas, telecommunications, and the rapidly expanding fiber-optic infrastructure necessary to support continued residential and commercial growth. **Our team recognizes that recent and ongoing broadband expansion efforts throughout the region have increased the potential for underground utility conflicts, making early utility verification and continuous coordination essential to maintaining project schedule and minimizing construction impacts.**



Right-of-way impacts will be evaluated continuously throughout preliminary engineering, balancing transportation benefits with project cost, property impacts,

utility relocation needs, and stakeholder concerns. A primary goal of the project is to **avoid elevating the level of environmental clearance beyond a Categorical Exclusion (i.e. Environmental Assessment, EIS)**. Early verification of right-of-way impacts and constraint avoidance will reduce redesign and improve estimate reliability while supporting efficient project delivery. Our team will evaluate the proposed improvements through the use of modeling software (OpenRoads Designer or InRoads) in the Preliminary Plans phases (specifically the 60% and 95% Preliminary stages) to determine the limits of construction which will inform where design refinements are needed to achieve the goals of the project.

→ **MAINTENANCE OF TRAFFIC AND CONSTRUCTABILITY**

Maintaining mobility and access during construction will be important to the success of this project. The LA 384 corridor serves commercial businesses, neighborhoods, churches, a school, and major commuter traffic, which makes the planning of construction impacts during phasing a critical component for existing users to operate and function as close to normal conditions as possible. Our team will utilize guidance from the applicable DOTD Temporary Traffic Control Standard Plans for work zone traffic control setup. From a mobility standpoint, temporary diversion pavement, phased roadway widening, bridge replacement sequencing, utility relocations, temporary drainage provisions, and traffic signal installation, will be integrated with traffic control requirements to develop a comprehensive traffic control strategy. Our team will coordinate maintenance-of-traffic needs with major project features beginning around the 60% Preliminary Plans stage thru the Final Plans phase (if/when approved) so that the project design is fully constructable. From an **access standpoint, access to properties will be maintained with traffic maintenance aggregate while leveraging the presence of multiple driveway access points or side street access (where available) to optimize access and/or circulation.**

From a constructability standpoint, the roadway widening improvements will prioritize roadway segments between major intersections where possible to minimize disruptions and delays. At major intersections, widening improvements will consider improving one side of the roadway at a time to minimize narrow lane widths and better accommodate turning movements within the intersection footprint.

For the proposed bridge replacements on the project, our team's initial approach to installing these structures (whether precast or cast-in-place) is to construct the box culverts from the downstream end to the upstream end. Once a portion of the box is constructed, either temporary or permanent pavement can be constructed to divert traffic and begin removal of the existing bridge at that location.

→ **LANDSCAPING/BEAUTIFICATION AND LIGHTING**

The LA 384 corridor offers a unique opportunity to enhance both transportation performance and community identity. Roadway lighting and landscaping have been identified as potential project enhancement elements for the surrounding community. Our team will identify landscaping and beautification opportunities during the

preliminary plans phase which will likely be presented at the planned public meeting so that these enhancements can be communicated early in the plan development process without revisiting roadway geometry, drainage systems, utility accommodations, or traffic control design elements. We will also focus on identifying landscaping practices that have low-to-zero maintenance needs, which may not include actual vegetation (colored and/or stamped pavement, colored rock beds, etc.) but still provide an enhancement element to the corridor that the community and stakeholders can embrace.

Rather than viewing landscaping as a stand-alone feature, we will use beautification improvements to promote safety through pedestrian and/or bicycle channelization, enhance pedestrian experiences, support placemaking objectives, and strengthen corridor identity throughout the project limits. From an overall safety perspective, sight line investigations will be performed to confirm that sight distance requirements are satisfied between all vehicle, pedestrian, and bicycle users. **Raised medians/dividers, furniture zones, areas of wide right-of-way, and major intersections are all opportunities to implement enhancement features** that support a cohesive and attractive corridor identity.

The LA 384 corridor currently has limited roadway lighting coverage with light fixtures mounted on every other electrical power pole (generally every 300 – 350 feet). This coverage is not in compliance with national lighting standards, and also does not satisfy pedestrian illumination requirements. If approved by DOTD for implementation, our team will assess existing conditions and perform photometric analysis to determine where the gaps in lighting coverage need improvement. Once a layout is developed, we will also identify power source locations to verify that we are satisfying voltage drop requirements and make recommendations for the configuration of the light with consideration of utility conflicts (above and below ground), ADA compliance (for sidewalks or sidepaths), and other major proposed elements in the project including drainage, signage, landscaping, driveways, and box culverts.

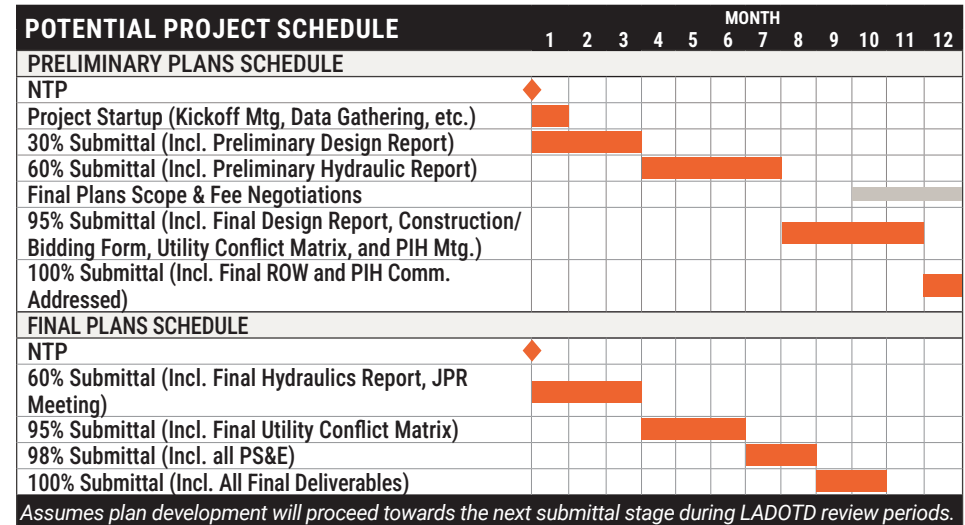
→ **STAKEHOLDER COORDINATION, QUALITY MANAGEMENT, AND SCHEDULE**

Our team will support DOTD through stakeholder engagement activities, public meetings, corridor exhibits, presentation materials, comment-response documentation, and decision-support analyses throughout preliminary engineering.

Please refer to our quality management plan (attached) for bridge design quality process. Our quality-management program will include discipline-specific reviews, interdisciplinary coordination meetings, utility coordination reviews, estimate validation, bridge-specific QA/QC procedures, hydraulic reviews, constructability evaluations, and milestone-based quality checkpoints.

Our project will be delivered in the phases outlined in the advertisement for the Preliminary Plans and Final Plans phases. As previously mentioned, our work product

will be developed using DOTD's preferred software program for this project, which we anticipate to be Bentley OpenRoads software. Deliverables shall be made through Bentley Projectwise software for each milestone submittal. See potential project delivery schedule for consideration.



→ **PROJECT REFINEMENT OPPORTUNITIES**

In summary, upon review of the Stage 0 document, our team has identified some opportunities to improve upon the design for the various roadway sections in the project limits. Some of those potential strategies follow:

Access Management and Landscaping

- ✓ Introduce additional intermittent islands to break up continuous two-way center turn lane in the 3-lane sections between major intersection. This would also create additional landscaping opportunities for low-to-zero maintenance beautification elements.

Complete Streets

- ✓ Create more separation between sidewalk or sidepath facilities relative to the design speed of the road or segment of roadway being designed.
- ✓ Bicycle activity may need to be completely removed from the roadway due to vehicular ADT and anticipated operating speed along the corridor.

Right-of-Way Impacts

- ✓ Develop slight alignment shifts at major intersection approaches to balance right-of-way impacts where feasible.

SECTION 19



LA 384 AT NELSON ROAD INTERSECTION

19. **Workload:**

Firm(s) ALL FIRMS MUST BE REPRESENTED IN THIS TABLE	Discipline(s)*	Contract Number and State Project Number	Project Name	Remaining Unpaid Balance**
Stantec Consulting Services Inc.	Road	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Geometric Design/Analysis	\$255,294
		4400024461; H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Roadway Design; Drainage	\$1,455
		4400022901; H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Roadway	\$574,815
		4400017033; H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Roadway	\$260,004
		4400022582; H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$86,150
		4400022582; H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$89,293
		4400022582; H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$8,810
		4400022582; H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$1,319
		4400023922; H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$189,632
		4400029196; H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]; Roadway	\$510,077
		4400029196; H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]; Roadway	\$102,474
		4400029196; H.015376.5	US 80: Bayou Dorcheat, Relief Bridges [Statewide]; Roadway	\$457,942
Stantec Consulting Services Inc.	Bridge	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Structure & Bridge	\$80,924
		4400022901; H.011094.5 & H.012005.5	LA 3094: Hearne Ave. Bridge and US 80: KCSRR Overpass (HBI) [Caddo Parish]; Bridge	\$736,773
		4400023922; H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$34,367
		4400023922; H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$21,807
		4400023922; H.012071.5, T.O. 4	IDIQ Contract for Bridge Preservation; US 51: Yellow Water River Bridge [Statewide]	\$161,143
		4400023922; H.016327	IDIQ Contract for Bridge Preservation; LA 792: Drain [Bienville Parish]	\$35,729
		4400023922; H.016329	IDIQ Contract for Bridge Preservation; LA 830-6: Creek [Morehouse Parish]	\$37,046

Stantec Consulting Services Inc.	Bridge	4400023922; H.016330	IDIQ Contract for Bridge Preservation; LA 343: Creek [Vermilion Parish]	\$111,259
		4400023922; H.016331	IDIQ Contract for Bridge Preservation; LA 4: Drain [Bienville Parish]	\$37,581
		4400023922; H.016332	IDIQ Contract for Bridge Preservation; LA 520: Drain [Claiborne Parish]	\$39,053
		4400023922; H.016333	IDIQ Contract for Bridge Preservation; LA 95: Bayou [Evangeline Parish]	\$110,688
		4400022582; H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$17,069
		4400022582; H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$75,850
		4400022582; H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$101,200
		4400022582; H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$3,577
		4400027651	IDIQ Contract for Bridge Load Rating Services (Sub to Modjeski and Masters) [Statewide]	\$555,737
		4400029196; H.016255.5	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$433,903
		4400029196; H.016496.6	IDIQ Contract for Engineering and Technical Support Services for Critical Projects; DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$134,658
		4400029196; H.015376.5	US 80: Bayou Dorcheat, Relief Bridges [Statewide]; Bridge	\$474,161
Stantec Consulting Services Inc.	Traffic	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Traffic Engineering	\$62,687
		4400024461; H.012685.5	LA 385: Ryan Street Intersection Improvements [Calcasieu Parish]; Traffic Study; Signal Design	\$4,360
		4400029196; H.016421.2	I-20: Interchange at Rough Edge Rd. [Lincoln Parish]; Traffic Engineering	\$2,962
Stantec Consulting Services Inc.	Other (Lighting)	4400024629; H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; Roadway & Nav. Lighting	\$7,331
		440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Public Relations/Comm.; Lighting; Aviation	\$6,537
		4400017033; H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Other/Vessel Survey	\$7,253
		4400017033; H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; Other/Lighting	\$304,288
		4400020064; H.014286.6	IDIQ Contract for Electrical Services; I-10: LA 26 (Jennings) Interchange Lighting [Jefferson Davis Parish]	\$38,952
		4400020064; H.014272.6	IDIQ Contract for Electrical Services; I-10: LA 97 (Jennings) Intchg Lighting [Jefferson Davis Parish]	\$28,972
		44-04761; H.004957.5	I-12 to Bush Corridor, LA 3241: I-12 to LA 36 (Sub to Evans-Graves Engineering, Inc.) [St. Tammany Parish]; I-12/LA 434 Lighting Project	\$6,149

Stantec Consulting Services Inc.	Other (Lighting)	44-32995; H.014287.6	IDIQ Contract for Electrical Services; T.O. 1 (H.014287.6) I-10: LA 99 (Welsh) Lighting [Statewide, LA]	\$109,602
Stantec Consulting Services Inc.	CE&I/OV	4400024629; H.005967.6	Nelson Road Ext. and Bridge [Calcasieu Parish, Louisiana]; CE&I and Construction Support	\$275,693
Stantec Consulting Services Inc.	Right-of-Way	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; ROW Acquisition	\$69,646
Stantec Consulting Services Inc.	Survey	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Survey	\$22,731
Stantec Consulting Services Inc.	Planning	440004128; H.004273.5	Lafayette Regional Airport to I-10/I-49/US 167 Interchange [Lafayette Parish]; Prog. Mgmt.; Context Sensitive Design Process; Impl. Strategies	\$513,800
		4400017033; H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]	\$168,037
		4400022582; H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$36,838
		4400022582; H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$38,007
		4400022582; H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$40,763
		4400022582; H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$34,869
		4400029196; H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$79,369
		4400029196; H.016496.6	DIST02/61/62 Bridge Bundle SFY25-26 [Statewide]	\$223,604
Stantec Consulting Services Inc.	Environmental	4400023972; H.012543.2	IDIQ Contract for Cultural Resources; Phase I/II Cultural Survey; LA 8: Big Creek Bridge [Grant Parish]	\$38,697
		4400023922; H.016312	IDIQ Contract for Bridge Preservation; LA 3116: Creek Bridges [Acadia Parish]	\$28,959
		4400023922; H.016319	IDIQ Contract for Bridge Preservation; LA 542: Creek Bridges [Jackson Parish]	\$25,964
		4400023922; H.016327	IDIQ Contract for Bridge Preservation; LA 792: Drain [Bienville Parish]	\$29,138
		4400023922; H.016329	IDIQ Contract for Bridge Preservation; LA 830-6: Creek [Morehouse Parish]	\$33,604
		4400023922; H.016330	IDIQ Contract for Bridge Preservation; LA 343: Creek [Vermilion Parish]	\$32,839
		4400023922; H.016331	IDIQ Contract for Bridge Preservation; LA 4: Drain [Bienville Parish]	\$38,107
		4400023922; H.016332	IDIQ Contract for Bridge Preservation; LA 520: Drain [Claiborne Parish]	\$36,980
		4400023922; H.016333	IDIQ Contract for Bridge Preservation; LA 95: Bayou [Evangeline Parish]	\$37,452
		4400022582; H.012011	Contract for Replacement of Eight Bridges; LA 173 and LA525: Creek Bridges [Caddo Parish]	\$11,925
		4400022582; H.012029	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Bienville and Webster Parishes]	\$30,748

Stantec Consulting Services Inc.	Environmental	4400022582; H.012036	Contract for Replacement of Eight Bridges; US 80: Creek Bridges [Richland Parish]	\$20,089
		4400022582; H.012037	Contract for Replacement of Eight Bridges; US 63 and LA 2: Creek Bridges [Union Parish]	\$10,906
		4400029196; H.016255.5	LA 1: WGS Riverplex RR Overpass [Ascension Parish]	\$58,484
		4400029196; H.015376.5	US 80: Bayou Dorcheat, Relief Bridges [Statewide]; Environmental	\$84,141
		4400029196; H.016421.2	I-20: Interchange at Rough Edge Rd. [Lincoln Parish]; Environmental	\$582,467
Stantec Consulting Services Inc.	ITS	4400020058; H.003047.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10: Pecue Lane/I-10 Interchange Phase III [EBR Parish]	\$1,012
		4400020058, T.O. 16	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-10 WBR Queue Warning System [Iberville & WBR Parishes]	\$8,966
		4400017033; H.005121	LA 1 / LA 415 Connector (Sub to TRC Engineers, Inc.) [West Baton Rouge Parish]; ITS	\$125,571
		4400029583, T.O. 1 H.015137.5	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Bonnet Carre ITS Upgrades [Statewide, LA]	\$500,824
		4400029583, T.O. 2 H.011507.5	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; Monroe ITS Phase 3 [Statewide, LA]	\$237,039
		4400029583, T.O. 3 H.012374.6	IDIQ Contract for Intelligent Transportation Systems (ITS) Design and Implementation Services; I-12: Essen-Walker Rd. ITS Ramp Meter Upgrade	\$138,688
Meyer and Associates, Inc.	Road	N/A	N/A	N/A
Intelligent Transportation Systems LLC	ITS	44-20058; H.001234.6	LA1 Port Allen Canal BR Replacement	\$4,358
		44-26457; H.013868.6(A)	ITS Routine Maintenance Engineering and Inspection (ME&I) (2025-2026)	\$64,683
		44-26457; H.013868.6(B)	ITS Responsive/Emergency ME&I Statewide (2025-2026)	\$52,244
		44-26457; H.013868.5	ITS Maintenance Program Management and Operations	\$9,592
		44-26457; H.013868.6(A)	ITS Routine Maintenance Engineering and Inspection (ME&I) (2026-2027)	\$973,673
		44-26457; H.013868.6(B)	ITS Responsive/Emergency ME&I Statewide (2026-2027)	\$146,328
		PO 2000971124	Drone Deployment	\$4,997
		44-29436; H.011504.6	Alex P2	\$27,636
		44-29436; H.015136.1	Monroe Regional Arch	\$38,777
		44-29436; H.013711.1	Northshore Phase 3 ITS	\$30,901
		44-20058; H.003047	Pecue Lane	\$18,773
		44-29436; H.0006474.5	Shreveport Immediate ITS P 2B	\$93,165

Intelligent Transportation Systems LLC	ITS	44-20058; H.002424	Sunshine Bridge	\$9,295
		44-20058; H.013482	Queue Warning	\$65,084
Intelligent Transportation Systems LLC	Traffic	44-24461; H.012685	LA385 - Ryan St Intersection Improvements	\$7,200
		44-21887	Replacement of Fifteen Bridges	\$72,419
		44-25047; H.011358	US 190 (Vine Street) Reconstruction	\$49,764
Franklin Associates, LLC	Other (Communications)	H.003915	I-49 Inner City Connector, Stage 1 Environmental Assessment Project (Prime: Providence Engineering)	\$5,297
		H.004100.5	I-10 CMAR RCP Plans – Segment 1 (Prime: Providence Engineering/HUVAL)	\$20,353
		H.013284	MRB South GBR: LA 1 to LA 30: NEPA EA (Prime: Atlas)	\$30,301
		H.004791	Belle Chasse Bridge Replacement Project (Prime: Plenary)	\$16,220
		H.003931	I-10 Calcasieu River Bridge Replacement Project (Prime: Calcasieu Bridge Partners)	\$25,982
		H.005121	Sugarhouse Road Environmental Assessment (Prime: Providence)	\$834

(Add rows as needed)

DO NOT SUM

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

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

SECTIONS 20 - 23



LA 384 AT LAKE STREET INTERSECTION

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

STANTEC CONSULTING SERVICES INC.




Buy Certificates and Certified Copies | Subscribe to Electronic Notification | Print Detailed Record

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

Previous Names

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

Business: STANTEC CONSULTING SERVICES INC.
Charter Number: 34554273F
Registration Date: 3/17/1997

Domicile Address
 80 STATE STREET
 ALBANY, NY 12207

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

Principal Business Office
 410 17TH STREET
 SUITE 1400
 DENVER, CO 80202

Registered Office in Louisiana
 450 LAUREL STREET, 8TH FLOOR
 BATON ROUGE, LA 70801

Principal Business Establishment in Louisiana
 1340 POYDRAS STREET
 SUITE 1420
 NEW ORLEANS, LA 701121274

Status
Status: Active
Annual Report Status: In Good Standing
Qualified: 3/17/1997
Last Report Filed: 3/8/2026
Type: Business Corporation (Non-Louisiana)

Registered Agent(s)

Agent: CORPORATION SERVICE COMPANY
Address 1: 450 LAUREL STREET, 8TH FLOOR
City, State, Zip: BATON ROUGE, LA 70801
Appointment Date: 4/12/2005



Gary Heitman
 has attended
 Louisiana Traffic Control Supervisor Refresher

Completed: 21-JUN-2024

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
 This certificate provides proof of training, not certification.

American Traffic Safety Services Association
 ATSSA.com



Joseph Cains III
 has attended
 Louisiana Traffic Control Supervisor Refresher

Completed: 29-MAY-2026

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
 This certificate provides proof of training, not certification.

American Traffic Safety Services Association
 ATSSA.com

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report Module 3

Date: March 30, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor

Certificate of Completion

presented to

Joseph Cains III

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: March 29, 2022
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 3



Authorized Instructor



Authorized Instructor



Authorized instructor



Michael Neumann

has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 29-MAY-2026

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com

Congratulations! Michael Neumann

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: July 22-23, 2025
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 8.50


Authorized instructor



Congratulations! Hannah Krebs

You have completed

Traffic Engineering Analysis Process & Report Class Modules 1, 2 &3

Date: July 22-23, 2025
Location: Baton Rouge, Louisiana

Professional Development
Hours (PDHs) Awarded: 8.50


Authorized instructor



Nicholas Prudhomme
has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 29-MAY-2026

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com



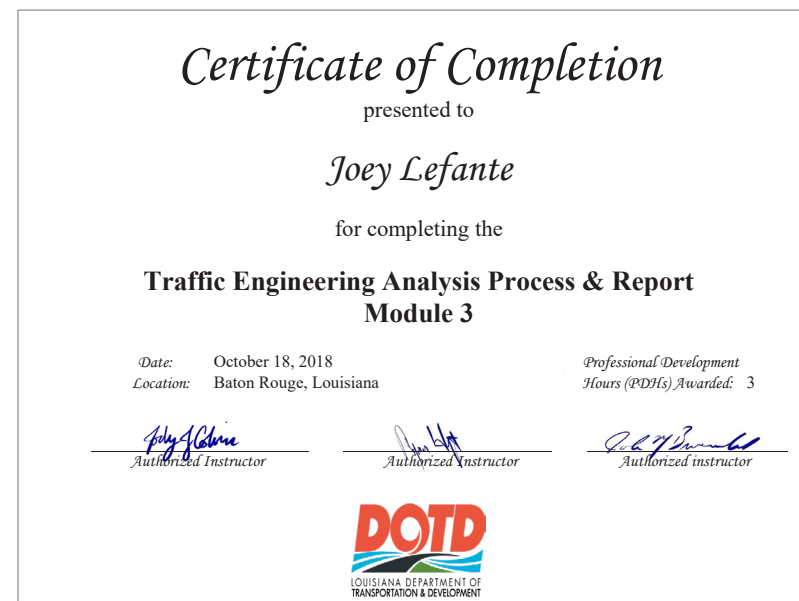
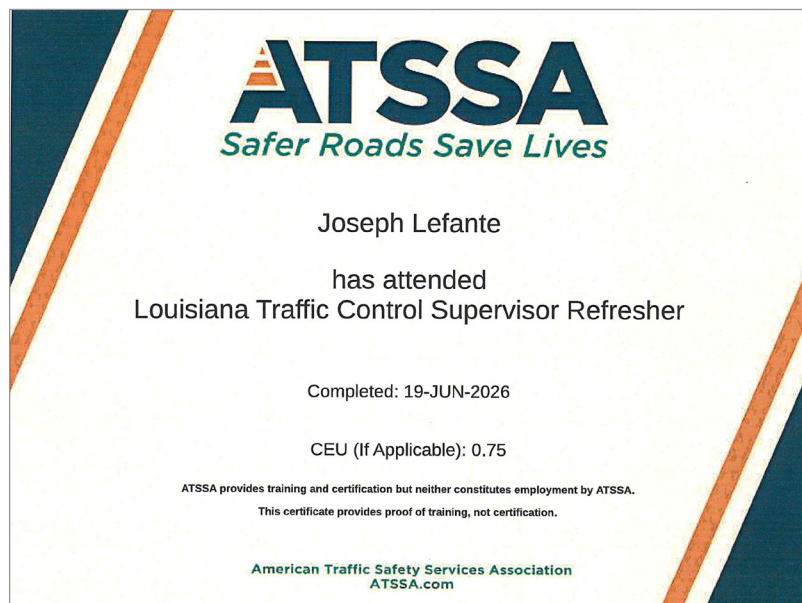
Hannah Krebs
has attended
Louisiana Traffic Control Supervisor Refresher

Completed: 29-MAY-2026

CEU (If Applicable): 0.75

ATSSA provides training and certification but neither constitutes employment by ATSSA.
This certificate provides proof of training, not certification.

American Traffic Safety Services Association
ATSSA.com



Transportation Professional Certification Board Inc.

certifies that

Joseph Michael Lefante

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

PROFESSIONAL TRAFFIC OPERATIONS ENGINEER

unless withdrawn by the Certification Board and subject to the provisions for renewal.

Certificate number 3560 issued in Washington, D.C. U.S.A.

November 20, 2013

Timothy P. Harpist
Chair



James W. Harpist
Executive Director

Certificate of Completion

presented to

Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report Module 1

Date: July 30, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 2.5

John J. Colburn
Authorized Instructor

John J. Colburn
Authorized Instructor

John J. Colburn
Authorized instructor



The Transportation Professional Certification Board

Certifies that

Mr. Joseph M. Lefante, P.E., PTOE

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/20/2013

Certification Valid Through: 11/20/2028

Steve Kuciemba

Steve Kuciemba,
Executive Director and CEO

Jan O. Voss

Jan O. Voss, P.Eng., PTOE
TPCB Chair

Certification Number: 3560

Certificate of Completion

presented to

Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report Module 2

Date: August 6, 2018

Location: Baton Rouge, Louisiana

Professional Development

Hours (PDHs) Awarded: 3

John J. Colburn
Authorized Instructor

John J. Colburn
Authorized Instructor

John J. Colburn
Authorized instructor



Certificate of Completion

presented to

Joseph Barker

for completing the

Traffic Engineering Analysis Process & Report Module 3

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

Professional Development
Hours (PDHs) Awarded: 3

Poly J. Colvins
Authorized Instructor

Jim Holt
Authorized Instructor

Robert J. Brumfield
Authorized instructor



Certificate of Completion

presented to

Andrew Griffith

for completing the

Traffic Engineering Analysis Process & Report Module 1

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

Professional Development
Hours (PDHs) Awarded: 2

Poly J. Colvins
Authorized Instructor

Jim Holt
Authorized Instructor

Robert J. Brumfield
Authorized instructor



The Transportation Professional Certification Board

Certifies that

Joseph Barker, P.E., PTOE

successfully holds the Professional Traffic Operations Engineer® certification

Original Certification Date: 11/20/2017

Certification Valid Through: 11/20/2026

Steve Kuciemba

Steve Kuciemba,
Executive Director and CEO

Joseph C. Balskus

Joseph C. Balskus, P.E., PTOE, RSP1
TPCB Chair

Certification Number: 4364

Certificate of Completion

presented to

Andrew Griffith

for completing the

Traffic Engineering Analysis Process & Report Module 2

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

Professional Development
Hours (PDHs) Awarded: 3

Poly J. Colvins
Authorized Instructor

Jim Holt
Authorized Instructor

Robert J. Brumfield
Authorized instructor



Certificate of Completion

presented to

Andrew Griffith

for completing the

Traffic Engineering Analysis Process & Report Module 3

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

Professional Development
Hours (PDHs) Awarded: 3

John A. Colvin
Authorized Instructor

John A. Colvin
Authorized Instructor

John A. Colvin
Authorized instructor



NATIONAL FIRE PROTECTION ASSOCIATION

CERTIFICATE OF COMPLETION

2020 NFPA 70: National Electrical Code (NEC) Online
Training Series

DERRICK GOUDEAU

Completion Date: December 16, 2020
CEUs: 1.0 or 10 hours

Jim Pauley
President, National Fire Protection Association

IT'S A BIG WORLD. LET'S PROTECT IT TOGETHER.®



2018 NFPA 70E: Standard for Electrical Safety in the Workplace Series Online Training Certificate of Completion

Derrick Goudeau
Completion Date: 6/7/2018
.7 CEUs

Jim Pauley
President, National Fire Protection Association



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

John Krebs
has attended
Traffic Control Technician-LA State Specific
Training Course

11/29/2022 to 11/29/2026
Training Valid Through

Baton Rouge, LA
Location

Roger Smith
Director of Training
Alison Farnham
President, CEO

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



American Traffic Safety Services Association ATSSA.com



MEYER AND ASSOCIATES, INC.

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

 [HOME](#)

[Buy Certificates and Certified Copies](#) | [Subscribe to Electronic Notification](#) | [Print Detailed Record](#)

Name	Type	City	Status
MEYER AND ASSOCIATES, INC.	Business Corporation	SULPHUR	Active

Previous Names
 Business: MEYER AND ASSOCIATES, INC.
 Charter Number: 30601900D
 Registration Date: 4/4/1974

Domicile Address
 600 N. CITIES SERVICE HWY.
 SULPHUR, LA 70663

Mailing Address
 600 N. CITIES SERVICE HWY.
 SULPHUR, LA 70663

Principal Office Address
 600 N. CITIES SERVICE HWY.
 SULPHUR, LA 70663

Status
 Status: Active
 Annual Report Status: In Good Standing
 File Date: 4/4/1974
 Last Report Filed: 5/11/2026
 Type: Business Corporation

Registered Agent(s)

Agent:	VERNON F. MEYER
Address 1:	1604 BEAU CHENE
City, State, Zip:	WESTLAKE, LA 70669
Appointment Date:	4/4/1974



PROOF OF TRAINING

THIS CERTIFICATE HEREBY RECOGNIZES THAT

Jessica Pousson
 has attended
Louisiana Traffic Control Supervisor Refresher
 Training Course

10/16/2023 to 10/16/2027
 Training Valid Through

Location

Don H. Clark
 Vice President of Education and Technical Services

Sharon T. Hatcher
 President, CEO

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

 **ATSSA** American Traffic Safety Services Association ATSSA.com

INTELLIGENT TRANSPORTATION SYSTEMS LLC

  [HOME](#)

[Buy Certificates and Certified Copies](#) [Subscribe to Electronic Notification](#) [Print Detailed Record](#)

Name	Type	City	Status
INTELLIGENT TRANSPORTATION SYSTEMS LLC	Limited Liability Company	PRAIRIEVILLE	Active

Previous Names

Business: INTELLIGENT TRANSPORTATION SYSTEMS LLC
 Charter Number: 36449031K
 Registration Date: 5/14/2007

Domicile Address

37302 COMMERCE LANE
 PRAIRIEVILLE, LA 70769

Mailing Address

C/O JONATHAN FOX
 37302 COMMERCE LANE
 PRAIRIEVILLE, LA 70769

Status

Status: Active
 Annual Report Status: In Good Standing
 File Date: 5/14/2007
 Last Report Filed: 4/14/2026
 Type: Limited Liability Company

Registered Agent(s)

Agent: JONATHAN FOX
 Address 1: 37302 COMMERCE LANE
 City, State, Zip: PRAIRIEVILLE, LA 70769
 Appointment Date: 5/5/2015

FRANKLIN ASSOCIATES, LLC

  [HOME](#)

[Buy Certificates and Certified Copies](#) [Subscribe to Electronic Notification](#) [Print Detailed Record](#)

Name	Type	City	Status
FRANKLIN ASSOCIATES, LLC	Limited Liability Company	BATON ROUGE	Active

Previous Names

FRANKLIN INDUSTRIES, LLC (Changed: 10/5/2011)
 Business: FRANKLIN ASSOCIATES, LLC
 Charter Number: 36013721K
 Registration Date: 9/13/2005

Domicile Address

250 S. FOSTER DRIVE
 BATON ROUGE, LA 708064103

Mailing Address

C/O PERRY J. FRANKLIN, SR.
 250 S. FOSTER DRIVE
 BATON ROUGE, LA 708064103

Status

Status: Active
 Annual Report Status: In Good Standing
 File Date: 9/13/2005
 Last Report Filed: 8/14/2025
 Type: Limited Liability Company

Registered Agent(s)

Agent: PERRY J. FRANKLIN, SR.
 Address 1: 250 S. FOSTER DRIVE
 City, State, Zip: BATON ROUGE, LA 70806
 Appointment Date: 9/13/2005

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

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

Please see attached QA/QC Plan on the following pages.

Quality Management Plan

CONTRACT NO. 4400035806

LA 384 (BIG LAKE RD TO MCNEESE ST)

STATE PROJECT NO. H.011242.5

F.A.P. NO. H011242

ROUTE: LA 384

CALCASIEU PARISH

Stantec Project No.: TBD



Joseph Cains III, P.E. – Project Manager

Document Date: August 4, 2026

Table of Contents

FOREWORD II	
REVISION SUMMARY	IV
REQUIRED READING FORM.....	V
SECTION 1. UNDERSTANDING OUR ROLE	6
1.1 STANTEC PHILOSOPHY AND POLICY ON QUALITY (ISO 9001 5.1, 5.2 AND 5.3)	6
1.2 QUALITY MANAGEMENT PLAN PHILOSOPHY	6
STANTEC QUALITY CONTROL/QUALITY ASSURANCE CONCEPTS & DEFINITIONS.....	8
SECTION 2. QUALIFICATIONS AND RESPONSIBILITIES OF STANTEC LEADERSHIP AND STAFF.....	11
SECTION 3. DESCRIPTION OF THE QC, QA & IR PROCESSES	15
3.1 QUALITY MANAGEMENT PLAN	15
3.1.1 Project Meetings	15
3.1.2 Process Control	15
3.2 QUALITY CONTROL	16
3.2.1 Five Step Procedure	16
3.3 QUALITY ASSURANCE	17
3.4 INDEPENDENT REVIEW AND CONSTRUCTABILITY REVIEW	17
3.4.1 Document and Data Control	17
3.4.2 Control of Sub-Contracted Work.....	18
3.4.3 Control and Correction of Non-Conforming Work	18
3.5 PROJECT DESCRIPTION.....	18
3.5.1 Disciplines/Tasks	18
3.6 QUALITY MANAGEMENT (QC/QA) PERSONNEL (MAJOR DISCIPLINES)	19
APPENDIX A: GUIDELINES FOR DOCUMENT PREPARATION.....	20
APPENDIX B: GUIDELINES FOR PROCESSES	30
APPENDIX C: QC CHECKLIST & COMMENT FORMS	31
APPENDIX D: QA CHECKLIST & COMMENT FORMS	34
APPENDIX E: INDEPENDENT REVIEW & COMMENT FORM	36
APPENDIX F: NON-CONFORMANCE REPORT FORM.....	38

Foreword

Stantec recognizes the importance of quality on the LA 384 (BIG LAKE RD TO MCNEESE ST). We are committed to developing, implementing and adhering to a detailed Quality Management Plan for all services provided as part of the Project. In addition, since the Project has a large roadway component, our team is committed to the principles dictated in the LADOTD, Road Design Section, "Construction Plans Quality Control / Quality Assurance Manual".

This Quality Management Plan (QMP) is a "living document". As such, it will periodically be reviewed for performance and amended as necessary to achieve the quality commitments and goals. This QMP will also be amended as the Project moves into future phases of development.

In our commitment to quality, this **Quality Management Plan (QMP) will satisfy all criteria by:**

- A. Creating guidelines, processes and protocols which clearly demonstrate that QC/QA is the full responsibility of our team and not a responsibility of the LADOTD.
- B. Creating clear definitions of responsibility for our designers, checkers, reviewers, and various professionals of record.
- C. Assigning designers and QC/QA personnel to the Project, who are exceedingly qualified to perform the work required of the Project.
- D. Creating Project specific processes and protocols which are clearly described and effective in ensuring accuracy in our design and plan details.
- E. Creating all the necessary QC/QA tools, such as checklists, standard forms and training materials. All our QC/QA tools will be well documented and well suited to the scope and the complexity of the Project.
- F. Creating a focus on the QC/QA concepts for the design elements of the Project by defining specific quality procedures for the major structures of the Project; describing how the QMP will support quality work for the Project; and creating clear definitions of QC/QA.
- G. Provide training to all personnel working on the Project specific to their role in the Project.

The goals of the QMP for the LA 384 (BIG LAKE RD TO MCNEESE ST) are to:

- Increase the probability of meeting the LADOTD's expectations in terms of the finished product
- Improve analysis and design solutions
- Provide adequate detail on plans
- Reduce errors in reports and plans
- Reduce constructability issues
- Maintain schedule through all project phases
- Allow for efficient and effective innovative solutions, materials and techniques
- Minimize community impacts
- Enhance worker and public safety
- Minimize construction related traffic disruptions
- Accurately mitigate impacts of unforeseen conditions and events

**QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH**

This QMP conforms to the current LADOTD BRIDGE DESIGN AND EVALUATION MANUAL (BDEM) for structural elements.

This **QMP** contains seven (8) appendixes:

- APPENDIX A: GUIDELINES FOR DESIGN & DOCUMENT PREPARATION
- APPENDIX B: GUIDELINES FOR PROCESSES
- APPENDIX C: QC CHECKLIST & COMMENT FORMS
- APPENDIX D: QA CHECKLIST & COMMENT FORMS
- APPENDIX E: INDEPENDENT REVIEW & COMMENT FORM
- APPENDIX F: NON-CONFORMANCE REPORT FORM

This **QMP** will be distributed to all team members and reviewed to confirm understanding. All team members will be trained so that they understand their role and obligation in implementing the QMP. All personnel shall be held accountable to these high standards.

Revision Summary

To be completed by document owner and/or originator of revisions prior to issue to team.

Revision	Date	Section	Summary of Revision
0	8/4/2026		Transmitted to LADOTD

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

Required Reading Form

All members of the LA 384 (BIG LAKE RD TO MCNEESE ST) Project Team – Designers, Checkers, Reviewers, and Professionals of Record shall become acquainted with the contents of this document and related attachments. As a record of responsibility of the team, and a record of accountability by Stantec, this form shall be maintained on the Project.

Name	Signature	Date

SECTION 1. UNDERSTANDING OUR ROLE

1.1 STANTEC PHILOSOPHY AND POLICY ON QUALITY (ISO 9001 5.1, 5.2 AND 5.3)

Stantec clearly understands, and believes, that the responsibility for Quality in our services and deliverables is 100% ours. In satisfying the LADOTD's Policy on QC and QA, this QMP creates a commitment to continual improvement of project execution, product quality and the reduction of quality related costs. We believe that RESPONSIBILITY is created through processes and guidelines that are integral to our team's thinking. We believe that ACCOUNTABILITY is created through purposeful reporting and measured results by our leaders. And we believe that SUCCESS is created by our team's ownership of the **QMP**. To this end, Stantec will provide experienced leadership, specifically tasked with developing, maintaining, enhancing and monitoring the performance of the overall system of quality for the LA 384 (BIG LAKE RD TO MCNEESE ST).

1.2 QUALITY MANAGEMENT PLAN PHILOSOPHY

A critical component of our **QMP** will be to ensure that all Stantec staff involved in the Project are aware of the **QMP** and committed to following its direction. Our QC/QA Manager is responsible for providing Project staff with a copy of the **QMP** and encouraging its use throughout the life of the Project. This goal will be accomplished through an initial training process supplemented with ongoing training to present process revisions based on the results of QC/QA reviews and Project audits. In addition to our **QMP**, each Project team member, regardless of his/her role, will be responsible for the quality of his/her own work and will be expected to provide an appropriate level of quality control on that work.

1.3 QUALITY MANAGEMENT PLAN PRINCIPLES

The guidance for quality management of Stantec projects will be based on three quality principles:

- Client focus
- Project processes
- Measurement, analysis and improvement

1.3.1 Client Focus

Stantec knows and understands that our future depends on our Clients – which equates to satisfaction with our company and services. Therefore, our primary focus is to understand our Client's current and future needs, while continually striving to meet and exceed our Client's requirements and expectations.

For our Clients, our focus is on “**MAKING IT WORK**”. We maintain this focus by:

- **Knowing our Client’s View** – we strive to know what the expectations are within our Client’s organization, including such things as design philosophy, cost expectations, and project purpose.
- **Knowing our Client’s People** - we focus on relationships by knowing the point-of-contact for our Clients and understanding “who does he report to?”, or “what is her background on this type of project?”, or more personally “what makes him really excited? Or upset?”
- **Knowing our Client’s Scope** – we strive to completely understand project requirements. We want to appreciate “what’s behind that?” and pursue it until we get answers like, “that’s very important to the project outcome,” or “that’s crucial to project approval,” or “that’s a particular area of project distinction”.
- **Knowing our Client’s Risk** – we appreciate and attempt to understand our Client’s important issues such as “what keeps him up at night?”; or “what will create problems for her?”; or in a positive way, understanding “what outcome will give greatest value”, or “what outcome will give greatest satisfaction.”

Another area of Client focus is critical attention to project **time, cost and deliverables**. Stantec understands that these three factors have an impact on each other and requires evaluation - taking into consideration our Clients’ requirements and expectations. We realize that on some projects - or with some Clients - the balancing of these three factors can be particularly delicate. Client focus in these cases is all about our ability to communicate and deliver the basic project requirements while managing expectations and outcomes.

Our Client focus always involves **effective communication**. Our goal is to be continual and timely, thus creating and building confidence with our Client that their expectations are being met and value is being achieved.

Stantec’s Client focus also includes **interfaces with all Stakeholders**. These interfaces are crucial to Project success in facilitating the exchange of information, as appropriate, throughout the project. Our focus on behalf of the Client includes resolution of any conflicts between project requirements and Stakeholders requirements – with Client requirements taking precedence, except in the case of statutory or regulatory requirements.

Our focus on “MAKING IT WORK” becomes the Project’s Quality Objective - not only for deliverables, but also for our Client’s needs and expectations. This Quality Objective outlines the path to a high level of Client satisfaction.

STANTEC QUALITY CONTROL/QUALITY ASSURANCE CONCEPTS & DEFINITIONS

Our concept for QC/QA on the LA 384 (BIG LAKE RD TO MCNEESE ST) follows proven methods which include process controls, detailed QC procedures, QA reviews, and continual maintenance and updating of the **Project Design Criteria**. As a management tool of our **QMP**, quality audits and management reviews will also occur. The **QMP** is a living document that will be reviewed and amended throughout the Project cycle in a commitment to continual improvement.

Additionally, our **QMP** will support quality work through Independent Checks focused on Consistency, Constructability and Risk avoidance.

The following definitions of quality management, quality control and quality assurance will apply to the LA 384 (BIG LAKE RD TO MCNEESE ST).

Checking Stamp	An electronic or rubber stamp to be affixed on all QC documents and to be used as part of the Five Step Process for all QC Checking .
Five Step Procedure	A detailed checking procedure to be followed by QC Checkers , as needed.
Independent Review	As part of the QA Review, an Independent Review will include one (or more) of the following: • Consistency review of the plan details to assure uniformity of design, detailing, format and presentation; • Constructability review of the plan details to identify possible design improvements to make construction easier, safer and less costly and/or reduce environmental impacts; • Operational Review to understand how the Project functions, how it can be more user friendly and easier to maintain and how the design can be made more efficient; and, • Risk review of areas of critical importance; areas where, based on the reviewer's experience, mistakes may be typically found; and areas that may be new to the design practice.
Inter-Discipline Reviews	A review focused on specific discipline elements or coordination between different disciplines – includes survey, roadway and bridge; bridge and geotechnical; roadway and traffic; etc.
Management	Review by Project leadership and QC/QA leadership to measure QC/QA

Review Meetings	compliance at various Project milestones. Review will also include effectiveness of the QMP with the objective of continual improvement.
Primary QC Signature	Signature by Project Manager / Discipline Leader on all submittals and documents prepared under their control.
Quality Control (QC) Submittal Checking	Every work product requires a full review. Work products include plans, cost estimates, reports, evaluations, or studies. For the various submittals, responsibilities may include: • Checking for completeness in accordance with guidelines approved by the Project Manager or Discipline Leader; • Ensuring that the work product adequately and accurately presents the required information; • Verification of all dimensions and quantity calculations; • Verification of the accuracy of the preparer's work product; • Verification that all design information is correctly and completely shown on the details and in accordance with the approved design calculations; • Verification of conformance to standards of practice; • Verifications of cost effectiveness & fitness for the purpose and function of the specified Project; • Performance of CAD drawing reviews for formatting, layering and CAD Conform requirements; and • Performance of redline checks of the work product (where deemed necessary); or production of an independent work product and comparison of the results.
QC Design Checking	A full review of the design calculations, survey calculations, software input and output, and cost estimates. Responsibilities will also include: • Verification of the accuracy and adequacy of the preparer's work product; • Compliance with specified codes, standards, and permits; • Conformance to standards of practice; • Performance of redline checks of the work product; or production of an independent work product and comparison of the results; and • Ensuring that the work product adequately and accurately presents the required information. (The calculations of the Design Checker will also become a part of the calculation of record when independent checking calculations are produced.) (The Design Checker will not be the one who performed the original design.)

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

Quality Assurance (QA) Review	A review of QC documents to ensure that the QC process is complete and the work products (field rolls, designs, plans, cost estimates, reports, evaluations, and studies) are in accordance with the established Project practices, policies, and procedures.
QA Information Package	Package of Quality Control documentation submitted to the QA Reviewer. QA Information Packages will be prepared for all Project submittals and shall include appropriate designs, plans, cost estimates, reports, evaluations, or studies. QA Packages will include all QC documentation of the Project submittal such as calculations, plans, and estimates of probable construction costs and include checklists, comments and markups by the Project Professional, Design Checker and Detail Checker.
Quality Management Plan (QMP)	The documented requirements that establish and define responsibilities, performance measures, milestone audits and work procedures to ensure that the project deliverables meet predetermined requirements. It encompasses Quality Control, Quality Assurance, and Audit of the scope of work covered by the Project.

SECTION 2. QUALIFICATIONS AND RESPONSIBILITIES OF STANTEC LEADERSHIP AND STAFF

The following qualifications and responsibilities will apply to the leadership and staff of the Stantec team on the LA 384 (BIG LAKE RD TO MCNEESE ST) Project.

Designer	Engineer (LA licensed PE or EI) directly tasked with the development of design calculations, drawings, and estimates of probable construction costs. Responsibilities will include: • Understanding and following the Project Design Criteria; • Developing, organizing and maintaining design calculations; • Communicating with the detailer and supervising the detailing work to ensure adequate and accurate presentation of design information; • Checking his own work; and • Updating design calculations to correct any errors or omissions discovered by the Design Checker.
Detailer	Individual directly responsible for the creation of CAD drawings. Responsibilities will include: • Understanding of drawing formats; • Understanding of layering requirements; • Understanding of LADOTD's CAD Conform requirements; and • Checking his own work for accuracy and completeness.
Project Manager (and/or Deputy Project Manager)	Professional (LA licensed as required) tasked with the duty to lead the Stantec team, with the following experience and responsibilities: • Experience – Professional with technical and management experience of projects with similar scope and magnitude. • Responsibilities ➤ Serve as overall project leader and liaison with the LADOTD; ➤ Develop and monitor overall project scope, schedule and budget; ➤ Identify and obtain approval of any scope changes (when required); ➤ Monitor the overall project development, deadlines and deliverables; ➤ Work and coordinate with all Discipline Leaders through the

- progression of the Project;
- Determine all required Inter-Discipline and Independent Review requirements of the Project;
 - Establish and monitor protocol and procedures for communications with LADOTD, stakeholders and Discipline Leaders;
 - Establish procedures for identifying and resolving project conflicts, constraints and other risks;
 - Conduct Project Reviews to identify and track key issues, and provide recommendations for function and efficiency improvements. (Depending on the magnitude and schedule of the Project, reviews can also be post-mortem.)
 - Monitor the overall QMP for QC/QA, including systems for tracking progress and completion;
 - Accept final work products;
 - Track and verify overall project archiving;
 - Sign, or delegate responsibility to sign, all Deliverable Release Forms.
 - Collaborate and effectively communicate with Stantec team;
 - Lead meetings, forums and discussions with LADOTD, stakeholders, and Discipline Leaders in Project development and Project decisions;
 - Assign and manage resources to execute the work in accordance with the Project schedule;
 - Ensure checking and review by appropriate senior individuals that all deliverables are in accordance with the Project Design Criteria, the QMP for QA/QC, and LADOTD standards.
 - Establish written agreement for the scope and budget for the Project;
 - Achieve budget through effective control of the work;
 - Provide prompt identification and submission for formal approval of all scope changes to the Client;
 - Archive all Project data and Project deliverables (including surveys, designs, plans, cost estimates, reports, and studies) in accordance with the QMP. Responsibility also includes records retention policy.

Discipline Leader Professional (LA licensed as required) assigned to the specific discipline of the Project (Environmental, Surveying, Geometrics, Traffic, ITS, Roadway, or Bridge) and responsible for supervision and/or preparation of all deliverables and submittals as defined by the Project Scope for the assigned Discipline. Experience and responsibilities will include:

- **Experience** – Professional with experience in executing similar Discipline assignments.
- **Responsibilities**
 - Collaborate and communicate on a regular basis with the Project Manager;
 - Take full responsibility for providing Discipline scope and schedule;
 - Develop, update and implement the Project Design Criteria as related to the Discipline;
 - Oversee the development, organization and maintenance of design (where required) and submittals as related to the Discipline;
 - Identify activities required for completion of the work for the Discipline;
 - Maintain a project deliverable list for the Discipline;
 - Maintain matrix (or list) of staff assigned as originators and checkers of the work product by the Discipline;
 - Determine the necessary technical knowledge and experience required for all Discipline activities;
 - Lead and guide the Discipline staff required for execution;
 - Oversee all procedures and forms related to the Discipline;
 - Approve and validate all software used by the Discipline staff;
 - Develop (as required) and adhere to Process Guidelines (PG's);
 - Sub-consultant oversight (as assigned) within the Discipline;
 - Inter-discipline Reviews (IDR) - as initiator or participant;
 - Implement the **QMP** for QC and QA to be performed for the Discipline.

Engineer-of-Record (EOR)

Engineer (LA licensed PE), designated by the Project Manager, responsible for supervision and/or preparation of plans, sealing calculations, plans, and special provisions. (The EOR can be the Designer, Design Checker, QA Reviewer, or Project Manager - who is directly involved in the project design activities.) The responsibilities of the EOR include:

- Ensure the QC/QA certifications are signed by all responsible parties
- Assemble design calculations from all designers, finalize the calculation book, and seal the cover sheet of the calculation book.
- Ensure the names of the Designer, Design Checker, Detailer, Detail Checker, and QA Reviewer are correctly shown on the title block of each plan sheet.
- Stamp all plan sheets or designate a Designer, Design Checker, or QA Reviewer developed under their supervision.

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

	• Ensure all special provisions are accurately shown on the construction proposal and stamped by the Specification Engineer (or by the EOR).
Independent Reviewer (IR)	Engineer (LA licensed PE) responsible for conducting a totally independent review of all Project documents and final deliverables. The Independent Reviewer and QA Reviewer may be the same and also occur at the same time.
QA Reviewer	Engineer, Surveyor or appropriate Professional (LA licensed PE or PLS where required) assigned QA Review responsibilities. The Reviewer must have experience related to the Project discipline.
QC Design Checker	Engineer (LA licensed PE) assigned QC Design Checking responsibilities.
QC Submittal Checker	Engineer, Surveyor or appropriate Professional (LA licensed PE or PLS where required) assigned QC Submittal Checking responsibilities.
QC/QA Leader	Engineer (LA licensed PE) responsible for coordinating the Quality Management practices across the Project and to ensure implementation of the QMP for the Project. Duties also include: • Establish Process Controls and overall QMP for QA/QC; • Provide QC and QA oversight; • Prepare Quality Audit Reports (Proof of Compliance) to track quality trends, solicits feedback from the LADOTD on quality related issues; • Attend Management Review Meetings conducted by the Project Manager and prepare report of findings and recommendations for improvement; and • Sign Delivery Release Record attesting that all QC/QA documentation has been properly completed and authorized for release of the submittal.

SECTION 3. DESCRIPTION OF THE QC, QA & IR PROCESSES

3.1 QUALITY MANAGEMENT PLAN

The Quality Management Plan for the LA 384 (BIG LAKE RD TO MCNEESE ST) Project includes formats and templates for QC and QA that have been successful on many past projects. Our QMP processes will also focus on the following:

- **High risk elements** which will include the structural steel spans, foundation systems, and sequence of construction;
- **Rigorous verification elements** such as project geometrics; and
- **Refinement elements** such as superstructures and substructures with a high level of repetition - where efficiency of detail could yield financial benefit.

3.1.1 Project Meetings

Project meetings required for the LA 384 (BIG LAKE RD TO MCNEESE ST) Project are as outlined and described in the Scope of Work. All project meetings will be guided by the principles and requirements as detailed in the **Process Guideline (Project Meetings)**.

3.1.2 Process Control

As required for more complex projects, this document should outline all aspects of preconstruction activities, design guidelines, environmental requirements, permitting, specifications, right-of-way, utility relocations, estimates, and financial.

Process control may include the following:

- Identify, confirm, document and communicate objectives, deliverables, schedule, work plan, standards and analysis methodology
- Obtain confirmation, and approval where required - by the LADOTD and other stakeholders
- Confirm the information provided for project implementation is complete and accurate
- Review site conditions, particularly those areas where conflicts and constraints may affect design or constructability
- Maintain a documented, indexed and traceable record of all work in a format that allows the project team access to all pertinent project information
- Ensure all deliverables are signed and stamped in accordance with LADOTD requirements
- Provide all documentation to the designated quality control checkers and quality assurance reviewers, including Non-Conformance Reports

3.2 QUALITY CONTROL

Quality control (**QC**) is the responsibility of each individual undertaking a component of the work. To assist in this process, the **Project Manager** will establish as part of this **QMP** responsibilities and procedures for checking technical accuracy of the work, identifying and correcting any discrepancies, rejecting product not meeting requirements if necessary, and accepting the final work product as well as defining the frequency of implementing some or all of the procedure and reviewing procedural performance. It is expected that this procedure will include checks by individuals knowledgeable of the technical requirements for a particular activity and with the relevant qualifications and experience in the discipline.

QC reviews will be conducted for all submittals at the required LADOTD Milestones. The **Project Manager** will work with the **Discipline Leaders** to identify **QC** reviews and who will have responsibility for **QC** of these reviews. As part of the **QC** accountability, the **Discipline Leader** will be the **Primary QC Signature** on all submittals and documents prepared under their control. As part of this **QMP**, **Discipline Leaders** will be responsible for the following:

- Complete **Section 4** of the **QMP** by assigning **QC Design Checkers** and **QC Submittal Checkers** possessing the technical skills, relevant qualifications and experience required to complete these efforts;
- Utilize the checklists included in **Appendix A**, or create checklists to assist in the reviews and provide documentation of the review;
- For **QC Design & Submittal Checking**, a **Five Step Procedure** will be used. See next section for details.

3.2.1 Five Step Procedure

Step 1. Once Originator completes the report(s) / calculation(s) / submittal(s), the Originator notifies the QC Checker is ready for review (electronically documented for records).

Step 2. The QC Checker (or designated QC team member(s)) will perform the review, indicating with a yellow highlight ____ that the content reviewed is agreed with, and use red marks ____ indicating review comments that need to be considered / addressed. Upon completion of the review, the material(s) will be returned to the Originator along with a Quality Review Form (QRF) with a complete list of the comments provided.

Step 3. Originator will go through all the comments made by the QC Checker.

Scenario 1: If the Originator agrees a blue check ____ will be placed beside the QC Checker's comments.

Scenario 2: If the Originator disagrees with the QC Checker's comment he will resolve the disagreement with the QC Checker. If the QC Checker's comments needs to be changed the Originator will use a blue strike through ____ of the QC Checker's comments and update it using blue text. The Originator will then sign off with a cyan highlight ____.

Step 4. Originator will correct all comments which are agreed upon. Once the correction is made changes will be circled in blue _____. Originator will notify the QC Checker of the updated changes (electronically documented for records).

Step 5. QC Checker will verify all changes, and will use a green highlight _____ on the Originator's blue circles to confirm that the comments were addressed adequately. The finalized QC review document will then be saved to the project Quality Review Folder for record-keeping purposes to complete the process.

3.3 QUALITY ASSURANCE

As part of this **QMP**, the Quality Control/Quality Assurance (QC/QA) Manager will establish the following:

- Assign Quality Management Personnel (QA reviewers) for the Project and ensure these individuals possess the technical skills, relevant qualifications and experience required to complete the efforts (These individuals are summarized in Section 4);
- Verify that Quality Assurance (QA) Information Packages have been properly prepared for the QA reviewer's use;
- Complete the required QA certification (signed by the appropriate QA reviewer);
- Document QA reviewer's comments;
- Reconcile, and/or develop accepted course of action;
- Prepare QA Review Comment Form Reports or Non-Conformance Form Reports as appropriate to deal with issues noted in the review; and
- Confirm that all issues raised and actions identified are addressed.

3.4 INDEPENDENT REVIEW AND CONSTRUCTABILITY REVIEW

An independent individual/team will be identified to develop additional ideas to assure that enhance innovation and construction for the Project.

As part of the QA Review, an Independent Reviewer will be designated and identified in the Section 5, Quality Management (QC/QA) Personnel. The Independent Reviewer will perform consistency, constructability and risk reviews as defined in Section 2 of this document.

3.4.1 Document and Data Control

Quality related records, including hard copy and digital file documentation, will be received and maintained in accordance with Stantec best practices.

These records will include the following:

- Copy of the **QMP** and all revisions to the plan
- Copy of all **Quality Control** checklists and certifications for each milestone review

- Copy of all **Quality Assurance** certifications for each review
- Copy of all **Design Review Comment Forms, Non-Conformance Reports** and evidence of the corrective action and subsequent compliance for **QC** and **QA** reviews

3.4.2 Control of Sub-Contracted Work

Sub-consultants will be required to provide a copy of their QMP for review by Stantec; or, be required to follow the Stantec **QMP**.

3.4.3 Control and Correction of Non-Conforming Work

Identified deviations from designs or non-conformances need to be assessed, documented, and communicated to affected parties. This process will be handled through Design Review Comment Forms and Non-Conformance Reports (NCRs).

The corrective action taken and any preventative actions identified as being appropriate to prevent future occurrences will be documented.

3.5 PROJECT DESCRIPTION

3.5.1 Disciplines/Tasks

Project elements included in the QC plan will be applied to all project deliverables produced by the Project for the following disciplines/tasks:

- Structures & Bridge Design, and related disciplines as listed below:
 - Roadway, Geometrics and Drainage
 - Traffic Engineering
 - Other Disciplines
 - Structure Hydraulics
 - Lighting
 - Landscaping

3.6 QUALITY MANAGEMENT (QC/QA) PERSONNEL (MAJOR DISCIPLINES)

List of Personnel Assigned to Quality Management Tasks per Activity	Project Manager – Joseph Cains III, P.E.
Structures and Bridge	
Designer(s)	John Krebs, P.E.
QC – Design & Plans	Carl Gaudry, P.E.
QA – Design & Plans & Independent Review	Joseph Brian Johnson, P.E.
Roadway, Geometrics and Drainage (Coordination)	
Designer(s)	Michael Neumann, P.E., Hannah Krebs, P.E., Destiny Armstrong, P.E.
Traffic Engineering (Coordination)	
Designer(s)	Joey Lefante, PE, PTOE, Andy Griffith, P.E., Joseph Barker, PE, PTOE
Other Disciplines (Hydraulics, Lighting, Landscaping)	
Designer(s) (Hydraulics)	M. Whitney Hawkins, P.E., CFM
Designer(s) (Lighting)	Derrick Goudeau, P.E., Nishant Wadje, P.E.
Designer(s) (Landscaping)	Jenny Horne, P.E.

Appendix A: Guidelines for Document Preparation

A.1 Purpose and Scope

- A.1.1.** The purpose of these Guidelines is to establish a method for consistently delivering quality project work that meets client needs and prevents rework.
- A.1.2.** These Guidelines are mandatory and apply to all project work.
- A.1.3.** Methods for rework prevention include reviewing project input; checking and verifying project work by someone other than the **Originator**; conducting **Interdisciplinary Reviews**, where required; and **Approving** project work for further use or delivery.
- A.1.4.** It is recognized that some projects do not result in the “traditional” deliverables of calculations, designs, contract documents, studies/reports, etc. Nonetheless, the principles underlying **Checking** and **Verification** must be applied.

A.2 Preparation of Calculations

A.2.1. Terms and Definitions

- A.2.1.1 Calculations – Mathematics-based computations that transform input data into a result that is used as further input to the delivered project work or is delivered directly to the client to meet contract obligations.
- A.2.1.2 Assumptions – Estimated or presumed information used as input to a calculation.
- A.2.1.3 Confirmation – Verification that an assumption was correct based on actual data.

A.2.2. Procedure

A.2.2.1 Calculation Preparation

- (i) **Discipline Leaders** shall assign qualified individuals the task of preparing calculations and are responsible for monitoring compliance with this guideline.
- (ii) **Calculations** are to be neat, legible and suitable for reproduction. They are to be prepared using company calculation pads, where available, including a header with space for identifying the calculation title, page numbers, project name and number, and the **Originator’s** and **Checker’s** names, initials and dates.
- (iii) **Calculations** must be organized and logically presented, and are to include sufficient notes, explanations and sketches to make the calculation easily

followed. The intent is to make calculations understandable by an individual competent in the subject matter without going back to the originator.

- (iv) The following information should be provided in the calculation, or on a cover or summary page:
 - (a) Objective – A statement of the problem or question to be solved (if not obvious from the title).
 - (b) Method – Identify the methods to be used, including software.
 - (c) Assumptions – Clearly state any assumptions applied.
 - (d) References and Inputs – Identify the inputs and the references for inputs, equations, methods, etc. Design inputs used as the basis for calculations shall be verified by the **Originator** as obtained from a reliable source. Design equations, tables, field data, etc., shall be referenced to the specific section of the applicable design code or manual. Any information not readily available to a reviewer should be attached as an appendix to the calculations.
 - (e) Conclusions – Clearly state the conclusions of the calculations including any limitations, conditions and/or exceptions.
- (v) Confirmations – Critical assumptions need to be tracked and confirmed by the **Originator** as soon as valid and current data becomes available. The impact of any variances between assumptions and confirmed information must be evaluated, and any necessary revisions to calculations made.
- (vi) In assembling larger sets of calculations, or where providing summary information will be useful, the use of a calculation cover page may be helpful.
- (vii) Prior to the results of a calculation being utilized for subsequent design work, relevant calculations shall be checked and verified in accordance with **Checking and Verification Procedure** and documented accordingly.

A.2.2.2 Computer Calculations

- (i) Computer calculations shall include or reference documentation clearly explaining the program's function, nomenclature, and sign conventions utilized. All technical software must be validated in accordance with the **Software Validation Procedure**.
- (ii) Calculations utilizing computer programs to perform analyses or design shall include the following:

- (a) Name of the program including version or revision level.
 - (b) Paper copies of computer output files, or portions thereof, that are required to satisfy the documentation requirements of this procedure shall be labelled and filed.
 - (c) Identification and/or location of associated electronic files.
- (iii) Spreadsheet calculations shall be documented and organized so that formulae used in the spreadsheet can be checked for accuracy of incorporation into the spreadsheet, using a calculator or other method. After validation of the spreadsheet calculations the spreadsheet shall be protected to prevent inadvertent modification of the embedded formulae.

A.2.2.3 Revisions to Calculations

Revisions (or cancellations) may be required after an initial set of calculations has been reviewed. These revisions may be a result of client comments, scope changes, or errors found during subsequent reviews. Revisions to the calculations do not necessarily warrant a second review of the entire set of calculations. Only the revised portion of the calculations may need to be reviewed. Required revisions shall, therefore, be completed as follows to appropriately document the revisions made:

- (i) Revisions shall be reviewed and approved in the same manner as the original. The **Originator** and **Reviewer** of the calculations shall be responsible for the revision. The revision to the calculation shall be clearly identified and dated or shall be replaced by a new calculation.
- (ii) Revisions shall be prepared in a manner that provides a clear record of the content of the calculation, both prior to and after the revision. The reason for the revision should be identified.
- (iii) Revisions to calculations that impact other disciplines shall be immediately reported to the **Project Manager** and the affected disciplines.

A.2.2.4 Control of Calculations

- (i) All calculations shall be organized and adequately indexed to facilitate retrieval of results and verification of completeness. A calculation index may be useful as a tool to help plan and organize the work, or may be developed upon completion of the calculations for record and archival purposes.
- (ii) On completion of the calculation review process, original calculations including calculation cover pages, checklists, index pages and other associated documents shall be controlled.

A.3 Preparation of Studies/Reports

A.3.1. Terms and Definitions

A.3.1.1 **Technical Study or Report** – A hardcopy or electronic document based on technical information gathered and evaluated with professional insight and delivered to the client. Generally, a technical study or report contains conclusions and often contains recommendations.

A.3.2. Procedure

A.3.2.1 Style and Format

- (i) The report should be prepared following the client-specific preference and project standardized format. If the client has a specific preference or the office or group preparing the report has a previously used style with that client, these factors should be considered in developing the report format.
- (ii) The format (organization and content) of project technical studies and reports shall be based on the client's requirements. Absent client-specified format, the **Project Manager** and/or the originating **Discipline Leader** shall determine the format based on the scope and complexity of the report.

A.3.2.2 Development and Review

- (i) **Discipline Leaders** shall assign qualified individuals the task of preparing study and report content and are responsible for monitoring compliance with this guideline.
- (ii) **Discipline Leaders** shall arrange for reviews in accordance with the **Checking and Verification Procedure** and documented in the associated forms.
- (iii) In addition to discipline reviews, the **Project Manager** shall review the study/report for overall adequacy, completeness, and contractual requirements including compliance with applicable client requirements.

A.3.2.3 Distribution and Filing

- (i) **Project Manager** shall distribute copies of technical reports and studies and any changes thereto to personnel/organizations requiring them.
- (ii) If multiple reports are expected, it is suggested that the **Project Manager** or designee maintain an index of project technical studies and reports.

A.3.2.4 Changes

- (i) Technical reports and studies should be maintained current with significant changes identified during technical development.
- (ii) Changes to issued technical reports and studies shall be processed in the form of revision/addenda, approved and distributed.
- (iii) Changes incorporated in technical reports and study revisions that are to be reissued should be identified. The reasons for changes should also be provided when it would be helpful for users. The revision date shall be added to the cover.

A.3.2.5 Use of Photographs or Digital Images

- (i) Photographic or digital images used in the **Study or Report** depicting conditions relevant to the findings or conclusions shall be dated. Electronic image files of photography taken by project staff or subconsultants shall be retained in project files along with a record print. Photos used in a report from a source other than project photography shall be attributed to the proper source.

A.4 Preparation of Drawings

A.4.1. Procedure

A.4.1.1 General Guidelines

- (i) **Discipline Leaders** shall assign qualified individuals the task of preparing drawings and are responsible for monitoring compliance with this guideline.
- (ii) At project inception, a project drawing list is to be developed, or updated from one prepared during the proposal phase, by each discipline. Drawing lists will be updated at each milestone to help the **Project Manager** in estimating progress or completion status.
- (iii) Drawing Numbers and File Naming – Drawings and drawing files shall be uniquely identified with drawing numbers in accordance with the system applicable to the project.
- (iv) CAD Standards – The CAD Standards to be used on the project shall be as identified in the scope of services, or through detailed discussions with the client.
- (v) Origin of Drawings – **Discipline Leaders** are responsible for assigning the preparation of drawings to a **Designer** who may work with the **Detailer** working under the direction of a CAD Manager. Each **Designer** shall be responsible for

seeing that the required information is transmitted to the **Detailer** via sketches, marked-up prints, electronic data, and/or written or verbal instructions.

- (vi) Duplication of information is to be avoided on drawings, and between drawings and specifications.

A.4.1.2 Review of Drawings During Preparation

- (i) **Designer** will conduct periodic reviews of drawings in progress to see that proper scales, orientation, standards, formats, and design information are being utilized and that the design input has been interpreted, applied properly, and is being coordinated with other disciplines. This type of “over-the-shoulder” review takes place as the work progresses and precedes the formal reviews that occur as part of the **Checking and Verification Procedure**.
- (ii) Where available, the **Designer** may use discipline-specific, client-specific, project-specific or other similar checklists to verify that design, construction and presentation aspects and details are being adequately addressed.

A.4.1.3 Client Requests for Unchecked In-progress Drawings

- (i) Clients occasionally request non-contractual, unscheduled, interim or in-progress submittals of drawings for any number of purposes. Given the risks associated with providing unchecked documents to a client and the potential for client complaints, it is always intended that drawings be reviewed in accordance with the **Checking and Verification Procedure** prior to submission. However, when circumstances demand, unchecked drawings may be released if the following minimum requirements are met:
 - (a) The **Project Manager** shall review the drawing set to confirm that the drawings have progressed to the completion level anticipated by the client and to confirm that the non- contractual progress submittal would not be deemed as unacceptable by the client in any way.
 - (b) A disclaimer statement (or bold stamp) shall be placed on the drawing set indicating that “IN-PROGRESS” and are being provided for “INFORMATION ONLY” at the request of the client.”
 - (c) The **Project Manager** shall submit the non-contractual progress submittal with a cover letter stating that the drawing set is being provided for “INFORMATION ONLY” as requested by the client. The cover letter shall also state that the IN-PROGRESS submittal has not yet been reviewed in accordance with project procedures and is subject to revision in concept and detail as work progresses.

A.4.1.4 Signing and Sealing of Drawings

- (i) Drawings issued for construction shall be signed and sealed in accordance with the laws of the applicable State, typically that where the project is located, not where the design takes place. **Discipline Leaders** shall be responsible for understanding the practice and implementing on the project. Any discrepancy or confusion shall be brought to the attention of **Project Manager**.

A.5 Software Validation Procedure

A.5.1. Purpose and Scope

A.5.1.1 This procedure describes minimum requirements to ensure that technical software used on the project has been validated before use.

A.5.1.2 This procedure applies to software used for any of the following:

- (i) Performing calculations;
- (ii) Developing input for use in calculations;
- (iii) Creating designs or drawings using embedded calculations;
- (iv) Generating output provided directly to clients;
- (v) Generating output included in deliverables to clients; or
- (vi) Software that is developed and delivered to a client as a contractual obligation.

For purposes of this procedure, such software is referred to as “technical software.” Exclusions from this procedure include software:

- (i) That does not conform to the definitions provided in the list above;
- (ii) Used to produce output that is checked and verified manually;
- (iii) Inherent to equipment for measuring and testing, which is periodically verified and calibrated in accordance with the manufacturer’s specifications; or
- (iv) Designed to enable the operation and maintenance of a computer system and its associated programs (systems software).

A.5.1.3 Mathematical, formulaic, and logic-based programming developed within standard office-type platforms such as Excel and Mathcad may typically be validated as calculations in accordance with the **Checking and Verification Procedure**.

Advanced or complex programs that are not amenable to standard checking/verification shall be validated in accordance with this procedure.

A.5.2. Terms and Definitions

A.5.2.1 **Approver** – The individual, independent of the **Validator**, that reviews the validation output and accepts the software for use on the project.

A.5.2.2 **Industry-Standard Software** – Commercially available technical software that is widely used and accepted in a discipline or practice area, and that does not require significant adaptation.

A.5.2.3 **Legacy Software** – Technical software regularly used in the current version for at least three years and for which no problems have been reported, or for which problems have been reported and corrected.

A.5.2.4 **Non-Standard Software** – Technical software that is not widely used and accepted in the industry.

A.5.2.5 **Software Register** – An up-to-date listing of validated technical software maintained by each **Discipline Leader** and posted in a location accessible to all staff.

A.5.2.6 **Validation** – The process of accepting technical software for use by an LCP Company.

A.5.2.7 **Validator** – The individual that performs the validation.

A.5.3. Procedure

A.5.3.1 Staff Responsibilities with Technical Software

All staff using technical software shall help ensure that technical software is used properly, that it is appropriate for the task at hand, and that any resulting errors, input/processing problems, or questionable output are reported to their **Discipline Leader**.

A.5.3.2 Technical Software Register

Discipline Leaders shall maintain a register, accessible to project staff that lists technical software that has been validated for use. The register shall include, at a minimum, the vendor name, software name/description, and version number.

A.5.3.3 Responsibility for Software and Validation

Discipline Leaders are responsible for monitoring the use of technical software within their departments, disciplines and/or practice areas and ensuring that such software meets the

requirements of this procedure. When appropriate, **Discipline Leaders** may serve as Validators and/or Approvers.

A.5.3.4 Software Classification

Technical software shall be classified by the appropriate **Discipline Leader** into one of the following categories, as defined above:

- (i) Legacy Software
- (ii) Industry-standard Software
- (iii) Non-standard Software

A.5.3.5 Validation Process

The appropriate **Discipline Leader** shall assign a **Validator** and **Approver** who shall process the technical software in accordance with its classification as follows:

- (i) Legacy Software – Acceptance is based on previously documented and satisfactory internal production experience.
- (ii) Industry-Standard Software – The software developer/vendor shall be requested to provide a signed statement or certification that the software has undergone a quality control validation process confirming that it performs as intended. Based on this certification, such software requires no further validation other than a run with sample data to verify that the program functions properly. When no such statement or certification is available, the software shall be treated as Non-standard Software.
- (iii) Non-standard Software – Shall be validated using either of the following test procedures:
 - (a) Run the software using input from a known solution and verify that the program output matches the known solution. All significant design options/methodologies offered by the program shall be verified.
 - (b) Perform a manual calculation to verify the results obtained using the software.

A.5.3.6 Validation Approval

The **Validator** shall provide the results and documentation of the validation process to the assigned **Approver**, who shall review the information and, if found acceptable, approve the software for use. The **Approver** shall take the necessary steps to have the technical

software added to the LCP validated software register. Technical software shall not be used in production until it has been accepted by the **Approver**.

A.5.3.7 Validation of Software Revisions

- (i) New versions of technical software that have been previously validated shall be reviewed by a **Validator** by running the input file or database from the previous version and comparing results. Any differences between the outputs shall be justifiable.
- (ii) When approving new versions, changes that may affect previous output shall be noted and communicated by the **Validator** to the **Discipline Leader**.
- (iii) The widespread use and acceptance of the new version of the software in our industry, without apparent concern regarding its performance, may also be considered as a basis for accepting new versions.
- (iv) New versions of technical software shall not be used prior to acceptance by the **Approver**.
- (v) Consideration shall be given to whether only the latest version of the software is to be maintained, keeping in mind that the use of older versions may still be required by the client or for continuity with earlier output.

A.5.3.8 Software Validation Documentation

The validation process shall be documented.

A.5.3.9 Software Errors

Errors discovered by any user in previously validated software that have the potential to affect completed work shall be reported to the appropriate **Discipline Leader**. The **Discipline Leader** shall then be responsible for:

- (i) Notifying the software developer/vendor and **Project Manager**
- (ii) Identifying projects that have used or are using the software
- (iii) Assessing the impact of the error on both completed and ongoing projects, including notification of other **Discipline Leaders** as appropriate.
- (iv) Developing a corrective action plan for all affected projects
- (v) Revising the validation documentation, including the software register, as necessary

Appendix B: Guidelines for Processes

B.1 Project Processes

We believe that a Project's desired result is achieved more efficiently when activities and related resources are managed as a Process. In achieving desired results, Process Guidelines must be identified and documented. Stantec develops typical Process Guidelines based upon past experiences. Unique Process Guidelines (PG's) are also developed for certain projects.

Our PG's are defined as those functions necessary for managing the Project as well as those that are necessary to realize the project's deliverable. Project processes include:

- administrative processes; and,
- technical processes

Our QMP provides Process Guidelines (PG's) for all known project processes. PG's outline a quality process to be performed; and becomes part of the QMP for the Project.

Basic Elements of a Process Guideline should include:

- purpose
- process description
- key elements
- responsibility/authority

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

Appendix C: QC Checklist & Comment Forms

QUALITY MANAGEMENT PLAN
 CONTRACT NO. 4400035806
 STATE PROJECT NO. H.011242.5
 F.A.P. NO. H011242
 ROUTE: LA 384
 CALCASIEU PARISH

QC DESIGN CHECKLIST & COMMENT FORM			
PROJECT ELEMENT			
ORIGINAL CALC	☐ Yes ☐ No	IF REVISED, REV'N NO.	
DESIGNER	QC DESIGN CHECKER		
ENGINEER OF RECORD			
CALCULATION TYPE ☐ Hand calculation ☐ Spreadsheet ☐ Vendor Software ☐ Other			
1. If SPREADSHEET, has it been approved by Stantec's Project Manager? ☐ Yes ☐ No 2. If VENDOR SOFTWARE, is it on the LADOTD, website, pre-approved list? ☐ Yes ☐ No 3. If not on pre-approved list, has it been approved for use by LADOTD? ☐ Yes ☐ No 4. If OTHER, please describe			
DESIGN INPUT VERIFICATION			
1. Has design input been generated from another source? ☐ Yes ☐ No 2. Has source information been checked and approved? ☐ Yes ☐ No			
CALCULATION CHECK (If response is <u>No</u> , provide applicable comments)			
1. Has the DESIGNER signed and dated the calculation? 2. Is the calculation in accordance with a standard approach to preparing the design? 3. Is the calculation consistent with contractual requirements of the Scope of Work? 4. Are any new BDTM's by LADOTD required to be implemented in this design? 5. Has the Project Design Criteria been included & followed? 6. Is a Project "GO-BY" required for this design? 7. Has the Project "GO-BY" been followed? 8. Have assumptions for the design been reviewed and confirmed? 9. Are results & conclusions consistent & reasonable considering the inputs & approach? 10. Are special provisions or Non-Standard Specification required for this design? 11. Have any NON-CONFORMANCE REPORTS been prepared?		☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A ☐ Yes ☐ No ☐ N/A	
Comments:			
QC DESIGN CHECKER SIGNATURE _____		DATE: _____	

QUALITY MANAGEMENT PLAN
 CONTRACT NO. 4400035806
 STATE PROJECT NO. H.011242.5
 F.A.P. NO. H011242
 ROUTE: LA 384
 CALCASIEU PARISH

QC DETAIL CHECKLIST & COMMENT FORM			
PROJECT DRAWINGS CHECKED			
ORIGINAL DRAWINGS	☐ Yes	☐ No	IF REVISED, REV'N NO.
ORIGINATOR(S)		QC DETAIL CHECKER	
CHECK LEVEL	☐ 30% Final	☐ 95% Final	☐ 98% Final ☐ PS&E
DESIGN, QUANTITIES, MATERIALS, SPECIFICATIONS & NOTES			
1. Has the DESIGN INFORMATION been checked and approved?	☐ Yes	☐ No	☐ N/A
2. Have the QUANTITIES been checked and approved?	☐ Yes	☐ No	☐ N/A
3. Are the MATERIALS properly coordinated with the Project specifications?	☐ Yes	☐ No	☐ N/A
4. Are special provisions or Non-Standard Specifications required for any of the design elements or materials shown on the DRAWINGS?	☐ Yes	☐ No	☐ N/A
5. Do the NOTES include proper references for DESIGN & MATERIALS and proper cross-references to other DRAWINGS?	☐ Yes	☐ No	☐ N/A
DRAWING CHECK (If response is <u>No</u> , provide applicable comments)			
1. Are titles and sheet numbers properly shown & matching the Sheet Index?	☐ Yes	☐ No	☐ N/A
2. Have comments from previous internal reviews been addressed?	☐ Yes	☐ No	☐ N/A
3. Have comments from previous LADOTD reviews been addressed?	☐ Yes	☐ No	☐ N/A
4. Is the DESIGN INFORMATION properly and correctly presented?	☐ Yes	☐ No	☐ N/A
5. Is completeness sufficient for the REVIEW LEVEL?	☐ Yes	☐ No	☐ N/A
6. Have the appropriate CAD standards been followed?	☐ Yes	☐ No	☐ N/A
7. Are the DRAWINGS properly formatted in accordance with the "GO-BY"?	☐ Yes	☐ No	☐ N/A
8. Are there any constructability issues presented on the DRAWINGS?	☐ Yes	☐ No	☐ N/A
9. Have the appropriate CAD standards been followed?	☐ Yes	☐ No	☐ N/A
10. Have dimensions been independently verified?	☐ Yes	☐ No	☐ N/A
11. Are critical dimensions and clearances correct?	☐ Yes	☐ No	☐ N/A
12. Have redundancy and duplication issues been eliminated?	☐ Yes	☐ No	☐ N/A
13. Have the DRAWINGS' information been properly interfaced with other disciplines?	☐ Yes	☐ No	☐ N/A
14. Have Project geometrics been verified with other discipline drawings?	☐ Yes	☐ No	☐ N/A
15. Have any NON-CONFORMANCE REPORTS been prepared?	☐ Yes	☐ No	☐ N/A
Comments:			
QC DETAIL CHECKER SIGNATURE		DATE:	

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

Appendix D: QA Checklist & Comment Forms

QUALITY MANAGEMENT PLAN
 CONTRACT NO. 4400035806
 STATE PROJECT NO. H.011242.5
 F.A.P. NO. H011242
 ROUTE: LA 384
 CALCASIEU PARISH

QA REVIEW & COMMENT FORM			
DESCRIPTION OF QA PACKAGE: Designs Included in Package: Drawings Included in Package:			
QA REVIEWER			
REVIEW LEVEL ☐ 95% Final ☐ 98% Final ☐ PS&E			
QA PACKAGE PREPARATION			
Has the QA PACKAGE been properly prepared for review? ☐ Yes ☐ No Have INDEPENDENT CHECKS been properly prepared & included in the QA PACKAGE? ☐ Yes ☐ No			
Comments:			
PACKAGE REVIEW (If response is <u>No</u>, provide applicable comments)			
1. Have all DESIGNS been properly checked in accordance with the 5-step method?		☐ Yes ☐ No ☐ N/A	
2. Have all DESIGN COMMENTS been properly resolved?		☐ Yes ☐ No ☐ N/A	
3. Have all DRAWINGS been properly checked in accordance with the 5-step method?		☐ Yes ☐ No ☐ N/A	
4. Have any NON-CONFORMANCE REPORTS been prepared?		☐ Yes ☐ No ☐ N/A	
Comments:			
QA REVIEWER SIGNATURE _____		DATE: _____	

QUALITY MANAGEMENT PLAN
CONTRACT NO. 4400035806
STATE PROJECT NO. H.011242.5
F.A.P. NO. H011242
ROUTE: LA 384
CALCASIEU PARISH

Appendix E: Independent Review & Comment Form

QUALITY MANAGEMENT PLAN
 CONTRACT NO. 4400035806
 STATE PROJECT NO. H.011242.5
 F.A.P. NO. H011242
 ROUTE: LA 384
 CALCASIEU PARISH

INDEPENDENT REVIEW & COMMENT FORM	
DESCRIPTION OF QA PACKAGE: Designs Included in Package: Drawings Included in Package:	
INDEPENDENT REVIEWER	
REVIEW LEVEL ☐ 95% Final	
IR PACKAGE PREPARATION	
Has the IR PACKAGE been properly prepared for review? ☐ Yes ☐ No	
Comments:	
COMPLETENESS & CONSTRUCTIBILITY REVIEW (If response is <u>No</u> , provide applicable comments)	
1. Do the PLANS & SPECIFICATIONS satisfactorily complete the Project SOW?	☐ Yes ☐ No ☐ N/A
2. Are the design concepts & technical solutions suitable to the Project's SOW?	☐ Yes ☐ No ☐ N/A
3. Are the PLANS & SPECIFICATIONS presented with completeness for bidding?	☐ Yes ☐ No ☐ N/A
4. Do the PLANS & SPECIFICATIONS provide the contractor with clear, concise information that can be utilized to prepare a competitive, cost-effective bid?	☐ Yes ☐ No ☐ N/A
5. Can the Project, as detailed in the PLANS & SPECIFICATIONS, be constructed using standard construction methods, materials and techniques?	☐ Yes ☐ No ☐ N/A
6. When constructed in accordance with the PLANS & SPECIFICATIONS, can be the Project be maintained in a cost-effective manner?	☐ Yes ☐ No ☐ N/A
Comments:	
INDEPENDENT REVIEWER SIGNATURE _____ DATE: _____	

Appendix F: Non-Conformance Report Form

NON-CONFORMANCE REPORT

NCR # _____

Activity #: _____

Activity: _____

Location: _____

NCR Prepared By: Name: _____ Date: _____

Company: _____

NCR Given to: Name: _____ Date: _____

Company: _____

Non-Conformance Description: _____

☐ No Impact or Assessed Impact: _____

☐ No Action or Action Required: _____

References/Attachments _____

Action(s) To Be Implemented By (Name & Date): _____

Action(s) Completed By
(name & signature): _____ Date: _____

Remarks: _____

Date copied: _____ Fax No. _____

Comments: _____

Guidelines for NCR use

1. NCRs record non-conforming work incorporated into the project and could include, but not be limited to, deviations from design requirements, unexpected soil conditions, material defects, dimensional defects or other deviations in the work.
2. NCRs do not replace routine inspections, diary entries, or materials delivery or testing reports, but can refer to them.
3. Ideally, the person whose actions or decisions create the need for a NCR will issue it, but in other cases the person who finds the non-conformance issues the NCR.
4. The person who issues the NCR ensures it is completed to the point where a copy can be sent within 24 hours to the Quality Assurance Manager.
5. It is implicit that if non-conforming work is not to be repaired or replaced (i.e., no assessed impact) the finished deliverable will meet project requirements.
6. The assessment of the situation will include a review of whether or not the non-conformance is likely to re-occur and if so, a description of the measures that will be implemented to prevent this.
7. The NCR event should be resolved at the lowest appropriate decision making level and escalated only if necessary. The NCR process is not meant to replace quick decision-making in the field or replace communications between the parties involved.
8. The status of unresolved NCRs shall be reviewed in any regular progress meetings and in the Quality Audit summaries done by the Project Quality Assurance Manager.

22. **Sub-consultant Information:**

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

Firm Name (Name must match <u>exactly</u> as registered with Louisiana's Secretary of State (SOS); <u>including punctuation</u> . include <u>screenshot(s)</u> from SOS at the end of Section 20)	Address	Point of Contact and Email Address	Phone Number
Meyer and Associates, Inc.	600 N. Cities Service Hwy., Sulphur, LA 70663	Byron D. Racca, PE bracca@meyerassociates.com	(337) 625-8353
Intelligent Transportation Systems LLC	37302 Commerce Lane Prairieville, LA 70769	Kimberly McDaniel, PE, PTOE, PTP kimberly@itsanswers.com	(225) 751-9300 office (225) 931-0060 cell
Franklin Associates, LLC	250 S. Foster Drive, Baton Rouge, LA 70806	Perry Franklin perry@franklinassociates.com	(225) 768-9060

23. **Location:**

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



BRIDGE SITE 1 ON LA 384



BRIDGE SITE 2 ON LA 384



With every community, we redefine what's possible