Gresham Smith



IDIQ Contract for Intelligent Transportation Systems (ITS), Design and Implementation Services | Contract Nos. 4400029436 & 4400029583

LADOTD | Statewide, LA | June 25, 2024

Genuine Ingenuity

10000 Perkins Rowe Suite 280 Baton Rouge, LA 70810

225.757.5849 GreshamSmith.com

June 25, 2024

Ms. Paulette Territo Consultant Contract Services Administrator Department of Transportation and Development 1201 Capitol Access Road, Room 405-BB Baton Rouge, LA 70802

Re: Engineering and Related Services Contract Nos. 4400029436 and 4400029583 IDIQ Contracts for Intelligent Transportation Systems (ITS) Design and Implementation Services Statewide

Dear Ms. Territo:

Gresham Smith has been honored to partner with LADOTD and local public agencies delivering projects that improve our communities. From our Baton Rouge office, and also at the corporate level, we share the responsibility that the LADOTD holds to execute its mission in the most effective manner possible. Our key local staff all have experience successfully completing safety, traffic, ITS, complete streets, road and bridge projects for LADOTD and we look forward to the opportunity to partner with LADOTD to provide ITS Design and Implementation services under this IDIQ contract.

For over the past 57 years, Gresham Smith has partnered with our Transportation clients as a trusted advisor to help them deliver their programs. Our local office is supported by key staff and subject matter experts in our other 25 offices throughout the southeastern US. We deliver diversity and depth of RESOURCES rivaling those of much larger national firms, but we retain the dedicated, personalized service and RESPONSIVENESS of a local firm. Gresham Smith looks forward to continuing our great working relationship with LADOTD staff on this program.

Our key staff proposed for this program have been honored to build their careers with LADOTD, where they have gained experience with LADOTDs organizational structure, staff, and policy while instilling the mindset that puts the needs of the communities and safety of the traveling public first. The following key staff members will be your partners on this program implement coordinated and collaborative solutions for a safe and reliable transportation system.

Gresham Smith • Herbert "Bert" Moore II, P.E., PLS, PTOE, Principal and Project Manager, as well as Gresham Smith's Louisiana Transportation Leader, is experienced with ITS, traffic engineering, traffic signal design, operations, and safety for project on the state's facilities. In his 24 years of experience as both as a consultant and as LADOTD's District Traffic Operations Engineer for District 61, Bert has demonstrated his knowledge of LADOTD

requirements and preferences, which will be essential for supporting stakeholders. Bert will ensure the team has the expertise and resources necessary for LADOTD's successful implementation of this program.

- Task Managers, Julian Bordelon, P.E. and Christina Florez, P.E., have over 30 years of ITS project design and management experience combined and are intimately familiar with managing a variety of LADOTD projects and supporting LADOTD staff. As the Task Managers, they will oversee day-to-day project tasks and subconsultant coordination, ensuring that the team remains focused on project milestones, on time and on budget, and relaying that information clearly and concisely to our LADOTD Project Manager.
- Meredith Cebelak, PhD, P.E., ITS Analysis Lead, has many years of experience partnering with our clients to document the business case for ITS solutions through data-driven performance measures and applying the systems engineering process.
- Matt D'Angelo, P.E., and Richard Savoie, P.E., will lead our QA/QC efforts. Matt is Gresham Smith's national TSMO leader as well as an ITS Program and CAV subject matter expert who has navigated program implementation challenges successfully for over 25 years. Richard is the former Chief Engineer for LADOTD and will review every PS&E deliverable to ensure they met LADOTD's standards. Our QA/QC leads will apply our quality process and procedures to all project deliverables while also offering creative and proven approaches from our diverse ITS experience supporting multiple states and FHWA.
- Our team will be supported subconsultants Intelligent Transportation Systems LLC, Halff Associates Inc., and Atlas Technical Consultants LLC who complement the Gresham Smith staff and add expertise both on a local and national level.
 - ITS LLC staff such as Jonathan Fox, P.E., PTOE have been servicing the LADOTD ITS section with various roles over the past decade assisting with all facets of ITS deployment.
 - Halff Associates and Atlas Technical Consultants have both partnered with Gresham Smith on similar contracts in other states. Both have national experience and add experienced depth to our team that will benefit the department.

The Gresham Smith team is eager, enthusiastic and available to start work immediately on this project. We respectfully ask for your consideration and appreciate the opportunity to present this proposal. Please feel free to contact me with any questions at 225.757.5849 or by email at bert.moore@greshamsmith.com.

Sincerely,

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

Gresham Smith

24-102 Sections 1-15



DOTD FORM: 24-102

PROPOSAL TO PROVIDE CONSULTANT SERVICES

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

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

1. Contract title as shown in the advertisement	IDIQ CONTRACT FOR INTELLIGENT TRANSPORTATION SYSTEMS (ITS), DESIGN AND IMPLEMENTATION SERVICES
2. Contract number(s) as shown in the advertisement	4400029436 & 4400029583
3. State Project Number(s), if shown in the advertisement	N/A
 Prime consultant name (name must match as registered with the Louisiana Secretary of State where such registration is required by law) 	Gresham Smith
5. Prime consultant license number (as registered with the Louisiana Professional Engineering and Land Surveying Board (LAPELS) if registration is required under Louisiana law)	EF.0003429 DUNS number: 059153676
6. Prime consultant mailing address	10000 Perkins Rowe, Suite 280, Baton Rouge, LA 70810
 Prime consultant physical address (existing or to be established, if location is used as an evaluation criteria) 	10000 Perkins Rowe, Suite 280, Baton Rouge, LA 70810
8. Name, title, phone number, and email address of prime consultant's contract point of contact	Herbert "Bert" Moore, II, P.E., PLS, PTOE State Transportation Leader - Louisiana 225.757.5849 / bert.moore@greshamsmith.com
9. Name, title, phone number, and email address of the official with signing authority for this proposal	Herbert "Bert" Moore, II, P.E., PLS, PTOE State Transportation Leader - Louisiana 225.757.5849 / bert.moore@greshamsmith.com

10. This is to certify that all information contained herein is accurate and true, and that the team Ongoingly 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.

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.

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

Date: June 25, 2024

Firm(s)' %:

Firm(s):

12. Past Performance Evaluation Discipline Table:

Past Performance Evaluation Categories	% of Overall Contract	Gresham Smith (Prime)	Intelligent Transportation Systems (Sub)	Atlas (Sub)	Halff (Sub)	Each Discipline must total to 100%
ITS	100%	70%	10%	10%	10%	100%
Percent of Contract	100%	70%	10%	10%	10%	100%

Identify the percentage of work for the overall contract to be performed by the prime consultant and each sub-consultant

13. Firm Size:

Firm Name	DOTD Job Classification	Number of personnel committed to this contract	Total number of personnel available in this DOTD Job Classification (if needed)
Gresham Smith	Principal	1	1
Gresham Smith	Supervisor Engineer	4	6
Gresham Smith	Engineer	3	8
Gresham Smith	Engineer Intern	3	8
Gresham Smith	Professional	1	4
Gresham Smith	Computer Analyst	1	2
Gresham Smith	GIS Analyst	1	2
Gresham Smith	ITS Technician	2	4
Gresham Smith	ITS Technician – Lead	2	4
Gresham Smith	Senior Technician	2	4
Gresham Smith	Clerical	1	1
Intelligent Transportation Systems, LLC	Principal	3	3
Intelligent Transportation Systems, LLC	Supervisor – Other	1	1
Intelligent Transportation Systems, LLC	Engineer Intern	1	2
Intelligent Transportation Systems, LLC	ITS Technician	5	5
Intelligent Transportation Systems, LLC	Clerical	1	1
Atlas Technical Consultants, LLC	Supervisor – Engineer	3	7
Atlas Technical Consultants, LLC	Supervisor – Other	2	7
Atlas Technical Consultants, LLC	Designer	4	7
Atlas Technical Consultants, LLC	Clerical	1	1
Halff Associates, Inc.	Supervisor - Other	4	6
Halff Associates, Inc.	Engineer	4	8
Halff Associates, Inc.	ITS Technician	3	5

14. Organizational Chart:



1<u>5. Minimum Personnel Requirements:</u>

MPR No. (Do not insert wording from ad)	Personnel being used to meet the MPR (Individual(s) may not satisfy more than one MPR unless specifically allowed by Attachment B of the advertisement)	Firm employed by	Type of license and discipline meeting MPR / certification & number (Ex: PE # - Civil)	State of license	License / certification expiration date
1.	Herbert "Bert" Moore, II, P.E., PLS, PTOE	Gresham Smith	P.E. LA 31065 - (Civil)	LA	P.E., LA 31065 Exp. 9/30/2024
			PLS LA 5043	LA	PLS LA 5043 Exp. 9/30/2024
			PTOE 2728	International	PTOE 2728 Exp. 9/30/2024
2.	Herbert "Bert" Moore, II, P.E., PLS, PTOE	Gresham Smith	P.E. LA 31065 - (Civil)	LA	P.E., LA 31065 Exp. 9/30/2024
			PLS LA 5043	LA	PLS LA 5043 Exp. 9/30/2024
			PTOE 2728	International	PTOE 2728 Exp. 9/30/2024
3.	Christina Florez, P.E.	Gresham Smith	P.E. (Electrical and Computer Engineer)	LA	P.E., LA 38799 Exp 9/30/2024
4.	Julian Bordelon, P.E.	Gresham Smith	P.E. (Electrical and Computer Engineer)	LA	P.E., LA 47473 Exp 9/30/2025
5.	Meredith Cebelak, Ph.D., P.E.	Gresham Smith	P.E. (Civil)	LA	P.E., LA 41963 Exp. 3/31/2026

24-102 **Section 16**



16. Staff Experience):				
Gresham Smith Hei PT	rbert "Bert" Mo OE	oore, II, P.E	., PLS,	Years of experience with this firm/employer	10
Prine	cipal / Project Mana	ger		Years of experience with other firm(s)/employer(s)	16
Degree(s) / Ye	ears / Specialization	Bachelor of Scie	ence / 1999 / Civil E	ngineering, Louisiana State University	
Active re st	egistration number / ate / expiration date	P.E.0031065 / L	A / Exp. 9/30/24 P	TOE 2728 / Exp. 9/30/24 PLS 5043 / LA / Exp. 9/30/24	
	Year registered	2004(PE); 2009(PTOE); 2010(PLS)	Discipline	P.E./Civil, PLS, PTOE	
Contract role(s) / br	ief description of res	ponsibilities	Gresham Smith P and support the T	rincipal / Project Manager / Bert will oversee the entire projec raffic Engineering Analyses tasks. Meets MPR No. 1 and 2 .	х
Experience dates (mm/yy–mm/yy)	Experience and qua "designed intersect	alifications releva tion", etc. Experie	nt to the proposed ence dates should o	contract; <i>i.e.</i> , "designed drainage", "designed girders", over the years of experience specified in the applicable MP	'R(s).
Career	In his 25 years of experience as both as a consultant and as LADOTD's District Traffic Operations Engineer for District 61, Bert has demonstrated his knowledge of LADOTD requirements and preferences, and proven adept at getting things done efficiently. Bert has spent the majority of his 24-year career working with the traffic signal system and ITS equipment in the Baton Rouge area, having performed design, operations, CEL and maintenance duties on these systems.				
1/19 – Ongoing	LADOTD, ITS CEI R providing Construction technical construction	etainer, Lake Cha on Engineering Ins n inspection, throu	arles Phase 3 ITS, C pection Services, inc ghout the course of (EI, Lake Charles, LA <i>Project Executive.</i> Gresham Smith is luding a Project Engineer, on-site daily/nightly inspection and construction. Bert is responsible for oversight of the entire project	ct.
10/18 – 5/24	LADOTD, LCG Ada Adaptive Traffic Sign signal controllers. In largest adaptive traffi 200 traffic signals, de before travel time stu	ptive Traffic Signa al System for the L addition, 78 traffic ic signal system in esign plans for 78 a idies. Bert was res	al System, Lafayette _afayette Consolidate signals will be upgra stalled within the sta adaptive signals, imp ponsible for oversee	e, LA <i>Project Executive.</i> Gresham Smith developed an ed Government, which involved upgrading over 200 traffic ded to become adaptive traffic signals. This will be both the te of Louisiana. This project includes field inspection of over lementation of a new EVP system, integration support and ing the design of traffic signals, integration and QA/QC.	
4/19 – 5/20 LADOTD, ITS CEI IDIQ, Task Order #2: Fiber Optic Mapping & Management, Ascension, East Baton Rouge, West Bator Mapping & Management system to various parishes. Bert was responsible for overall project coordination and team management.				aton :	
8/15 – 11/18	LADOTD, ITS Desig LA Project Execut eight-mile I-10 Twin S electrical systems, ca bridge health system transportation manac	in & Implementati <i>ive.</i> Gresham Smit Span ITS project. 1 abinets, camera po Bert was respons gement plan (TMP)	ion WO#4: I-10 Twir th developed design The project retrofitted bles, a Dynamic Mess sible for the overall p), constructability/bid	Span ITS-Orleans & St. Tammany Parishes, Statewide, plans along with specifications and cost estimates for the ITS equipment along the corridor utilizing existing fiber, sage Sign (DMS) structure, a communications hut and a roject management, QA/QC, traffic control plans, dability forms and cost estimates.	

	LADOTD, ITS Design & Integration WO#5: I-12 Ramp Meter Upgrades, East Baton Rouge and Livingston
	Parishes, LA Project Executive. Gresham Smith was tasked with performing a feasibility assessment on the existing
7/16 7/18	ramp meters along I-12. The assessment included reviewing the existing system components, determining status of
//10 - //18	functionality, performing best practices research, and developing recommendations and typical layouts. Bert's
	responsibilities included leading the field inspections, meeting with vendors and stakeholders, project management,
	QA/QC, and development of recommendations.
	LADOTD, ITS Design & Integration WO#3: ATMS.Now Design and Integration, Statewide, LA Project Executive.
	Gresham Smith implemented a central traffic signal software system that would increase the Department's functionality
6/16 - 9/17	with traffic signals, improve communications to field devices and allow the back-up of signal controller configurations at a
0/10 - 9/17	central location. Bert's responsibilities included project management, QA/QC, workshop facilitation, functional requirement
	development, meeting with vendors and stakeholders, assisting and documenting the training performed by vendor and
	assisting with the system verification.
	LADOTD, ITS Design & Implementation WO#8: Emergency Vehicle Preemption (EVP) Devices SEA, East Baton
	Rouge Parish, LA Project Executive. The City of Baton Rouge incorporated the upgrade of their existing Emergency
4/17 - 8/17	Vehicle Preemption (EVP) system within an existing safety project. The existing EVP system was outdated, utilized line of
	sight equipment and not installed on all intersections within the city's jurisdiction. Gresham Smith was selected to develop
	a SEA to upgrade EVP equipment throughout the parish. Bert's responsibilities included workshop facilitation,
	stakeholder coordination and QA/QC.
	 DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3
Cortifications	 U.S. Department of Transportation Federal Highway Administration – DPFA Certification
(See section 20)	 LADOTD – Highway Safety Manual Workshop NCHRP 17-38
	Louisiana Local Technical Assistance Program – Regional Crash Data Workshop
	American Traffic Safety Services Association – Traffic Control Supervisor, LA State Specific

16. Staff Experience):				
Gresham Smith					
Chri Task (Constr	istina Florez, P Order Manager, Engine ruction Estimates Lead	P .E. eering Plans, Spe I	cs and	Years of experience with this employer	8
715				Years of experience with other employer(s)	15
Degree(s) / Ye	ears / Specialization	Bachelor of Scie	nce / 2001 / Electri	cal Engineering, Florida International University	
Active re st	egistration number / ate / expiration date	P.E.0038799 / L	A / Exp. 9/30/24 P	.E. 65603 / FL / Exp. 2/28/25	
	Year registered	2014 (LA), 2007 (FL)	Discipline	P.E./Electrical and Computer	
Contract role(s) / brief	f description of respo	onsibilities	Task Order Manag and Construction and Technical Sup	ger / Christina will lead the Engineering Plans, Specificatior Estimates and support the ITS / Systems Engineering Anal oport During Construction tasks. Meets MPR No. 3.	าร yses
Experience dates (mm/yy–mm/yy)	Experience and qua "designed intersect MPR(s).	lifications releva ion", etc. Experie	nt to the proposed nce dates should c	contract; <i>i.e.</i> , "designed drainage", "designed girders", over the years of experience specified in the applicable	
Career	Christina has been a senior project manager/electrical engineer on complex ITS projects over the past 23 years. Her experience includes: ITS engineer of record on design-bid-build and design-build projects for multiple DOT clients, integrated corridor management (ICM) planning studies, ITS design and construction support, field inspection and testing, variable-speed-limit (VSL) system design, transportation systems management and operations, systems engineering analyses, incident management system (IMS), and reversible-lane plan development. Her ITS design projects included CCTV, DMS, radar detection, active traffic management, travel time systems, express lanes, communications, and electrical subsystems. Christina has been the Project Manager on various IDIO and Task Order based contracts in Louisiana and Elorida.				
10/21 – Ongoing	ALDOT, Statewide F RTOP will improve tra multijurisdictional cor operations and maint contractors tasked wi signals, maintenance and emergencies, da	Regional Traffic O affic flow, safety ar ridors. Gresham S enance. As Projec th elevating the pe and repair of sign ta collection and re	perations Program nd travel time reliabil mith is leading a tea t Manager, Christina erformance of the Bir al systems and relat eporting, as well as c	(RTOP) Program, Statewide, AL <i>Project Manager</i> . ALDO ity through active arterial management strategies along m of consultants and contractors to deliver proactive signal is responsible for leading a team of signal consultants and mingham metro-area arterials through active management of ed ITS assets including communications, support for special e coordination with ALDOT and local agencies.	T's events
3/20 – Ongoing	TDOT, Traffic Studie established a test bee scenarios. Christina of systems engineering consisted of 276 cam	es, I-24 MOTION T d to better understa designed the comm analysis, secured eras that generate	est Bed, Davidson and how vehicle autonunication and powe grant funding, desiged 50TB+ of data dai	and Rutherford Counties, TN <i>Lead Technical Advisor</i> . To omation and active traffic management impacts real world drive r infrastructure for the network. She also helped develop the ned, and supported the construction of the Test Bed which ly. Christina is currently providing on-going operational suppo	DOT /ing /rt.
1/19 – 3/24	LADOTD, ITS CEI Re provided Construction technical construction project.	etainer, Lake Cha n Engineering Insp n inspection, throug	rles Phase 3 ITS, C lection Services, incl ghout the course of c	EI, Lake Charles, LA <i>Project Manager.</i> Gresham Smith uding a Project Engineer, on-site daily/nightly inspection and construction. Christina was responsible for oversight of the en-	tire

2017 – 2020	FDOT D6, SR 826/Palmetto Expy from E of NW 57th Ave to E of NW 42nd Ave, Miami, FL <i>Project Manager/ITS EOR.</i> Christina was responsible for project management, ITS design, segment coordination, discipline coordination, and QAQC. The design included CCTV cameras, DMS, arterial DMS, MVDS, and Ramp Signaling, lightning protection, fiber optic communications network and power distribution system with stand-by generator. Responsibilities – Project Management, ITS Engineer of Record
2/17 – 10/17	LADOTD, ITS Design & Implementation WO#7: Signal Communications Upgrade Phase 1 – Systems Engineering Assessment (SEA), Various Locations, LA <i>Project Manager.</i> The project consists of modifications and upgrades of the existing infrastructure to provide connectivity to various signals. Christina was responsible for project management, ITS technical support, document development, including Concept of Operations and review, ITS regional architecture review and QA/QC.
5/17 – 8/17	Emergency Vehicle Preemption (EVP) Devices SEA, East Baton Rouge Parish, LA <i>Project Manager.</i> Gresham Smith developed the Systems Engineering Assessment for the project. Christina was responsible for project management, ITS technical support, document development, including Concept of Operations and review, ITS regional architecture review and QA/QC.
10/10 – 8/17	FDOT D6, ITS Support, Miami, FL <i>Project Manager, Senior Engineer.</i> Christina was responsible for coordination, management, and technical support of all engineering services for the on-call contract. The contract included multiple task orders to support FDOT's ITS program, including providing ITS reviews for the SR 826/I-75 Express Lanes, I-75 Segment AB Express Lanes, and I-75 Systems Integrator projects; supporting FDOT's oversight and review of the ITS component plans and specifications of the Port of Miami Tunnel project; updating server room as-builts; and providing support for contract negotiations on various projects, including Okeechobee Road design and Palmetto Express design projects.
12/15 – 3/17	MetroPlan Orlando, 2016 - 03 ITS Master Plan, Orlando, FL <i>Project Manager, Senior Engineer.</i> Responsible for the development of the ITS Master Plan that included determination of the ITS Vision, Goals and Objections, review and documenting the existing conditions, infrastructure and inventory, identifying ITS needs, identifying applicable ITS strategies, review of the regional ITS architecture, development of the Concept of Operations, and prioritization of the ITS Master Plan. Christina's responsibilities included project management, ITS technical support, development of ITS needs and applicable ITS strategies, strategies, and development of concept of operations.
9/15 – 9/16	Broward County MPO, Integrated Corridor Management (ICM) Planning Study, Broward County, FL <i>Project Manager/Senior ITS Engineer</i> . Responsible for the development of project documents, including concept of operations, high level system requirements and implementation plan; coordination with various stakeholders and facilitation of multiple workshops. The project consisted of developing a ConOps, a high-level ICM requirements report and an implementation plan for designing, constructing, integrating, operating, and maintaining the ICM system components with the sole purpose of improving the efficiency of the multimodal transportation system along the I-95 corridor.
2009 – 2016	FDOT D6 , Section 5 - SR 826 and SR 836 Interchange Reconstruction Design-Build, Miami-Dade County, FL <i>Project Manager/ITS EOR</i> . Responsible for systems engineering management documentation, development of the ITS master plan, project design, development of test plans, report preparation and post-design services. The design-build project includes the design, installation and upgrade of ITS components and subsystems, including fiber-optic and wireless communications, 30 CCTV cameras, 41 microwave detectors, six freeway DMSs and 18 arterial DMSs along both SR 826 and SR 836 and two separate power distribution systems.
2006	FDOT D4,- Districtwide ITS Consultant - Pompano Beach Parking Monitoring System, Broward County, FL ITS Engineer Intern. Responsible for assisting in the development of the parking monitoring system for the Pompano Beach park- and-ride lot as part of the districtwide contract. This system included the installation of driveway detectors, CCTV cameras, power, and wireless communications and development of software.

16. Staff Experience)				
Gresham Smith					
Jul Task Lead	ian Bordelon, F Order Manager / Tech	P.E. nical Support Dur	ing Construction	Years of experience with this employer	;
				Years of experience with other employer(s) 2	2
Degree(s) / Y	ears / Specialization	Bachelor of Scie	ence / 2018 / Electri	cal Engineering, Louisiana State University	
Active I	registration number / tate / expiration date	P.E. 0047473 / I	LA / Exp. 9/30/25		
	Year registered	2023 (LA)	Discipline	P.E./Electrical	
Contract role(s) / brid	ef description of respo	onsibilities	Task Order Manag task and support t Estimates task.	ger / Julian will lead the Technical Support During Construction he Engineering Plans, Specifications and Construction Neets MPR No. 4.	I
Experience dates (mm/yy–mm/yy)	Experience and qua "designed intersect MPR(s).	alifications releva ion", etc. Experie	nt to the proposed ence dates should c	contract; <i>i.e.</i> , "designed drainage", "designed girders", over the years of experience specified in the applicable	
11/22 – Ongoing	LADOTD, CEI H.013256, Scott to Lake Charles ITS, CEI, Lake Charles, LA <i>Project Engineer</i> . Gresham Smith is providing Construction Engineering Inspection Services, including a Project Engineer, on-site daily/nightly inspection and technical construction inspection, throughout the course of construction. Julian is assisting in contract administration, inspection and testing oversight				
10/20 – Ongoing	going MDOT, ITS Meridian ITS Design, Meridian, MS <i>TSM&O Engineer.</i> Gresham Smith is developing a system engineering analysis, ITS design plans, and specifications for I-59/I-20 between the I-59 @ I-20 interchange and the Mississippi state line The project will install new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sig (DMS) structures, and a communications hub. Julian performed systems engineer analysis and field reviews and is developing the ITS design, voltage drop calculations, and plans preparation.				
12/18 – 5/24	LADOTD, LCG Adaptive Traffic Signal Design and Implementation, Lafayette Parish, LA <i>Pre-Professional.</i> Julian was responsible for field verification of traffic signal inventory (TSI) of LCG system, design plans for adaptive signal control intersections, and when the system is completed.				
1/19 – 3/24 LADOTD, CEI H.011500.6, Lake Charles Phase 3 ITS, CEI, Lake Charles, LA <i>Pre-Professional</i> . Gresham Smith provide Construction Engineering Inspection Services, including a Project Engineer, on-site daily/nightly inspection and technical construction inspection, throughout the course of construction. Julian assisted in contract administration, inspection and testing oversight.				d	
12/18 – 10/22	TDOT, ITS Design S Specialist. Julian as	sisted with the electron	WO#7: I-40 Nashvil ctrical design and vo	le ITS Expansion, Nashville, TN <i>ITS Systems</i> Itage drop calculations and back checking of plans.	
2/20 – 8/22	KYTC, I-Move Desig design for CCTV can Julian assisted in the	jn-Build, Jefferso neras and Dynamic development of th	n and Oldham Cou c Message Signs (Dl ne typical details and	nties, KY <i>Pre-Professional.</i> The project includes the ITS VIS) along I-265, I-71 and I-64 in Jefferson and Oldham Counties. plans preparation.	
1/19 – 12/22	LADOTD, ITS Desig	n & Implementati	i on: Fiber Optic Ma the mapping of ITS fi	pping & Management, Statewide, LA ITS Systems Specialist. eld devices, fiber networks, and inventory and maintenance	•

	records. Julian was responsible for coordinating data processing, developing procedures/templates, coordinating workload, drafting an evaluation report and performing QA/QC on the data entry.
1/21 – 4/22	GDOT, ITS Design: I-285 @ I-20 East Interchange Design Build, Atlanta, GA <i>Pre-Professional.</i> Gresham Smith developed design plans along with specifications and cost estimates for the I-285 @ I-20 ITS project. The project removed existing ITS equipment and installed new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sign (DMS) structures, and connections to existing communications hubs. Julian assisted with ITS design, voltage drop calculations, and plans preparation.
3/20 – 3/22	MDOT, SR601 ITS Design, Gulfport, MS <i>ITS Systems Specialist.</i> Gresham Smith developed system engineering analyses, ITS design plans, and specifications for two sections of the new SR601 between I-10 and 11th Street. The project installed new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sign (DMS) structures, Bluetooth detection, radar detection, a communications hub, and a highway advisory radio. Julian performed system engineering analysis, ITS design, voltage drop calculations and plans preparation.
2/18 – 9/21	LADOTD, ITS CEI Retainer, Signal Communications Upgrade Phase 1, CEI, Various, LA <i>Pre-Professional.</i> Gresham Smith is providing Construction Engineering Inspection Services, including a Project Engineer, on-site daily/nightly inspection and technical construction inspection, throughout the course of construction. Julian assisted with construction contract administration, field investigations, integration and testing, and construction inspection.
12/18 – 6/21	TDOT, ITS Design Support Services WO#8: Cumberland Plateau I-40 ITS Expansion, Cookeville, TN ITS Systems Specialist. Julian is assisted with the electrical design and voltage drop calculations and back checking of plans.
12/18 – 1/19	LADOTD, ITS Design & Implementation WO #6: Fiber Optic Mapping & Management, Statewide, LA Pre- Professional. For the statewide implementation of the Fiber Optic Mapping and Management System (NexusWorx), Julian was responsible for data entry, document development and quality control. This phase of the project included Tangipahoa, St. Tammany, St. John, and Orleans parishes and the Shreveport and Houma regions.
8/23 – Ongoing	City of Helena, Train Detection System, Helena, AL <i>Project Engineer.</i> Gresham Smith is designing and developing a train detection system and mobile app for three rail road crossings in Helena. Julian is responsible for device configuration, electrical design, site detailing, voltage drop calculations and field reviews.
1/22 — 6/24	MovEBR, ATMC & VDMS, Baton Rouge, LA <i>Project Engineer.</i> Gresham Smith performed a system engineering analysis to develop a redesign of the East Baton Rouge Traffic Engineering Office and the initial design of the East Baton Rouge Video Distribution Management System. Julian assisted with the system engineering analysis, stake holder workshop, concept of operations, high level design and beta testing of the VDMS webpages.
3/19 – 10/19	FDOT D6, SR 826/Palmetto Expressway from E of NW 57th Ave to E of NW 42nd Ave, Miami, FL <i>ITS Systems</i> <i>Specialist.</i> The design included CCTV cameras, DMS, arterial DMS, Microwave Vehicle Detector Sensors (MVDS), Ramp Signaling, lightning protection, fiber optic communications network and power distribution system with stand-by generators. Julian was responsible for assisting with the ITS device placement, fiber optic communications and power, including backup generators, design.
12/18 – Ongoing	LA OTS, LADOTD, Video Distribution Management System (VDMS), Baton Rouge, LA <i>Engineer.</i> Julian is providing ITS systems software maintenance and software development support for the statewide VDMS system which includes Baton Rouge, Houma, New Orleans and Shreveport.
Certifications (See section 20)	 DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3 American Traffic Safety Services Association –Traffic Control Supervisor. LA State Specific

16. Staff Experie	nce				
Gresham Smith	leredith Cebelak, S Analysis Lead	Ph.D., P	Р.Е.	Years of experience with this employer	9
A DE				Years of experience with other employer(s)	15
Degree(s)	/ Years / Specialization	Doctor of Pr Engineering	nilosophy/2015/ Civil Eng J, University of Texas; Ba	gineering, University of Texas; Master of Science/2013/Civ achelor of Science/2001/ Civil Engineering, University of Fl	il orida
Activ	/e registration number / state / expiration date	P.E.003998	5 / LA / Exp. 3/31/26 P	E. 65586 / FL / Exp. 2/28/25	
	Year registered	2017 (LA) 2007 (FL)	Discipline	P.E./Civil	
Contract role(s) / I	brief description of respo	onsibilities	Meredith will lead ITS Construction Estimate	/ Analysis tasks and support the Engineering Plans, Specs s tasks. Meets MPR No. 5.	and
Experience dates (mm/yy–mm/yy)	Experience and qualific "designed intersection"	ations releva ", etc. Experie	int to the proposed cont ence dates should cove	ract; <i>i.e.</i> , "designed drainage", "designed girders", r the years of experience specified in the applicable MPR	(s).
Career	Meredith brings over 24 y TSM&O projects that imp design and deployment of traveler information syste experience, Meredith has cutting edge ITS solution	years of experi prove safety ar of ITS devices ems, and desig been actively s, big data and	ience managing and desi nd mobility through traffic for traffic management ar gn of the communication i / involved in the transport d its role in transportation	gning a multitude of transportation projects that implement operations and management strategies. Her experience inclu nd incident detection, traditional signal retiming and optimizati nfrastructure to support these systems. In addition to her projection ation research community and her areas of expertise include planning, CAVs, and freight mobility.	ides on, ect
7/16 – 3/17	LADOTD, ITS Design & LA ITS Engineer. Gres reviewing the existing sys recommendations and ty metering deployments ac	Implementation ham Smith pe stem compone pical layouts. I pross the US a	ion, WO#5: I-12 Ramp M rformed a feasibility asse ents, determining status o Meredith developed the b and included a review of th	eter Upgrades, East Baton Rouge and Livingston Parishe ssment on the existing ramp meters along I-12 which included f functionality, performing best practices research, and develo est practices for ramp metering. This review looked at ramp ne different operational strategies used and geometric layouts	əs, d oping s.
11/15 – 4/16	LADOTD, ITS Design & QA/QC. Gresham Smith design period, Meredith p	Implementation was tasked with the performed QA/	ion WO#4: I-10 Twin Spa ith the design and post-de /QC.	an ITS, Orleans & St. Tammany Parishes, Statewide, LA esign of the I-10 Twin Spans ITS project. During the	
3/20 – Ongoing	TDOT, I-24 MOTION Test overseen the establishme TDOT ITS Architecture. S designed the test bed fact facilitated the analysis of analysis of data modeling needs for the test bed as	st Bed, Davids ent of the FHW She assisted T cility covering 4 test beds besi g and manage well as indust	son and Rutherford Cou VA approved System Eng DOT with acquiring a CN 4 miles and consists of 40 t practices, the creation o ment best practices and a try outreach. Meredith is o	Inties, TN <i>Project Manager, Engineer-of-Record</i> . Meredith ineering Analysis Report for the project as well as updates to IAQ funding for the design and construction of the test bed. S camera poles that support a 294 4k resolution cameras. She f the methodology and screening procedures for testing, the a business plan that addresses the operations and maintenan currently providing operational support.	h has the he ;
9/18 – Ongoing	City of Lebanon, ITS Ph management of the proje System Engineer Analysi City's ITS. Meredith will p	nase 1, Leban ect. She was re is report and w provide the Cit	on, TN <i>Project Manage</i> esponsible for the develop vill be developing the desi y with cost estimates for t	EF, Engineer of Record. Meredith is responsible for the overa oment of the City's first ITS deployment. She developed the gn plans and providing technical support for the deployment of he project throughout its development. Finally, she will assist	of the

	Town with utility coordination and create the bid documents for the project that meet TDOT Local Program needs.
5/18 – Ongoing	Town of Smyrna, Town of Smyrna ITS Phase 3, 4, & 5, Smyrna, TN <i>Project Manager, Engineer of Record.</i> Meredith is responsible for the overall management of the project. She was responsible for expanding the Town's ITS deployment. She developed the design plans and provided technical support for the Town's ITS Phases 3, 4, and 5. Meredith provided the Town with cost estimates for the Phase 3, 4, & 5 projects throughout its development. Finally, she assisted the Town with utility coordination and created the bid documents for the project that meet TDOT Local Program needs.
1/18 – Ongoing	TDOT, ITS Design Support Services WO#8: Cumberland Plateau I-40 ITS Expansion, Cookeville, TN <i>Project Manager,</i> <i>Engineer of Record.</i> Meredith is responsible for the management of the project which includes coordination between stakeholders from TDOT's ITS division, TDOT Region 2 TMC personnel, TDOT's IT department, THP, Putnam County 911 personnel, and Cumberland and Putnam County officials. Meredith led the ITS device deployment workshop that provided a platform for the stakeholders to provide insight into the operational needs of the system. This information was then used as the basis for the design. She is EOR for the design plans and specifications for the 53-mile project.
1/18 – Ongoing	TDOT, ITS Design Support Services WO#7: I-40 Nashville ITS Expansion, Nashville, TN <i>Project Manager, Engineer of Record.</i> Meredith is responsible for project management which includes the coordination of stakeholders from TDOT's ITS division, TDOT Region 3 TMC staff, TDOT's IT department, THP, and County officials. Meredith led the ITS device deployment workshop that provided a platform for the stakeholders to provide insight into the operational needs of the system. This information was then used as the basis for the design. She is the EOR for the design plans and specifications for the 38-mile project.
1/20 – 11/22	TDOT, SR 386 Managed Lanes Conceptual Study, Nashville, TN <i>Freight and ITS Lead.</i> Meredith analyzed the existing ITS infrastructure and TSM&O strategies deployed as well as identified future device deployment and TSM&O opportunities that would benefit all users of the corridor, including freight and transit. This analysis was used to prepare conceptual alternatives for widening and adding transit managed lanes along SR-386 from I-65 to US 31-E.
10/19 – 12/20	TDOT Traffic On-Call 2017-2020 – Noise Study Statewide, TN <i>Task Manager.</i> Meredith oversaw the effectiveness of the "No Compression Break" signing along I-75 near Exit 11 which is near the campus of Ooltewah Elementary School and neighborhood communities. The study gathered noise readings before and after the deployment of the signage and included a public survey to obtain resident feedback. A final report documenting the findings was created at the end of the study.

Gresham Smith Matt D'Angelo, P.E. 5 Years of experience with this employer Technical Advisor and QA/QC Lead Years of experience with other employer(s) 21 Degree(s) / Years / Specialization Bachelor of Science / 1997 / Civil Engineering, University of Central Florida Active registration number / P.E. 58586 / FL / Exp. 2/28/2025 state / expiration date 2002 (FL) P.E./Civil Year registered Discipline Senior ITS Engineer / Matt will serve as a Technical Advisor and lead the QA/QC. Contract role(s) / brief description of responsibilities Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", **Experience dates** "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable (mm/yy–mm/yy) MPR(s). TDOT, I-24 MOTION Test Bed, Davidson and Rutherford Counties, TN | Technical Advisor. Matt serves as the lead programmatic advisor supporting TDOT with establishing a first of its kind test bed along I-24 to better understand how new vehicle automation and operational approaches impact real world driving scenarios. Gresham Smith developed the systems 3/20 - Ongoing engineering analysis report, ITS Architecture, and design of the Test Bed. We are also providing guidance on test bed best practices, big data management, deployment strategy, public relations, and a business plan. Matt is supporting outreach and the operation of the testbed through experiments with industry, other agencies and researchers. KYTC, I-Move Design-Build, Jefferson and Oldham Counties, KY | Technical Advisor, QA/QC. The project includes the 2/20 - OngoingITS design for CCTV cameras and DMS along I-265, I-71, and I-64 in Jefferson and Oldham Counties. Matt is performing the QA/QC on project deliverables and providing ITS technical assistance. TDOT, I-40 Cumberland Plateau ITS Deployment, Region 2, TN | QA/QC. Matt is responsible for providing technical guidance, design support, and conducting all QC reviews prior to plan submittals. Gresham Smith is currently new ITS coverage along I-40 from Cookeville east to SR 299 (Exit 338). The project includes 50 miles of ITS fiber and devices, which 1/18 – Ongoing include new fiber optic backhaul, network hubs, radar detection sensors (RDS), dynamic message signs (DMS), road weather information sensors (RWIS), closed circuit television (CCTV) cameras, CB interrupters devices and highway advisory radio (HAR) stations. Once complete, the project will provide the Department with the ability to better manage congestion and incidents along rural sections of I-40 with challenging terrain in Putnam and Cumberland Counties. City of Franklin, SR 96 Traffic Signal Improvements, Franklin, TN | CAV /ATSPM Lead. Matt served as project advisor for this CMAQ-funded signal system project that will improve traffic operations at 13 signalized intersections along SR 96 as well as establish ATSPM capabilities. Design elements include enhanced vehicle detection, signals with Flashing Yellow Arrows 12/19 - 12/22(FYAs), upgrade of existing signal controllers to Advanced Traffic Controllers (ATCs), CV infrastructure to support SPaT message broadcasting, and ADA/PROWAG pedestrian improvements. GDOT, Signal Phasing and Timing (SPaT) Challenge, Atlanta, GA | Project Director, Technical Advisor. Project director and technical advisor, providing strategic guidance on project deployment activities. This project included deploying dedicated 10/16 - 6/19short-range communications (DSRC) roadside units at approximately 600 signalized intersections and 12 ramp meter locations in metro Atlanta, broadcasting both signal phasing and timing (SPaT) information as well as map data (MAP) messages and all systems engineering, equipment procurement/installation, testing, and applications. Matt also supported GDOT with the

16. Staff Experience:

	successful award of a \$2.5M grant from the FHWA Advanced Transportation and Congestion Management Technologies Deployment Initiative (ATCMTD) to expand the deployment.
10/16 – 6/19	Federal Highway Administration, Support Services for the Office of Operations, Washington, DC Project Director. Project director and proactive operations contract lead for this indefinite delivery/indefinite quantity contract to support FHWA's Office of Operations in the areas of transportation management/operations and freight management/operations. Deliverables included guidance documents, studies, and training for state and local agencies. Task activities included marketing and outreach support for the national Automated Traffic Signal Performance Measures initiative, analyzing the impacts of twin 33- foot trailer combinations, and developing 12 transportation systems management and operations (TSMO) case studies focusing on the different elements of the capability maturity model.
1/99 — 10/16	Central Florida Expressway Authority, Expressway Management System, Orlando, FL Program Manager. Matt was responsible for oversight of all aspects of their \$40 million ITS program including planning, design, construction, maintenance, and operation of an expressway management system across 106 centerline miles of limited-access toll facilities. Matt guided a team of ITS professionals in an extension of staff role so the client was able to implement their ITS program with a single inhouse staff position. This nationally recognized incident management system included an agency owned fiberoptic network, 144 CCTV cameras, 35 DMS, and 111 AVI sensors used to generate travel times. Matt provided project oversight and managed multiple design consultants through the design and post-design phases. He also provided technical, integration, and testing support to the Authority's construction engineering and inspection (CEI) project manager, resulting in expeditious resolution of contractor or vendor issues. Served as a strategic advisor on emerging technologies and operational strategies.
10/08 – 2/16	FDOT, ITS General Consultant, Statewide, FL <i>Project Principal, QA & Strategic Advisor</i> . Supported ITS Strategic Plan updates and provided guidance on the future of traveler information and CV deployment opportunities. Supported all facets of ITS including program planning, ITS architecture, systems engineering, TMC software, independent technology testing, integration, operations, maintenance, performance measures, 511 traveler information, and emerging technologies. Also supported FDOT's Traffic Engineering Research Laboratory (TERL) with ITS and traffic control product testing as well as the development of statewide ITS specifications and installation plan details.
4/11 – 9/15	Utah DOT, Intelligent Transportation Systems Program Consultant, Statewide, UT <i>Project Manager.</i> Matt advised UDOT and project stakeholders on early deployment strategies to leverage connected vehicles to address both urban and rural problems. Urban applications included transit signal priority to improve reliability and transit/light vehicle interactions, special event information and improving dilemma zone decision making for heavy vehicles. Rural applications included commercial vehicle platooning and parking applications to improve safety and efficiency, in addition to augmented weather data collected by private fleets to close gaps in local weather reporting and to enhance maintenance operations.
1/20 – 11/22	TDOT, SR 386 Managed Lanes Conceptual Study, Nashville, TN Technical Advisor, QA/QC. Gresham Smith was tasked with evaluating the feasibility of expanding the ITS infrastructure and introducing transit managed lanes, including bus-on-shoulder along the existing SR 386 limited access corridor. Matt led the QC of the ITS device analysis and developed the independent construction estimate.
1/18 – Ongoing	TDOT, I-40 SmartWay Extension, Nashville, TN <i>Technical Advisor, QA/QC.</i> Matt is the QA/QC lead and communications advisor for this ITS design project expanding TDOT's SmartWay system an additional 40 miles along I-40 to the east and west the Nashville Metropolitan region in advance of the I-840 alternate Nashville bypass. Design elements include the deployment of fiber optic communications, closed circuit television (CCTV) cameras, radar detection, dynamic message signs (DMS), travel time hybrid signs, and highway advisory radios (HAR). Drone technology was used to efficiently confirm view corridors for proposed new CCTV sites.

11

16. Staff Experience:

Gresham Smith	



Kendra McCoy GIS Support Lead

Years of experience with this employer

Years of experience with other employer(s) 24

Degree(s) /	Years / Specialization	Bachelor of Scie	ence / 2012 / Techni	cal Project Management, DeVry University		
Active	e registration number / state / expiration date	N/A				
	Year registered	N/A	Discipline	Systems Specialist		
Contract role(s) / brief description of respo		onsibilities	Kendra will lead the the other tasks.	e GIS Support task as well as provide technical support across all		
Experience dates (mm/yy–mm/yy)	Experience and qualifi "designed intersection	cations relevant t ", etc. Experience	to the proposed cor e dates should cove	ntract; <i>i.e.</i> , "designed drainage", "designed girders", er the years of experience specified in the applicable MPR(s).		
1/22 – 6/24	MovEBR, ATMC & VDM develop a redesign of th Distribution Managemer analysis, stake holder w	//S, Baton Rouge, e East Baton Roug at System. Kendra orkshop, concept o	LA Project Manage ge Traffic Engineering was responsible for p of operations, and hig	yer. Gresham Smith performed a system engineering analysis to g Office and the initial design of the East Baton Rouge Video project management and assisted with the system engineering gh level design.		
1/17 – 12/22	LADOTD, ITS Design & Implementation: Fiber Optic Mapping & Management, Statewide, LA ITS Systems Specialist. The project consisted of implementing the mapping of ITS field devices, fiber networks, and inventory and maintenance records. Kendra was responsible for coordinating data processing, developing procedures/templates, coordinating workload, drafting an evaluation report and performing QA/QC on the data entry.					
12/18 – 5/24	LADOTD, LCG Adaptive Traffic Signal Design and Implementation, Lafayette Parish, LA Senior ITS Specialist. Kendra was responsible for field verification of traffic signal inventory (TSI) of LCG system, design plans for adaptive signal control intersections, integration when the system and the Before Study.					
4/20 – 6/20	TDOT, SR 386 Conceptual Study, Nashville, TN ITS Systems Specialist. Gresham Smith was tasked with evaluating the feasibility of expanding the ITS infrastructure and introducing transit managed lanes, including bus-on-shoulder along SR 386. Kendra assisted in the development of the independent construction estimate to implement managed lanes with bus-on-shoulder.					
7/16 – 7/18	LADOTD, ITS Design & Implementation WO#5: I-12 Ramp Meter Upgrades, East Baton Rouge and Livingston Parishes, LA <i>ITS Systems Specialist</i> . Gresham Smith was tasked with performing a feasibility assessment on the existing ramp meters along I-12. The assessment included reviewing the existing system components, determining status of functionality, performing best practices research and developing recommendations and typical layouts. Kendra was responsible for ITS technical support and document development.					
6/17 – 3/18	LADOTD, ITS Design a Gresham Smith was tas documenting existing co priorities. Kendra was re	nd Implementation ked with updating nditions, performine sponsible for docu	on, ITS Strategic Bu the ITS Strategic Bus ng benefit-cost analys iment development, i	siness Plan Update, Statewide, LA <i>ITS Systems Specialist.</i> siness Plan which included conducting visioning meeting, sis, providing implementation strategies and recommending ncluding benefit/cost analysis and deployment plan.		

2/17 – 10/17	LADOTD, ITS Design & Implementation WO#7: Signal Communications Upgrade Phase 1 – SEA, Various Locations, LA <i>ITS Systems Specialist.</i> Gresham Smith developed the Systems Engineering Analysis (SEA) for the Signal Communications Upgrade project. The project included developing high level requirements, concept of operations, operational strategies, and implementation plan. Kendra was responsible for ITS technical support, data collection and document development.
6/16 – 9/17	LADOTD, ITS Retainer, WO#3 ATMS.NOW, Design and integration Support, East Baton Rouge, LA <i>Project Manager.</i> Gresham Smith was selected to assist LADOTD with the selection and implementation of a central traffic signal software system that would increase the department's functionality with traffic signals, improve communications to field devices and allow the signal controllers to be back-upped at a central location. Kendra's responsibilities included project management, QA/QC, workshop facilitation, functional requirement development, meeting with vendors and stakeholders, assisting and documenting the training performed by vendor and assisting with the system verification.
5/17 – 8/17	LADOTD, ITS Design & Implementation WO#8: Emergency Vehicle Preemption (EVP) Devices SEA, East Baton Rouge Parish, LA ITS Systems Specialist. The City of Baton Rouge incorporated the upgrade of their existing Emergency Vehicle Preemption (EVP) system within an existing safety project. The existing EVP system was outdated, utilized line of sight equipment and not installed on all intersections within the city's jurisdiction. Kendra was responsible for ITS technical support, data collection and document development.
5/13 – 7/15	LADOTD, Retainer Contract for ITS Statewide Systems Design, Integration and System Verification Services, Statewide, LA <i>Project Manager.</i> Under this ITS retainer contract, Gresham Smith provided systems engineering, integration and support services, system analysis, and independent verification and validation services. Kendra supported the following task orders; Program Assistance, Video Distribution Management System, Configuration Management, ITS 511 ATIS ConOps, Advanced Transportation Management and Toll Operations Business Plan.
10/20 – Ongoing	MDOT, Meridian ITS Design, Meridian, MS <i>ITS Systems Specialist.</i> Gresham Smith is developing a system engineering analysis, ITS design plans, and specifications for I-59/I-20 between the I-59 @ I-20 interchange and the Mississippi state line. The project will install new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sign (DMS) structures, and a communications hub. Kendra was responsible for Systems Engineering Analyses.
3/20 – 3/22	MDOT, SR601 ITS Design, Gulfport, MS <i>ITS Systems Specialist</i> . Gresham Smith developed system engineering analyses, ITS design plans, and specifications for two sections of the new SR601 between I-10 and 11th Street. The project installed new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sign (DMS) structures, Bluetooth detection, radar detection, a communications hub, and a highway advisory radio. Kendra was responsible for Systems Engineering Analyses.

16. Staff Experience: **Gresham Smith** Jordan Fondja, El Years of experience with this employer 2 **ITS Engineer Intern** Years of experience with other employer(s) 1 Degree(s) / Years / Specialization Bachelor of Science / 2022 / Electrical Engineering / Kennesaw State University Active registration number E.I.1100027428 / FL / N/A state / expiration date Year registered 2024 **Discipline** | Electrical ITS Engineer Intern / Jordan will support the ITS Analysis tasks, Engineering Contract role(s) / brief description of responsibilities Plans, Specifications, Construction Estimates, and GIS Support Experience and gualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", **Experience dates** "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s). (mm/yy–mm/yy) MDOT, ITS Meridian ITS Design, Meridian, MS | Engineer Intern. Gresham Smith is developing a system engineering analysis. ITS design plans, and specifications for I-59/I-20 between the I-59 @ I-20 interchange and the Mississippi state 7/23 – Ongoing line. The project will install new ITS equipment including fiber, electrical systems, cabinets, camera poles, Dynamic Message Sign (DMS) structures, and a communications hub. Jordan assisted in ITS design, voltage drop calculations, conduit sizing calculations, and plan preparation. City of Helena, Train Detection System, Helena, AL | Engineer Intern. Gresham Smith is designing and developing a 8/23 - Ongoing train detection system and mobile app for three rail road crossings in Helena. Jordan is assisting with electrical design, site detailing, voltage drop calculations, and field reviews. MovEBR, ATMC & VDMS, Baton Rouge, LA | Engineer Intern. Gresham Smith performed a system engineering analysis to develop a redesign of the East Baton Rouge Traffic Engineering Office and the initial design of the East Baton 7/22 - 6/24Rouge Video Distribution Management System. Jordan assisted with the backend and database development as well as beta testing of the VDMS webpages. Lafayette Consolidated Government, Downtown Street Lighting, Lafayette, LA | Engineer Intern. Jordan is assisting in photometric analysis, lighting design, and electrical design for 5 streets and 2 parks in downtown Lafayette, Louisiana. 2/23 – Ongoing This project will bring the parks, streets, sidewalks, and crosswalks up to IES recommendations for lighting. MovEBR, Sherwood Forest Blvd Multi-Use Path, Baton Rouge, LA | Engineer Intern. Jordan is assisting in performing photometric analysis, lighting design, and electrical design for the existing system from Old Hammond Hwy to S. Harrells 7/22 – Ongoing Ferry Rd and proposed a pedestrian lighting and electrical system design between the I-12 EB and I-12 WB Ramps in Baton Rouge. Louisiana. Jordan also is assisting with voltage drop, arc flash, conduit sizing, and short circuit calculations for the lighting system. MovEBR, Bluebonnet Boulevard Sidewalks, Baton Rouge, LA | Engineer Intern. Jordan is assisting in performing photometric analysis, lighting design, and electrical design for the existing system from Mall Drive 1 to Bluebonnet Centre 7/22 – Ongoing Boulevard and proposed a pedestrian lighting and electrical system design between the I-10 EB and I-10 WB Ramps in Baton Rouge, Louisiana. This lighting project will bring the pedestrian accommodations up to the IES recommendations.

	MovERR Plank Road Corridor Enhancement Baton Rouge I A Engineer Intern Jordan is assisting photometric
	analysis and lighting design for the existing and proposed lighting system on Plank Road between Dawson Drive and
	Hooper Road. The purpose of this project is to improve the safety and mobility of both the vehicular and non-vehicular
7/22 – Ongoing	traffic through the Plank Road corridor. The roadway configuration may be revised to accommodate existing and project
	volumes and the traffic signals along the corridor, will be upgraded to current technologies that can accommodate
	connected vehicle technology and transit priority operations.
	MovEBR, Synch & Comm Signal Rebuilds Phase I and II Engineer Intern. Jordan is assisting with the signal design
	and electrical design for 9 intersections in the Baton Rouge, Louisiana. Gresham Smith was selected to redesign the traffic
7/22 – Ongoing	signals for seven intersections within Baton Rouge, Louisiana. Phase 1 will replace outdated equipment with the latest
	technologies and improve the operations for both vehicular and non-vehicular users. Phase II will replace outdated
	equipment with the latest technologies and improve the operations for both vehicular and non-vehicular users.
	LADOTD, ITS Design & Implementation: Fiber Optic Mapping & Management, Statewide, LA ITS Systems
7/22 - 12/22	Specialist. The project consisted of implementing the mapping of ITS field devices, fiber networks, and inventory and
1/22 - 12/22	maintenance records. Jordan was responsible for coordinating data processing, developing procedures/templates,
	coordinating workload, drafting an evaluation report and performing QA/QC on the data entry.
	LADOTD, CEI- H.011500.6 Lake Charles Phase 3, Lake Charles, LA ITS Technician. Gresham Smith provided
7/22 2/24	Construction Engineering Inspection Services, including a project engineer, on-site daily/nightly inspection and technical
1/22 = 0/24	construction inspection, throughout the course of construction. Jordan was responsible for assisting with the daily field
	CE&I inspections, logging in the daily diaries, and ensuring project requirements were followed.

Gresham Smith Adrian Meads Years of experience with this employer 8 ITS Device / Fiber Mapping Specialist Years of experience with other employer(s) 0 Degree(s) / Years / Specialization Bachelor of Science / 2016 / Computer Science, Louisiana State University Active registration number / N/A state / expiration date Discipline Year registered N/A N/A Contract role(s) / brief description of responsibilities Software Developer / Adrian will support the GIS Support task. **Experience dates** Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", (mm/yy-mm/yy) "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s). LADOTS, LADOTD, Video Distribution Management System (VDMS), Baton Rouge, LA | ITS Systems Specialist. Adrian is providing ITS systems software maintenance and software development support for the statewide VDMS system 7/16 – Ongoing which includes Baton Rouge, Houma, New Orleans and Shreveport. Lafayette Consolidated Government (LCG), Adaptive Traffic signal Design and Implementation, Lafayette Parish, LA | ITS Systems Specialist. Adrian was responsible for field verification of traffic signal inventory (TSI) of LCG's system, 11/18 - 5/24design plans for adaptive signal control intersections and integration when the system is completed. LFUCG, VDMS, Lexington, KY | ITS Systems Specialist. Adrian is providing ITS systems software maintenance and 2/21 – Ongoing software development support of the citywide VDMS system. LADOTD, ITS Retainer WO #2 - ITS Maintenance Support, Statewide, LA | ITS Specialist. Adrian was responsible for 10/15 - 6/20ITS Systems software maintenance and the implementation of the statewide VDMS system. NORPC Train Detection System (TDS) Pilot, New Orleans, LA | ITS Systems Specialist. Adrian is responsible for the 8/18 – Ongoing software application, development and design, ITS integration and documentation of the TDS pilot project. LADOTD, ITS - Fiber Optic Mapping & Management, Statewide, LA | ITS Systems Specialist. Adrian was responsible 12/16 - 12/22for data entry and document development. LADOTD, ITS Retainer WO #1 - ITS Integration Systems Support, Statewide, LA | ITS Systems Specialist. Adrian 10/15 - 1/18was responsible for ITS systems software development and the integration of the statewide VDMS system. LADOTD, ITS Retainer WO #3 – ATMS.NOW Design and integration Support, East Baton Rouge, LA | ITS Systems 6/16 - 8/17**Specialist.** Adrian was responsible for traffic signal database development and software development. ALDOT, Video Distribution Management System (VDMS), Montgomery, AL | ITS Systems Specialist. Adrian was providing ITS systems software maintenance and software development support for the statewide VDMS system which 7/15 - 12/20includes Montgomery, Birmingham and Mobile.

TransCore, Pinellas County ATMS Project. Adrian was responsible for software development and maintenance support 11/16 - 6/17for the VDMS system



16. Staff Experience:

8/23 – Ongoing	City of Helena, Train Detection System, Helena, AL TSM&O Specialist. Gresham Smith is designing and developing a
	train detection system and mobile app for three rail road crossings in Helena. Adrian is responsible for site selection,
	database development, software design, mobile application UI and functionality as well as beta testing.
1/22 – 6/24	MovEBR, ATMC & VDMS, Baton Rouge, LA Project Manager. Gresham Smith performed a system engineering
	analysis to develop a redesign of the East Baton Rouge Traffic Engineering Office and the initial design of the East Baton
	Rouge Video Distribution Management System. Adrian was responsible for software development, webpage design, and
	database development and maintenance.

Page 23	6 of 107
Voars of experience with this employer	1
Years of experience with other employer(s)	4
Physical Planning – University of Oklahoma	

16. Staff Experience: Gresham Smith

Gresham Smith	vin Thomas Specialist			Years of experience with this employer Years of experience with other employer(s)	1
Degree(s) /	Years / Specialization	Masters in Regi	onal & City Planning	/ Physical Planning – University of Oklahoma	
Active	registration number / state / expiration date	N/A			
	Year registered	N/A	Discipline	Transportation Planning	
Contract role(s) / br	ief description of respo	onsibilities	GIS Specialist/ Ke	vin will support the GIS task.	
Experience dates (mm/yy–mm/yy)	Experience and qualif "designed intersectio	ications relevant n", etc. Experien	to the proposed co ce dates should cov	ntract; <i>i.e.</i> , "designed drainage", "designed girders", ver the years of experience specified in the applicable MP	′R(s).
4/24 – Ongoing	TDOT, Memphis Regional Bicycle and Pedestrian Plan, Memphis, TN <i>Planner.</i> The Regional Pedestrian and Bicycle Greenprint Plan project is to implement multimodal transportation efforts through enhanced coordination and a simplified understanding of what it takes for the region to pursue sustainable, equitable, and multimodal transportation investments. Kevin is responsible for mapping data inventories as a starting point, then conducted several technical analyses (Level of Stress Analysis, Demand Analysis & Transportation System Analysis) using GIS to examine how the existing transportation system accommodates walking and bicycling based on several input factors.				evin n
12/23 – Ongoing	State of Tennessee Department of Economic and Community Development, Quad County Connectivity Study, Various, TN <i>Planner</i> . Gresham Smith is currently supporting the Tennessee Department of Transportation (TDOT) and four counties in west Tennessee on the development of a transportation study focusing on the potential impacts of Ford's BlueOval City (BOC) development. The study will provide recommendations to state, regional, and local agencies on how anticipated growth can be managed through improved network connectivity. Kevin is assisting in identifying these performance measures and quantifying them using GIS, which helped in guiding discussions regarding the impacts of development on transportation and land use in the study area, and also guide development of multimodal transportation solutions that improve mobility, connectivity, safety, and equity in the four-county study area.				
2/24 – 5/24	City of Sandy Springs, Sandy Springs 2023 Safety Action Plan, Sandy Springs, GA <i>Planner.</i> The Safety and Equity analyses was the basis of understanding locational and systemic safety opportunities and Challenges for the Safety Action Plan project. Kevin assisted with the review of crash data from 2018-2022, and scrubbed the data for reasonability and accuracy, normalized the crash data to traffic volume data, and overall prepared a database of crashes for the City's use consistent with the outcomes reflected in the Safety Action Plan RFP. This analysis was essential to form the basis of several additional analyses which included determination of the high injury network, prioritization of intersections and segments for further analysis and crash summaries to determine potential correlations between contributing factors, manner of collision, location, & severity.				Plan , ith alysis, ity
9/23 – 2/24	State of Tennessee Do Services, Various, TN study for the West Tenn responsible in the comp and proficiency in ident	epartment of Eco Planner. Kevin f nessee project, wh pletion of the West ifying and address	nomic and Commun further expanded his here he demonstrated Tennessee gap ana hing areas of improve	nity Development, West Tennessee Community Planning transportation experience through an in-depth county analysis I a keen understanding of their planning needs. Kevin was lysis report which reflects his commitment to detail-oriented w ment using GIS and other mapping tools.	s vork

Gresham Smith Kelly Morgan Years of experience with this employer 8 **ITS Specialist** Years of experience with other employer(s) 6 IMSA / Traffic Signal Field Technician Level II, IMSA Degree(s) / Years / Specialization Graduate Certificate / 2013 /, Geographic Information Systems, North Carolina State University Bachelor of Science / 2010 / Urban Studies, Virginia Commonwealth University Active registration number / N/A state / expiration date Discipline N/A N/A Year registered ITS Specialist / Kelly will support the System Engineering Analyses and GIS Contract role(s) / brief description of responsibilities Support tasks. Experience and gualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", Experience dates "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s). (mm/yy–mm/yy) ALDOT, Traffic Management Center Staffing & Operations, Statewide, AL | ITS Operations. Kelly assists the Project Manager on all matters concerning RTMC operations, personnel, facilities, software, equipment, and stakeholder coordination and engagement. She helps to oversee RTMC staff to ensure that all personnel requirements are being met, and job duties are being performed in accordance with established standard procedures and practices of ALDOT. She assists RTMC Managers 10/16 - Ongoing with hiring and training employees; planning, assigning, and directing work; appraising performance; compiling performance measures data for the development of Monthly, Quarterly, and Annual Operations Reports; and maintaining RTMC Operations Manual and RTMC Training Program materials. Kelly supported ALDOT with their Capability Maturity Model self-assessment for the East-Central Region. ALDOT, ITS SOP's Performance Measures & TIM Program, Statewide, AL | ITS Operations. Kelly assisted Gresham Smith and ALDOT with developing statewide standard TMC operational procedures, statewide performance measures, traffic incident management guidelines and a traffic management center staffing RFPs. Other tasks include developing detour plans for Mobile, 11/16 - 10/17 Montgomery and Birmingham as well as conducting stakeholder workshops to implement a statewide TIMs program. Assisted in the update of the SOPs and the creation of the RTMC Operations Manual. ALDOT, Development and Implementation of a Training Course for Mobile RTMC Operators, Statewide, AL | Project *Manager.* Kelly led the Gresham Smith team that developed and implemented a Training Course for Mobile RTMC Operators. The team observed operations at the ALDOT's and conducted a Needs and Skills Analysis. Gresham Smith conducted a High-1/17 - 8/17Level Assessment of RTMC Operator Knowledge, Skills and Abilities (KSAs). Based on assessment, observation, Operator interviews and questionnaire responses, the team developed the training curriculum, and associated presentations, manuals, training assessments and testing tools. City of Helena, MS4 Permit Support Services, Helena, AL | GIS Support. Kelly provided GIS support for Gresham Smith 12/16 - 6/17Engineers working on the City of Helena MS4 Permit plans. Utilized ArcGIS to update shapefiles. VDOT, Traffic Management Center Staffing & ITS Operations, Statewide, VA | Senior Operations Analyst. Kelly assisted by providing VDOT with management and training of statewide traffic management centers, including personnel management, 3/14 - 9/15staffing, creation of standard operating procedures, creation of a training and certification program. Expert knowledge and reporting of TMC key performance indicators (KPIs) and service level agreements (SLAs). Provide management and training of

16. Staff Experience:

	statewide service patrols (SSP), including personnel management, asset management, staffing, creation of SOPs, creation of a training and certification program. Expert knowledge and reporting of SSP KPIs and SLAs. Provided management of an ITS device maintenance program and network operations center. Create and maintain an accurate inventory of ITS devices. Maintain an expert level of knowledge and reporting on ITS KPIs and SLAs. Participate in monthly VDOT audits for TMC, SSP and ITS. Collect, manage, analyze and report on TMC, SSP and ITS performance data.
	NCDOT, TIM and Operations, Statewide, NC Traffic Analyst & GIS Coordinator. Major components of this project included
1/12 – 3/14	and GIS data. Outreach with partnering agencies regarding statewide operations and major construction projects. Providing
	system and operational QA/QC of ATMS and ATIS.
	NCDOT, TIM Special Projects – Statewide Operations, Raleigh, NC Traffic Analyst & GIS Coordinator. Major
	components of this project included creation of a statewide operator training program and certification. Creation and
2/12 2/1/	maintenance of SOPs as procedures and policies were introduced or updated. Collaboration with DOT personnel on requests
2/13 = 3/14	for GIS services and other special projects as they relate to traffic incident management. Production of heat maps for accident
	and congestion hotspots. Coordination with DOT GIS personnel to produce and maintain a real-time statewide incident map.
	Collaboration with NCDOT division and county engineers to produce a statewide interstate detour database.
	GDOT, SigOps Traffic Signal Operations Program for the Western Region of Metro Atlanta, Atlanta, GA Traffic Analyst.
	Gresham Smith is providing proactive and flexible support to a region with over 1,700 signals through a mix of remote and on-
10/21 Opgoing	site signal engineers and technicians. In order to deliver this scale of support efficiently, we are leveraging GDOT's investment in
10/21 - Orgoing	their traffic signal timing toolbox of applications that utilizes automated traffic signal performance measures (ATSPMs), the
	SigOps Metrics analytics tool, RITIS flow data, signal asset management software, and the statewide traffic signal control
	software with communications in place to nearly every signal in the state.
	ALDOT, Statewide Regional Traffic Operations Program (RTOP) Program, Statewide, AL Traffic Analyst. ALDOT's
	RTOP will improve traffic flow, safety and travel time reliability through active arterial management strategies along
	multijurisdictional corridors. Gresham Smith is leading a team of consultants and contractors to deliver proactive signal
10/21 – Ongoing	operations and maintenance. Kelly is responsible for the evaluation of the performance of the Birmingham metro area arterials
- •	through active management of signals, maintenance and repair of signal systems, supporting special events and emergencies,
	performance measure reporting, and coordination with ALDOT and local agencies.

16. Staff Experience:					
Gresham Smith					
Ron Senio	n ie Robinson or Engineer	, P.E.		Years of experience with this firm/employer	8
the second				Years of experience with other firm(s)/employer(s)	33
Degree(s) / Year	s / Specialization	Bachelor of Scie	ence / 1982 / Civil E	ngineering, Louisiana State University	
Active regis	stration number / e / expiration date	P.E.0024040 / L	A / Exp. 3/31/26		
	Year registered	1988	Discipline	P.E./Civil	
Contract role(s) / brie	ef description of res	ponsibilities	Senior Transportat	ion Engineer / Ronnie will assist with the Technical Support n task.	
Experience dates (mm/yy–mm/yy)	Experience and "designed inters MPR(s).	qualifications rele ection", etc. Expe	evant to the propos erience dates shoul	ed contract; <i>i.e.</i> , "designed drainage", "designed girders Id cover the years of experience specified in the applicab	",)le
Career	Ronnie has 33 ye of his 16 years in nine years as ad	ears of experience construction as a ministrator for the	e with the Louisiana project engineer, e design, water resou	Department of Transportation and Development. He work eight years as manager of the design and permit sections a urces, permit and materials testing section.	ed 11 and
11/22 – Ongoing	LADOTD, CEI - I providing Constru- and Technical co including reviewing technical knowled	H.013256, Scott to uction Engineering Instruction inspecting submittals and dge to LADOTD to	o Lake Charles ITS g Inspection Service ion, throughout con RFIs, coordinating o ensure the succes	S, CEI, Lake Charles, LA Project Engineer. Gresham S es, including a project engineer, on-site daily/ nightly inspect instruction. Ronnie is responsible for Project Engineering ac with the contractor, designer, and LADOTD, and providing asful construction of the project.	mith is ction tivities
1/19 — 3/24	LADOTD, CEI H provided Constru and technical cor Engineering activ LADOTD, and pr	.011500.6, Lake C Iction Engineering Instruction inspection Vities including rev oviding technical P	Charles Phase 3 IT Inspection Service on, throughout the o iewing submittals a knowledge to LADC	S, CEI, Lake Charles, LA Project Engineer. Gresham S s, including a Project Engineer, on-site daily/nightly inspect course of construction. Ronnie was responsible for Project nd RFIs, coordinating with the contractor, designer, and DTD to ensure the successful construction of the project.	Smith tion
7/16 – 3/17	LADOTD, ITS De Parishes, LA E which included re practices researc traffic observation	esign & Impleme Ingineer. Greshar eviewing the existi ch, and developing ns and compiling f	ntation, WO#5: I-1: n Smith performed ng system compone recommendations field notes.	2 Ramp Meter Upgrades, East Baton Rouge and Living a feasibility assessment on the existing ramp meters along ents, determining status of functionality, performing best and typical layouts. Ronnie was responsible for conductin	j ston j I-12 g field
3/16 – 10/17	LADOTD, Farme was selected to p both state and lo of existing and p and was respons	perform a formal tr cal routes. The pro- roposed conditions ible for developing	Local Road Traffic affic study of all the oject included data s and benefit/cost a g construction cost	Study, Farmerville, LA Senior Engineer. Gresham Sme intersections (57) within and around the City of Farmervill collection, safety/crash review, developing alternatives, an inalysis. Ronnie assisted with the development of alternative estimates for various alternatives.	ith le on ialysis ves

16. Staff Experience:

Gresham Smith					
	aniel Knott S Technician			Years of experience with this employer	8
				Years of experience with other employer(s)	38
Degree(s)	/ Years / Specialization	IMSA / Traffic Si Optic Design, In	gnal Field Technicia stallation, and Main	an Level II, IMSA / Fiber Optics Level II, Light Brigade / Fit tenance	ber
Active	e registration number / state / expiration date	N/A			
	Year registered	N/A	Discipline	N/A	
Contract role(s) / b	rief description of resp	onsibilities	ITS Technician / D performing field in:	aniel will provide Technical Support During Construction I spection and investigation.	зу
Experience dates (mm/yy–mm/yy)	Experience and qualit "designed intersectio MPR(s).	fications relevan on", etc. Experier	t to the proposed once dates should c	contract; <i>i.e.</i> , "designed drainage", "designed girders' over the years of experience specified in the applicab	', le
11/22 – Ongoing	is providing Construction Technical construction in logging in the daily diarie	LADOTD, CEI - H.013256, Scott to Lake Charles ITS, CEI, Lake Charles, LA ITS Technician – Lead. Gresham Smith is providing Construction Engineering Inspection Services, including a project engineer, on-site daily/ nightly inspection and Technical construction inspection, throughout construction. Dan is responsible for assisting with the daily field CEI inspections, logging in the daily diaries, and ensuring project requirements are followed.			
12/18 – 5/24	Lafayette Consolidated LA ITS Technician - L intersections, and integr	Lafayette Consolidated Government (LCG), Adaptive Traffic Signal Design and Implementation, Lafayette Parish, LA <i>ITS Technician - Lead.</i> Daniel supported field verification of LCG's TSI, design plans for adaptive signal control intersections, and integration when the system is completed.			
12/17 – 9/22	MDOT, ITS CEI, US 49 construction administrat Project. Daniel is respor requirements.	from Florence to ion and inspection nsible in leading the	Scale Area, Florence services on the ITS a daily field CEI inspe	ce, MS <i>ITS Technician - Lead.</i> Gresham Smith is providing elements included in the US 49 from Florence to the Scale A ections, logging in the dailies, and implementing project	, rea
5/17 – 12/22	LADOTD, ITS Design & Implementation: Fiber Optic Mapping & Management, Statewide, LA ITS Systems Specialist. The project consisted of implementing the mapping of ITS field devices, fiber networks, and inventory and maintenance records. Daniel was responsible for coordinating data processing, developing procedures/templates, coordinating workload, drafting an evaluation report and performing QA/QC on the data entry.				s t. I,
1/19 – 3/24	LADOTD, ITS CEI Reta providing Construction E technical construction in logging in the daily diarie	iner, Lake Charle Engineering Inspec Ispection, throughc es, and ensuring p	s Phase 3 ITS, CEI, tion Services, includi out the course of cons roject requirements a	Lake Charles, LA <i>ITS Technician - Lead</i> . Gresham Smithing a Project Engineer, on-site daily/nightly inspection and struction. Daniel assisted with the daily field CEI inspections, are followed.	ı is
3/18 – 9/21	LADOTD, ITS CEI Reta was responsible in leadi	iner, Signal Coming the daily field C	munications Upgrad	de Phase 1, CEI, Various, LA <i>ITS Technician – Lead.</i> Dai ng in the dailies, and ensuring project requirements were foll	niel owed.

16. Staff Experience: **Gresham Smith** William "Bud" Smith Years of experience with this employer 5 **ITS** Technician Years of experience with other employer(s) 39 Degree(s) / Years / Specialization N/A Active registration number / N/A state / expiration date Discipline N/A Year registered N/A ITS Technician / Bud will provide Technical Support During Construction by Contract role(s) / brief description of responsibilities performing field inspection and investigation. Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", Experience dates "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable (mm/yy–mm/yy) MPR(s). LADOTD, CEI - H.013256, Scott to Lake Charles ITS, CEI, Lake Charles, LA | ITS Technician. Gresham Smith is providing Construction Engineering Inspection Services, including a project engineer, on-site daily/nightly inspection 11/22 – Ongoing and Technical construction inspection, throughout construction. Bud is responsible for assisting with the daily field CEI inspections, logging in the daily diaries, and ensuring project requirements are followed. LADOTD, LCG Adaptive Traffic Signal System, Lafayette, LA | ITS Technician. Gresham Smith developed an Adaptive Traffic Signal System for the Lafavette Consolidated Government, which involved upgrading over 200 traffic signal controllers. In addition, 78 traffic signals will be upgraded to become adaptive traffic signals. This will be both the 10/18 - 5/24largest adaptive traffic signal system installed within the state of Louisiana. This project includes field inspection of over 200 traffic signals, design plans for 78 adaptive signals, implementation of a new EVP system, integration support, and before travel time studies. Bud provided signal inspection. LADOTD, CEI- H.011500.6 Lake Charles Phase 3, Lake Charles, LA | ITS Technician. Gresham Smith provided Construction Engineering Inspection Services, including a project engineer, on-site daily/nightly inspection and 1/19 - 3/24technical construction inspection, throughout the course of construction. Bud was responsible for assisting with the daily field CEI inspections, logging in the daily diaries, and ensuring project requirements are followed. LADOTD, District 07, Lake Charles, LA | ITS Technician. While working at LADOTD. Bud's responsibilities included overseeing and assisting in data collection needed for traffic studies, overseeing the District's Highway Beautification and Outdoor Advertising programs, analyzing information gathered and recommending traffic control and capacity Prior to ioining improvements, receiving and responding to traffic related inquiries and requests from the general public and other Gresham Smith government agencies, inspecting newly installed traffic signs, striping and signals to ensure compliance with the state and federal specifications, project plans and contract documents, and overseeing and assisting in maintaining current and historical records of traffic signs and signals, speed limits, and pavement markings.

16. Staff Experien	ICE:				
Gresham Smith Re Tra	ebecca Murray, I ffic Engineering Analysis	P.E., PTOE, Lead	RSP1	Years of experience with this employer Years of experience with other employer(s)	9
Degree(s) /	Years / Specialization	Bachelor of Scle	nce / 2015 / Civil El	ngineering, Louisiana State University	
Active	e registration number / state / expiration date	P.E.0043788 / L	A / Exp. 3/31/26 P	TOE 4861 / Exp. 3/26/26 RSP1 611 / Exp. 4/5/27	
	Year registered	2019 (LA) 2020 (PTOE) 2021 (RSP1)	Discipline	P.E./Civil; PTOE; RSP1	
Contract role(s) / b	rief description of respo	onsibilities	Traffic Engineer / F	Rebecca will lead the Traffic Engineering Analysis tasks.	
Experience dates (mm/yy–mm/yy)	Experience and qualifi "designed intersection	cations relevant t ", etc. Experience	o the proposed cor e dates should cov	ntract; <i>i.e.</i> , "designed drainage", "designed girders", er the years of experience specified in the applicable MPR((s).
10/22 – 5/24	LADOTD, LCG Adaptiv field data collection, trav	ve Traffic Signal S vel time studies and	ystem, Lafayette, L d developing design	A <i>Traffic Engineer.</i> Rebecca was responsible for coordinatin of traffic signals.	ıg
11/22 – Ongoing	 KYTC, Highway Safety Improvement Program (HSIP), Marshall County, LA <i>Traffic Engineer</i>. Gresham Smith is preparing a traffic study which included US 68 from Frankfort Rd. on the west end to Steeple Chase Ln. on the east end. Traffic simulation modeling analyses were conducted using PTV VISSIM Simulation Software to evaluate the effectiveness of the construction of four turbo-roundabouts and a raised center median in improving traffic and safety along the US 68 corridor. Rebecca is assisting gathering existing site conditions, crash data collection and analysis, and development of improvement alternatives to help reduce areasher. 				ng on of ing
7/22 – Ongoing	LADOTD, LRSP TO #6 (LA-14: US 90 to Power Center Pkwy) Traffic Report, Lake Charles, LA Traffic Engineer. Gresham Smith is performing a traffic study for LA 14 between US 90 and Power Center Parkway in Calcasieu Parish, Louisiana. The study is being performed to evaluate and recommend improvements along the corridor for signal safety/operation, access management and pedestrian accommodations. Rebecca is responsible for the collection of traffic counts, safety evaluation, operational analyses, and performing a tiered alternative analysis to determine feasible data-driven improvements. The study will be prepared per LADOTD standards and directives including the LADOTD Traffic Engineering Process and Reports (TEPR).				
9/22 – Ongoing	City of Gonzales, US 61 Superstreet: Nell St & Churchpoint Planning and Construction, Gonzales, LA Traffic Engineer. Gresham Smith is designing traffic and pedestrian signals for five intersections on US 61 between Nell St and Churchpoint Rd. The project includes the conversion of US 61 to a superstreet configuration. The signal design will be prepared using the latest version of the LADOTD Traffic Signal Inventory form (TSI). Rebecca is responsible for the traffic and pedestrian signal equipment/operation, fiber splicing for communication, handicap ramp and sidewalk layouts, and construction cost estimates.				
5/21 – Ongoing	MOVEBR, LA 30 (Niche traffic study for capacity analysis, and existing ar development of volumes analysis and drafting a r guidelines.	olson Drive) Segn improvements alor nd future analysis. s, modeling the exist eport to summarize	nent 2, Baton Roug ng Nicholson Drive in Rebecca's responsit sting and proposed r e the findings. This p	e, LA Lead Traffic Engineer. Gresham Smith is performing an In Baton Rouge, LA. The project includes data collection, safety polities for the traffic study included review of traffic count data, oadway networks using HCS software, crash analysis, alternat project followed LADOTD's Traffic Engineering Process and Re	a tive port

5/21 – Ongoing	MovEBR, Sherwood Forest Blvd MUP, C-P Project No. 20-EN-HC-0027, Baton Rouge, LA Lead Traffic Engineer. Gresham Smith was selected to perform a traffic study and design of the pedestrian signal accommodations and crosswalks along Sherwood Forest Boulevard between South Harrell's Ferry Road and Old Hammond Highway in support of the Sherwood Forest Boulevard Multi-Use Path design project. Design plans will be developed to add pedestrian signals to the existing traffic signals with the goal of upgrading existing intersections up to current ADA requirements for pedestrians. Rebecca's role on the project was to oversee data collection, develop a data collection report, perform peak hour traffic observations, determine a growth rate, perform the safety analysis/crash review, perform existing and proposed traffic analysis, develop Synchro models for Existing, Future No Build and Build alternatives, prepare the project report and participate in the public meeting.
3/21 – Ongoing	MovEBR, Bluebonnet Boulevard Sidewalks (North Mall Dr. to Bluebonnet Centre Blvd.) City-Parish Project No. 20-EN- HC-0029, East Baton Rouge, LA <i>Engineer</i> . Gresham Smith was selected to perform a pedestrian operations study of the intersection of Bluebonnet Boulevard at Bluebonnet Centre/Blue Cross and to develop design plans to add pedestrian signals to the existing traffic signal in Baton Rouge, Louisiana. The goal of this project will be this project will bring this existing intersection up to current ADA requirements for pedestrians. Rebecca is leading the efforts for the traffic design report including traffic and pedestrian data collection, existing and future analysis using Synchro, existing safety analysis, and developing proposed pedestrian accommodations at signalized intersections using LADOTD and Baton Rouge City-Parish standards.
3/21 – Ongoing	MovEBR, Contract for Signal Rebuild Phase 1 Group 3 and Phase 2 Group 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA Lead Traffic Engineer. Gresham Smith is performing engineering services for signal rebuilds in support for the Synchronization and Communication Signal Rebuild project. Services include all traffic investigations, data collection, analysis, and preparation of final signal construction contract plans. Rebecca is leading the efforts for the traffic design report including traffic and pedestrian data collection, existing and future analysis using Synchro, and developing proposed traffic signal timing plans using LADOTD and Baton Rouge City-Parish standards.
9/22 – 4/24	Montgomery County, Solid Waste Transfer Station Entrance Improvements Planning, Montgomery County, LA Traffic Engineer. Gresham Smith was tasked to develop conceptual layout for the Solid Waste Transfer Station. This layout proposed a separate public entrance to the facility aimed at reducing vehicle queues and delays. Rebecca was responsible for traffic simulation modeling analyses using PTV VISSIM Simulation Software. Using PTV VISSIM, this study evaluated the impact of traffic demand patterns on the facility's proposed conceptual layout.
7/18 – 12/21	LADOTD, LA 37: Sullivan Road to Liberty Road Stage 0 Feasibility Study, Baton Rouge, LA <i>Engineer.</i> Gresham Smith collected and reviewed over 580 crash reports over a span of three years from the state highway crash database and collected ADT data on 21 segments of LA 37 and intersecting streets, peak hour turning movement counts at 12 significant intersections and 15-minute counts along 38 driveways and insignificant side streets. Rebecca assisted with review of the count data, development of growth rates, crash data analysis, performed the existing and future traffic analysis, performed the safety effectiveness evaluation and developed the benefit-cost ratios for the alternatives.
4/18 — 4/19	LADOTD Traffic Engineering Retainer Contract, TO #5, I-10 Transportation Management Plan (TMP) West of 108 to I-210 Interchange, H.009620.5, Calcasieu Parish, LA <i>Pre-Professional</i> . LADOTD developed design plans for the Rubblization and overlay of I-10 from just west of the LA 108 interchange to the I-210 interchange. This project includes a full closure on I-10 diverting traffic to the ramps. This diversion required 2 cloverleaf ramps to be closed and temporary traffic signals to be installed at the ramps. Rebecca assisted with the traffic and crash analysis, and the development of the TMP documentation for this project and revision of the TMP that was performed the I-210 redecking project as well as traffic signal design plans for the traffic signals.
5/17 – 3/19	LADOTD, Traffic Engineering Retainer Contract, TO #2, I-210 at LA 1138-2 (Nelson Road) Interchange Modification Re- Evaluation Study, Lake Charles, LA <i>Pre-Professional.</i> Gresham Smith was selected to develop a calibrated VISSIM model to model existing conditions and the future proposed diverging diamond interchange at I-210 at Nelson Road in order to evaluate the proposed interchange design. Rebecca was responsible for overseeing data collection, participated on the RSA team, conducting safety analysis, development of VISSIM models, development of alternatives and development of the report.

16. Staff Experience							
Gresham Smith							
Alben Cooper, III P.E., PTOE Traffic Desig Lead				Years of experience with this employer	1		
				Years of experience with other employer(s)	17		
Degree(s) / Ye	ears / Specialization	Bachelor of Civil Engineering / Louisiana State University					
Active registration number / state / expiration date		P.E.0036291 / LA / Exp. 9/30/25					
Year registered		2011 P.E. (LA) 2012 PTOE (LA)	Discipline	P.E./Civil			
Contract role(s) / brie	f description of respo	onsibilities	Traffic Design Lead / Alben will support the Traffic Engineering Analyses and Technical Support During Construction tasks.				
Experience dates (mm/yy–mm/yy)	Experience and qualifications relevant to the proposed contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).						
7/22 – Ongoing	LADOTD, LRSP TO #6 (LA-14: US 90 to Power Center Pkwy) Traffic Report, Lake Charles, LA Traffic Engineer. Gresham Smith is performing a traffic study for LA 14 between US 90 and Power Center Parkway in Calcasieu Parish, Louisiana. The study is being performed to evaluate and recommend improvements along the corridor for signal safety/operation, access management and pedestrian accommodations. This includes collection of traffic counts, safety evaluation, operational analyses, and performing a tiered alternative analysis to determine feasible data-driven improvements. The study will be prepared per LADOTD standards and directives including the LADOTD Traffic Engineering Process and Reports (TEPR). Alben is responsible for performing QA/QC.						
9/22 Ongoing	City of Gonzales, US 61 Superstreet: Nell St & Churchpoint Planning and Construction, Gonzales, LA Traffic Engineer. Gresham Smith is designing traffic and pedestrian signals for five (5) intersections on US 61 between Nell St and Churchpoint Rd in Gonzales, Louisiana. The project includes the conversion of US 61 to a superstreet configuration. The signal design will be prepared using the latest version of the LADOTD Traffic Signal Inventory form (TSI). Alben is a member of the design team that is responsible for traffic and pedestrian signal equipment/operation, fiber splicing for communication, handicap ramp and sidewalk layouts, and construction cost estimates.						
8/21 – Ongoing	MovEBR, Contract for Signal Rebuild Phase 2 Design Services Parish Synchronization & Communication, Baton Rouge, LA Lead Traffic Engineer. Alben was responsible for overseeing the traffic study and signal design for five intersections in East Baton Rouge, LA. Services include all traffic investigations, data collection, analysis, and preparation of final signal construction contract plans. Alben is responsible for the traffic studies that will be performed to determine recommended signal phasing, timing and coordination parameters. The signal design is expected to include the upgrade of each signal to mast arms and pedestrian accommodations.						
5/21-8/21	MSY, Roundabout Evaluation, Jefferson Parish, LA Lead Engineer. As the lead engineer Alben was responsible for the analysis of various scenarios to estimate the design life of the existing roundabout located at the entrance/exit of the MSY airport in Jefferson Parish, LA. Analysis was performed for various growth rates using Synchro software. Additional analysis was also performed for two potential improvements to the roundabout to determine if they would extend the design life of the intersection. The results of the analyses were graphed and summarized in a letter by Alben. The information was provided to be included in a presentation for airport personnel for consideration.						
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8/20-7/21	Jefferson Parish, Manhattan Blvd Northbound Widening Signal Modifications, Jefferson Parish Lead Engineer . Alben was the lead engineer for a signal modification project to accommodate an additional northbound lane on Manhattan Blvd from 9th St to Gretna Blvd. Modifications were required at two intersections, Target Blvd and Gretna Blvd. Additional modifications were required based on the relocation of utilities along the corridor. Alben performed QA/QC for each of the signal designs.						
1/18-12/18	Jefferson Parish, Veterans Blvd TSP Systems Engineering Report, Jefferson, LA Lead Engineer. Alben was the lead engineer for the preparation of a Systems Engineering Report outlining an implementation plan for a fully integrated TSP system for Jefferson Parish Transit (JeT) Route E1 along Veterans Boulevard. The report included identification of existing systems, concept of operations, compatibility requirements, stakeholder responsibilities and protocol, and procurement options. Alben worked closely with stakeholders and FHWA to ensure requirements were met and the system would operate as desired.						
7/11-10/13	Orleans Parish, Broad St and General De Gaulle Dr TSP Systems Engineering Report, New Orleans, LA <i>Lead Engineer</i> . Alben was the lead engineer for this project which included the preparation of a Systems Engineering Report (SER) outlining an implementation plan for a fully integrated Transit Signal Priority system for two bus routes in Orleans Parish (Broad Street and General De Gaulle Dr). The SER was prepared to meet requirements set by FHWA. The report included identification of existing systems, concept of operations, compatibility requirements, stakeholder responsibilities and protocol, and procurement options. An addendum to the SER was prepared which included an existing bus stop inventory, identification of bus stops to be relocated to the far side of the intersection, a Stage 0 Preliminary Scope and Budget Checklist, and a draft Request For Proposals. Alben worked closely with stakeholders and FHWA to ensure requirements were met and the system would operate as desired.						
Certifications	DOTD Traffic Engineering Analysis Process & Report – Modules 1, 2 and 3						
(See section 20)	 American Traffic Safety Services Association –Traffic Control Supervisor, LA State Specific 						

16. Staff Experier	nce:				
Gresnam Smith Good Hy ITS	yomin Kim, P.E. Engineer			Years of experience with this employer	2
				Years of experience with other employer(s)	9
Degree(s)	/ Years / Specialization	Master of Engin Bachelor of Civi	eering / Civil Engine I Engineering / Sunr	ering / University of Texas noon University. South Korea	
Active	e registration number / state / expiration date	P.E.0048216 / L	A / Exp. 3/31/26		
	Year registered	2020 (TX) 2023 (LA)	Discipline	P.E./Civil	
Contract role(s) / b	rief description of respo	onsibilities	ITS Engineer / Hyo Construction Estim	min will support Engineering Plans, Specifications and ates tasks.	
Experience dates (mm/yy–mm/yy)	Experience and qualifi "designed intersection	cations relevant t n", etc. Experienc	to the proposed cor e dates should cove	ntract; <i>i.e.</i> , "designed drainage", "designed girders", er the years of experience specified in the applicable MPR	!(s).
7/23 – Ongoing	DHA, Traffic Signal Upgrade at Hampton Road and Leath Steet, Dallas, TX <i>Project Engineer.</i> Gresham Smith is performing engineering services for signal rebuild to install a new traffic signal at the intersection of Hampton Road at Leath Street in Dallas in support of the planned improvements for the DHA Housing Solution for North Texas campus. Hyomin updates comprehensive traffic signal system design, incorporating signal layout and timing adjustments for optimal traffic flow. Furthermore, he assists with the installation of additional ITS devices, including radar technology, to enhance overall signal efficiency and safety.				
6/20 – Ongoing	City of Knoxville, Advanced Traffic Management System, Middlebrook Pike, Knoxville, TN <i>Project Engineer.</i> This project expands the City's Advanced Traffic Management System (ATMS) along Middlebrook Pike (SR 169)/University from the eastern most intersection of University and College across Western (SR 62) to Joe Hinton on the western end of Middlebrook Pike. The project improves traffic operations at 24 signalized intersections along the corridor by upgrading the existing controllers and connecting them via fiber optic cables to the City's TMC. Additionally, the project provides enhanced vehicle and pedestrian detection, addresses ADA and PROWAG pedestrian improvements that are needed, and installs Connected Vehicle (CV) infrastructure to support Signal Phase and Timing (SPaT) message broadcasting. Hyomin's responsibility is to support the design of the enhanced traffic operation devices and fiber optic cable connections along the corridor, thereby facilitating the expansion of the city's ATMS.				
11/22 – 1/24	NDOT, 20th Ave/21st Ave Two-way Conversion Study and Engineering, Nashville, TN <i>Project Engineer.</i> Project includes a traffic study and engineering services for the conversion of 20th and 21st Avenues from one-way to two-way traffic operations from Charlotte Ave to Broadway Blvd. Tasks include stakeholder engagement meetings, data collection and analysis, review of existing conditions and NDOT planning documentation, providing recommendations for roadway modifications, updating typical section drawings, and providing construction plans for the recommended roadway modifications. Hyomin contributed to the design updates for the eight signalized intersections, which included the creation of two new intersections as well as carried out a traffic analysis for the conversion to a two-way system. utilizing both collected data and the observed growth rate				
9/21 – Ongoing	LADOTD, SRTPPP TO lighting and midblock cro the walkways and incorp	#2 (Bonner STR I osswalk signal sys oorating rectangula	Ped Imp), Ruston, L tem aspect of the pro ar rapid flashing beac	A <i>Project Engineer.</i> Hyomin spearheaded the pedestrian oject, focusing on installing lighting rail on the bridge to illumina cons (RRFB) to alert motorists to crossing conditions.	ate

3/23 – 12/23	TDOT, ITS Design Support Services WO#7: I-40 Nashville ITS Expansion, Nashville, TN <i>ITS Engineer.</i> Hyomin provided technical support and RFI reviews during the construction phase of this ITS design project expanding TDOT's SmartWay system an additional 40 miles along I-40 to the east and west of the Nashville Metropolitan region in advance of the I-840 alternate Nashville bypass. Design elements included fiber optic communications, closed circuit television (CCTV) cameras, radar detection, dynamic message signs (DMS), travel time hybrid signs, and highway advisory radios (HAR).
10/22 – 3/24	TDOT, I-24 Smart Corridor Gantry Replacement, Nashville, TN <i>ITS Engineer.</i> The I-24 Smart Corridor includes 67 overhead gantries used for lane control signals and variable speed limit dynamic signage as part of a 28-mile integrated corridor management system. This project investigated options for using a modular gantry system to replace overhead gantries damaged due to over-height vehicles and vehicle strikes on uprights. The modular approach was proposed as a faster and more cost-effective ITS maintenance approach than replacing custom gantries on an ad-hoc basis. Hyomin supported the ITS feasibility and cost estimation analysis of modular versus ad-hoc deployment approaches.

16. Staff Experier	ice:				
Gresham Smith	ofi Ampofo-Twur	masi, El		Years of experience with this employer	2
				Years of experience with other employer(s)	2
Degree(s)	Years / Specialization	Master of Sciend	ce / 2022 / Civil Eng	ineering / University of Louisiana	
Active	e registration number / state / expiration date	E.I. 0035386 / L	A / Exp. 9/30/25		
	Year registered	2023	Discipline	Civil	
Contract role(s) / b	rief description of respo	onsibilities	Transportation En Analyses and GIS	gineer-in-Training / Kofi will support the Traffic Engineerin Support / Asset Management tasks.	ıg
Experience dates (mm/yy–mm/yy)	Experience and qualit "designed intersectio MPR(s).	fications relevan n", etc. Experier	t to the proposed on the total termination of the termination of terminatio of termination of termination of terminati	contract; <i>i.e.</i> , "designed drainage", "designed girders over the years of experience specified in the applicab	", le
1/23 – Ongoing	LADOTD, LRSP TO #6 (LA-14: US 90 to Power Center Pkwy) Traffic Report, Lake Charles, LA Engineer Intern. Gresham Smith is preparing and coordinating a traffic report to analyze no build and future conditions to identify possible pedestrian mitigation alternatives along LA 14 from US 90 (Fruge Street) to Power Centre Pkwy. This traffic report is being prepared with the DOTD Engineering Directives and Standards Manual (EDSM). Kofi is conducting crash data analysis and safety assessments along LA 14 to identify and address traffic safety and operations concerns.				
1/23 – Ongoing	MovEBR, Airline Hwy, North (Florida Blvd - Interstate I-110)(HUVAL), Baton Rouge, LA Engineer Intern. Gresham Smith is preparing a traffic study which includes US 61 (Airline Highway) from the Interstate-110 interchange to the Florida Boulevard interchange. The traffic study is evaluating the widening of US 61 from 2-lanes to 3-lanes in each direction in addition to other capacity, safety, and access management improvements that aim to maximize project benefits. Kofi is conducting safety analysis for the Airline Highway. This included data collection, collision diagram development, and crash report documentation.				
9/22 – Ongoing	City of Gonzales, US 61 Superstreet: Nell St & Churchpoint Planning and Construction, Gonzales, LA Engineer <i>Intern.</i> Gresham Smith is designing traffic and pedestrian signals for five (5) intersections on US 61 between Nell St and Churchpoint Rd in Gonzales, Louisiana. The project includes the conversion of US 61 to a superstreet configuration. The signal design will be prepared using the latest version of the LADOTD Traffic Signal Inventory form (TSI). The design will include traffic and pedestrian signal equipment/operation, fiber splicing for communication, handicap ramp and sidewalk layouts, and construction cost estimates. Kofi is responsible for signal design for US 61 Superstreet.				
1/23 – Ongoing	KYTC, Highway Safet prepared a traffic study Traffic simulation mode of the construction of for corridor. Kofi was response	y Improvement F which included L eling analyses wer our turbo-roundab onsible for the traf	Program (HSIP), Ma JS 68 from Frankfor re conducted using outs and a raised co ffic simulation, analy	arshall County, KY Engineer Intern. Gresham Smith t Rd. on the west end to Steeple Chase Ln. on the east er PTV VISSIM Simulation Software to evaluate the effective enter median in improving traffic and safety along the US visis of data from results and documentation of the results.	nd. eness 68

1/23 – 4/24	Montgomery County, Solid Waste Transfer Station Entrance Improvements Planning, Montgomery County, OH Engineer Intern. Gresham Smith was tasked to develop conceptual layout for the Solid Waste Transfer Station. This layout proposed a separate public entrance to the facility aimed at reducing vehicle queues and delays. This involved traffic simulation modeling analyses using PTV VISSIM Simulation Software. Using PTV VISSIM, this study evaluated the impact of traffic demand patterns on the facility's proposed conceptual layout. Kofi created the traffic simulation model, analyzed the data and documented the results.
7/23 – 5/24	Lafayette Consolidated Government (LCG), Adaptive Traffic signal Design and Implementation, Lafayette Parish, LA <i>Engineer Intern</i> . Kofi assisted in the before study report. His responsibilities included report writing, travel time and stress level data collection.
3/23 – 12/23	KYTC, Highway Safety Improvement Program (HSIP), Marshall County, KY Engineer Intern . Kofi assisted in the traffic study to evaluate the impact of proposed turbo-roundabouts using PTV VISSIM microsimulation software. He analyzed the existing traffic conditions, projected future traffic without the roundabouts, and projected future traffic with the roundabouts to assess the effectiveness of the improvements.
7/22 – Ongoing	MovEBR, Synch & Comm Signal Rebuilds Phase I and II Engineer Intern. Kofi is the engineering intern, assisting with the signal design and electrical design for 9 intersections in the Baton Rouge, Louisiana. Gresham Smith was selected to redesign the traffic signals for seven intersections within Baton Rouge, Louisiana. Phase 1 will replace outdated equipment with the latest technologies and improve the operations for both vehicular and non-vehicular users. Phase II will replace outdated equipment with the latest technologies and improve the operations for both vehicular and non-vehicular and non-vehicular users.

16. Staff Experience	ce:					
Gresham Smith	ourtney Rome, P ^r uctural Engineer	.E.		Years of experience with this employer	7	
The second				Years of experience with other employer(s)	8	
Degree(s)	/ Years / Specialization	Bachelor of Scie	ence / 2009 / Civil Ei	ngineering, Southern University and A&M College		
Activ	e registration number / state / expiration date	PE.0043355 / LA	A / Exp. 9/30/25			
	Year registered	2019 (LA)	Discipline	P.E./Civil		
Contract role(s) / b	rief description of respo	onsibilities	Structural Enginee and Construction I and structure attac	er / Courtney will support the Engineering Plans, Specifica Estimates task by providing structural design for foundatic chments for ITS equipment.	itions ons	
Experience dates (mm/yy–mm/yy)	Experience and qualit "designed intersectio MPR(s).	fications relevan n", etc. Experier	t to the proposed on the total termination of the termination of terminatio of termination of termination of terminati	contract; <i>i.e.</i> , "designed drainage", "designed girders over the years of experience specified in the applicab	",)le	
3/21 – Ongoing	MovEBR, Bluebonnet Boulevard Sidewalks (North Mall Dr. to Bluebonnet Centre Blvd.) City-Parish Project No. 20- ENHC-0029, East Baton Rouge, LA <i>Engineer.</i> Gresham Smith was selected to perform a pedestrian operations study of the intersection of Bluebonnet Boulevard at Bluebonnet Centre/Blue Cross and to develop design plans to add pedestrian signals and lighting to the existing traffic signal in Baton Rouge, Louisiana. The goal of this project will be this project will bring this existing intersection up to current ADA requirements for pedestrians. Courtney designed the light pole foundations to most AASHTO, LADOTD, and ERP standards and specifications for the project					
9/21 – Ongoing	LADOTD, SRTPPP TC connection with the ins the bridge mounted sig pedestrian safety fenci	#2 (Bonner Str tallation of lighting ns to ensure they ng which was add	Ped Imp), Ruston, g, pedestrian signals met structural requ ed to the project in	LA Engineer. Gresham Smith provided design services s, signs, striping, and pavement markings. Courtney evalu irements. Additionally, Courtney designed the bridge mou order to satisfy needs to obtain a Railroad Permit.	; in Jated Inted	
12/19 – 7/22	LADOTD SRTS/LRSP design services in conr West Feliciana Parish. involved with the guard	TO #22 (W Felic nection with the in Courtney's role w rail design for eac	iana Final Design), stallation of signing, as to obtain field da ch of these bridge lo	, West Feliciana Parish <i>Engineer</i>. Gresham Smith prov , pavement markings, and guardrail along ten local routes ata for the twelve existing bridge locations. Additionally, he potations.	/ided ; in e was	
6/19 – Ongoing	LADOTD, Complex Bu performing bridge inspector concrete structures and	idge Inspections actions for various I moveable bridge	s, Statewide, LA <i>L</i> s complex bridge str es.	Engineer. As an NHI Certified Bridge Inspector, Courtney actures throughout Louisiana, including steel trusses,	is	
7/19 – Ongoing	TDOT, Complex and S rating for approximately structures were analyze curved steel tub girders bascule arched steel tr	Standard Bridge / 141 complex strued ad utilizing finite e s, steel arches wit uss, steel girder-fl	Load Ratings, Stat uctures and 137 stat lement methods an h steel cables supp oor beam-stringer s	tewide, TN <i>Project Engineer.</i> Courtney provided bridge indard structures across the state of Tennessee. Complex d CSi Bridge software. The structures load rated consiste orting steel floor beam – stringer systems, deck trusses, system bridges, steel rigid K-frame bridges, and reinforced	؛ load ‹ d of d	

	concrete rigid k-frames with spliced prestressed girders for center span bridges. The standard structures were analyzed using the AASHTOWare BrR software.
6/21 – 8/21	Florida DEP, Florida Keys Overseas Heritage Trail Historic Bridge Evaluation, Marathon, FL QA/QC. Florida DEP selected Gresham Smith to inspect and evaluate two historic bridges, the Seven Mile Bridge and the Bahia-Honda Historic Truss. Both structures are closed to traffic.
11/17 – 1/18	TDOT, Off-System Underwater Bridge Inspections, Statewide, TN <i>QC Reviewer</i>. Courtney provided quality control reviews for the inspection reports and graphics. The project included over 50 bridges throughout Tennessee
11/17 – Ongoing	MDOT, SR 178 Benton County Bridge Replacements, MS Engineer. Gresham Smith provided final design (Phase B) services for the replacement of two water crossings on parallel alignment. Both bridges include utilization of prestressed Florida I-Beams (FIB) to maximize span lengths while minimizing structure depths. Courtney performed the deck design and beam design services for a one-span (135-foot) and three-span (80- x 100- x 80-foot) structure and also completed the design of pipe piles for the pier bents.
7/18 – Ongoing	MDOT, SR 149 Simpson County Bridge Replacements, MS Engineer. Gresham Smith is partnering with MDOT for Phase B (Final Design) for the reconstruction of S.R. 149 near D'Lo, Simpson County, Mississippi. Courtney served as Engineer-of-Record for the two longer structures (Bridge 128.2 and Bridge 128.6). This is the first instance of partial depth deck panels utilized for MDOT as a pilot to verify the ease of construction and as an accelerated (ABC) time condition.

16. Staff Experience: Gresham Smith Richard Savoie, P.E. Years of experience with this firm/employer 6 QA/QC Years of experience with other firm(s)/employer(s) 40 Degree(s) / Years / Specialization Bachelor of Science / 1978 / Civil Engineering, McNeese State University Active registration number / P.E.0020936 / LA / Exp. 9/30/24 state / expiration date **Discipline** P.E./Civil Year registered 1983 (LA) Contract role(s) / brief description of Senior Transportation Engineer / Richard will perform QA/QC of Design Plans, responsibilities Specifications and Construction Estimates. Experience and gualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", **Experience dates** (mm/yy–mm/yy) "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s). Richard's 40+-year career includes 34 years with LADOTD in increasing roles culminating as the LADOTD Chief Engineer. As Chief Engineer, Richard was responsible for establishing engineering directives and standards, policies, budgets, expenditures, Career programs and procedures that guided project and program delivery, construction, and preservation of all transportation-related projects and systems. City of Central (LA), Hooper Road (LA 408) at Sullivan Road (LA 3034) Roundabout Design, Central, LA | Senior **Engineer.** Gresham Smith is tasked with the full roundabout design which will be in accordance with LADOTD's Roadway Design Manual geometric requirements and LADOTD's Complete Streets Policy to accommodate both pedestrians and 4/20 - Ongoing bicycles through this intersection. Richard is responsible for overall Quality Control on the project. He is mentoring the engineering staff on the field evaluation requirements, reviewing all potential improvements, and will perform QC reviews on the preliminary and final design plan submissions. LADOTD, SRTS/LRSP Task Order 6 and 21: Endom Bridge Preliminary and Final Design, West Monroe, LA Senior Engineer. The project consisted of roadway realignment at the bridge approach to improve roadway geometry 9/18 - 12/20and safety. Right-of-way is being acquired at one guadrant of the intersection and Richard is assisting with the coordination between the right-of-way plans and the roadway requirements. Richard performed Quality Control reviews on the final preliminary design submission and was responsible for Quality Control on the final design process. LADOTD, SRTS/LRSP Task Order 14: Farmerville Design, Union Parish, Farmerville, LA | Senior Engineer. Richard provided quality control review for the Final Plan submission for this Safe Routes to Public Places Project. The review was to 9/18 - 12/19ensure that the plans were developed in accordance with standard LADOTD policy and procedure. Plans included installation of sidewalks along various local roadways, driveway adjustments to ensure ADA compliance and utility relocation avoidance. LADOTD, Project and Program Delivery, Caddo Parish, LA | Senior Engineer. Richard was the Project Manager for the I-49 North project in Caddo Parish, from I-220 to the Arkansas State Line. The project started with the Corridor Selection Study 2/90 - 3/14and progressed to the Environmental Impact Study. Once the alignment was selected plan development began and thence project delivery for this \$670 million project. As the Deputy Chief and Chief Engineer, he met with program managers in the Engineering Division and approved and recommended changes to their budget partitions and project schedules.

16. Staff Experience:

Intelligent Transportation Systems, LLC



Jonathan Fox, P.E., PTOE, PMP

Senior ITS Systems Engineer and Integrator

Years of experience with this firm/employer	8
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Years of experience with other firm(s)/employer(s) 14

Degree(s) / Ye	ars / Specialization	Bachelor of Science / 2003 / Civil Engineering				
Active res	gistration number / ite / expiration date	P.E.0033277 / LA / Exp. 9/30/25 PTOE 2329 / Exp. 11/07/25				
	Year registered	2007	Discipline	Civil		
Contract role(s) / brief description of responsibilities			Senior ITS Systems Engineer and Integrator / Jonathan will support ITS Analysis tasks, Engineering Plans, Specifications and Construction Estimates tasks, and provide technical support during contraction			
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec	alificatio	ns relevant to the proposed c. Experience dates should c	contract; <i>i.e.</i> , "designed drainage", "designed girders", cover the time specified in the applicable MPR(s).		
Career	Jonathan has over 20 Principal at Intelligen signal design, and IT troubleshooting, syst of the first adaptive tr in design, ITS, traffic	Jonathan has over 20 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's varied experiences in design ITS, traffic engineering, and program management make him an asset to the ITS Design and Implementation contract				
12/14 – Ongoing	LADOTD, ITS Maintenance (44-2500, 44-7102. 44-16811), Statewide, LA <i>Principal Engineer</i> . Served as principal & supervisor engineer for ITS LLC under the existing ITS Maintenance Retainer contract. Roles include project management support, quality control checks, site reviews, as well as investigating options and developing concepts to improve sites.					
8/15 – 7/19	SASOL, Lake Charle Jonathan was the lea oversaw developing management, and pe Adaptive Traffic Sign and integration of the were constructed and setback radar detect support for a tempora	support, quality control checks, site reviews, as well as investigating options and developing concepts to improve sites. SASOL, Lake Charles Chemical Project – Adaptive Traffic Signal Systems, Westlake, LA <i>Lead Traffic Engineer.</i> 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 were constructed and the adaptive functionality was turned on in July of 2019. 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				
6/18 – 7/19	Westlake, LA, US 90 manager and overall updated traffic signal included in the desig integration of the inte	Adaptiv design lea inventory n consiste rsections	e Corridor, Westlake, LA Pro ad for the US 90 adaptive traffic (TSI) forms as well as commun d of new radar detection and un into the adaptive system in Lake	ject Manager and Design Lead. Jonathan served as the project signal corridor in Westlake, LA. Designs included preparing ications in support of two isolated traffic signals. Equipment licensed wireless communications. Jonathan oversaw the e Charles.		

4/16 — 7/18	Alabama Department of Transportation (ALDOT), ITS Specifications, Statewide AL <i>Design Lead</i> . ALDOT desired an upgrade of their special provisions into a standard specification to bring consistency throughout the state on ITS equipment The specifications developed included material and construction for fiber optic communications infrastructure, network switches and wireless radios, CCTV cameras, dynamic message signs, vehicle detection systems, ITS cabinets, environmental sensors, and an assortment of other related ITS items. This required assessing multiple manufacturers and models for each device type. Further, Jonathan oversaw and supported the development of material lab test provisions for the equipment as well as acceptance testing provisions
12/12 – 12/14	City of Baton Rouge, ITS Phase 3, Baton Rouge, LA <i>Project Manager & Design Lead.</i> Jonathan oversaw the System Engineering Analysis (SEA) document for the project in compliance with the FHWA Rule (23 CFR Part 940.11) to determine project scope and analyze implementation constraints including minimizing the impact of construction on the traveling public and using existing fiber optic communications. Several ITS deployment projects were solely focused on the core urban area leaving gaps. The solution to meet the LADOTD's goal of the Baton Rouge ITS Phase 3 Project was to supplement the area with sixteen additional closed circuit television video cameras, five dynamic message sign sites, one HUB site, 30 Bluetooth detection sites, one travel time message sign (first in the state), and eight ramp meters that cover five parishes over 50 miles to help with blind areas. He led the development of the plan set from conception to final plans.
11/12 – 12/14	LADOTD, Sunshine Bridge ITS Deployment, Sorrento, LA <i>Project Manager.</i> Jonathan managed all tasks from system engineering through deployment of final design package. He oversaw the development of the project level SEA for the deployment of a closed-circuit television camera system along LA 22 and LA 70 including the Sunshine Mississippi River Bridge. He overcame project challenges including determining how permitted fiber communications assets would be used, structure mounted conduit systems, and handling ongoing bridge painting construction. He developed a conceptual design to have the camera support mount directly to the bridge pier cap instead of the bridge's steel members to reduce maintenance. He also oversaw the analysis report, developed plans, specifications, and provided cost estimates.
2007 – 2010	East Baton Rouge, I-12 Ramp Metering Design and Implementation, East Baton Rouge Parish, LA Engineer. Jonathan provided signal layout design support, quality control and fiber optic communications design for 16 ramp meters in the Baton Rouge area, including plan layouts, fiber allocations, and technical specification. He also handled construction administration, fiber inspection, fiber test review, and integration coordination. This was the first implementation of ramp metering in the state.

Intelligent Transportation Systems LLC Diane Hammonds, P.E., PTOE, RSP1 Years of experience with this firm/employer 2 Senior Traffic Engineer Years of experience with other firm(s)/employer(s) 20 Degree(s) / Years / Specialization Bachelor of Science / 2002 / Civil Engineering, University of New Orleans Active registration number P.E.0040749 / LA / Exp. 9/30/24 | PTOE 7113 / Exp. 12/19/25 | RSP1 798 / Exp. 3/14/25 state / expiration date 2004(PE): 2009(PTOE); P.E./Civil, PLS, PTOE Year registered Discipline 2010(PLS) Contract role(s) / brief description of responsibilities Traffic Engineer / Diane will support the Traffic Engineering Analysis tasks. Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", **Experience dates** "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable (mm/yy–mm/yy) MPR(s). LADOTD, ITS Maintenance (44-7102. 44-16811), Statewide, LA | Principal. Diane serves as a firm Principal for the existing ITS Maintenance Retainer. Her role includes overseeing the management of the contract to ensure that the 6/22 - Ongoing project tasks are completed on time and within budget. She works with the project team on managing resources, providing required trainings and certifications, and allocating equipment. LADOTD, Contract for Replacement of Fifteen Bridges, District 08, LA | Project Manager and Engineer of Record. Diane is serving as the Project Manager and Engineer of Record for this contract. The firm's work on this project includes the development of temporary traffic control plans and a Traffic Management Plan (Levels I-IV, varies) for the 7/22 – Ongoing replacement of 15 different isolated rural bridges located in the boundaries of LADOTD District 08. The detour plans for each location are unique but collectively include the design and operation of temporary traffic signals, temporary detour roadways, and temporary bypasses using existing state routes. LADOTD, LA-93 at Westgate Signal (Scott), District 3, LA | Project Engineer. Diane served as the Project Engineer for the modification of the intersection to add a traffic signal. The temporary traffic signal at the intersection was needed as part of a traffic control plan and detour route to accommodate traffic during construction and closure of an adjacent 8/19 - 3/20 roadway. Diane prepared the volumes forecasting and capacity analysis as well as report documentation, and signal design. The approval coordination included the LADOTD District 03 and Headquarters Traffic Engineering Staffs and the Lafayette Consolidated Government. LADOTD, LA-93 (Westgate Road) at Eraste Landry Road (Scott), Dirtsict 3, | Technical Lead, Analyst, & Design Engineer. Diane served as the Technical Lead, Analyst and Design Engineer for the modification of the intersection to add a traffic signal. The temporary traffic signal at the intersection was needed to accommodate traffic during 8/19 - 5/22construction which resulted in an adjacent roadway closure. Diane prepared the volume forecasting and capacity analysis as well as report documentation, and signal design. The approval coordination included the LADOTD District 03 staff as well as Headquarters and the Lafayette Consolidated Government.

16. Staff Experience:

16. Staff Experience: Intelligent Transportation Systems, LLC

Kimberly McDaniel, P.E., PTOE, PTP Senior ITS Systems Engineer			Years of experience with this firm/employer	2		
SIN 19				Years of experience with other firm(s)/employer(s)	19	
Degree(s) / Ye	ars / Specialization	Bachelo Master	or of Science / 2003 / Civil Eng of Science / 2005 / Civil Engin	ineering eering		
Active re sta	gistration number / ate / expiration date	P.E.003	2973 / LA / Exp. 9/30/25 PT0	DE 2072 / Exp. 10/02/25 PTP 802 / Exp. 3/14/25		
	Year registered	2007	Discipline	Civil		
Contract role(s) / b responsibilities	rief description of		Senior ITS Systems Enginee Engineering tasks.	r / Kimberley will support the ITS Analysis and Traffic		
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec	alificatio tion", et	ns relevant to the proposed c. Experience dates should	contract; <i>i.e.</i> , "designed drainage", "designed girders", cover the time specified in the applicable MPR(s).		
Career	Kimberly currently serves as Principal and Chief Executive Officer for Intelligent Transportation Systems LLC (ITS LLC). Most of her 20+ year career has been spent in the private industry as an engineering consultant; however, she served six years in public service at the Louisiana Department of Transportation and Development. While at LADOTD, Kimberly played a lead role in the development of state laws (Revised Statutes), policies, and programs related to Access Management, Traffic Impacts, and Complete Streets. Kimberly's experience includes performing a variety of traffic impact studies, capacity analyses, safety analyses, corridor studies, access management evaluations, environmental assessments, and pedestrian studies. She also has experience in roadway design including the design of facilities for bicyclists and pedestrians and the development of traffic contro					
7/22 – Ongoing	LADOTD, Task Order - Connected & Autonomous Vehicles (C/AV) Team and Working Group Support, Statewide, LA <i>Policy Development.</i> Kimberly is assisting with the policy development components of the Connected & Autonomous Vehicles Team. The goal of this task order is to bring various practitioners together to assess Louisiana's current climate for the implementation of connected and autonomous vehicles (C/AV), begin developing projects to make the state's infrastructure and regulations ready for C/AV deployment, create public information programs, determine infrastructure needs, propose laws and regulations statutes, and determine other mechanisms necessary to prepare the State of Louisiana for the integration of connected and autonomous vehicles on the state's highways and roadways.					
5/22 – Ongoing	LADOTD , ITS Maintenance (44-7102. 44-16811) , Statewide , LA <i>Principal</i> . Kimberly serves as a firm Principal for the existing ITS Maintenance Retainer. Her role includes overseeing the management of the contract to ensure that the project tasks are completed on time and within budget. She works with the project team on managing resources, providing required trainings and certifications, and allocating equipment.					
7/22 – Ongoing	certifications, and allocating equipment. LADOTD, Contract No. 4400021887 – Contract for Replacement of Fifteen Bridges, LADOTD District 8, LA Principal. Kimberly serves as the Principal for this contract. The firm's work on this project includes the development of temporary traffic control plans and a Traffic Management Plan (Levels I-IV, varies) for the replacement of 15 different isolated rural bridges located in the boundaries of LADOTD District 08. The detour plans for each location are unique but collectively include the design and operation of temporary traffic signals, temporary detour roadways, and temporary bypasses using existing state routes.					

16. Staff Experience: Atlas Technical Consultants

Aus Syste	stin Provost ems Engineering Desi	gner	Years of experience with this firm/employer Years of experience with other firm(s)/employer(s)	10 25			
Degree(s) / Ye	ears / Specialization	Bachelor of Scie	ence / 1994 / Civil Er	ngineering	I		
Active re sta	gistration number / ate / expiration date	NA					
	Year registered	NA	Discipline	NA			
Contract role(s) / bri	ef description of res	ponsibilities	Systems Engineer	ing Designer / Austin will support the ITS Analysis tasks.			
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersed MPR(s).	alifications relev ction", etc. Exper	ant to the propose ience dates should	ed contract; <i>i.e.</i> , "designed drainage", "designed girders d cover the years of experience specified in the applicab	", ie		
Career	Austin has over 25 years of consulting and contracting experience in the public and private sectors with traffic, transportation, and Intelligent Transportation Systems (ITS) projects. He has worked in virtually all phases of project development, including planning studies, preliminary and final design, construction, systems integration, operations, and maintenance of ITS projects on toll roads, freeways, and arterial street systems. He has extensive experience on Illinois Tollway and Illinois Department of Transportation (IDOT) ITS contracts. Austin has also served in multiple capacities on several contracts for the Wisconsin Department of Transportation (WisDOT) and performed numerous ITS tasks that include conducting an engineering peer and technical review of the WisDOT's I-94 N/S ITS FTMS final design and contract plans. This review assessed the preparedness or readiness and developed a roadmap to facilitate ease of deployment and transition to future comparted and autonomous ushiele (CAV) technology applied to the transition to future appreciate and eutonomous ushiele (CAV) technology applied to facilitate ease of deployment and transition to future comparted and autonomous ushiele (CAV).						
6/15 – 10/19	Illinois Department of Transportation (IDOT), Statewide ITS Architecture and Strategic Plan Update, Statewide, IL <i>Project Manager.</i> Atlas was the prime consultant leading IDOT's efforts to update the Statewide ITS Architecture and Strategic Plan including Regional ITS Architecture support. Atlas worked directly with statewide operations groups to define systems, plans, and objectives to coordinate into the strategic plan. This work included identification of ITS integration opportunities impacting ATMS and ATIS activities, as well as consideration for connected and autonomous vehicle initiatives						
1/19 – 6/20	Chicago Metropolitan Agency for Planning, Regional ITS Architecture Update and Communications Whitepaper, Chicago, IL <i>Project Executive</i> . Austin was the Principal for the Northeastern Illinois ITS Architecture update which included stakeholder outreach, conversion from Turbo Architecture to RAD-IT, and the development of a communication assessment relative to ITS initiatives that included forward considerations for connected and autonomous vehicles						
11/19 – 12/21	Will County Division Project Executive. County's program in stakeholder outreace materials, bringing le Concept of Operation	on of Transportat Atlas developed I Integrated arterial a h and steering con eadership to the d ons (ConOps), and	tion, Intelligent Tra TS strategies to sup and local roads with mmittee activities th liscussions that prov d the ITS Opportunit	nsportation System Study, Will County, Illinois oport Will County's needs with regional goals and initiatives. V interstate operations. Atlas was an active part of the roughout the project including the development of presentati vided key outcomes for technology and strategy assessment ies Plan. Atlas led the ConOps task. The ConOps is a high-li	Will on , the evel		

	concept of operations that demonstrate how statewide, regional, county, municipal, and private organizations interact to operate and implement ITS technologies to meet countywide safety and mobility goals.
4/21 – 4/24	Illinois Department of Transportation, I-80 from Chicago Street to US Route 30; Briggs Street Interchange, Phase II Engineering Services, Will County, IL <i>Project Manager</i> . Project Manager for Phase II engineering services for the improvement of I-80 from Chicago Street to US 30, Richards Street Interchange, and Briggs Street Interchange. The overall team scope included adding and reconstructing auxiliary lanes, necessary structure replacements, and roadway widening within the project limits. The Briggs Street interchange work included replacing/widening the Briggs Street structure over I-80 and reconstructing the ramps.
11/18 – 10/27	Illinois State Toll Highway Authority, ITS and Lighting Installation, 95th Street to Balmoral Avenue, Cook and DuPage Counties, IL <i>Project Manager</i> . Atlas, as a subconsultant, is providing technical support and professional Phase II engineering services from Advanced Engineering Studies (AES) through final design and construction contract bid advertisement for the Intelligent Transportation Systems (ITS) in conjunction with the Tri-State Tollway (I-294) project between 95th Street and Balmoral Avenue. Atlas will lead the design efforts for the active traffic management (ATM) gantries and dynamic message signs (DMS) components.
7/12 – 6/17	Illinois State Toll Highway Authority, I-90 Jane Addams Memorial Tollway Smart Corridor and ITS Planning and Design, I-294 to Elgin (East Corridor) – DCM and DSE Services, Northeastern Illinois, Great Chicago Area <i>Project Manager.</i> for the planning and design of a "smart corridor" concept focused primarily on that portion of the Tollway corridor, east of the Elgin toll plaza. The smart corridor construction project was over \$25 million and constructed over three years. Work tasks included a development of design concepts and renderings for various operational alternatives, including Active Traffic Management (ATM) and a Managed Lane, and assessments of ITS equipment and components to determine compatibility with Tollway requirements. Atlas took the lead for the development of the Concept of Operations for the I-90 Smart Corridor including the ATM deployment. Atlas also conducted an evaluation of the potential for a connected vehicles deployment in this corridor, either as an Affiliated Test Bed or pilot deployment.

Atlas Technical Consultants Brandon DeJean, P.E., PTOE Years of experience with this firm/employer 2 Senior Traffic Engineer Years of experience with other firm(s)/employer(s) 14 Degree(s) / Years / Specialization Bachelor of Science / 2007 / Civil Engineering Active registration number / P.E. 37234 / LA / Exp. 9/30/24 | PTOE 4721 state / expiration date Year registered 2012 **Civil Engineering** Discipline Contract role(s) / brief description of responsibilities Traffic Engineer / Brandon will support the Traffic Engineering Analysis tasks. Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", **Experience dates** "designed intersection", etc. Experience dates should cover the years of experience specified in the applicable (mm/yy–mm/yy) MPR(s). Brandon has over 15 years of experience in consulting and state government, including more than ten years with Career LADOTD's Traffic Engineering Division. This includes preparing corridor studies, interchange modification reports, interchange justification reports and traffic impact studies. Gwinnett County DOT, Jimmy Carter Blvd (SR 140) at I-85 Interchange Modification Report & Regional Traffic Study, Gwinnett County, GA | Project Manager & Task Lead. Task lead for a regional traffic study and IMR. The Jimmy Carter Blvd corridor and the existing I-85 diverging diamond interchange is central to the study area and serves as a critical north-south alternative route to the I-285 Atlanta Perimeter loop. The regional study includes evaluation of 78 11/23 – Ongoing signalized intersections along several major arterials. Tasks include data collection; review of planning and background information to develop project purpose and need; operational analysis using HCS, Synchro, & VISSIM; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis. Gwinnett County DOT, Pleasant Hill Road at I-85 Interchange Modification Report, Gwinnett County, GA | Project Manager & Task Lead. Task Lead for preparing an IMR. The study includes the evaluation of the existing Pleasant Hill corridor and the I-85 diverging diamond interchange as well as the adjacent Steve Reynolds Blvd at I-85 interchange. 11/23 – Ongoing Tasks include data collection; review of planning and background information to develop project purpose and need; operational analysis using HCS, Synchro, & VISSIM; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis. Cobb County DOT, Cobb Parkway (US 41) at McCollum Parkway Realignment, Kennesaw, GA | Task Lead. Performing operational analysis with Synchro and VISSIM to assess the potential realignment of McCollum Pkwy, Kennesaw Due West Rd, and Old US 41 Hwy along approximately 1.5 miles of US 41/Cobb Pkwy. US 41/Cobb Pkwy, a primary arterial parallel to I-75, connects residential, retail, commercial, and industrial areas. McCollum Pkwy links Cobb 2/23 - OngoingPkwy and I-75 to Cobb County International Airport. Consideration is given to the proposed westward runway extension and impacts on Old US 41. Scope includes data collection, operational analysis, active transportation evaluation, alternative analysis, concept layouts, cost estimation, and final report.

16. Staff Experience:

1/23 – Ongoing	LADOTD, H.013284 Mississippi River Bridge South: LA 1 to LA 30 Connector, Baton Rouge, LA <i>Traffic QA/QC.</i> <i>QA/QC</i> for traffic study deliverables. The project includes a new Mississippi River bridge crossing with interchanges at LA 1 and LA 30. Traffic study tasks include data collection, traffic forecasting, existing and no build analysis, alternative analysis, and final report.
7/22 – 11/22	Clayton County, Conley Road Interchange Feasibility Study, Clayton County GA <i>Traffic Task Lead</i> Task Lead on study of a new Conley Road interchange at I-285 to provide direct access from I-285 to Hartsfield-Jackson Atlanta Airport's International Terminal. The study covered a 3.5-mile of I-285, including interchanges with South Loop Road, I-75, US 41, and SR 54. Tasks included data collection, HCS freeway segment analysis, Synchro signalized intersection analysis, comparison of alternatives.
6/13 – 7/22	LADOTD, H.003931 I-10 Calcasieu River Bridge, Calcasieu Parish, LA <i>Traffic Task Lead</i> . Task Lead for IJR. Project includes replacement of the I-10 Calcasieu River Bridge, I-10 widening from I-210 to I-210, and interchange modifications. Study area included nine miles of I-10 corridor from PPG Dr to US 171 as well as corridors and interchanges of PPG Dr, Sampson St, Ryan St, and Enterprise Blvd. Tasks included data collection, operational analysis using VISSIM and Highway Capacity Software (HCS7), critical geometry, safety analysis, and final report to discuss findings & recommendations. prepared in conjunction with the NEPA process to satisfy FHWA's 8 Interstate Access Policy Points and LADOTD EDSMs & guidelines.
5/15 – 7/21	LADOTD, H.003915 I-49 Inner City Connector, Caddo Parish, LA <i>Traffic Task Lead</i> . Task Lead for IJR and IMR prepared in support of an Environmental Impact Statement. Project includes the proposed connection of I-49 through Shreveport from I-220 to I-20, the modification of the two major freeway to freeway interchanges, and the addition of service interchanges at Hearne Ave and Ford St. The combined study area and analysis includes approximately 7.5 miles of the I-49 corridor from LA 3194 to Hollywood Ave, 3.5 miles of the I-20 corridor from US 79 to Diamond Jacks Blvd, 3 miles of the I-220 corridor from LA 173 to US 171 and a total of 14 interchanges. Tasks included data collection, operational analysis of freeway facilities and arterials using Highway Capacity Software, preparation of a final report to discuss findings and recommendations. The reports were prepared in conjunction with the NEPA process and to satisfy FHWA policy requirements for interstate access change requests and LADOTD EDSMs and guidelines.
3/15 – 4/17	LADOTD, H.003370 I-220 at I-20 Interchange Improvements & Barksdale Air Force Base Access, Bossier Parish, LA <i>Traffic Task Lead.</i> Task Lead for IMR. The project included modification of the I-20 at I-220 interchange and extension of I-220 to a new base entry control facility. The study area and analysis included I-20 and interchanges as well arterial corridors connected to multiple existing base entry control facilities. Tasks included data collection, operational analysis of study area freeway facilities and arterials using Highway Capacity Manual-based software, volume redistribution, special methodology for base entry facility operations, Tier 1 Analysis, Final Alternative Analysis, and report writing with documentation.

16. Staff Experience: Atlas Technical Consultants

Dan Meier, P.E. Senior Systems Engineer				Years of experience with this firm/employer	12	
				Years of experience with other firm(s)/employer(s)	7	
Degree(s) / Ye	ars / Specialization	Bachelor of Scie	nce / 2010 / Civil Er	ngineering		
Active re sta	gistration number / ate / expiration date	P.E. 062-068291	1 / IL / Exp. 11/31/2	5		
	Year registered	2016	Discipline	Civil Engineer		
Contract role(s) / bri	ef description of res	ponsibilities	Senior Systems E Specifications and	ngineer / Dan will provide support for the Engineering Plans, Construction Estimates tasks.		
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec MPR(s).	alifications relev tion", etc. Exper	ant to the propose ience dates should	ed contract; <i>i.e.</i> , "designed drainage", "designed girders d cover the years of experience specified in the applicab	", le	
4/21 – 4/24	Illinois Department of Transportation, I-80 from Chicago Street to US Route 30; Briggs Street Interchange, Phase II Engineering Services, Will County, IL <i>ITS Engineer</i> . ITS Engineer for Phase II engineering services for the improvement of I-80 from Chicago Street to US 30, Richards Street Interchange, and Briggs Street Interchange. The overall team scope included adding and reconstructing auxiliary lanes, necessary structure replacements, and roadway widening within the project limits. The Briggs Street interchange work included replacing/widening the Briggs Street attructure event.					
11/18 – 10/27	Illinois State Toll Highway Authority, ITS and Lighting Installation, 95th Street to Balmoral Avenue, Cook and DuPage Counties, IL <i>ITS Engineer</i> . Atlas is providing technical support and professional Phase II engineering services from Advanced Engineering Studies (AES) through final design and construction contract bid advertisement for the Intelligent Transportation Systems (ITS) in conjunction with the Tri-State Tollway (I-294) project between 95th Street and Balmoral Avenue. Atlas will lead the design efforts for the active traffic management (ATM) gantries and dynamic message signs (DMS) components.					
7/12 – 6/17	Illinois State Toll H Design, I-294 to Elg Engineer. ITS Engin Tollway corridor, eas over three years. We alternatives, includir components to dete of Operations for the potential for a conne	ighway Authority gin (East Corrido neer for the planni st of the Elgin toll ork tasks included ng Active Traffic M rmine compatibility e I-90 Smart Corrido ected vehicles dep	y, I-90 Jane Addan or) – DCM and DSE ing and design of a plaza. The smart co la development of c lanagement (ATM) y with Tollway requi dor including the AT ployment in this corr	ns Memorial Tollway Smart Corridor and ITS Planning an Services, Northeastern IL, Great Chicago Area <i>ITS</i> "smart corridor" concept focused primarily on that portion of to prridor construction project was over \$25 million and construct design concepts and renderings for various operational and a Managed Lane, and assessments of ITS equipment ar irements. Atlas took the lead for the development of the Cond TM deployment. Atlas also conducted an evaluation of the idor, either as an Affiliated Test Bed or pilot deployment.	i d the cted nd cept	

16. Staff Experience: Atlas Technical Consultants

Dino Pampolina Senior ITS Designer				Years of experience with this firm/employer	2	
				Years of experience with other firm(s)/employer(s)	24	
Degree(s) / Ye	ears / Specialization	Bachelor of Scie	nce / Civil Engineer	ing Technology / Southern Polytechnic University		
Active re sta	gistration number / ate / expiration date	International Mu	nicipal Signal Assoc	ciation (IMSA) Traffic Signal Technician Field Level II		
	Year registered		Discipline			
Contract role(s) / bri	ef description of res	ponsibilities	Senior ITS Design Construction Estim	er. Dino will support the Engineering Plans, Specifications an nates tasks.	nd	
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec MPR(s).	alifications relev tion", etc. Exper	ant to the propose ience dates should	ed contract; <i>i.e.</i> , "designed drainage", "designed girders d cover the years of experience specified in the applicab	", le	
Career	Dino has 26 years of experience in traffic signal design, intersection improvements, and ITS design. He has been involved in over 225 traffic signal designs, several intersection improvement projects, 10 arterial ITS designs, 4 freeway ITS designs, 3 design-build projects, integration (logical networks and splicing diagrams), ITS master plans, utility coordination, sign and marking projects, railroad permits, concept reports, and cost estimating. He has served as project coordinator and project manager.					
4/19 — 6/20	West Lawrenceville, ITS Enhancement Project, Lawrenceville, GA Project Manager/Lead Design Engineer. Urban/rural management system that included 4.4 miles of 48 and 72 fiber optic communication systems, consisting of 6 CCTV cameras, and drop cables to 8 traffic signals. Updated the existing hub in the Cruse Rd fire station. An Ethernet communications topology was designated to incorporate into GDOT's NaviGAtor Advanced Traffic Management System (ATMS). Dino led the team for locations of CCTV cameras, layout of the 48 and 72 fiber trunk lines, utility coordination, preparation of plans, field plan reviews, ensuring quality of work, and keeping the team within budget and on schedule for					
5/17 – 11/18	SCDOT, I-85 Corridor ITS Master Plan – I-85, Greenville/Spartanburg, SC <i>Project Engineer.</i> Developed a plan to assist SCDOT with managing traffic conditions along I-85 corridor from just west of I-26 in Spartanburg to I-185 in Greenville, South Carolina. Responsible for design concept of additional devices, such as DMS signs, CCTV cameras, alternative routes for incident management, and cost estimates.					
4/13 — 7/15	GDOT, I-75 South I along a 12.5-mile se Counties. This syste lanes with toll gates lines, drop cables, C arterials. Prepared c	Janaged Lanes I oction of the revers m was one comp which included co CTV cameras, ch construction plans	Design/Build; Henr sible managed lanes onent of a design-bu oordination between angeable message , details, and railroa	y County, GA <i>Project Engineer</i> . Design of ITS field devices to I-75 and I-675 from SR 155 to SR 138 in Henry and Clay uild project, which included the addition of managed reversib GDOT and SRTA. It included the layout of fiber optic trunk s signs, video detection systems, and traffic signals along the d permits.	es /ton /le e	

9/17 – 5/18	 GDOT, Statewide Traffic Signal Design, Statewide, GA <i>Project Manager/Lead Designer</i>. Five-year, statewide traffic signal design contract. Four systems included 42 traffic signal upgrades. Led the team in development of project charter, field inventory, signal design, fiber optic communications design, plans production, utility coordination, environmental coordination, field plan review, development of details, special provisions, and cost estimates. Pedestrian accommodations included pedestal and push button design, pedestrian phasing, and crosswalk/curb ramp design. Medians, islands, and curb radii were improved where necessary to accommodate trucks and protect signal equipment. While ensuring quality of work, kept the team within budget and on schedule for each milestone.
9/18 – 10/21	SCDOT, On-Call Design Services, Statewide, SC <i>Project Lead Engineer</i> . Completed seventeen signal designs for Districts 2 and 3 under signal design services agreement. Also, prepared preliminary signal plans for elven traffic signals in Districts 3 and 4. Signal design included field inventories, utility coordination, right-of-way verifications, plan sheet preparation, quantities, specifications, and cost estimates.
2/16 – 9/21	ARDOT, On-Call Design Services, Statewide, AR Lead Traffic Designer. Most recently for a widening project along Hwy 5 from Hwy 183 to Pulaski County line which includes a traffic signal at the intersection of Stagecoach Rd and Bryant Parkway. That involves ADA ramps, LED signal heads, Flashing Yellow Arrows, LED countdown pedestrian signal heads, overhead signage and following ARDOT's standards, specifications, and MUTCD standards. On a previous project along the corridor of Kanis Rd, upgraded the signals at Kanis Rd and Shackelford Rd. and designed new signal at Kanis Rd and Center View Dr. Brought the Shackelford Rd. signal up to current ARDOT and MUTCD standards, specifications and CADD structures.
1/13 – 2/14	GDOT, Pleasant Hill Road ATMS, Phase 2, Duluth, GA <i>Project Engineer</i> . 2.7 miles of urban/rural management system from Fulton County Line to Buford Hwy interchange in Duluth along Pleasant Hill Rd. Project included 2.7 miles of 72 fiber optic communication systems, consisting of 7 CCTV cameras, and drop cables to 9 traffic signals. An Ethernet communications topology was designated to incorporate into the Georgia Department of Transportation's NaviGAtor Advanced Traffic Management System. Responsible for the locations of CCTV Cameras, layout of the 72-fiber trunk line, utility coordination, preparation of plans, attending monthly progress meetings, and field plan reviews.
6/02 – 9/03	GDOT, US 78 Signal System/ATMS Design, Gwinnett County, GA <i>Project Designer</i> . Six-mile corridor that included 15 traffic signal upgrades. Signal design included upgraded mast arm assemblies, higher visibility signal displays, upgraded cabinets, controllers and upgraded pedestrian signalization to meet ADA requirements. These improvements included video detection systems for increased corridor operations and illuminated street name signs for higher intersection visibility. Also designed a fiber optic communications system to interconnect all traffic signals, along with five existing CCTV cameras to be used for corridor monitoring and seven radar detection systems to provide speed and volume detection along this corridor.

16. Staff Experience:					
Atlas Technical Con	sultants				
Rol Senio	binson Nicol, I or Traffic Engineer	P.E., PTOE		Years of experience with this firm/employer	2
				Years of experience with other firm(s)/employer(s)	18
Degree(s) / Ye	ears / Specialization	Master of Science Bachelor of Science	ce / 2010 / Civil Eng ence / 2005 / Civil El	ineering ngineering	
Active re	gistration number /	P.E. 44455 / LA	/ Exp. 9/30/24 PT	DE 4070 / Exp. 7/18/25 IMSA Traffic Signal Technician Field	d
sta	ate / expiration date	Level III LADO	TD Traffic Engineer	ing Process & Report – Modules 1 -3	
	Year registered	2020 (LA) 2009 (GA)	Discipline	Civil Engineering	
Contract role(s) / bri	ef description of res	ponsibilities	Traffic Engineer /	Robinson will support the Traffic Engineering Analyses tasks	3.
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec MPR(s).	alifications relev tion", etc. Exper	ant to the propose rience dates shoul	ed contract; <i>i.e.</i> , "designed drainage", "designed girders d cover the years of experience specified in the applicab	,", ple
Career	Robinson's background includes traffic engineering, signal operations, Intelligent Transportation System (ITS) design signal design, strategic transportation planning, and roadway design. His experience includes traffic simulation, signat timing, signal design, ITS master planning and design, corridor evaluations, traffic impact analysis, interchange justification reports, geometric and staging design for rural and urban roadways, and drainage design. He is experier in managing traffic-responsive timing implementation that reacts to changes in traffic patterns and proactively adjusts timing plans accordingly. His technical skills include using HCS, Synchro, MaxTime, Tactics, ATSPM, MicroStation, CORSIM, VISSIM, and Transmodeler, and HCS software to perform signal timing, traffic analysis, and simulation				
10/13 – 11/21	GDOT, Regional Tr actively managed, o corridors throughout Ponce de Leon Aver Ponce de Leon, US Robinson optimized Downtown Atlanta. I included maintaining conducting preventa in the field and centr time studies. He also DeKalb County, Gw	raffic Operations perated, and main the metro Atlanta nue, Moreland Av 78, SR 124, and signal systems of He conducted traf g an inventory of s ative maintenance rally, collecting per o provided event to innett County, and	Program (RTOP2) ntained the program a area. This included renue, SR 10, South North Druid Hills, all n commuter routes fic engineering stud signal equipment, per and installing new erformance measure monitoring and coor d GDOT.	, Metro Atlanta, GA Corridor/Zone Manager . Robinson i's more than 500 traffic signals on regionally significant d 300+ traffic signals along Memorial Drive, Covington Highw Candler Street, Hugh Howell, Mountain Industrial Blvd, E. of which are major commuter routes into metro Atlanta. to reduce congestion and improve commutes to and from ies for operations, phasing, and safety. His responsibilities erforming signal timing, troubleshooting and repairing hardwa signal and ITS equipment. Robinson managed the corridor to such as equipment failures, repairs, throughput, and travel dinated with local stakeholders, including the City of Atlanta,	vay, are, both I
5/14 – 8/16	MTOP, Traffic Sign operating and maint field inventories, trou upgrades, conductin	al Timing, Atlant aining 100 traffic ubleshooting malf ng traffic signal ma	ta, GA <i>Traffic Eng</i> signals in a grid net functioning signal ar aintenance, and dev	Jineer . Provided traffic engineering services in support of work in Midtown Atlanta. The project consisted of conducting ad communications equipment, performing signal repairs and reloping/implementing signal timing plans.	3

5/11 – 5/14	GDOT, Prioritized Regionwide Signal Retiming, Metro Atlanta, GA <i>Project Manager and Quality Control Traffic Engineer</i> . Robinson managed reviews and quality control for signal retiming projects along state routes in the Metro Atlanta region. He helped develop, implement, maintain, and coordinate signal timing plans along regionally significant arterials in the metro Atlanta area. He worked closely with GDOT and the local maintaining agencies to successfully complete work for this on-call contract. They implemented and maintained timing plans for close to 400 traffic signals throughout the metro Atlanta area. Tasks included field inventories, equipment installations, development of timing plans, development of intersection inventory diagrams, controller testing of the database, and performance monitoring.
1/08 – 5/11	GDOT, Metro Signal Timing, Metro Atlanta, GA <i>Traffic Engineer</i>. Optimized signal timings along state routes in the Metro Atlanta region. Corridors included in the project were SR 92 (Douglas County), Northside Drive (Fulton County), SR 85 (Clayton County), and SR 120 (Gwinnett County). Conducted field inventory of existing roadway geometry, signal phasing, signal operation and traffic congestion. Utilizing the Synchro signal timing software program, office fine-tuned signal timings were developed. After entering signal timings into Actra (2070) controller software, signal timings were field fine-tuned, which involved monitoring and adjusting signal timing until optimized. Traffic responsive thresholds and timing operation were developed, monitored and adjusted to improve traffic flow along corridors.
11/23 – Ongoing	Gwinnett County DOT, Jimmy Carter Blvd (SR 140) at I-85 Interchange Modification Report & Regional Traffic Study, Gwinnett County, GA Traffic QA/QC. Traffic QA/QC for a regional traffic study and IMR. The Jimmy Carter Blvd corridor and the existing I-85 diverging diamond interchange is central to the study area and serves as a critical north-south alternative route to the I-285 Atlanta Perimeter loop. The regional study includes evaluation of 78 signalized intersections along several major arterials. Major tasks consist of data collection; review of planning and background information to develop project purpose and need; operational analysis using HCS, Synchro, & VISSIM; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis.
11/23 – Ongoing	Gwinnett County DOT, Pleasant Hill Road at I-85 Interchange Modification Report, Gwinnett County, GA Traffic QA/QC. Traffic QA/C for preparing an IMR. The study includes the evaluation of the existing Pleasant Hill corridor and the I-85 diverging diamond interchange as well as the adjacent Steve Reynolds Blvd at I-85 interchange. Major tasks consist of data collection; review of planning and background information to develop project purpose and need; operational analysis using HCS, Synchro, & VISSIM; safety analysis; environmental screening for NEPA considerations; alternative concept layouts; cost estimates; and benefit-cost analysis.
2/23 – Ongoing	Cobb County DOT, Cobb Parkway (US 41) at McCollum Parkway Realignment, Cobb County, Kennesaw, GA <i>Project Manager.</i> Technical lead for traffic study to assess the potential realignment of McCollum Pkwy, Kennesaw Due West Rd, and Old US 41 Hwy along approximately 1.5 miles of US 41/Cobb Pkwy. US 41/Cobb Pkwy, a primary arterial parallel to I-75, connects residential, retail, commercial, and industrial areas. McCollum Pkwy links Cobb Pkwy and I-75 to Cobb County International Airport. Consideration is given to the proposed westward runway extension and impacts on Old US 41. Scope includes data collection, operational analysis, active transportation evaluation, alternative analysis, concept layouts, cost estimation, and final report.

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16. Staff Experience: Atlas Technical Consultants



Scott Lee, P.E. **ITS Engineer**

Years of experience with this firm/employer

Years of experience with other firm(s)/employer(s) 22

Degree(s) / Years / Specialization		Bachelor of Science / 1993 / Civil Engineering				
Active re sta	gistration number / ite / expiration date	P.E. 0047399 / I	_A / Exp. 3/31/25			
	Year registered	2022	Discipline	Civil Engineering		
Contract role(s) / brid	ef description of res	ponsibilities	ITS Engineer / Sco	tt will support the ITS Analysis tasks.		
Experience dates (mm/yy–mm/yy)	Experience and qu "designed intersec MPR(s).	alifications relev tion", etc. Exper	ant to the propose ience dates should	d contract; <i>i.e.</i> , "designed drainage", "designed girders", I cover the years of experience specified in the applicable		
6/15 — 10/19	Illinois Department Project Engineer. Regional ITS Archite objectives to coordir ATMS and ATIS act	t of Transportation Atlas led IDOT's ecture support. So nate into the strate ivities, as well as	on (IDOT), Statewic efforts to update the cott worked directly v egic plan. This work consideration for co	le ITS Architecture and Strategic Plan Update, Statewide, IL Statewide ITS Architecture and Strategic Plan including with statewide operations groups to define systems, plans, and included identification of ITS integration opportunities impacting nnected and autonomous vehicle initiatives.		
1/19 – 6/20	Chicago Metropolitan Agency for Planning, Regional ITS Architecture Update and Communications Whitepaper, Chicago, IL <i>Project Manager</i> . Project Manager for the Northeastern Illinois ITS Architecture update which included stakeholder outreach, conversion from Turbo Architecture to RAD-IT, and the development of a communication assessment relative to ITS initiatives that included forward considerations for connected and autonomous vehicles.					
11/19 – 12/21	Will County Division of Transportation, Intelligent Transportation System (ITS) Study, Will County, IL <i>Project Engineer</i> . Atlas developed ITS strategies to support Will County's needs with regional goals and initiatives, as part of the AECOM team. Will County's program integrated arterial and local roads with interstate operations. Atlas was an active part of the stakeholder outreach and steering committee activities throughout the project including the development of Presentation materials, bringing leadership to the discussions that provided key outcomes for technology and strategy assessment, the Concept of Operations (ConOps), and the ITS Opportunities Plan. Atlas led the ConOps task. The ConOps is a high-level concept of operations that demonstrate how statewide, regional, county, municipal, and private arganizations interact to operate and implement ITS technologies to meet ecuntary and metality acels.					
11/18 – Ongoing	Illinois State Toll H DuPage Counties, services from Advar the Intelligent Trans and Balmoral Avenu message signs (DM	ighway Authorit IL <i>Project Engi</i> aced Engineering portation Systems ie. Atlas will lead S) components.	y, ITS and Lighting neer. Atlas is provid Studies (AES) throu s (ITS) in conjunction the design efforts fo	Installation, 95th Street to Balmoral Avenue, Cook and ing technical support and professional Phase II engineering gh final design and construction contract bid advertisement for n with the Tri-State Tollway (I-294) project between 95th Street r the active traffic management (ATM) gantries and dynamic		

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16. Staff Experience: Halff Associates



Jose Delgado, P.E., LEED AP, RCDD

ITS Engineer

Years of experience with this firm/employer

Years of experience with other firm(s)/employer(s)

Degree(s) / Ye	ars / Specialization	Bachelor of Science / 2002 / Electrical Engineering				
Active re sta	gistration number / ite / expiration date	P.E. 46151 / LA	/ 9/30/24			
	Year registered	2021	Discipline	Electrical Engineering		
Contract role(s) / b	rief description of re	esponsibilities	ITS Engineer / Jos Constructions Esti	e will support tasks for Engineering Plans, Specifications and mates.		
Experience dates (mm/yy–mm/yy)	Experience and qua intersection", etc. E	alifications releva Experience dates	nt to the proposed of should cover the ye	contract; <i>i.e.</i> , "designed drainage", "designed girders", "designed ars of experience specified in the applicable MPR(s).		
Career	Jose has experience Technology (ICT) pr projects. He has bee	e involved in techr ojects. Jose's exp en involved in the	nically challenging a perience includes ins MEP and ICT desig	nd sustainable demanding MEP and Information Communication ititutional, educational, industrial, commercial, and government-type n and construction management.		
3/14 – 9/14	Brasfield & Gorrie, LED Sign Improvements for New York Land Ports of Entry. Responsible for the Electrical Engineering and ITS design of the Massena and Champlain's NY LPOE LED signs improvements design. Designed the Rainbow's NY LPOE LED sign improvement. A total of 34 LED signs were designed. The display at each LED sign was controlled from a remote building. This design-build project consisted of performing an assessment of the existing electrical and telecommunication infrastructure conditions, design, and construction administration. Designed the structural cabling system to accommodate the new signs' communication requirements. Specified network switches, fiber optic cabling, data copper cabling, and patch panels.					
11/15 – 5/16	City of McAllen, Anzalduas International Bridge. Responsible for designing electrical and ICT upgrades for the addition of two new vehicle lanes expansion. The electrical and ICT systems design included upgrades of the power distribution, new LED type lighting for two canopies, relocation of two 50-foot poles to clear the new lanes, power and data for new License Plate Readers, power and data for new Radiation Portal Monitors, fiber optic line extensions, coax cabling for surveillance cameras, telephone systems at new canopy booths, and power systems at two new booths.					
telephone systems at new canopy booths, and power systems at two new booths.1/13 - 11/16City of McAllen, New City Performing Arts Facility. Responsible for designing a new 1,800-seat performing arts bu with an estimated area of 93,470 sf. Electrical and ITS included two power distribution services with dedicated harmon mitigated transformers for the electronic and audio equipment, interior and exterior lighting systems, structured cablin control, surveillance cameras, intrusion detection, passive components for the television broadcast system, fire alarm voice evacuation system, 400kW emergency diesel generator, interconnections with a new fire smoke exhaust system integration of lighting systems to a Building Management System (BMS), layout of MDF & IDFs rooms, cable tray rou optic and copper cabling specification, Uninterruptible Power Supply (UPS) specification, and telephone demarcation						

16. Staff Experie	ence:					
Halff Associates		. <u> </u>				
Jo Sei	hn Gianotti, P nior ITS Engineer	?.Е.			Years of experience with this firm/employer	1
A.F.					Years of experience with other firm(s)/employer(s)	35
Degree(s) / Ye	ars / Specialization	Bachelor of Scie	ence / 1988 / Civil Ei	ngine	ering	
Active re sta	gistration number / ate / expiration date	P.E. 98019 / LA	/ 2/28/25 P.E. 797	30 / '	TX / 6/30/24	
	Year registered	LA 2024 / TX 1994	Discipline	ITS	Design	
Contract role(s) / b	rief description of re	esponsibilities	Senior ITS Engine	er/.	John will provide technical support during construction.	
Experience dates (mm/yy–mm/yy)	Experience and qua intersection", etc. E	lifications releva Experience dates	nt to the proposed should cover the ye	conti ars (ract; <i>i.e.</i> , "designed drainage", "designed girders", "des of experience specified in the applicable MPR(s).	igned
Career	John joined Halff in 2023 with 35 years of transportation experience, including 28 years with TxDOT. For the last 12 years, John worked at TransGuide – the TxDOT San Antonio Traffic Management Center (TMC), where he was involved with the planning, design, construction, and maintenance of the ITS systems in the San Antonio District. Prior, he spent four years in the San Antonio District Traffic Section where he worked in a wide variety of traffic engineering work, such as traffic signal warrant studies and traffic signal design, quality estimating, and signing and striping designs for PS&E projects as well as HSI (safety) projects. His experience also includes roadway and drainage design for highway projects, PS&E, highway construction management and inspection, ROW mapping and surveying, geotechnical lab experience, and project					the irs in ∩al as HSIF struction
1/21 – 3/23	TxDOT San Antoni 410 (IH 37) on the s be delayed due to fr identify the needs of miles), and the IH 37 truck traffic to be de The IH 37 route nee different criteria of e rather than just plac lines that could supp electrical lines, whic	o, IH 35 & IH 37 I outh side of San A equent crashes a f both corridors an 7 corridor is from layed or detoured ded several locat ach highway allow ing them at a set oly power for the e h would have bee	ITS Expansion. The Antonio. ITS covera- nd IH 37 is a hurricand how that related to IH 410 to LP 1604 (. The CCTV and DM ions of DMS and CO wed John to strategi interval. Two of the electrical services. T en a costly and time-	e ITS ge or ine c o the 3 mil 1S lo CTV f cally nitia hese cons	network on these two highways stopped at LP 13 (IH 35) in these corridors is critical because IH 35 heavy freight tra- contraflow evacuation route. John studied both highways to a ITS solution. The IH 35 corridor is from LP 13 to Von Orr es). IH 35 has a history of crashes just south of IH 410, can cations were critical for crash detection and detour inform for coverage in the event of a hurricane evacuation. Know place DMS and CCTV for the specific needs of each roac I locations had to be revised due to the lack of nearby elec- e revisions saved the project the expense of extending exi- suming step that would have delayed the project completic	and IH o ny (9 ausing ation. ing the dway ctrical sting on.
1/17 – 8/19	TxDOT San Antoni of 27 DMS and 14 C location to determine provide the power re	o, Rural ITS on I CCTV on IH 10 fro e whether electric equired for the DM	H 10 (San Antonio m San Antonio to S al service was avail IS and CCTV An a	to S heffie able dditic	heffield). John oversaw the design, construction, and operate of the second second second second second second second traveled to early and met with the local utility companies to confirm they compare the second secon	ration ch ould e cell

Page 55 of 107

	coverage and whether a T1 line was available for communication to TransGuide. After completion of the project, a majority of the locations were connected to the TxDOT ITS network by cell modems. This project established DMS and CCTV coverage on IH 10 for everyday and emergency traffic management purposes for the San Antonio, San Angelo, and Odessa Districts. This is the longest ITS project of its kind in TxDOT and has been invaluable in allowing TxDOT to monitor the IH 10 corridor.
8/21 – 3/23	TxDOT San Antonio, IH 35 NorthEast Expansion (NEX). The 19.5-mile IH 35 NEX project is comprised of several segments, with John as the TxDOT PM for the ITS design and construction on the Central project, a 9.5-mile, \$1.5B Design-Build project from I-410 North to FM 3009. Disruption of the existing TxDOT ITS infrastructure because of this Design-Build project which did not have traditional 30/60/90 reviews. The construction impacts to the existing fiber optic network, DMS, and CCTVs changed weekly and made it difficult to maintain ITS coverage through the project limits. John and his team realized quickly that the Design-Build contractor did not have a good understanding of how the TxDOT ITS network operated nor how to maintain the network during construction.
5/18 – 9/21	TxDOT San Antonio, IH 10 Reconstruction. This 5-mile project on the east side of town was completely reconstructed from a 4-lane to a 6-lane highway. There was no ITS in this section of IH 10 and a complete ITS system was added. However, the closest ITS fiber optic connection is 4 miles to the west inside of IH 410. A connection to the ITS fiber on IH 410 was not feasible due to funding and project limits. John and his team developed a connection to the IH 35 fiber trunkline through an existing ITS radio located just to the NE of this project. The IH 10/410 interchange project, under construction at the west end of the IH 10 reconstruction will add ITS fiber and conduit that provides a path to the existing ITS radio location. The IH 10 reconstruction had all ITS devices (DMS, CCTV, RVSD, an ATIS sign & Bluetooth) connected internally by fiber. To connect the two projects, the west end of the IH 10 project had a concrete fiber hub installed where ½ mile of fiber was stored. The 10/410 interchange project will take this stored fiber and connect it to the ITS radio. The construction timelines of both projects required a temporary solution (additional ITS radio) and an interim solution (1/2 mile of coiled fiber in a fiber hub).
5/23 – 3/24	TxDOT Austin, IH 35 ITS Design (SH 80 to RM 12). ITS Engineer responsible for the preparation and development of PS&E for ITS, roadway, lighting, drainage, and traffic signal design for IH 35 Mobility from north of RM 12 (Wonder World Drive) to SH 80 (Hopkins Street) in Hays County, Texas. The proposed project covered 2.5 miles of frontage road improvements and selective ramp and mainlane improvements.
3/20 – 10/22	TxDOT San Antonio, Advanced Traveler Information System (ATIS). John managed the TransGuide staff and oversaw the design, construction, and operation of the ATIS system. First, John and his team determined where the ATIS signs would be placed to give travelers the most time to decide on an alternate route. Each ATIS sign displays two routes and their travel times. Additionally, there are secondary signs on each route for when there are additional route options. This ATIS design was based on the travel time signs on the IH 35 signs north and south of Austin that identify times for the SH 130 alternate route. After several iterations, sign locations were selected based on studying the travel patterns of drivers passing through San Antonio. Additionally, some of the ATIS signs were in the construction limits of adjacent projects on IH 10, IH 35, and LP 1604. The respective projects required change orders to relocate the signs or add them to ongoing projects during construction. John and his team used LoneStar to implement and operate the system. This software uses algorithms to calculate travel times for each route based on INRIX data, automating the display of travel times on each sign.

16. Staff Experie	nce:					
Halff Associates						
Tracy Forester					Years of experience with this firm/employer	19
Ma	5				Years of experience with other firm(s)/employer(s)	17
Degree(s) / Ye	ars / Specialization	Associates / 198	2 / Computer Engin	eerir	ng	
Active res	gistration number / ite / expiration date	N/A				
	Year registered	N/A	Discipline	ITS	Design	
Contract role(s) / b	rief description of re	esponsibilities	ITS Designer / Tra	cy w	ill support the ITS Analysis tasks.	
Experience dates (mm/yy–mm/yy)	Experience and qua intersection", etc. E	lifications relevant xperience dates s	nt to the proposed of should cover the ye	onti ars o	ract; <i>i.e.</i> , "designed drainage", "designed girders", "desig of experience specified in the applicable MPR(s).	gned
Career	Tracy has experience in traffic operations, including fiber optic network and ITS design, construction, inspection, project management, maintenance, and all aspects of advanced traffic signal equipment. He has extensive experience in the highly technical and specialized areas of ITS, Transportation Management Center (TMC) design, and Advanced Transportation Management Systems (ATMS) spanning Texas, Alabama, Georgia, and Florida. Tracy has also served as the Traffic Signal Systems Manager for the City of Tallahassee while designing and overseeing the implementation of fiber optic communication for traffic signals throughout the City. Tracy's experience designing fiber optic networks for multiple municipalities and state transportation departments.					
2/20 – 10/21	FDOT Central Office, TSMO & Connected Vehicle Support. This project involved upgrades of the current US 90 (Mahan Drive) V2I Roadside Units (RSU) to V2X units encompassing communications between vehicles, pedestrians, and infrastructure. Existing field equipment was reviewed to identify potential conflicts or upgrades necessary to install V2X units.					
7/17 – 4/22	FDOT Central Offic the installation of 22 RTMC in Tallahasse use. This project inc connecting the regio Research Lab (TER Responsible for the device details, calcu multimode fiber optic bandwidth and supp Division (MCSAW).	e, Connected Ve intersections with e. One intersection luded the design a onal Transportation L) and FDOT Cen coordination betw lations, and fiber c cable to single-n orts both the FDC	hicle Signal Phase DSRC Radios com on will utilize DSRC and testing of conne m Management Cen tral Office to better een each of the FD optic network layout node fiber along US DT Florida ITS Opera	& T nector cted cted provi DT's Lea 90 in ation	iming. Responsible for this SmartCities project, which incled to On Board Units in the vehicles and fiber optic back to and cellular communications for vehicles, bikes, and peder vehicles to infrastructure. Lead Designer for a fiber optic r (RTMC) across Florida to the FDOT Traffic Engineering ide and facilitate data and video transmittance between site districts, preparation of construction plans, design docume ad Designer for construction plans to upgrade the existing n Lake City, Florida. The upgrade increases the available is Network (FION) and FDOT Motor Carrier Size and Weig	uded estrian network es. ents, ht

1/09 – 12/09	Bay County, Traffic Management Center (TMC). Responsible for the development of all construction contract documents, 77 miles of fiber optic cable connecting 108 traffic signals operating with 2070 controllers, and connecting to the TMC located at the County's new administration building. This project also included the installation of video cameras at 75 intersections, a 5,000 SF TMC facility with two center console workstations, and a two-story video wall. Other components of the system included DMS, permanent count stations, and custom software design features.
10/20 – 4/22	Okaloosa County, TMC Design. Responsible for designing a new TMC with a video wall. The TMC located adjacent to the existing EOC will include redundant servers and fiber optics for a robust communications system and provide communications to the Okaloosa EOC, FDOT District Office, and other regional TMCs. The expanded facility will include an Uninterruptable Power Supply and a backup generator to retain power to the TMC during power outages.
5/23 – Ongoing	Emerald Coast Regional Council, Regional TMC. Responsible for integrating technology into the Emerald Coast Regional Council's new TMC. This new building incorporated state-of-the-art technology in every aspect, from building security to the Traffic Management Center (TMC). The project included redundant servers for the TMC, turnkey solutions for IT devices throughout the building, and power and network distribution across the facility. Innovative solutions for ECRC branding featured holographic projectors, 360-degree conferencing, and immersive projectors. The TMC boasted one of the largest video walls in Florida, with over 85 monitors and a viewing area exceeding 85 feet. This facility operated autonomously for seven days, with backup water, power, and redundant connectivity sources.
3/16 – 7/16	FDOT Central Office, ITS Design-Build on I-10 . Responsible for the installation of 225 miles of fiber optic, 185 cameras, and other ITS devices. Along with providing construction project management, helped design and develop the construction plans for the project. This FDOT design-build project involved the design and installation of a 144-count fiber optic line, CCTV cameras, Microwave Vehicle Detectors, overhead Dynamic Message Signs, Highway Advisory Radio systems, and Bluetooth Travel Time Systems along 170 miles of I-10 and 60 miles of US 231 from Panama City to the Alabama State Line. This project included a network-wide Fiber Optic Network system, HAR, RWIS, TTS, DMS, and MVDS sensor deployment, as well as a new Regional Transportation Management Center with a new video wall.
7/22 – 5/23	FDOT Central Office, Flagler Weigh Station Mainline Screening. Responsible for designing an electronic trucking bypass system that allows trucks entering the state to be weighed once and then tracked throughout the state, enabling them to bypass other weigh stations. Trucks were monitored using a combination of Lineas quartz WIM sensors, static weigh scales, license plate readers (LPR), USDOT cameras, and lidar scanners. This state-of-the-art system saved commercial truckers and the FDOT time and money, made possible by the statewide fiber network designed by Halff.
12/11 – 7/12	City of Tallahassee, ITS. Responsible for developing the construction plans for the project, along with providing construction project management. This project involved a fiber optic network and video monitoring system, which included the installation of 25 miles of fiber optic, cameras, and other ITS devices throughout I-10 in Gadsden and Leon Counties. This project included the design and construction of a network-wide system sensor deployment to collect continuous volume, speed, and occupancy data, as well as the design and installation of a new Regional Transportation Management Center and a 2-story LED cube video wall.

16. Staff Experience: Halff Associates Years of experience with this firm/employer 2 Matt Thibault **ITS** Designer Years of experience with other firm(s)/employer(s) 14 Associates / 2009 / General Studies Degree(s) / Years / Specialization Active registration number / N/A state / expiration date **Discipline** ITS Design Year registered N/A ITS Designer / Matt will support the Engineering Plans, Specifications and Construction Contract role(s) / brief description of responsibilities Estimates tasks. Experience dates 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). (mm/yy–mm/yy) Matt has more than 16 years of ITS deployment experience. He has served as Lead ITS Designer on many FDOT District 2 projects including, the ATMS expansion along I-95 from Airport Boulevard to the Georgia state line, as well as the I-95 Widening from St. Johns County line to I-295. The ATMS expansion project extended over 17 miles and was designed in seven Career months. Matt is extremely familiar with the corridor, having designed the adjacent I-95 at SR 115 (MLK Parkway) interchange, which removed the exiting over-height detection system and added arterial dynamic message sign (ADMS), WWDS, and traffic signal interconnect. FDOT District 2, I-95 at SR 115 (Martin Luther King Boulevard) Interchange. Responsible for the ITS plans, design, and production. The scope of this project includes the final design of interchange safety and capacity improvements including 2/19 - 4/22raising the profile of I-95 over SR 115, replacement of the pedestrian bridge, and widening of I-95 and SR 115. The project will also remove the existing over-height detection system, and add Advanced Distribution Management Systems (ADMS), Wrong Way Driving (WWD) detection and warning system, and a traffic signal interconnect. FDOT District 2, 1095 ATMS Expansion. Responsible for this 17-mile expansion of the I-95 Advanced Traffic Management System (ATMS) from the Jacksonville International Airport to the Georgia State Line (\$4.5M construction). The design efforts included closed circuit television (CCTV), DMS, ADMS, microwave vehicle detection stations (MVDS), Bluetooth automated 9/16 - 4/17vehicle identification (AVI), associated fiber optic communications system, and electrical service. Matt was responsible for the ITS plans design and production. The design was completed (from concept to signed and sealed plans) in just seven months with zero comments on the final digital submittal. FDOT Central Office, Motor Carrier Size and Weight (MCSAW) Mainline Screening and ITS. Responsible for the ITS and signing and pavement markings (SPM) analysis, design, and production of the construction plans. The MCSAW Program 8/16 – Ongoing supports the design, construction, operations, and maintenance of more than 30 weigh stations throughout the State of Florida. This project focused on the ITS design as part of the five-year service contract to improve the capacity and efficiency of MCSAW facilities. Over the five-year duration of the contract, Matt led the design of ITS devices such as mainline size and

	weight pre-screening sensors, license plate readers, verification cameras, dynamic message signs, and fiber optic communications.
7/10 – 5/11	City of Orlando, ITS Design-Build Phase 1. Responsible for the design and preparation of ITS construction plans and utility adjustment plans, and for closed-circuit television and vehicle detection integration. This project involved the design of a new fiber-optic network, dynamic message signs (DMS), a vehicle detection system, traffic surveillance cameras, and enhanced traffic signal controllers. The scope of work included a geotechnical investigation, a survey, subsurface utility excavation, design, utility coordination, permitting, maintenance of traffic, demolition, construction, maintenance, testing, training, and integration of the network field devices and software.
3/14 – 5/15	FDOT District 7, I-75 Widening (SR 52 to Pasco County Line). Responsible for the ITS design including fiber optic communications, CCTV, DMS, MVDS, road weather information stations (RWIS), highway advisory radio (HAR), and electrical design. The scope of the project was for the final design and construction support services to widen I-75 from four to six lanes north of SR 52 to the Pasco/Hernando County line, approximately 8 miles in length.
5/23 – Ongoing	Emerald Coast Regional Council, Regional TMC. Responsible for integrating technology into the Emerald Coast Regional Council's new TMC. This new building incorporated state-of-the-art technology in every aspect, from building security to the Traffic Management Center (TMC). The project included redundant servers for the TMC, turnkey solutions for IT devices throughout the building, and power and network distribution across the facility. Innovative solutions for ECRC branding featured holographic projectors, 360-degree conferencing, and immersive projectors. The TMC boasted one of the largest video walls in Florida, with over 85 monitors and a viewing area exceeding 85 feet. This facility operated autonomously for seven days, with backup water, power, and redundant connectivity sources.
4/22 – 4/24	Walton County, ITS Master Plan. Responsible for developing an ITS Master Plan that includes solutions to create a more efficient transportation system throughout the county. The plan considers communications, traffic signal equipment, ITS devices, incident management, project prioritization, and a future Transportation Management Center. A technical Special Provision is being prepared to standardize traffic signal equipment, fiber optic cabling, and ITS devices for future County projects. Standardizing the equipment used in Walton County will help enhance the operation and maintenance of the transportation system.
11/22 – 2/24	Arkansas Department of Transportation, Wrong-Way Traffic Detection (WWTD) System. Responsible for planning and designing a WWTD system for 157 ramp locations across the state, including creating comprehensive ITS plans. These plans detail the system's layout, including maps, typical arrangements of the WWTD systems, alignment dates for main lanes and crossing roads, boundaries of construction zones, existing rights of way, and details of relevant roadway features within these rights of way.

16. Staff Experience: Halff Associates

Anthony Ragland, P.E. Senior ITS Engineer				Years of experience with this firm/employer			
					Years of experience with other firm(s)/employer(s)	30	
Degree(s) / Ye	ars / Specialization	Bachelor of Scie Associates / 199	Bachelor of Science / 2011 / Civil Engineering Associates / 1999 / Engineering				
Active re sta	gistration number / ite / expiration date	P.E. 48589 / LA	/ 9/31/24 P.E. 123	267 /	TX / 3/31/25		
	Year registered	LA / 2024 TX / 2016	Discipline	ITS	Engineering		
Contract role(s) / b	rief description of re	esponsibilities	Transportation Eng	ginee	er / Anthony will provide technical support during construct	tion.	
Experience dates (mm/yy–mm/yy)	Experience and qua intersection", etc. E	alifications releva	nt to the proposed of should cover the ye	conti ars o	ract; <i>i.e.</i> , "designed drainage", "designed girders", "desi of experience specified in the applicable MPR(s).	igned	
4/21 – 12/22	TxDOT Fort Worth, Wrong Way Driver Detection (WWDD) System. Responsible for overseeing the installation of WWD equipment, LED blinking signs, pavement markings, signing, and wireless communication equipment. The equipment was installed at several off-ramps between University Drive and AT&T Way. On SH 360 the majority of the construction consisted of the installation of low-mounted signs and raised pavement markers.						
12/22 – Ongoing	City of McKinney, Traffic Engineering. Responsible for the design of this project, including traffic signal design, sidewalk and pedestrian ramp design, and survey services at the Virginia Parkway/St. Gabriel Way intersection. The traffic signal design included an electrical service and controller cabinet for the signal, signal pole/mast arm assemblies on all four corners, ped poles on two corners, APS pushbutton units, radar vehicle detection and Opticom emergency vehicle detection, and illumination. Intersection improvements included realignment of the sidewalk on the northwest corner, installation of new ADA-compliant ped ramps on the southeast and southwest corners, and pavement markings and signage, including traffic signal advanced warning sign assemblies with flashing beacons for both Virginia Parkway approaches. The intersection and signal design tasks were conducted consistent with the City design standards.						
4/21 – 12/22	TxDOT Dallas, Transportation Engineer Supervisor. Daily oversight of over 24 employees involved in the construction and maintenance of traffic signals, illumination, and ITS. Supervised the budgets of traffic signal, illumination, and Traffic Control Plan maintenance contracts. Processed invoices from local municipalities that maintain illumination and traffic signals for TXDOT within their city limits per local agreements.						
5/17 – 4/21	TxDOT Dallas, Traffic Designer. Designed, signed, and sealed traffic signal, ITS, and Illumination plans. Was a project manager for TxDOT and consultant on PS&E projects.					t	
6/06 — 5/17	TxDOT Fort Worth, Traffic Operations. Collected field data, evaluated speeds based on data, and develor strip maps. Designed school zones. Twice served as interim Fort Worth District Railroad Coordinator. Revie Analysis and Studies for access management. Project Manager for ITS Wrong Way Driver project. Maintain monthly project records. Reviewed traffic control plans for roadway construction projects.					one Impact I	

16. Staff Experience: Halff Associates

0	
E.P.	
No.	
12	

Alex Reyna, P.E. ITS Engineer

Years of experience with this firm/employer	4
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Years of experience with other firm(s)/employer(s) 16

Degree(s) / Years / Specialization	Bachelor of Science / 2003 / Civil Engineering
Active registration number / state / expiration date	P.E. 101243 / TX / 3/31/25

Year registered TX / 2008			Discipline	ITS Engineering
Contract role(s) / brief description of responsibilities			ITS Engineer / Ale	x will support the ITS Analysis tasks.

Experience dates
(mm/yy-mm/yy)Experience and qualifications relevant to the proposed contract; *i.e.*, "designed drainage", "designed girders", "designed
(mm/yy-mm/yy)intersection", etc. Experience dates should cover the years of experience specified in the applicable MPR(s).

Career	Alex is experienced in a wide variety of traffic engineering work, such as traffic impact analyses, traffic signal warrant studies and design, traffic signal timing, microscopic traffic simulation modeling, and signing and pavement marking plans. He has dedicated his entire career to traffic engineering.

1/23 – Ongoing**TxDOT Austin, ITS Asset Management.** Responsible for identifying the ITS network within the district by providing a review of
as-builts and performing SUE Quality Level D, C, and B. He is assisting in reviewing the GIS files and KMZ of the project
status, and coordinating requests from Austin District to assign segments based on priority. The project consists of identifying
the ITS network within the district by providing a review of as-builts and performing SUE Quality Level D, C, and B. He is
assign segments based on priority. The project consists of identifying
the ITS network within the district by providing a review of as-builts and performing SUE Quality Level D, C, and B. Items
identified are vault locations, ground box, HUB stations, size of conduit, number of fibers, tracer wire, DMS, radio location and
power source.

City of Austin, Critical Safety Improvements. Responsible for tasks associated with traffic impact analyses, including data collection, trip generation, and intersection analyses. As part of the Austin Transportation Department's comprehensive safety analysis, Halff was requested to do a critical safety improvements analysis on six of the City's highest crash intersections. This effort involved reviewing historic crash information, analyzing data trends, and correlating outside influence and other factors to develop a series of City approved mitigation measures. Alex's team used Synchro, a traffic analysis software, to address concerns expressed by TxDOT and the City.

8/17 - 4/20
 8/17 - 4/20
 Circuit of the Americas, Major Events Traffic Operation. Responsible for managing traffic operations for MotoGP and F1 races at COTA. Met with TxDOT, the City of Austin, the Travis County Sheriff's Department, and stakeholders in preparation for every major event. Monitored and managed traffic operations from the COTA Command Center. Every race had a detailed schedule that would require traffic control plans to be adjusted and modified to meet traffic demand and minimize traffic delays to the roadway network. In coordination with TxDOT and the City of Austin, ITS Dynamic Message Signs and traffic signals were adjusted to meet the traffic demands. Provided recommendations for pedestrian walkways and shuttle operations.
 1/14 - 5/15
 City of Corpus Christi, Harbor Bridge Project I-37 IAJR. Developed several traffic simulation models to determine the existing, no-build, and forecasted conditions for the replacement of the existing Harbor Bridge and to reconstruct portions of US 181, Interstate Highway 37 (I-37), and State Highway 286 (SH 286, also known as the Crosstown Expressway). Used TSIS-

	CORSIM to perform capacity analysis of the network and TRAFVU, a microsimulation tool, to visually review the animation and to identify potential traffic concerns.
2/22 – Ongoing	City of Pflugerville, Traffic Signal Management. These projects include traffic signal design and intersection studies that required a detailed field inventory, coordination with the City, traffic signal plans, signal layout sheets, elevation sheets, quantity estimates, and pavement marking plans for the intersection of Weiss Lane and Pleasanton Parkway. Additionally, an intersection traffic study was performed at Heatherwilde Boulevard and Settlers Valley Drive, which included data collection, field observation, intersection analysis, and traffic signal warrants. Synchro traffic analysis software was used to address concerns expressed by City Staff.
6/22 – 2/24	TxDOT Austin, Advanced Planning Review. Responsible for providing project management and review of a design schematic, preparation and review of environmental documents and studies, review of permit procurement, data collection analysis, mitigation and remediation, traffic control, traffic projections, traffic engineering, and operations projects.
1/23 – Ongoing	TxDOT Austin, ITS Asset Management. Responsible for identifying the ITS network within the district by providing a review of as-builts and performing SUE Quality Level D, C, and B. He is assisting in reviewing the GIS files and KMZ of the project status, and coordinating requests from Austin District to assign segments based on priority. The project consists of identifying the ITS network within the district by providing a review of as-builts and performing SUE Quality Level D, C, and B. Items identified are vault locations, ground box, HUB stations, size of conduit, number of fibers, tracer wire, DMS, radio location and power source.

24-102 **Section 17**



17. Firm Experier	ice:			1				
Gresham Smith		Past Performance	Evaluation Disciplin	ie(s)* ITS				
LADOTD (ITS	b) Design and Imp	ementation Se	ervices	Firm respon	sibility (prime or sub?)	Prime		
Project number	Various	Owner's name	Louisiana Departmer	nt of Transporta	ation and Development			
Project location	Statewide, Louisiana		Owner's Proje	ect Manager	Lucy Kimbeng, P.E.			
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA 70802 / 225.379.2523 / lucy.kimbeng@la.gov							
Services commend	ed by this firm (mm/yy)	06/14	Total consultant co	ntract cost (\$ ⁴	1,000's)	\$1,014		
Services complete	d by this firm (mm/yy)	03/17	Cost of consultant	services provi	ided by this firm (\$1,000's)	\$1,014		
considerations for CA and cost estimates, p asset management a Ramp Meter Assess Control Software Proj East Baton Rouge Ci the project on track.	V and data analytics. Gresh rovided post-design suppor nd ITS business planning. I nent Study, and the System fect, the Signal Communica ty/Parish Project. Every SE	nam Smith provided s t, developed feasibility Jnder the ITS retainer is Engineering Analys tions Upgrade Phase A we've developed ha	ystems engineering ar y studies, and provided contract, we complete es (SEAs) for the Traff 1 Project, and the EVF is been approved by F	nalyses, develo d support for ed the I-12 fic Signal P Devices in HWA, keeping	 Scope Elements System Engineerin Business Plan Dev Engineering Plans, 	g Analysis		
As part of this project estimates for eight Pa and communications	, Gresham Smith developed an-Tilt-Zoom (PTZ) camera equipment along an eight-n	d design plans along v locations, a new Dyna nile segment of I-10 in	with specifications and amic Message Sign (D a crucial evacuation r	cost MS) and powe oute between	 Specifications and Construction Estim Technical Support Construction 	ates During		
New Orleans and Slid existing cameras and project also utilized th analyses were perform structure. It also incluing DMS, the first to be in bridge health monitor	dell Louisiana. This I-10 Twi DMS poles that were instance existing conduit originally med to ensure that the new ded a new front access LEI installed along the interstate ing equipment to the ITS ne	n Spans project includ led 10 years prior who installed within the st camera poles and DM D DMS enclosure, whi system in Louisiana. A etwork and TMCs. This	ded the design for the en the bridge was cons rructure of bridge. Deta MS poles could be insta ich required the desigr Additionally, Gresham s project stands as a g	removal of structed. This ailed structural alled on the ex of a butterfly of Smith incorpoi great example of	GIS Support Service isting foundations within the cantelever structure to support rated connections from the e of retrofitting new ITS technol	es bridge ort the LED existing blogy along		

existing infrastructure to create a fully comprehensive ITS system on the Twin Span bridges.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.

Firm members involved include: Bert Moore, Kendra McCoy, Christina Florez, Adrian Meads, Julian Bordelon, Meredith Cebelak, Rebecca Murray and Daniel Knott.

Relevance: ITS/Traffic Engineering Analyses, Engineering Plans, Specifications, & Construction Estimates, Technical Support During Construction, GIS Support Services, Project Management

Past Performance Evaluation Discipline(s)*

Gresham Smith		Past Performance	Evaluation Disciplin	ne(s)* ITS			
LADOTD, ITS Optic Mapping	Design and Imple g and Managemen	mentation Sei it (FOMM)	rvices: Fiber	Firm responsi	bility (prime or sub?)	Prime	
Project number	H.012381.5, H.012381.6, H.012816.2	Owner's name	Louisiana Departme	ent of Transporta	tion and Development		
Project location	Statewide, Louisiana	Owner's Project	Manager		Lucy Kimbeng, P.E.	ucy Kimbeng, P.E.	
Owner's address, phone, email	1201 Capitol Access Road	d, Baton Rouge, LA /	225.379.2528 / lucy.l	kimbeng@la.gov	,		
Services commence	d by this firm (mm/yy)	2016	Total consultant c	ontract cost (\$1	,000's)	\$1,273	
Services completed	by this firm (mm/yy)	2023	Cost of consultant (\$1,000's)	t services provi	ded by this firm	\$1,273	
Gresham Smith conducted a pilot project for LADOTD which included developing preliminary policies for the ITS Field Asset Management System (FAMS). Tasks included identifying and collecting data from LADOTD's fiber and communications system and field site equipment; recording data into the system asset information; and developing a template for gathering asset information along with sequence for which data is to be collected. Additional tasks included developing final requirements for inventory data collection, data collection schedule, data reporting requirements and QA/QC procedures. Gresham Smith delivered an evaluation report of how the pilot project was performed, summarizing the issues that arose and identifying how those issues were addressed during the process. As a result of this initial pilot project, LADOTD recognizes the value of the fiber optic asset management and has subsequently issued numerous additional work orders to map more of the LADOTD fiber optic network.							
 Policy Developm Ascension, East Baton Rouge, West Baton Rouge, Livingston, Terrebone, Lafayette, Pointe Coupee, St. Landry, Rapides, Tangipahoa, St. Tammany, St. John, and Orleans Parishes as well as the Shreveport and Houma regions. Policy Developm Data Collection F QA/QC Procedure 						nent Requirements ıres	
This database is useful when emergency maintenance is needed. LADOTD ITS contacted Gresham Smith to gather documentation from the database about OTDR reports and equipment layout when the Bert Kouns hub building at I-49 was heavily damaged. Gresham Smith was able to forward this information over to ITS staff to expedite emergency maintenance processes.						ges e Requirements Inventory Coordination	
Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.Data Conection ConFirm members involved include: Bert Moore, Kendra McCoy, Daniel Knott, Christina Florez, AdrianData EntryMeads, Kofi Ampofo-Twumasi, Jordan Fondja, Rebecca Murray and Julian Bordelon.GIS Support							

Relevance: GIS Support Services

Gresham Smith Past Performance Evaluation Category(ies)* 11S						
LADOTD, ITS Design and Implementation Services, I-12 Ramp Meter Upgrade				Firm responsibility (prime or sub?)		Prime
Project number	H.012374.5	Owner's name	Louisiana Department of Transportation and Development			
Project location	East Baton Rouge and Livingston Parishes, Louisiana	Owner's Project Manager			Lucy Kimbeng, P.E., PTOE	
Owner's address, phone, email	1201 Capitol Access Road, Baton Rouge, LA / 225.379.1143 / lucy.kimbeng@la.gov					
Services commenced by this firm (mm/yy)		10/16	Total consultant contract cost (\$1,000's)		\$70	
Services completed by this firm (mm/yy) 07/18		07/18	Cost of consultant services provided by this firm (\$1,000's)		\$70	

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

Gresham Smith was tasked with analyzing the existing Ramp Meter System along I-12 to determine if upgrades were needed. There were 17 ramp meters as part of the existing system.

Gresham Smith reviewed best ramp metering practices of other states, reviewed existing conditions, including traffic data, and geometric conditions, evaluated the existing ramp meter system and developed recommendations to improve LADOTD's existing ramp meter system.

Within this project, Gresham Smith evaluated a number of different types of detection equipment (including new emergent

technologies) as well as functions of both the Trafficware traffic signal controllers and the ATMS.now central traffic control software, that the state uses to manage the traffic signals in the field, in order to improve the efficiency and operations of the ramp meter system.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.

Firm members involved include Bert Moore, Meredith Cebelak, Christina Florez, Kendra McCoy, Rebecca Murray and Daniel Knott. **Relevance:** ITS/Traffic Engineering Analyses



Scope Elements

- Project Management
- Best Practices Review
- Existing Conditions Review
- Traffic Data Analysis
- Geometric Conditions Review
- Operational Improvements Recommendations
17. Firm Experience: Gresham Smith Past Perfor

Past Performance Evaluation Category(ies)* | ITS

TDOT ITS On-Call DMS Life Cycle Replacement Firm responsibility (prime or sub?) Prime NH-9900(132), **Project number** 99114-0130-44; **Tennessee Department of Transportation Owner's name** PIN 130358.00 **Project location** Tennessee. Statewide **Owner's Project Manager** Cam Morris, P.E. Owner's address. Tennessee Department Of Transportation, James K. Polk Building, Suite 1800, 505 Deaderick Street, Nashville, TN 37243 phone, email / 615.770.1778 / cam.morris@tn.gov Services commenced by this firm (mm/yy) 8/20 Total consultant contract cost (\$1,000's) \$331 Services completed by this firm (mm/yy) 12/20 Cost of consultant services provided by this firm (\$1,000's) \$331

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

Gresham Smith was tasked with design and bid document preparation services. The goal of the project was to develop bid documents consisting of special provisions, details for the DMS sign replacements, and tables depicting the DMS replacement plan per Region. This task included **Data Gathering** of the existing statewide DMS. Across TDOT's four regions, 181 DMS sites were inventoried and field verified. We developed template forms that were filled out via ArcGIS Survey123 on tablets to assist with the field verification and reporting process. The data was reviewed and **Replacement and Evaluation** was performed. As part of the evaluation, Gresham Smith developed specifications for acceptable alternative replacement DMS boards including a structural and electrical review to ensure existing foundations and electrical services had no issues performing with the new DMS. Gresham Smith also developed typical placement and installation details to assist TDOT with developing plans for specific DMS replacements as the equipment ages. **Bid documents** were prepared and **Prebid Services** are complete. This project is now under construction.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract. **Firm members involved include**: Christina Florez, Kendra McCoy, Julian Bordelon, Daniel Knott, Meredith Cebelak, and Matt D'Angelo.

Relevance: Engineering Plans, Specifications, & Construction Estimates, Technical Support During Construction, Project Management

Scope Elements

- DMS Inventories and Verification
- Data Collection
- Typical Detail and Technical Specifications Development
- Evaluation of Existing Infrastructure
- Project Management



	ILE.					
Intelligent Transpo	ortation Systems, LLC	Past Performanc	e Evaluation Disciplin	e(s)*	ITS	
Bonnet Carre	e ITS Upgrades			Firm r	responsibility (prime or sub?)	Sub
Project number	H.015137.1	Owner's name	Louisiana Departmer	nt of Tra	insportation and Development (LAD	OTD)
Project location	St John the Baptist, St Cha Jefferson Parishes, Louisia	arles and ana	Owner's Project Ma	nager	Ben Nichols	
Owner's address, phone, email	1201 Capitol Access Road	; Baton Rouge, LA 7	70802 / 225.379.1554 / I	ben.nicł	nolas@la.gov	
Services commend	ced by this firm (mm/yy)	6/23	Total consultant con	ntract o	cost (\$1,000's)	\$72.6
Services complete	d by this firm (mm/yy)	Ongoing	Cost of consultant s	service	s provided by this firm (\$1,000's)	TBD

ITS LLC is providing services related to the development of a Systems 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). ITS LLC assessed the existing ITS infrastructure which included a visual assessment and site inventory, communications assessment with OTDR testing, electrical assessments with voltage data recorders, and structural assessment based on observations and unmanned aerial vehicle (UAV/drone) imagery. An operational concept was developed by the project team which identified the roles and responsibilities of participating agencies and stakeholders as well as required LADOTD officials, Louisiana State Police, and the New Orleans Regional Planning Commission. The development of project physical architecture inovled the use of the System Engineering Tool for Intelligent Transportation (SET-IT).

Nature of firm's responsibility: Sub-Consultant Firm members involved include: Jonathan Fox Relevance: ITS Analysis

17 Eirm Experience



17. Firm Experience: Intelligent Transportation Systems, LLC Past Performance Evaluation Discipline(s)* ITS I-10 Scott to Lake Charles Firm responsibility (prime or sub?) Sub **Project number** H.0132561 Louisiana Department of Transportation and Development (LADOTD) Owner's name Acadia, Jeff Davis, and Calcasieu Parishes. **Project location** Owner's Project Manager Alaa Shams, P.E. LA Owner's address. 1201 Capitol Access Road; Baton Rouge, LA 70802 / 225.379.1497 / alaa.shams@la.gov phone, email 11/20 \$9.9 Services commenced by this firm (mm/yy) Total consultant contract cost (\$1,000's) Cost of consultant services provided by this firm (\$1,000's) Services completed by this firm (mm/yy) Ongoing TBD

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

ITS LLC provided support during construction for this project as a subconsultant. This included attending pre-construction and monthly progress meetings, repsonding to Requests for Inforamation (RFIs), reviewing equipment technical submittals, and attending construction layout visits at each site.

In the initial stages of the project, ITS LLC perform utility coordination tasks, FCC height assessments, and field assessments to location fiber and fiber pull boxes. Additionally, plans for construction were developed which indicated existing and proposed facilities for fiber optics and other communications conduit runs and hubs. Pole locations were evaluated and located such that guardrail would not be required. Generator options were identified and specified.



Once the project design was complete, ITS LLC began to perform CEI support. This effort is ongoing as the project is still under construction.

Nature of firm's responsibility: Sub-Consultant Firm members involved include: Jonathan Fox Relevance: Technical Support During Construction

Gresham Smith		Past Performance	e Eva	aluation Disciplin	e(s) * ITS			
I-24 MOTION	Test Bed				Firm respons	ibility (prime or sub?)	Prime	
Project number	N/A	Owner's name	Ter	nnessee DOT				
Project location	Nashville, TN			Owner's Proje	ect Manager	Lee Smith, P.E.		
Owner's address, phone, email	505 Deaderick Street, Suit	e 300, Nashville, TN /	615	.253.6705 / lee.j.s	mith@tn.gov			
Services commend	ced by this firm (mm/yy)	03/20	Tot	tal consultant co	ntract cost (\$1,	,000's)	\$439	
Services complete	d by this firm (mm/yy)	Ongoing	Cos	st of consultant s	ervices provid	led by this firm (\$1,000's)	\$302	

Describe the project including the firm's role and members involved. (Highlight members to be used in this proposal.) The I-24 corridor between Murfreesboro and Nashville is the location of Tennessee's first Integrated Corridor Management (ICM) project known as the I-24 SMART Corridor. The I-24 SMART Corridor integrates freeway and arterial facilities with technology and operational strategies to actively manage traffic. TDOT established the I-24 Mobility Technology Interstate Observation Network (MOTION) Test Bed within the I-24 SMART Corridor to better understand how new vehicle automation technologies and operational approaches impact real world driving scenarios. The Test Bed is a first of its kind in the US and recently supported the largest CAV test ever conducted in live traffic.

17. Firm Experience:

TDOT's I-24 Test Bed includes a 40-pole camera system generating 4K resolution video that is processed to create anonymous vehicle trajectory data. The Test Bed provides a mechanism for TDOT to partner with the research community and industry to better understand how connected and automated vehicles (CAVs) influence driver behavior and analyze the interactions between CAVs and general traffic. The Test Bed will also provide TDOT with a deeper understanding of how to optimize strategies such as ICM to influence traffic behavior.

Gresham Smith developed the Systems Engineering Analysis report that defines the needs, requirements, and ITS Architecture for the Test Bed. Additionally, Gresham Smith designed the I-24 MOTION test bed field infrastructure and provided support through the procurement and construction phases. We also provided guidance on test bed best practices, big data management, deployment strategy, public relations, and a business plan.

Construction of this project was funded by a CMAQ grant that Gresham Smith successfully wrote for TDOT. Gresham Smith is now supporting test bed operations, including outreach and oversight of experiments with industry, other states and researchers.

Nature of firm's responsibility: Prime Consultant; Overall responsibility for entire contract.

Firm members involved include: Matt D'Angelo, Meredith Cebelak, Christina Florez, Kendra McCoy. **Relevance:** CAV/Emerging Technology, Industry and University Partnerships, ITS/ Traffic Engineering Analyses, Engineering Plans, Specifications & Construction, Technical Support During Construction





17. Firm Experier	nce:				
Intelligent Transp	ortation Systems, LLC	Past Performance	e Evaluation Discipline	e(s)* ITS	
Lafayette Reg	gional ITS Archite	cture		Firm responsibility (prime or sub?)	Sub
Project number	H.014513	Owner's name	Louisiana Departmen	t of Transportation and Development (LAD	OTD)
Project location	Lafayette, LA		Owner's Project Mar	nager Lucy Kimbeng, P.E.	
Owner's address, phone, email	1201 Capitol Access Road	; Baton Rouge, LA 7	0802 / 225.379.2528 / I	ucy.kimbeng@la.gov	
Services commend	ced by this firm (mm/yy)	04/21	Total consultant cor	ntract cost (\$1,000's)	\$29.9
Services complete	d by this firm (mm/yy)	10/2022	Cost of consultant s	services provided by this firm (\$1,000's)	\$29.9

The scope of the Lafayette ITS Regional Architecture Project is to update to the regional intelligent transportation systems (ITS) architecture planning document for the Lafayette MPO area, located in southern Louisiana, and will guide the deployment of ITS in this region. The purpose for developing and maintaining a regional ITS architecture is to help implement systems that are relevant to user needs and furthermore to make projects or programs that come out of the process eligible for federal funds. By using the national ITS architecture framework, ITS LLC was able to advance facilitates integration and interoperability with other regional ITS architectures and deliver a system that meets stakeholder needs. All work performed conformed to the Federal Highway Administration (FHWA) Final Rule 940 Part 11 which mandates that projects planning to utilize federal dollars in their ITS deployments must have established an ITS Architecture for the region.

Within the regional architecture development, ITS LLC assisted the prime firm in the development of an ITS System Inventory to catalog the exisitng technology and coverage across the defined region. This included CCTV cameras, PTZ cameras, dynamic message signs, vehicle detection systems, queue warning systems, traffic signal systems, and all associated communications. In additional, the firm helped to identify "blind spots" that may benefit from additional CCTV coverage along both I-10 and I-49, two critical interstate corridors that bisect the Lafayette Region. Consideration was also given to the integration of connected and autonomous vehicles and the amount of existing ITS infrastructure that may support that growing trend.

System interfaces and operational concepts were evaluated and further developed for future expansion of the Region's ITS system capabilities and functionalities. Incident management, a critical component to ITS systems, was also included in the Architecture Update. And ITS Deployment Plan was then developed to inform stakeholder decision-making of outstanding needs of an ITS system for the Lafayette Region. Information flow and sharing is another element addressed in the Architecture Updates. Having strong agreement in place with interoparational agencies is key to the success of regional systems. The review of the region's ITS Maintenance plan was the final step in the update process.

Nature of firm's responsibility: Subconsultant Firm members involved include: Jonathan Fox Relevance: ITS Analysis Atlas Technical Consultants

ITS and Lighting Installation, 95th Street to Balmoral Avenue			Firm responsibility (prime or sub?)		Subcon sultant	
Project number	I-17-4308	Owner's name	Illinois State Toll Hig	ghway Authority		
Project location	Cook and DuPage Counties, Illinois	Owner's Project Ma	anager		Elyse Morgan	
Owner's address, phone, email	2700 Ogden Avenue; Dov	vners Grove, Illinois 6	0515; (630)-241-680	0; emorgan@ge	etipass.com	
Services commence	d by this firm (mm/yy)	11/18	Total consultant co	ontract cost (\$ ⁴	1,000's)	NA
Services completed	by this firm (mm/yy)	10/27	Cost of consultant	services prov	ided by this firm (\$1,000's)	\$1,155

Describe the project including the firm's role and members involved. (Highlight staff to be used in this proposal.) *If there is more than one past performance evaluation category included in the advertisement, then indicate which past performance evaluation category(ies) this project is being used to represent.

Atlas is providing technical support and professional Phase II engineering services from Advanced Engineering Studies (AES) through final design and construction contract bid advertisement for the Intelligent Transportation Systems (ITS) in conjunction with the Central Tri-State Tollway (I-294) project. The project, scheduled from 2018 through 2026, includes the reconstruction and widening of the tollway from Balmoral Avenue to 95th Street to provide congestion relief, reconstruct old infrastructure to meet current and future transportation demand, and address regional needs.

Scope Elements

- ITS Analysis
- Traffic Engineering Analysis
- ITS Plans, Specifications, & Construction Estimates

This \$4 billion project spans a 22-mile corridor serving more than 300,000 vehicles daily. Major components of the project include reconfiguring the I-290/I-88 interchange at I-294, rebuilding the Mile Long Bridge and BNSF Railway Bridge, and integrating Flex Lanes and Smart Road technology. Atlas is leading the design efforts for the active traffic management (ATM) gantries and dynamic message signs (DMS) components.

Nature of firm's responsibility: Subconsultant

Firm members involved include: Austin Provost, Scott Lee, Dan Meier

Relevance: ITS Analysis, Traffic Engineering Analysis, Engineering Plans, Specifications & Construction Estimates

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Sub

 17. Firm Experience:
 Atlas Technical Consultants
 Past Performance Evaluation Category(ies)*
 ITS

 I-90 Jane Addams Memorial Tollway Smart Corridor and
 ITS
 ITS

 ITS Planning and Design, I-294 to Elgin (East Corridor) –
 Firm responsibility (prime or sub?)

 DCM and DSE Services
 Owner's name
 Wineig State Tell Highway Authority

Project number NA **Owner's name** Illinois State Toll Highway Authority Northeastern Illinois **Owner's Project Manager** Elyse Morgan **Project location** Owner's address. 2700 Ogden Avenue; Downers Grove, Illinois 60515 / 630.241.6800 x3703 / emorgan@getipass.com phone, email Services commenced by this firm (mm/yy) 07/12 Total consultant contract cost (\$1,000's) NA \$1,385 Services completed by this firm (mm/yy) 06/17 Cost of consultant services provided by this firm (\$1,000's)

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

Atlas provided professional services for the planning and design of a "smart corridor" concept focused primarily on that portion of the Tollway corridor, east of the Elgin toll plaza. The smart corridor construction project was over \$25 million and constructed over three years. Work tasks included a development of design concepts and renderings for various operational alternatives, including Active Traffic Management (ATM) and a Managed Lane, and assessments of ITS equipment and components to determine compatibility with Tollway requirements. This analysis is described in the "Smart Corridor Vision" document Atlas prepared.

With the Tollway's decision to implement ATM in a portion of this corridor, Atlas took the lead for the development of the Concept of Operations for the I-90 Smart Corridor including the ATM deployment. Atlas also conducted an evaluation of the potential for a connected vehicles deployment in this corridor, either as an Affiliated Test Bed or pilot deployment.

In addition to the cutting edge ITS technologies described above, Atlas's work also included coordinating and planning for the design of ITS field device deployments for CCTV, RTMS, DMS, WIM and exit ramp queue monitoring amongst the various DSE consultants within the I-90 corridor. It also included coordinating the functionality of ITS facilities and the fiber optic communications system, as well as the temporary measures to maintain operations during each stage of mainline reconstruction.

Nature of firm's responsibility: Subconsultant Firm members involved include: Austin Provost Relevance: ITS Analysis, Engineering Plans, Specifications & Construction Estimates

Scope Elements

- ITS Analysis
- ITS Design Plans

17. Firm Experience: Past Performance Evaluation Category(ies)* | ITS **Atlas Technical Consultants** I-80 from Chicago Street to US Route 30; Briggs Street Firm responsibility (prime or sub?) Sub Interchange, Phase II Engineering Services **Project number** D-91-205-19 **Owner's name** Illinois Department of Transportation Will County, Illinois **Owner's Project Manager** Alex Househ **Project location** Owner's address, 2300 S. Dirksen Parkway; Room 340; Springfield, Illinois 62764 / 847.705.4416 / househa@dot.il.gov phone, email \$82,000 Services commenced by this firm (mm/yy) 04/21 Total consultant contract cost (\$1,000's) Services completed by this firm (mm/yy) 04/24 Cost of consultant services provided by this firm (\$1,000's) \$1,500

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

Atlas provided Phase II engineering services for the improvement of I-80 from Chicago Street to US 30, Richards Street Interchange, and Briggs Street Interchange. The overall team scope included adding and reconstructing auxiliary lanes, necessary structure replacements, and roadway widening within the project limits. The Briggs Street interchange work included replacing/widening the Briggs Street structure over I-80 and reconstructing the ramps. Roadway reconstruction and bridge rehabilitation and replacement of eastbound and westbound I-80 from Chicago Street to Rowell Avenue is included.

Atlas provided Phase II design services for Intelligent Transportation System (ITS), traffic signals, and roadway lighting. Atlas's scope of work included permanent and temporary traffic signals plan preparation for the proposed improvement along Richards Street and Briggs Street interchanges. Atlas also developed a Traffic Impact Analysis and temporary and permanent interconnect plans between Westbound I-80 Ramps and Lenox Road. Atlas provided a combination of traffic signal/lighting designs, along with temporary and permanent roadway lighting for multiple interchanges within the limits of this project.

Atlas's Intelligent Transportation Systems (ITS) scope included the development of ITS concept plan for the entire 16-mile Interstate 80 (I-80) corridor to support the systems engineering analysis required for all ITS projects using federal funds. The project ITS architecture and final approved ITS concept plan served as the basis for Phase II final design engineering services required for the completion and implementation of the proposed and approved I-80 corridor ITS improvements.

Nature of firm's responsibility: Subconsultant

Firm members involved include: Austin Provost, Dan Meier

Relevance: ITS Analysis, Traffic Engineering Analysis, Engineering Plans, Specifications & Construction Estimates

Scope Elements

- ITS Analysis
- Traffic Engineering Analysis
- ITS Design Plans
- Traffic Signal Design Plans

17. Firm Experier	ice:						
Halff Associates, I	nc.	Past Performance	e Ev	aluation Disciplin	e(s)* ITS		
Florida ITS O	perations Networl	K			Firm respons	ibility (prime or sub?)	Prime
Project number	N/A	Owner's name	Flo	orida Department o	f Transportation	n – Central Office	
Project location	Statewide, Florida			Owner's Proje	ect Manager	Fred Heery, P.E.	
Owner's address, phone, email	605 Suwannee Street, Tall	ahassee, FL 32399 /	850	.410.5606 / fred.he	ery@dot.state.f	l.us	
Services commend	ed by this firm (mm/yy)	06/17	То	otal consultant co	ntract cost (\$1,	000's)	\$599
Services complete	d by this firm (mm/yy)	05/22	Co	ost of consultant s	services provid	led by this firm (\$1,000's)	\$599

Halff provided design and construction plans to the FDOT Central Office for a fiber optic network spanning more than 2,000 miles, connecting the RTMCs across Florida to the FDOT Traffic Engineering Research Lab (TERL) and FDOT Central Office. The Florida ITS Operations Network (FION), previously called SICN, utilized a combination of fiber and the statewide microwave system to provide statewide interconnectivity. The upgrade to an all-fiber optic network improved data and video transmittance between sites.

Halff coordinated with each FDOT District and various local municipalities across the state to obtain dedicated fiber reservations and identify delineation points for splicing or patching the chord configurations necessary to deliver the network across District lines. Detailed documentation was required to certify project success due to the significant size of the network and the large number of stakeholders and fiber owners. New fiber optic cable laterals were designed where needed to complete links between District-owned fiber backbones and fiber drops into FDOT Central Office hub buildings to regenerate fiber optic signal between network nodes.

Firm members involved include: Tracy Forester, Matt Thibault **Relevance:** Engineering Plans, Specifications & Construction Estimates



17. Firm Experier	ice:						
Halff Associates, I	nc.	Past Performance	e Eval	uation Discipline	e(s)* ITS		
ITS Design-B	uild on I-10				Firm responsi	bility (prime or sub?)	Sub
Project number	N/A	Owner's name	Flori	da Department of	f Transportation	– District 3	
Project location	District 3, Florida			Owner's Proje	ct Manager	Amy DiRusso	
Owner's address, phone, email	Highway 90 East, Chipley,	Florida / 850.330.124	41 / an	ny.dirusso@DOT	.State.FL.US		
Services commend	ed by this firm (mm/yy)	07/13	Tota	I consultant con	ntract cost (\$1,	000's)	\$904
Services completed	d by this firm (mm/yy)	10/19	Cost	t of consultant s	ervices provid	ed by this firm (\$1,000's)	\$570

Halff provided design, permitting, public involvement, and construction services for the implementation of a fiber optic network, and ITS infrastructure, for approximately 223 miles along three regionally significant routes:

- A. SR8/Interstate 10 from East of SR 87 (MM 32) to East of County Road (CR) 59 (MM 190)
- B. SR 75/US 231 from CR 2301 north to the Alabama State Line
- C. SR 10/US 90 from SR 75/US 231 to a new RTMC at the FDOT District 3 Headquarters Complex in Chipley, Florida

This project was a regionally critical project that closed a large gap in the existing ITS and fiber network and now provides backbone connectivity to the entire region of northwest Florida, from the Alabama state line to east of Tallahassee. The ITS infrastructure deployed as part of this project connects the existing FMS systems in Pensacola and Tallahassee, providing a continuous ITS infrastructure. Specific elements of the project included: 144-count fiber trunk line along SR 8 (I-10) and 72-count fiber trunk lines along SR 75/US 231 and SR 10/US 90 over a 10 gigabit Ethernet network, a State-of-the-art Regional Traffic Management Center (RTMC), nearly 400 device locations, and functionality and support for the Road Ranger Service patrol.

Firm members involved include: Tracy Forester

Relevance: Engineering Plans, Specifications & Construction Estimates

17. Firm Experier	ice:						
Halff Associates,	nc.	Past Performance	e Eva	aluation Disciplin	e(s)* ITS		
Flagler Weigl	n Station Mainline	Screening			Firm respons	ibility (prime or sub?)	Sub
Project number	N/A	Owner's name	Flo	orida Department o	f Transportatior	n – Central Office	
Project location	Flagler County, Florida			Owner's Proje	ect Manager	Fred Heery, P.E.	
Owner's address, phone, email	605 Suwannee Street, Tall	ahassee, FL 32399 /	850).410.5530 / stever	n.marshall@dot	state.fl.us	
Services commend	ed by this firm (mm/yy)	04/22	То	tal consultant co	ntract cost (\$1,	000's)	\$222
Services complete	d by this firm (mm/yy)	Est. 09/24	Co	ost of consultant s	services provid	led by this firm (\$1,000's)	\$222

As part of this project, Halff supported FDOT's Motor Carrier Size and Weight (MCSAW) Communications Network by designing an electronic trucking bypass system. This system allows trucks entering the state to be weighed once and then tracked throughout the state, enabling them to bypass other weigh stations. Trucks were monitored using a combination of Lineas quartz WIM sensors, static weigh scales, license plate readers (LPR), USDOT cameras, and lidar scanners. This state-of-the-art system saved commercial truckers and the FDOT time and money, made possible by the statewide fiber network designed by Halff.

Firm members involved include: Tracy Forester, Matt Thibualt **Relevance:** Engineering Plans, Specifications & Construction Estimates



24-102 **Section 18**



18. Approach and Methodology: Project Goals and Understanding

The Gresham Smith team understands the goals and desired outcomes of project success for LADOTD's ITS section. We have effectively assisted the LADOTD ITS section in meeting their organizational goals for well over a decade. As always, the key to our success is to work closely with our client's staff and be a value-added partner that is responsive, innovative, efficient and effective. Gresham Smith has a long history as a trusted advisor to the LADOTD ITS section, partnering on a diverse set of projects including analysis, design, integration, maintenance, asset management and construction engineering and inspection. Our teaming partners have vast experience in supporting ITS projects. Intelligent Transportation Systems, LLC, has supported the LADOTD ITS section on various projects over the past years. Halff Associates and Atlas Technical Consultants, provide similar services for a number of DOT clients throughout the US and can help deliver fresh ideas and solutions that have been successful elsewhere.

Our team is fully prepared to support LADOTD ITS section with key initiatives and program areas. Some of the key programmatic initiatives include implementing Connected and Automated Vehicle (CAV) technologies, expanding fiber management and documentation, traffic signal network expansion, generating insightful performance measures, advanced TSM&O strategies, and creative solutions to efficiently and safety move people, freight and goods.

Project Management

Project Management is essential throughout the duration of every project. Delivering task orders on time and on budget requires a strong project management approach that emphasizes coordination and communication. As Project Manager and Project Principal, Bert Moore will provide oversight of all project functions and deliverables to ensure our solutions are delivered on time and within budget to LADOTD. Our tasks managers, Julian Bordelon, P.E. and Christina Florez, P.E., have the proven leadership and over 30 years of combined experience in leading and managing major ITS projects. They will be the day-to-day point of contact for our internal team communication and coordination. Our LADOTD specific experience puts us in a position to efficiently implement any assigned task, as we have demonstrated in the past. One of the keys to a successful project is to clearly define the needs and expectations from the start. To accomplish this, each project will begin with a scoping meeting where we will meet with LADOTD's project manager to ensure that we fully understand the goals and objectives of the project and come prepared to

discuss any challenges we perceive with the scope and identify our resources to complete the assignment. Our scope of services development process will allow us to efficiently develop a scope for task orders and initiate the project. During the project, our task managers will continually monitor any risks, to the scope, schedule and budget of each task and regularly communicate progress to our LADOTD project managers.

ITS / Traffic Engineering Analysis

Analyses and studies are a critical component of the planning process. Analyses could include tasks involving updates to the ITS architectures, both Statewide (SITSA) and Regional (RITSA), performing feasibility studies, traffic signal studies, ramp metering studies, traffic simulation modeling analyses, and Systems Engineering Analyses (SEA). For each planning task, we will establish an approach/roadmap that aligns with the goals and objectives, accelerates project delivery, and includes innovative approaches such as considerations for CAV and data analytics. Our planning studies include enough information in order to program the project for design, construction and maintenance. Under the previous ITS design retainer contract, Gresham Smith completed the I-12 Ramp Meter Feasibility Assessment study, the SEAs for the Traffic Signal Control Software project, the Signal Communications Upgrade Phase 1 project, and the Emergency Vehicle Preemption (EVP) Devices in East Baton Rouge. These tasks will be led by experienced engineers, Meredith Cebelak (ITS) and Rebecca Murray (Traffic Engineering). Meredith has over 23 years of experience in ITS and TSMO, including the development and review of SEAs and ITS Architectures. Rebecca is well versed in the LADOTD process and has successfully delivered various traffic engineering studies and modeling to LADOTD.

Gresham Smith has successfully completed planning analyses, studies and ITS Architectures for State DOTs, including LADOTD, FDOT, TDOT, MDOT and ALDOT as well as local municipalities throughout the southeast. Gresham Smith has been producing SEAs since their inception and our work has evolved with the Federal Highway Administration (FHWA) process, including incorporating requirements for all types of designs and advanced signal systems. We follow the FHWA's Rule 940 so projects are eligible for federal funding. This process considers the lifecycle of a project and how the designs are traced back to the system requirements.

Within the SEA process, stakeholders are identified and their roles and responsibilities are defined. For new technologies and systems, requirements and testing procedures are developed, and concepts of operations documents are created to identify procedures and resources needed for operations, management, and maintenance. This can be

accomplished through either in person, virtual or hybrid stakeholder workshops. Once the workshop is completed, our team will develop a decision matrix that will track all of the system requirements and ensure they are carried through the design. Typically, the SEA process for LADOTD includes a determination of project feasibility and a 30% conceptional design.

Gresham Smith has supported the review and updates of various State, Regional and Project ITS Architectures, including supporting the 2020 update of the statewide and seven regional architectures for FDOT. This update conformed to the latest version of the National ITS Architecture. Our oversight ensured the project team adhered to scope, schedule, budgets, and quality standards. Gresham Smith served as an extension of the staff, managing consultants while also coordinating with all FDOT Districts and stakeholders throughout Florida. Gresham Smith continues to provide support for the annual maintenance of FDOT's ITS architectures.

In addition to our ITS planning experience, our local team also includes traffic engineers with a wealth of experience in traffic analysis and studies, including traffic signal studies, signal timing, ramp metering studies and design, traffic simulation modeling, alternative analyses and feasibility studies. Our team also includes significant experience with adaptive signal systems and the understanding of how to manage interstate traffic diversions so they do not impact nearby arterials.



Engineering Plans, Specifications, and Construction Estimates

Our design tasks will be led by Christina Florez and Julian Bordelon, both licensed electrical PEs with experience delivering successful projects for LADOTD. They will be supported by others from Gresham Smith and our subs who are all experienced with ITS and Traffic design. Providing clear design details is essential for conveying expectations to contractors and ultimately accelerating project delivery. These ITS construction plan components include network, power, and device design details. We have experience developing a spectrum of

network designs and communications plans that ensure the smooth integration of the old with the new, so that the appropriate changes are

made, and network stability is managed. Network design is a critical element to successful operations and is considered up front in our communication system designs. This includes development and adherence to IP schemas, network architectures, fiber allocation plans and other communication system resources that are critical elements for LADOTD's communication management. In addition to our team's electrical and civil professional engineers and Els, we have a number of ITS and traffic signal technicians, structural and roadway engineers to provide design expertise for any ancillary items that may be needed within the project.

Additionally, we have been the project engineer and inspector performing Construction Engineering and Inspection (CEI) on a number of ITS projects in the past and we have a great understanding of how Louisiana contractors construct these projects, the issues that arise during construction and the common discrepancies within plan sets. This knowledge will assist us with the development of better plans designed in the most economical way and the shortest amount of time. This CEI experience has also allowed our staff to become intimately familiar with the LADOTD ITS specifications.

Gresham Smith fully understand the LADOTD design process. Gresham Smith has delivered plans specifications and construction estimates for over 40 projects that have let for construction. We are experienced in following LADOTD standard delivery schedule, as well as modified delivery schedules for non-traditional projects that abbreviate the schedule allowing for a more expedited delivery process. We have used expedited project delivery approaches for ITS Design that include 30%, 60%, 95% Preliminary Plans, a Plan-In-Hand meeting, and a 95%, 98%, and 100% Final Plans delivery for Safety Design projects. Our staff is experienced with LADOTD's current required software packages of ProjectWise, MicroStation, InRoads as well as Open Roads Designer (ODR), which is anticipated to be implemented and required by LADOTD prior to the completion of this IDIQ contract.

Gresham Smith consistently delivers construction cost estimates within 10% of the winning bid totals for the projects we have designed for LADOTD. The accuracy of these estimates assists with LADOTD's scheduling, allocation of the funds and the delivery of their program.

Technical Support During Construction

Gresham Smith is prepared to assist LADOTD by reviewing RFIs and equipment submittals and developing As-Built drawings. Gresham Smith was selected for the ITS CEI IDIQ retainer contract in 2017. Under this IDIQ contract, Gresham was assigned task orders for H.012749.6-1, Signal Communications Upgrade Phase 1 Districts 61 and 62, H.011500.6 Lake Charles ITS phase 3, and multiple Fiber Optic Mapping and Management task orders to catalog ITS infrastructure across the state. Current projects include the CEI services for the H.013256.6 I-10 ITS Scott to Lake Charles project. Over the course of these projects, Gresham Smith Project Engineers have developed the relationships with LADOTD, contractors, vendors, and sub-consultants needed to efficiently perform the required CEI duties while addressing unexpected issues as they arise.

From our experience on these construction projects, we have learned the importance of starting utility coordination early and continuing to coordinate with the power and communications companies through every step, especially if those companies will provide services between new infrastructure and LADOTD's system.

Louisiana faces challenging soil conditions, as well as strong hurricane winds. Our team understands the importance of structural design under these conditions. Our local structural engineer, Courtney Rome is very familiar with Louisiana soil. Courtney has provided foundation design for various projects in south Louisiana and will bring his proven structural background in bridge inspection and design to ensure foundations and other required structures will be prepared for the unique challenges of infrastructure in Louisiana.



Our Project Engineers were able to assist LADOTD and the contractors in delivering successful construction projects through many challenges including delays caused by the COVID-19 pandemic as well as multiple hurricanes. Gresham Smith understands that to ensure project success, we must be responsive and flexible to all challenges.

GIS Support / Asset Management

System and field asset documentation is critical for ITS expansions, future ITS connectivity, broadband initiatives, device uptime, and communication

infrastructure. Since 2016, Gresham Smith has supported LADOTD ITS with documenting their existing infrastructure. The local team has spearheaded the implementation of the Fiber Optic Mapping and Management (FOMM) system, and populated ITS asset information for the major metropolitan areas: Baton Rouge, New Orleans, Shreveport, Houma, the North Shore, Alexandria, Lafayette, and Lake Charles. The team is prepared to help fill gaps in this asset inventory such as leased fiber connecting the metropolitan areas, and keeping these areas up to date as new projects are constructed. The FOMM system has the capability to document communication circuits between signalized intersections as LADOTD expands connectivity along arterial state routes .

Additional tasks for the FOMM project included developing final requirements for inventory data collection, data collection schedule, data reporting requirements and QA/QC procedures. Gresham Smith delivered an evaluation report of how the pilot project was performed, summarizing the issues and how those issues were addressed during the process.

Quality Control

Our deliverables undergo a rigorous quality control process to ensure relevance, accuracy and constructability. Plans will meet LADOTD's Construction Quality Plans Quality Control/Quality Assurance Manual requirements and EDSM No: I.1.1.24 on Plan Quality while adhering to the established Digital Plan Delivery Standards and Workflows. Gresham Smith understands the digital signature process and the expectations of LADOTD when delivering plans, specifications, and cost estimates. This includes QC with deliverables for all ITS design submittals, both on and off team, electrical, and constructability reviews. Richard Savoie, former Chief Engineer for LADOTD, and Matt D'Angelo, will oversee our QA/QC process so that all plans, specs and estimates are reviewed for completeness and



clarity. Matt will lead ITS technical reviews and Richard will ensure consistency with LADOTD standards and practices.

Gresham Smith has a Quality Management System that is built-in to our processes throughout a project life cycle. Successful projects require the development and implementation of a plan that is focused on delivering desired outcomes and built on a proven method of project delivery, clearly defined roles and responsibilities, frequent and effective communications, and continuous monitoring and control. We have a 5 step QA/QC process, including off-team independent reviewers, that avoids repeat review comments and minor errors thus saving time.

Program Timeline Option

Below is a sample schedule to illustrate our understanding of LADOTD's design process, and how we will approach a typical ITS design task. The task will be initiated by meeting with project stakeholders and gathering the preliminary project information, preliminary concept plans, and SEAs. If the SEA or concept plans have not been developed, project needs and objectives are verified. To help manage the schedule, comment resolutions meetings are required after every design submittal. There meetings are used to verify stakeholders agree comments are addressed and verify needs and goals of the project are still being met.

From start to finish, the Gresham Smith team will be focused on managing risk to scope and schedule so that our project deliverables result in ITS deployments that meet the needs of the ITS Section, project stakeholders and the general public.

Exemple Selectule	
Example Schedule	Task Start Task End
Project Management & Program Assistance	
NTP/Kickoff Meeting and Minutes	•
Coordination Meeting & Project Reporting	
Perform ITS / Traffic Engineering Analyses	
Stakeholder Workshop	(
Concept of Operations	
Engineering Alternative Analysis	(
System Recommendations	(
Engineering Plans, Specifications & Construction Estimates	
60% Submittal	(
90% Submittal	(
100% Submittal	(
Final Plans and Specifications	
Opinion of Probable Construction Cost	
Technical Support during Construction	
Answering Requests for Information	
Developing Change Orders	
GIS Support Services	
Field Inventory/Collecting As-Builts	
Data Entry	
Data Validation	
QC Report	•
Program Report	(

24-102 Sections 19-23



19. Workload:

Firm All firms must be represented in this table	Past Performance Evaluation Disciplines(s) ³	Contract Number & State Project Number	Project Name	Remaining unpaid balance**
Gresham Smith	Traffic	4400005890 H.012018.5	Lafayette Adaptive Traffic Signals	\$4,453
Gresham Smith	Road	4400019871 H.013720.5	LRSP/STRPPP Bonner Street Bridge Pedestrian Improvements	\$1,544
Gresham Smith	Road	4400019871 H.013073.5	LRSP/STRPPP Greenwell Springs & Wooddale Sidewalks	\$16,270
Gresham Smith	Traffic	4400019871 H.015086.5	LRSP/STRPPP LA 14	\$13,158
Gresham Smith	Road	4400019871 H.013714.5	LRSP/STRPPP Valhi Boulevard Shared Use Path Signing and Striping	\$45,616
Gresham Smith	Road	4400019871 H.015196.5	LRSP/STRPPP DeSoto Signing and Striping	\$15,783
Gresham Smith	Planning	4400021326 H.010074.1	LA 70 at LA 3089 Stage 0	\$81,798
Gresham Smith	ITS	4400024424 H.013256.6	I-10 Scott to Lake Charles ITS CEI	\$14,458
Gresham Smith	Road	4400026912 H.0014640	LSRP-S.t Mary Parish	\$112,646
Intelligent Transportation Systems, LLC	ITS	H.013256.6	I-10 ITS Scott to Lake Charles – Construction	0
Intelligent Transportation Systems, LLC	ITS	H.013710.6	I-10: US 61 to LaPlace Deployment	\$18,961
Intelligent Transportation Systems, LLC	ITS	H.007160	EBR Computerized Signal Phase VB	\$19,995
Intelligent Transportation Systems, LLC	ITS	H.001234.6	LA1 Port Allen Canal BR Replacement	\$14,291
Intelligent Transportation Systems, LLC	ITS	H.013868.6 (A)	ITS Routine Maintenance Engineering and Inspection (ME&I)	\$129,583
Intelligent Transportation Systems, LLC	ITS	H.013868.6 (B)	ITS Responsive/ Emergency ME&I Statewide	\$48,280
Intelligent Transportation Systems, LLC	ITS	H.013868.5	ITS Maintenance Program Management and Operations	\$2,679
Intelligent Transportation Systems, LLC	ITS	H.011504	Alexandria Phase 2	\$27,685
Intelligent Transportation Systems, LLC	ITS	H.002424.6	LA 70: Sunshine Bridge – LA 22	\$18,768
Intelligent Transportation Systems, LLC	ITS	H.003047	Pecue Lane/ I-10 Interchange Phase III	\$22,841
Intelligent Transportation Systems, LLC	Traffic	44-24461	LA 385 – Ryan St Intersection Improvements	\$180,000
Intelligent Transportation Systems, LLC	Traffic	44-21887	Replacement of Fifteen Bridges	\$79,573
Intelligent Transportation Systems, LLC	ITS	H.006474.1	Shreveport Immediate ITS SEA/Design	\$18,760
Intelligent Transportation Systems, LLC	ITS	H.015136.1	Northshore Regional Architecture	\$19,757

Firm All firms must be represented in this table	Past Performance Evaluation Disciplines(s) *	Contract Number & State Project Number	Project Name	Remaining unpaid balance**
Intelligent Transportation Systems LLC	ITS	H.013866	I-12: LA 21 to US 190	\$8,678
Intelligent Transportation Systems LLC	ITS	H.014515.5	511 & ATMS SEA	\$77,385
Intelligent Transportation Systems LLC	ITS	H.012845.1	CAV Team Support	\$140,307
Intelligent Transportation Systems LLC	ITS	H.013482	I-10 WBR Queue Warning	\$122,508
Atlas Technical Consultants LLC	Planning	4400017438 H.013284	MRB South GBR: LA 1 to LA 30 Connector	\$697,577
Halff Associates, Inc.	Other (Water Modelling)	440020960 Task Order No. 9	Community Outreach and Mitigation Strategies	\$16,690
Halff Associates, Inc.	Other (Water Modelling)	440020960 Task Order No. 15	FY23 Phase 1 Discovery – Northwest Louisiana	\$40,577
Halff Associates, Inc.	Other (Water Modelling)	440020960 Task Order No. 18	FFE Inventory Terrebonne Parish	\$26,625
Halff Associates, Inc.	Other (Water Modelling)	440020960 Task Order No. 12	FY23 Phase 2 Risk Identification & Assessment – Rapides Park Part 2	\$44,226





Professional Development Hours (PDHs) Awarded: 3

26 y Burnles

Certificate of Completion	Certificate of Completion
Bert Moore	Bert Moore
for completing the	for completing the
Traffic Engineering Analysis Process & Report Module 2	Traffic Engineering Analysis Process & Report Module 3
Date:June 11, 2018Professional DevelopmentLocation:Baton Rouge, LouisianaHours (PDHs) Awarded:4	Date: October 18, 2018 Professional Develo Location: Baton Rouge, Louisiana Hours (PDHs) Awa
Authorized Instructor Authorized Instructor Authorized Instructor	Authorized Instructor Authorized Instructor Authorized











LOUISIANA STATE CIVIL SERVICE

acknowledges that

Julian Van Bordelon

has successfully completed the training course:

CPTP SCS Cybersecurity WBT

on

June 03, 2024

This document is intended to be used solely for the purpose of documenting the individual's completion of SCS's web-based training: CPTP SCS Cybersecurity WBT





A	TSSA	SAFER ROADS SAVE LIVES AMERIC	can Traffic Safety es Association
	F TRAINING EREBY RECOGNIZES THAT	This is Chr	s to affirm that
Christ has Traffic Control Superviso Train	tina Florez attended or Refresher-LA State Specific ing Course	has satisfied the requir	rements to be designated as a
4/5/2021 to 4/5/2025 Training Valid Through Baton Rouge, LA Location 47554 provide training and confliction	Lange a 344- Director of Training Manute Territor Januar President, CEO n her neether constitues employment by ATSSA artess Traffe Schry Services Association ATSSA con	Issue Date 6/13/2022 Exp. Date 6/12/2026 State Issued 7.4 A 1000079590	ATSSA Instructor Name Lange Sult Instructor Signature Verify at Flagger.com







NFPA 70, National Electrical Code (NEC) (2023) Online Erifipicate Streetion DANIEL KNOTT



Daniel R. Knott

is hereby certified as a





LOUISIANA STATE CIVIL SERVICE

acknowledges that

Adrian Maverick Meads Jr.

has successfully completed the training course:

CPTP SCS Cybersecurity WBT

June 04, 2024

This document is intended to be used solely for the purpose of documenting the individual's completion of SCS's web-based training: CPTP SCS Cybersecurity WBT





Status: Active







American Wick Drain Corporation					
1209 Airport Road					
Monroe, NC 28110					
PH: 800.242.9425					
FX: 704.296.0690					

The individual named below attended the continuing education program as described.

			Registration #:		
Name:	Ronnie Robinson		24040	State: LA	
Organization:	Gresham Smith + Partners				
Address:	1000 Perkins Rowe Suite 280				
City /ST / Zip:	Baton Rouge, LA 70810				
Course Date:	5/15/2018				
Title Of Registered Course	Contact Hours	Provider Name	Format	Content Development Resources	
Geocomposite Drains in Civil Design	1 hour	American Wick Drain Corporation	Lecture		
Covers Health, Safety and Welfare	Professional Development	Course Number	Grade Received (if exam used)	Material Resources	
Yes	1 hour	AWD-007		PowerPoint Presentation	
Learning Objectives: The attendee will learn the differences between conventional drainage design with pipe and how its performance compares to designing with geocomposites. The course will cover the history of geocomposites for drainage, the basic principles of drainage design, the installation methods and various drainage applications. Topics discussed will include soil permeability, soil weight and lateral earth pressure and the overall effect drainage has on the design approach. Applications discussed will include landscape area, planting beds, retaining walls, green roofs and sports fields. The appropriate product for each application will be presented for commonly encountered soil types in most geographical areas. Attendees should expect to understand basic drainage principles, and be able to choose and specify a geocomposite drainage design for most common field design andications.					








Gresham Smith

Certificate of Training	In cooperation with the Louisiana Department of Transportation & Development presents this		Please select the date you attended the coun Tuesday, May 1, 2018 Viednesday, May 2, 2018
Courtney Rome	Certificate of attendance and participation for:		
MASH Criteria Training Presented by Trinity Highway Product and Gulf Material Sales on April 13, 2016 in Little Rock Arkansas	Transportation Training and Education Of Historic Bridges Transportation Training and Education Center 4099 Gourrier Avenue, Room 175 Baton Rouge, Louisiana 70808		
Professional Development Hours (PDH) – 2	You have earned 8 PDH units that can be applied to applicable continuing education requirements for professional engineering licenstrum.	(Bulf E. Spither Mead & Hunt Instructor	Mage & Hunt Instructor



	holder of this card, i pledge to tollow all AMSI AM2 ndards for the safe operation lifts and any other licable safety guidelines for construction and industry well as:
.8	and and Familiarize myself with all manuals for each AWP
10	anduct a Prestart Inspection before each day or before in work shift
1	insure operators are trained
1	Perform a Workplace Inspection.
i	Ensure that before each movement or repositioning of the lift
-	The AWP is operated on a surface within the limits specified by the manufacturer.
1	Outriggers, extendible axtes, or other stability enhancing means are used as required by the manufacturier.
	Guardralis are installed and access gales or openings are closed per the manufacturer's instructions.
	The load and it's distribution on the platform are in accordance with the manufacturer's rated capacity.
	There is adequate overhead clearance
	Maintain the Minimum Safe Approach Distance (MSAD) from energized power lines.
	AS PPE is worn including a personal harmess and lanyard attached to the menufacturer's anchorage point
6	Follow all manufacturer's Warnings and Instructions.









Certificat	e of Comp	pletion
Al	ben Cooper	
for	completing the	
Traffic Engineerin	g Analysis Proc Module 2	cess & Report
Date: February 25, 2019 Location: Bridge City, Louisian	a	Professional Development Hours (PDHs) Awarded: 3
Joby J. Chine Authorized Instructor	Authorized Instructor	Authorized instructor
10	UISIANA DEPARTMENT OF INSOCRIATION E DEVELOPMENT	



Gresham Smith

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.

22. Sub-consultant Information:

Firm Name (Name must match as registered with Louisiana's Secretary of State)	Address	Point of Contact and email address	Phone Number
Intelligent Transportation Systems LLC	37302 Commerce Lane Prairieville, LA 70769	Kimberly D. McDaniel, P.E., PTOE, PTP kimberly@itsanswers.com	225.751.9300
Atlas Technical Consultants LLC	8440 Jefferson Hwy, Suite 400 Baton Rouge, LA 70809	Adam Davis, PE Adam.Davis@oneatlas.com	225.610.0123
Halff Associates, Inc.	401 Market Street Suite 650 Shreveport, Louisiana 71101	Tracy Forester tforester@halff.com	850.848.9421

(Add rows as needed)

23. Location:

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



Genuine Ingenuity

Alpharetta, GA Atlanta, GA Baton Rouge, LA Birmingham, AL Buford, GA Charlotte, NC Chattanooga, TN Chicago, IL Cincinnati, OH Columbus, OH Dallas, TX Denver, CO Detroit, MI Ft. Lauderdale, FL Jackson, MS Jacksonville, FL Knoxville, TN Lexington, KY Louisville, KY Memphis, TN Miami, FL Nashville, TN Orlando, FL Richmond, VA Tallahassee, FL Tampa, FL 10000 Perkins Rowe Suite 280 Baton Rouge, LA 70810

225.757.5849 GreshamSmith.com